INNOVATIVE

ITEM NUMBER	6.2
SUBJECT	Planning Proposal for the block bound by Parramatta Road, Victoria St, Albert St and Western Railway Line, Granville
REFERENCE	RZ/10/2013 - D06421283
REPORT OF	Team Leader Land Use Planning
APPLICANT	Pacific Planning (Note: Applicant for the original application that resulted in Council making the initial Gateway request.)
LANDOWNER	Multiple landowners – details of all landowners will be circulated to all Councillors under separate cover.

PURPOSE:

- To report to the Local Planning Panel (LPP) following the public exhibition of two options for the Planning Proposal for land bound by Parramatta Road, Albert Street, Victoria Street and the Western Railway Line, Granville.
- To report on further consultation undertaken with agencies and other landowners / representatives in the block post-exhibition.
- To report on a final preferred option subsequently submitted by the Applicant, as well as the related consultation process with landowners in the block.
- To allow LPP to make a recommendation on what option should be preferred by Council for submission to the Department of Planning and Environment.
- To recommend next steps to progress planning in the block, namely regarding preparation of a site-specific Development Control Plan and Voluntary Planning Agreement(s).

RECOMMENDATION

That the Local Planning Panel recommend to Council:

(a) **That** Council note the outcomes of the public exhibition and consultation processes (which are summarised and addressed in Attachments 7, 8, 9, 10 and 14) undertaken for the subject Planning Proposal in relation to the block in Granville bounded by Parramatta Road, Victoria St, Albert St and the railway line.

(b) **That** Council amend the Planning Proposal document exhibited (a copy of which is included in Attachment 5) so that the controls in the Parramatta Local Environmental Plan 2011 (PLEP 2011) that apply to the subject block are amended as follows:

1. Rezone the subject land from part B6 Enterprise Corridor / part R3 Medium Density Residential to B4 Mixed Use
2. Increase the FSR from part 2:1 / part 0.6:1 to 4.5:1
3. Increase the height from part 15m (4 storeys) / part 11m (3 storeys) to 82m (approx. 25 storeys).
4. Introduce a Design Excellence Clause, requiring any development on these blocks to run an architectural design competition with the winning scheme not receiving a height or FSR bonus;
5. Include a satisfactory arrangements provision for contributions to designated State public infrastructure identified as part of the Parramatta

Road Corridor Urban Transformation Strategy and supporting documents; and

6. make any other amendments to ensure the Planning Proposal is providing planning controls that are consistent with the Parramatta Road Corridor Urban Transformation Strategy (except for the building height control)

(c) **That** Council send the Planning Proposal referred to above to the Department of Planning and Environment for their consideration so they can begin processing the Planning Proposal. However, Council should also advise the Department that the Planning Proposal not be finalised until:

- Council advises the Department that Voluntary Planning Agreements (VPAs) have been signed by both Council and the landowners that ensure adequate contributions to local infrastructure, in particular road network improvements have been put in place to ensure that the requirements of relevant NSW transport agencies are addressed, and
- A Development Control Plan (DCP) is prepared and endorsed by Council for the block.

(d) **That** Council authorise the Acting Chief Executive Officer (CEO) to make any minor amendments and corrections of a non-policy and administrative nature that may arise during finalisation of the Planning Proposal documentation.

(e) **That** Council advise the Department that, if a legal mechanism exists or can be agreed, that Council has no objection to the Department finalising the Planning Proposal for different parts of the site at different points in time. (As this would allow for the planning controls to be finalised for sites as the VPAs are finalised, rather than requiring all the landowners to wait for all the VPAs to be agreed with all landowners before the new planning controls can come into force on their site.)

(f) **That** Council engage a consultant team to prepare a DCP to guide the development of the block**.** This process should involve consultation with all landowners as part of its preparation, and the Draft DCP should address the key DCP issues detailed in the body of this report.

(g) **That** the Draft DCP be reported to Council to allow Council to endorse the DCP prior to any public consultation on this plan.

(h) **That** Council delegate the Acting CEO to invite all landowners to discuss potential Planning Agreements that provide a contribution to the future infrastructure needs of the Granville Precinct, and to undertake negotiations on the content of any Voluntary Planning Agreement on behalf of Council. When negotiating these agreements Council officers negotiating position should be that the contribution should be equivalent to 50% of the value uplift of the site (in accordance with Council's resolution of 13 June 2017).

(i) **Further, that** the outcome of any VPA negotiations arising from the process outlined in (h) above be reported to Council prior to the exhibition of any VPA.

BACKGROUND – SUMMARY OF PRE-EXHIBITION PROCESS

1. A detailed chronology of this Planning Proposal is in **Attachment 1**. This attachment details the progression of the Planning Proposal through the Gateway process in conjunction with the preparation of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS). This section summarises key milestones in this Planning Proposal's process to provide context for the remainder of the report.

2. In September 2015, UrbanGrowth NSW placed the Draft PRCUTS on exhibition. The Draft PRCUTS recommended a mixed-use precinct with development ranging in height from 14 storeys to 25 storeys (up to 82m) for the subject land. Specific zoning, height and FSR controls were not released in the draft Strategy.

3. A Planning Proposal for the land at 171-189 Parramatta Road, Granville (see **Figure 1**) was endorsed by Parramatta City Council on 23 December 2015 (and subsequently on 14 March 2016) and sent to the Department of Planning and Environment (DPE) for a Gateway Determination seeking to:

    a. Rezone the subject land from part B6 Enterprise Corridor / part R3 Medium Density Residential to B4 Mixed Use
    b. Increase the FSR from part 2:1 / part 0.6:1 to 6:1
    c. Increase the height from part 15m (4 storeys) / part 11m (3 storeys) to 82m (25 storeys).

4. DPE issued a Gateway Determination (**Attachment 2**) in early June 2016 advising Council that the Planning Proposal should proceed subject to a number of conditions. Amongst other conditions, the Gateway determination required that the Planning Proposal be amended to:

    - Include all the land in the block bound by Parramatta Road, Victoria Street, Albert Street and the Western Rail Corridor in Granville (see **Figure 1**);
    - Ensure consistency with the recommendations of the Draft PRCUTS and its associated Urban Design Guidelines;
    - Introduce a Design Excellence Clause, requiring the site to run an architectural design competition with the winning scheme not receiving a height or FSR bonus;
    - Include a satisfactory arrangements provision for contributions to designated State public infrastructure identified as part of the draft or final Parramatta Road Corridor Urban Transformation Strategy; and
    - Ensure consistency with the final PRCUTS before finalisation of the LEP amendment.



Figure 1: Original Site and Expanded Site (as required by the Gateway condition)

5. The final PRCUTS was released in November 2016, and recommends the following planning controls for this site:

   - **Land Use Zoning:** B4 Mixed Use
   - **FSR:** 4.5:1
   - **Height:** 52m (18 storeys)

   The final PRCUTS is given statutory weight by Section 9.1 (former Section 117) Direction 7.3, which also provides planning authorities with the discretion to consider a variation to the controls presented in the final PRCUTS, provided that the Planning Proposal is:

   a. consistent with the Out of Sequence Checklist in the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November, 2016), or
   b. justified by a study (prepared in support of the planning proposal) that clearly demonstrates better outcomes are delivered than identified in the Parramatta Road Corridor Urban Transformation Strategy (November, 2016) and Parramatta Road Corridor Implementation Plan 2016-2023 (November, 2016) having regard to the vision and objectives, or
   c. of minor significance.

6. The most recent report to Council on this matter was on 10 July 2017 (refer **Attachment 3**). Council's resolution of 10 July 2017 is attached in full to this report (refer **Attachment 4**). Key points of this resolution are summarised as follows:

   - The resolution authorised exhibition of the Planning Proposal presenting two options as follows:
     - Option 1: FSR of 6:1 and Height of 82m (proposed by the Applicant)
     - Option 2: FSR of 4.5:1 and Height of 52m (consistent with the final PRCUTS)
   - The resolution outlined that if the Applicant wished to amend their justification as to why the option seeking FSR of 6:1 and height of 82m presents a better planning outcome, then that information would be included in the exhibition.

- The resolution called for a further report to be presented post-exhibition where Council would then finalise its assessment on whether Option 1 demonstrates a better planning outcome than that identified in the final PRCUTS.

7. As per the 10 July 2017 resolution, prior to exhibition, the Applicant amended their justification as to why Option 1 represents a better planning outcome, and this information was placed on exhibition alongside the two Options outlined above. This exhibited material is addressed in further detail later in this report.

8. The exhibition of the two Options outlined above occurred from 1 November 2017 – 2 February 2018. The exhibition was originally scheduled to end on 30 November, however, due to the potential confusion caused by the Applicant undertaking a parallel consultation process and issues with Council notification, the Planning Proposal was re-notified and the consultation period extended to 2 February 2018.

EXHIBITED MATERIALS

9. In accordance with Council's resolution of 10 July 2017, two options for exhibition were prepared, being:

   a. **Option 1**: 6:1 FSR and 82m Height (Applicant-preferred)
   b. **Option 2**: 4.5:1 FSR and 52m Height (consistent with final PRCUTS)

10. Alongside the Council Report and Resolution from 10 July 2017, the following information was exhibited from 1 November 2017 – 2 February 2018 (these materials are at **Attachment 5**).

    a. Planning Proposal outlining the two Options and including the following appendices:
       i. Gateway Determination
       ii. Massing Study Option 1
       iii. Massing Study Option 2
       iv. Contamination Reports
       v. Traffic Impact Assessment
       vi. Traffic Statement Comparing Options 1 and 2
       vii. Better Planning Outcome Statement relating to Option 1
       viii. Economic Benefits Report

    (Note: All of the documents with the exception of the Gateway Determination were provided by the Applicant.)

11. The two exhibited options are summarised as follows:

    Option 1: 6:1 FSR and 82m Height (Applicant-preferred)
    Option 1 shows four buildings, as illustrated in the below diagram (can be viewed in larger format at **Attachment 5**). The buildings have podiums from 4-8 storeys with towers above. Three towers are 25 storeys, and one tower is 15 storeys. This Option includes 3,200sqm of open space designated "potential park" sited across multiple landholdings and fronting Victoria St. It also illustrates two designated "through site links", with another corridor linking from the southwest corner of the proposed park through to

Parramatta Road. An upgraded link along the railway corridor, and a land contribution to road widening along Parramatta Road. It also illustrates a potential future pedestrian bridge over Parramatta Road.

At the time of exhibition, almost all of the properties in the block were being considered for redevelopment by two developers: (1) the Applicant and (2) Develotek, who had options over most of the sites fronting Victoria St that were not part of the Applicant's proposal.

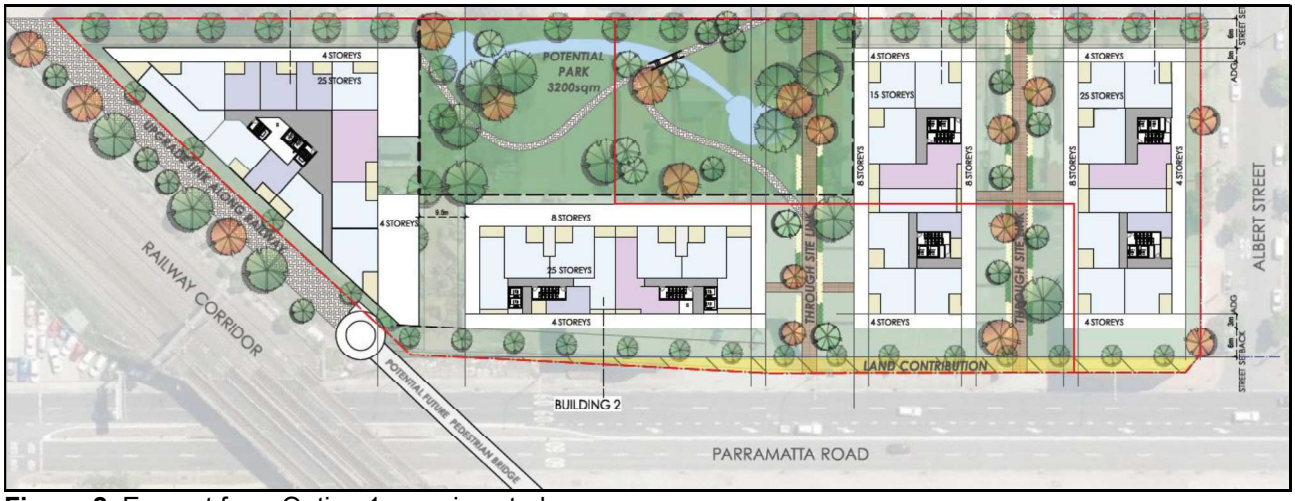


Figure 2: Excerpt from Option 1 massing study

Option 2: 4.5:1 FSR and 52m Height (consistent with final PRCUTS)
Option 2 shows six buildings (including one building with a two-tower form), as illustrated in the below diagram (can be viewed in larger format at **Attachment 5**). The buildings have podiums ranging from 4-8 storeys with towers above. Three towers are 18 storeys, two towers are 14 storeys, and two towers are 8 storeys. There are two main pedestrian paths through the block. This scheme does not illustrate a "potential park", an upgraded link along the railway corridor, a land contribution to road widening along Parramatta Road, or a potential bridge over Parramatta Road.

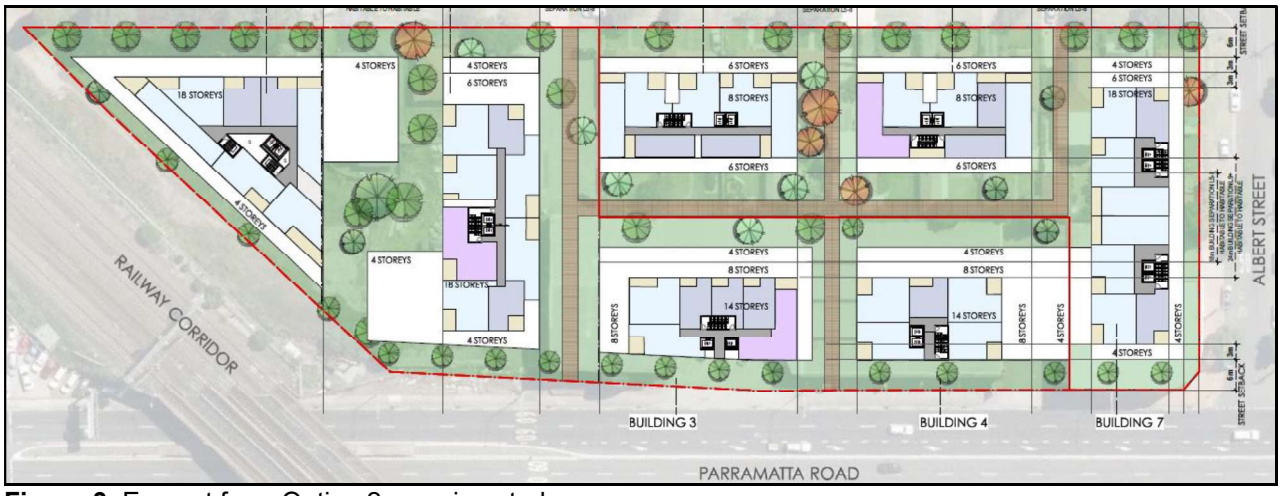


Figure 3: Excerpt from Option 2 massing study

SUMMARY OF POST-EXHIBITION PROCESS

12. The next sections of this report detail the post-exhibition process for this Planning Proposal. In summary, the key events in the post-exhibition process were as follows:

- **February – May 2018:** Four streams of feedback emerged from the exhibition of the Planning Proposal, as follows:
  - officer feedback on the exhibited Options;
  - response from the community to the exhibition;
  - response from and further consultation with the two major developers in the block (i.e. the Applicant and Develotek); and
  - response from and further consultation with State agencies.
- **27 March 2018:** Develotek formally advised officers that they were not likely to proceed with a project at this block.
- **21 June 2018:** In response to Develotek's withdrawal, the Applicant submitted a package of revised materials in response to these four streams of feedback.
- **17 August 2018:** The Applicant confirmed their final preferred option for the Planning Proposal (i.e. part 6:1 and part 4.5:1).
- **August – October 2018:** Three streams of feedback to the final preferred option, as follows:
  - officer feedback on the final preferred option;
  - consultation process with other individual affected landowners in the block, given Develotek's withdrawal; and
  - final response from Roads and Maritime Services (RMS).

13. The above process is summarised in **Figure 4** below.

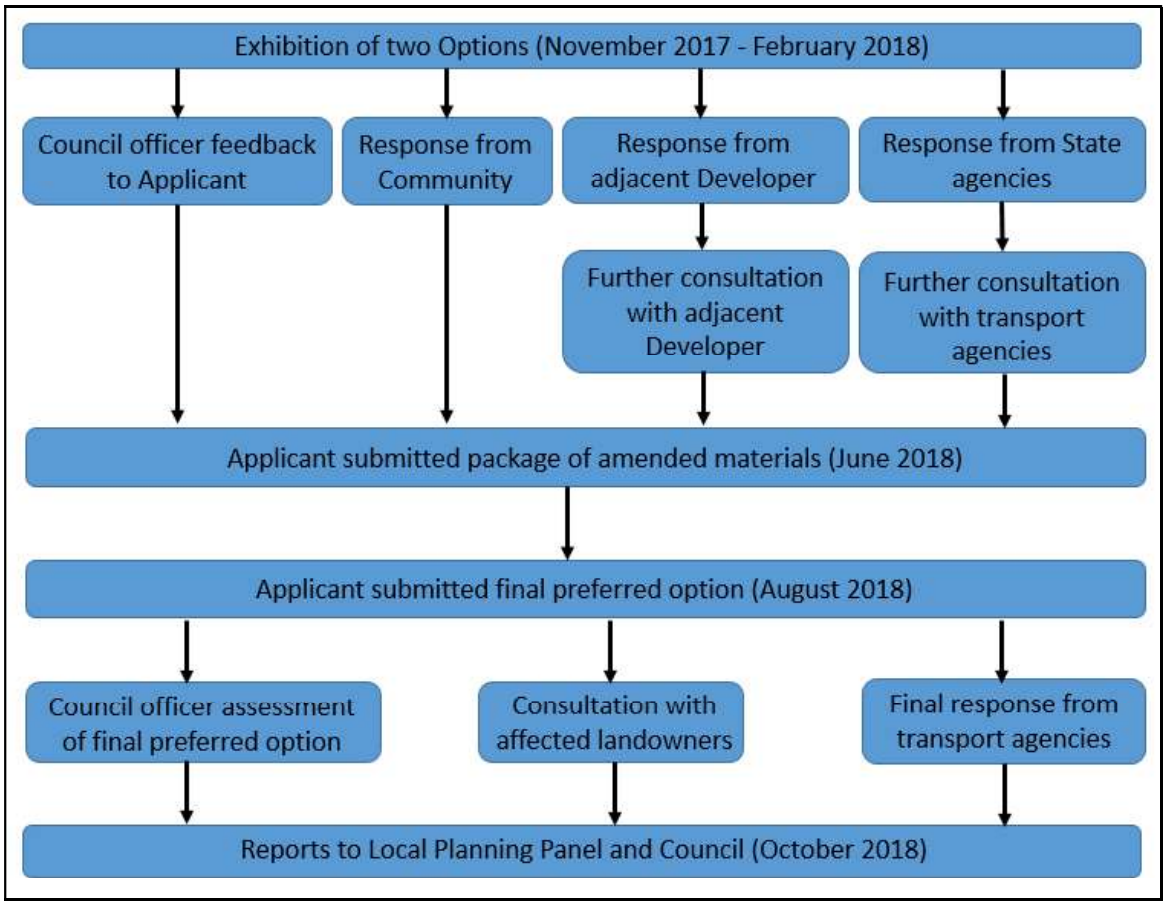


Figure 4: Process diagram for this Planning Proposal post-exhibition

KEY ISSUES RAISED BY COUNCIL OFFICERS ABOUT EXHIBITED OPTIONS

14. Council officers' assessment of Options 1 and 2 is presented in more detail at **Attachment 6** of this report. In summary, two key issues raised with the Applicant from Council officers' assessment of the exhibition materials were as follows:

    a) **Traffic issue:** The Applicant's Traffic Statement comparing Options 1 and 2 stated that Option 2 (4.5:1 FSR) would produce a greater traffic impact than Option 1 (6:1 FSR). This appeared to be due to the fact that Option 2 contained a greater amount of commercial floor space than Option 1, as commercial floor space generates proportionally more traffic than residential floor space when put into a traffic model. The Applicant was requested to provide a clear explanation as to why the Applicant-preferred scheme (at 6:1 FSR) generated a lesser traffic impact than a compliant scheme (at 4.5:1 FSR).
    b) **Land use issue:** The Applicant was requested to provide a rationale as to the commercial floor space illustrated in both Option 1 and 2. Council officers were of the view that, while commercial development might extend from Parramatta Rd to include the Albert Street frontage, Victoria Street should not be required to provide for a retail/commercial edge given its location away from Parramatta Rd and core of the Granville Precinct. This is consistent with the PRCUTS.

RESPONSE FROM COMMUNITY

15. During the exhibition period, 66 submissions from the community were received. This included:

    - 18 submissions from 6 households within the block (landowners);
    - 18 submissions from 13 households outside the block (non-landowners);
    - 5 submissions where the address was not given (these all appeared to be from outside the block, so have therefore been combined with non-landowner submissions from this point on); and
    - 25 copies of a form letter (from 18 households outside the block).

16. **Landowners**: A range of views on the exhibited Options were represented amongst this group of submissions:

    - 9 submissions requesting for extension of time and raising concerns with the proposal
    - 6 submissions supporting the Planning Proposal, and specifically supporting Option 1
    - 2 general objections
    - 1 request for extension with no clear view on the proposal expressed

    The most frequent issues raised in this group of submissions are summarised as follows:

    - (11 submissions) Concerns about ownership pattern of the subject land (e.g. its impacts on delivery of park, concerns about different treatment for

properties designated as park, acquisition implications, involvement of other developer, etc.)
- (10 submissions) Request an extension of time to respond to exhibition
- (6 submissions) Support proposed provision of park/open space
- (6 submissions) Support and/or accept additional housing in this location (including some which highlighted positive impact on housing affordability and options)
- (6 submissions) Concern about impacts on affected properties as a result of widening Parramatta Road
- (6 submissions) Request a summary of Development Applications and Planning Proposals in Granville

A detailed summary of issues raised by landowners within the block, including a response from officers, is included at **Attachment 7**.

17. **Non-landowners/address not given**: A range of views on the exhibited Options were represented amongst this group of submissions:

- 9 submissions supporting Option 1 (submissions expressing support for the proposal with particular mention of the park, open space or outdoor recreation area were taken as supporting Option 1)
- 5 submissions requesting an extension of time and raising concerns with the proposal
- 2 submissions objecting to both Options
- 2 submissions expressing general support, but with no clearly stated preference between Options
- 1 submission expressing both support for Option 2 and objecting to both Options
- 1 submission expressing concern and querying how the proposal would affect their property
- 1 submission objecting to Option 1
- 1 submission supporting Option 2
- 1 submission appreciating some aspects of Option 1 and proposing a compromise between Options 1 and 2

The most frequent issues raised in this group of submissions are summarised as follows:

- (10 submissions) Support proposed provision of park/open space
- (9 submissions) Impacts/issues relating to traffic in the area (e.g. safety concerns, concern that traffic assessment depends on 2011 Census data, and concerns relating to the need to complete a precinct-wide traffic study)
- (7 submissions) Concerns regarding initial notification process for Planning Proposal, not having access to adequate and/or clear information about the proposal
- (7 submissions) Concerns about overdevelopment

A detailed summary of issues raised by those who were not landowners in the block or did not give an address, including a response from officers, is included at **Attachment 8**.

18. **Form letter (non-landowners)**: In summary, the form letter objected to both Options 1 and 2, and raised several issues including:

    - Concern about overdevelopment
    - A view that this proposal would not improve housing affordability
    - Various impacts on local infrastructure
    - Various impacts on local amenity
    - Concerns about consistency with PRCUTS
    - Support for a Design Excellence requirement (with no bonus achieved)
    - Support for ensuring that contributions to State public infrastructure are made
    - Concerns about progression of the proposal prior to a precinct-wide traffic study being completed.

    A more detailed summary of issues raised in the form letter, including a response from officers, is included at **Attachment 9**.

19. A summary of the community responses to the exhibition was provided to the Applicant following the close of exhibition.

Pre-Exhibition Consultation – Community Responses

20. In addition to the above response to consultation, sixteen (16) submissions about this Planning Proposal had also been received by Council during March 2016. The Planning Proposal was not being exhibited at this point in time, rather, these submissions were made to Council at the point in the process where the Planning Proposal was being considered by Council and subsequently being sent to DPE for a Gateway Determination as the result of that Council resolution. (As a reminder, at this point in time, the Planning Proposal only applied to a portion of the block.)

21. The writers of these submissions were advised at the time that their submissions would be considered as part of any subsequent consultation period on the Planning Proposal. Therefore, these submissions have been considered as part of assessing the Planning Proposal.

22. The most frequent issues raised by this group of submissions are summarised as follows:

    - (16 submissions) Request for exhibition and/or additional consultation with community prior to forwarding the Planning Proposal to DPE for a Gateway Determination
    - (12 submissions) Concern about equitable treatment of this Planning Proposal, particularly in comparison to another Planning Proposal where a preliminary public exhibition had been undertaken
    - (11 submissions) Issues relating to compliance with the then-draft PRCUTS
    - (9 submissions) Impacts on property values

    A summary of these submissions and a detailed response to the issues raised therein is contained in **Attachment 10**.

RESPONSE FROM ADJACENT DEVELOPER

23. As indicated previously in this report, at the time of exhibition there was a developer – Develotek - with development options or agreements with owners over the majority of the rest of the block affected by the Planning Proposal.

24. Develotek advised in their submission to the exhibition that they were in the process of reviewing their intention to proceed with a project on this site. Whilst they were generally supportive of the 6:1 Option, they raised concerns that Option 1 as exhibited would limit their ability to achieve 6:1 on their portion of the site (for example, due to Apartment Design Guide [ADG] requirements about setbacks between development).

25. In response to Develotek's submission, Council officers arranged a meeting between Council, the Applicant and Develotek in February 2018. At this meeting, Develotek's submission and issues relating to property ownership patterns were discussed.

26. Ultimately, the conclusion of this further consultation was that Develotek advised Council officers that they were no longer pursuing a project at this site. This meant that there were no longer two major developers representing the majority of the block, but that there was one major landowner (the Applicant) and twelve (12) other properties all in separate ownership comprising the rest of the block (as illustrated in **Figure 5**, below). A key implication of this change in land ownership/representation patterns was that delivering a large, contiguous open space across both the Applicant's land and other sites (as illustrated in the Applicant-preferred Option 1) would be much more complex.

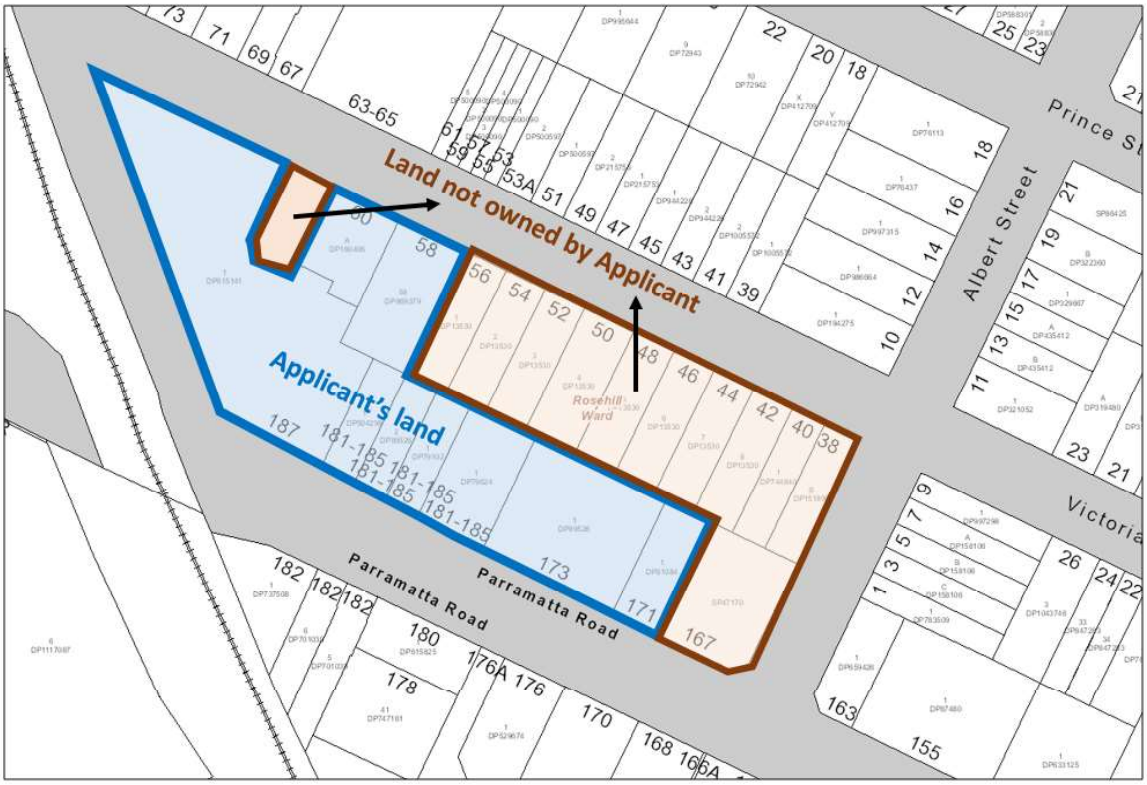


Figure 5: Illustration of ownership pattern in the block, following Develotek's advice that they were not likely to pursue a development at this site.

27. As Develotek also represents the proponent of a project on the opposite side of Parramatta Road (176-182 Parramatta Road), they also raised concerns that the exhibited materials illustrated a pedestrian bridge over Parramatta Road

which intersects the property boundary of 176-182 Parramatta Road. As no representations regarding this bridge had been made to them as the proponent at this site, they were concerned with this aspect of the exhibited materials. In response to this issue, Council officers do not recommend that this pedestrian bridge form part of a VPA with Council at this site, acknowledging that potential delivery of a bridge at this location would be a matter for State agencies to negotiate with relevant property owners if and when it is delivered.

RESPONSE FROM STATE AGENCIES

28. Responses from Sydney Water and Endeavour Energy were received. These comments discussed the future infrastructure upgrades that would be required to deliver the density proposed in PRCUTS, and presented no objection to the proposal proceeding.

29. Responses were also received from Transport for NSW (TfNSW) and Roads and Maritime Services (RMS). These initial submissions are summarised in **Attachment 11**.

30. Following a meeting with TfNSW and RMS, Council and the Applicant, the two transport agencies submitted a revised joint response. This response is also summarised in **Attachment 11**. A key outcome of this joint response was that the Applicant was requested to provide additional traffic analysis, responding to specific technical requirements raised by the agencies.

SUBSEQUENT INFORMATION SUBMITTED BY APPLICANT (JUNE 2018)

31. In response to the post-exhibition feedback described in the previous sections of this report, the Applicant requested the opportunity to submit amended materials.

32. The Applicant provided a package of amended materials to Council in June 2018. In summary, this information presented eight (8) potential development scenarios for the block. The package included:

    a. A covering letter
    b. A chronology of the Planning Proposal
    c. Building massing studies for the eight (8) scenarios
    d. A draft Development Control Plan (DCP) for the block
    e. Landscape Plan
    f. Response to community submissions
    g. Revised Traffic Report

33. The eight (8) potential development scenarios submitted by the Applicant in June 2018 are summarised in **Attachment 12**. Attachment 12 describes the options the Applicant put forward, which then – after further discussion – led to the Applicant nominating a preferred “Alternate Option”.

FINAL PREFERRED OPTION FROM APPLICANT

34. The final Applicant-preferred option is illustrated in **Figure 6** below, which may be viewed in larger format at **Attachment 13**. The information submitted by the Applicant regarding the final preferred option comprised the following:

- Building Massing Study
- Landscape Plan
- Traffic Impact Statement

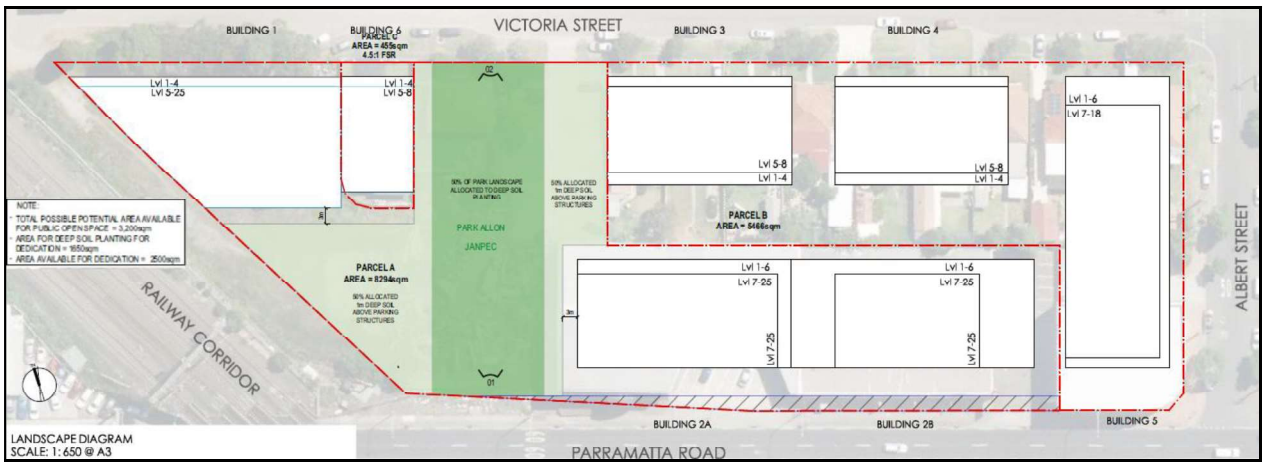


Figure 6: Illustration of final Applicant-preferred scenario (may be viewed in larger format at **Attachment 13**)

35. In summary, this option shows part 6:1 FSR and part 4.5:1 FSR across the block. The block is divided into 3 parcels as follows:

- Parcel "A" (Applicant's land): 6:1 FSR and 25 storeys
- Parcel "B" (multiple land holdings along Albert and Victoria Sts): 4.5:1 FSR and 8-18 storeys
- Parcel "C" (single land holding at 64 Victoria St): 4.5:1 FSR and 8 storeys

36. In this option, the publicly accessible open space is situated entirely on the Applicant's land. This open space has a rectilinear orientation fronting both Parramatta Road and Victoria Street, and includes deep soil provision over 50% of the open space area.

37. Officers' assessment of the final Applicant-preferred option is contained in **Attachment 6**.

SUBSEQUENT CONSULTATION PROCESS WITH LANDOWNERS

Consultation Process

38. A Ward Councillor briefing was held on 4 July 2018 to update them on the progress of the Planning Proposal. *(**Note**: As a reminder, at this point in the process, Develotek had advised officers they were not likely to proceed and the Applicant had submitted the package of materials containing eight (8) development scenarios).* At this briefing, the Ward Councillors present agreed with officers' view that there should be a consultation process with the remainder of the landowners in the block about the Planning Proposal, given the changed land ownership/representation patterns in the block.

39. Following the Applicant's clarification of their final preferred scenario, a meeting with Ward Councillors, Council officers, the Applicant and Applicant's representatives, and landowners was held on 24 August 2018. At this meeting, Council officers provided technical background on the project, and the Applicant presented their final preferred scenario.

40. Following the landowner meeting, affected landowners were provided with 28 days (3 September – 2 October 2018) to provide submissions on the Applicant's final preferred option.

41. There was also an additional informal on-site meeting held with some Ward Councillors, Council officers, an interpreter and landowners on 6 September 2018.

42. Council received numerous pieces of communication in relation to the Planning Proposal and its process prior to the submission period. It is considered that the response table summarises and addresses the key issues detailed in all of this communication.

Summary of submissions to the consultation period

43. Requests to extend the consultation period were received from seven households during the consultation period. Officers acknowledged these requests and advised the individuals making the requests that the consultation period would not be extended given the following circumstances:

    - The consultation period of 28 days is consistent with the period given when Planning Proposals are placed on public exhibition.
    - In this case landowners were invited to an information session on 24 August 2018 and the formal exhibition period did not commence until approximately a week later. Therefore, most of the landowners (who were in attendance on 24 August 2018) have had more than 28 days to consider their position.
    - As well as a face to face briefing held on 24 August 2018, a second meeting was subsequently held on site on Thursday 6 September 2018, where residents were given another opportunity to discuss the proposal and ask questions in relation to the potential impact of the proposed new planning controls. This included a Ward Councillor organising a Chinese language interpreter to ensure residents present were able to understand and communicate their issues.
    - Whilst it is acknowledged that a GIPA request has been made to Council seeking additional information, the information relevant to the proposed new planning controls was presented to the meeting on 24 August 2018 and provided at the beginning of the consultation period. Council Officers consider that the information that would normally be available during a consultation period has been available throughout the consultation process.

44. In response to this landowner consultation process, seven (7) submissions from landowners were received. One submission represented three households, and two submissions contained very similar content and were from the same household. In addition, a number of the submissions expressed support for the

content detailed in other submissions. Due to these complexities, issues have been grouped into themes, with the number of individual submissions raising issues within each theme tallied. Please refer to **Attachment 14** for a detailed summary of issues and responses.

45. The seven submissions were unanimous in their objection to the final Applicant-preferred option, and six of seven expressed some level of support for the whole block having 4.5:1 FSR. Within these overall views on planning controls for the block expressed in the submissions, there were also some additional and / or alternative views discussed:

- General commentary in support of the whole site having the same controls (no specific controls nominated)
- Land on Victoria St should receive more density than land on Parramatta Rd (due to relative amenity)
- All properties on Parramatta Rd should have the same density
- Property on the corner of Parramatta Rd / Albert St should have a higher density control so as to result in a dominant building form on the corner
- The whole site should be amalgamated with fair monetary compensation to all landowners according to real land value

46. The most frequent themes raised across the submissions were as follows:

- Land ownership issues (discussed in 7 submissions)
- Built form issues (discussed in 6 submissions)
- Open space issues (discussed in 5 submissions)

47. A submission was also received from a household outside the block during this consultation process with landowners; this submission also requested an extension. This submission is addressed in **Attachment 8**, which pertains to submissions made by landowners outside the block.

FINAL OFFICER ASSESSMENT

48. There are three options which Council has been presented for consideration by the Applicant:

a. exhibited Option 1 (6:1 FSR)
b. exhibited Option 2 (4.5 FSR)
c. final applicant-preferred Option (part 6:1 and part 4.5:1).

49. However, Option 1 is no longer considered a viable option that Council should consider. As a result of the withdrawal of Develotek from the process, the exhibited Option with 6:1 across the entire block with open space to be provided along Victoria St. is not an option that the landowners have clearly indicated a willingness to deliver. Some landowners in the block have indicated general support for the whole block having the same planning controls; officers' understanding of this view is therefore that if the Applicant is allocated an FSR of 6:1 for their part of the site, these landowners would like to have 6:1 applied to their site as well, on the basis that the same FSR should be applied across the site as a matter of equity. However, these landowners have not clearly

indicated willingness to contribute towards the provision of a park. It is not considered acceptable to apply an FSR of 6:1 to sites that are not seeking to provide any community benefit to offset the impacts of the additional density. In the opinion of Council officers, this arrangement would not meet the test of achieving a better planning outcome and therefore should not be supported by Council. For this reason, the remainder of this assessment focuses on comparing the two options **b.** and **c.** above.

50. A technical assessment of the two options **b.** and **c.** above has been provided in **Attachment 6**. This assessment is also supported by an assessment of traffic issues in **Attachment 11**. A summary of the conclusions reached through this assessment is as follows:

Key Issue	Exhibited Option 2 (4.5:1 FSR)	Applicant-preferred Option (6:1 / 4.5:1 FSR)
Consistency with PRCUTS	This proposal is consistent with the PRCUTS.	This proposal is inconsistent with PRCUTS FSR recommendations for the subject site, but the Applicant is seeking to make an argument that their proposal achieves a better planning outcome and therefore is consistent with the objectives of PRCUTS.
Precedent	Proceeding with this option would not set a precedent for Council in relation to Council granting an FSR that varies from the FSR and height recommended in PRCUTS. This would also be consistent with a precedent set by Council, DPE and transport agencies which allowed a Planning Proposal at the corner of Parramatta Road and Good St to proceed on the basis that: 1. The DPE has issued a Gateway determination prior to the PRCUTS being finalised 2. The proposal was consistent with the FSR recommended in the PRCUTS 3. The applicant agreed to enter into a VPA which delivered land which was likely to be required for future road widening at no cost to Council or the RMS	This would set a precedent for Council which would encourage other applicants to lodge applications that propose densities outside the PRCUTS framework, based on provision of enhanced infrastructure. This would undermine any comprehensive strategic approach to delivering the PRCUTS recommendations in Granville.
Built form outcomes	It is acknowledged that urban design outcomes are complicated on this block because they can vary depending on site amalgamation issues and assumptions. However, the analysis provided by the Applicant leads Council Officers to the conclusion that the urban design outcomes that result if the Applicant's site is developed at 6:1 with current land ownership patterns and a park are suboptimal compared to those achieved with an FSR of 4.5:1 without a park. Under either option the land amalgamation pattern may require concessions that will group towers closer together	

	than is ideal. However, under the part 6:1 option, these towers are taller and there is less scope for increasing setbacks. This results in a greater visual impact and poorer amenity outcomes compared to a PRCUTS-consistent option at 4.5:1 across the block. Variance to height under this scenario is not seen as problematic, but rather would enable a better built form outcome to enhance overall amenity through better building separation and tower form and position.	
Traffic impacts	Given information already available, concern is raised by Council's Manager Traffic and Transport about whether the densities already specified in PRCUTS can be accommodated by the local road network. However, as discussed above, a precedent has been set where proposals that already had a Gateway Determination when the final PRCUTS was released will be permitted to proceed without having to wait for the broader study which will confirm whether the proposed PRCUTS densities are appropriate.	It is not considered appropriate to allow additional density in the Granville Precinct than is already permitted under PRCUTS without the broader precinct wide traffic study currently under way being completed. Given the information currently available, there is a risk that densities in the precinct may need to decrease because of road network capacity issues, and increasing densities on this site ahead of this study is not considered fair to other landowners in the precinct or strategically appropriate given the potential impacts on the much wider community.
Open Space provision	The subject site would provide communal open space which would serve the needs of residents but no additional public open space. Public open space in the Granville precinct would still be provided in accordance with the infrastructure planning included with PRCUTS, i.e. through developer contributions at the Development Application stage. (Details of the proposed open space upgrades under PRCUTS are detailed in Attachment 6, paragraph 40.)	The provision of additional public open space on this site at no cost to Council is a potential benefit to the existing and future Granville community. Even if PRCUTS provides for provision of open space, it is not considered that provision of an additional piece of open space on this site would result in a significant oversupply of open space in this precinct given the density proposed.

51. Community feedback on the proposals are mixed. Some residents accept both the case for growth and accept that the additional open space is a benefit in this context. Other adjoining owners (despite PRCUTS) remain opposed to redevelopment in the precinct and therefore see no benefit from the park. Other landowners within the block are concerned that allowing the Applicant an FSR of 6:1 given the ownership patterns in the block may limit their opportunities to redevelop their sites, and so are reluctant to support any increase in the applicants FSR regardless of the park. These groups of local stakeholders do not have a united position on whether the proposal and in particular the park represents a better planning outcome.

52. There is one area where a recommendation is being made to apply controls inconsistent with PRCUTS. Council's urban design assessment indicates that

better urban design outcomes (including better spacing of towers and more space at ground level and on podiums for communal open space) can be achieved if the maximum height permitted is 82m (approx. 25 storeys) rather than 52m (approx. 18 storeys). Furthermore, an 82m height control is also consistent with the Gateway determination for this Planning Proposal. This analysis is discussed in more detail in **Attachment 6**.

53. It is noted that the PRCUTS does make provision for Council to acquire other sites in the Granville precinct to provide for additional open space to support the density proposed under the Strategy.

54. When balancing the benefits associated with the provision of the park and assessing these benefits against the urban design and traffic issues and risks detailed in the table above, Council Officers do not consider that allowing the an FSR of 6:1 over the Applicant's site in return for a public park represents a better planning outcome. Therefore, it is recommended that Council proceed with the option that applies an FSR of 4.5:1 to the entire block.

ADDRESSING CONDITIONS OF GATEWAY DETERMINATION

55. In response to the above recommendation, officers have analysed the conditions of the Gateway determination and provided a response at **Attachment 15.** Council Officers consider that all the Gateway conditions have been met and there are no barriers to the Planning Proposal being forwarded to the DPE for processing. However, for reasons detailed below, regardless of which FSR option is pursued by Council, the Department should be advised that the Planning Proposal should not be finalised until appropriate arrangements are made for the provision of local infrastructure via a Voluntary Planning Agreement. This is so that Council can be assured it has secured the road widening and other infrastructure contributions needed to address impacts.

56. Following re-forwarding of the Planning Proposal to DPE, DPE will assess whether the conditions of the Gateway determination have been met.

DEVELOPMENT CONTROL PLAN (DCP)

57. Regardless of what option Council determines should proceed, officers have concluded during the assessment of this matter that preparation of a site-specific Development Control Plan (DCP) will be an important next step in progressing planning for this block. Given the number of landowners involved, it is also considered appropriate that an independent consultant team involving planners and urban designers be engaged to lead this process.

58. An assessment of some of the issues associated with the lot layout (i.e. setbacks and compliance with the Apartment Design Guide) are discussed in detail in Attachment 6. Some of the landowners of land within the Planning Proposal boundary have raised concern in their submissions that the concept proposal put forward by the Applicant may limit their opportunity to maximise the development potential on their land. They are concerned that it will lead to inequitable outcomes across the block. The concept proposal put forward by the Applicant is a supporting document submitted with the planning proposal. It

has no formal status as a Council policy document, and is not being considered for endorsement under this report.

59. In order to address the issues identified by Council officers and respond to landowners' concerns in a manner that is inclusive of the views of all landowners in the block, officers make the following recommendations with regards to the next steps for progressing a site-specific DCP:

    a. Engage an independent consultant team
    b. Provide consultant team with all the background material submitted by all landowners to date
    c. Hold at least one session where all landowners will be given the opportunity to present their views on the content of the Draft DCP
    d. Report the draft site-specific DCP back to Council for consideration

60. It is considered that key issues for the DCP to address will include:

    a. Equitable distribution of density across the block
    b. Building envelopes including appropriate separation and setbacks
    c. Resolution of any communal and/or publicly accessible open space issues
    d. Through-site link(s)
    e. Implications of road widening
    f. Any other matters as the independent consultant team deems appropriate

ROAD NETWORK INFRASTRUCTURE NEEDS

61. As a result of the consideration of this Planning Proposal there are two transport-related matters that are critical. In their latest response, the RMS has requested Council consider a mechanism to obtain a fair and equitable contribution towards improvements to the local road network including:

    - Dedication of the land needed to provide for a left hand turn lane from Parramatta Road into Albert Street;
    - Contributions towards other intersection upgrades and works with special mention made to potential contributions towards the upgrade of the Alfred Street/ Parramatta road intersection

62. The Infrastructure Plan within PRCUTS indicates that a second right hand turn lane from Parramatta Road into Bold Street is required to increase future capacity for this turning movement. This would require some road widening and the strip shown on the Applicant's plans was envisaged as providing capacity for this road improvement. The latest RMS submission also looks at a left hand turning lane into Albert St. This would require even further road widening. Clarification has been sought from the RMS as to the likelihood that both will be required and they have indicated that the need for both new turning lanes cannot be ruled out at this point in time.

63. The approach taken with the other Planning Proposal on the corner of Parramatta Road and Good Street (i.e. the Barn site) was that road widening would be dedicated to future proof any potential improvements should they be required. If this approach is replicated here, then the extent of road widening

that would need to be dedicated would be even greater (a strip of land in the order of 7-8m for sites closer to Albert St on Parramatta Road).

64. In a response to the RMS submission, the Applicant indicated (2 October 2018) that they are willing to enter into discussions with Council about a contribution mechanism and dedication of relevant land. They have provided a plan showing how they think a left hand turn lane from Parramatta Road into Albert St might be aligned. However, this plan does not accommodate the second right hand turn lane into Bold Street as well as a footpath and 6m setbacks. Therefore, the impact on their site in terms of the land dedication may need to be greater than the Applicant envisages.

65. In order to achieve this road widening a dedication would also be required from the owner of 167 Parramatta Road. In their latest submission, this landowner indicated that they have not agreed to any land dedication being made despite the Applicant showing the land dedication on their site on some of the plans they submitted in support of their proposal.

66. As the road widening impact on these sites increases, it puts increasing pressure on the ability of some of these sites to achieve the setback provisions envisaged in the PRCUTS.

67. These issues will need to be the subject of further consultation with both these landowners as part of future DCP and VPA discussions. In the case of the Planning Proposal for the site at the corner of Parramatta Road and Good St, the land identified for road widening was agreed via a Voluntary Planning Agreement with the land being provided at no cost to Council. Given this precedent, it is suggested that this approach would be the appropriate pathway/mechanism to discuss with the Applicant and owner of 167 Parramatta Road to address this issue. This matter is discussed in more detail below in the section titled Infrastructure Funding Mechanisms.

68. Should Council resolve to accept the Option where the higher FSR is permitted subject to a park being provided by the Applicant, then a suitable agreement would need to be reached about how this contribution would be legally described and delivered. A VPA is the appropriate mechanism in the opinion of Council Officers.

INFRASTRUCTURE FUNDING MECHANISMS

69. The evolution of PRCUTS and this Planning Proposal has left Council with a complex situation in relation to how it should seek to ensure that a fair and equitable contribution to infrastructure is provided under this Planning Proposal.

70. Normally as part of the rezoning process, Council would request that the Applicant consider the potential infrastructure impacts of their proposal and consider entering into a Voluntary Planning Agreement with Council that would detail the contribution being made in relation to these impacts. As detailed above, this process was followed for the other Planning Proposal (i.e. the Barn site) that was recently processed in the Granville Precinct, and the Applicant in that case was willing to enter into a VPA to allow their proposal to proceed ahead of the precinct-based work Council was pursuing.

71. Council's resolution of 13 June 2017 indicates that these negotiations should be based on a contribution of 50% of the value uplift of the site. The relevant part of that resolution is as follows:

> *(e) That in relation to Voluntary Planning Agreements being considered in the area outside Parramatta CBD, that planning agreements seek to deliver contributions equivalent to 50% of the land value uplift, subject to further review of any applicable Special Infrastructure Contribution (SIC) Levy or an 'open book' assessment; and these rates be used as an interim measure, prior to the formal adoption of any Voluntary Planning Agreement Policy.*

72. However, in the case of the subject Planning Proposal, the viability of achieving this is impacted by the number of landowners involved. In the Gateway determination, DPE requested that the Planning Proposal cover the entire block, i.e. not just the Applicant's part of the site. There is currently a total of 13 sets of landowners on this site who should all be required to make some contribution towards infrastructure if their site is rezoned.

73. Therefore, negotiating a VPA that deals with all landowners equitably and achieves a contribution from each landowner that is commensurate with the level of uplift they are experiencing will require Council to either:

    a. negotiate a single VPA that is signed off by all of these land owners, or
    b. negotiate separate agreements with each party, or
    c. negotiate one agreement with the Applicant and a separate agreement with all the other landowners.

    Options b and c, above, would require considerably more legal and planning resources to be allocated to negotiating and drafting multiple agreements. Discussions can commence with the landowners involved, however, the process of securing agreement from all of these parties can be expected to be lengthy and complicated.

74. In theory, the other alternative that would ensure that all development makes an equitable and clear contribution is to hold off on any site-specific rezoning until a precinct-based approach to the rezoning could occur together with a developer contributions plan to fund the infrastructure required. There are two options for such a plan, i.e. a Section 7.11 (former Section 94) or Section 7.12 (former Section 94a)

75. In this case, it is likely that this process would result in a Section 7.11 (former Section 94) Contribution Plan being prepared. The reason Council officers consider a Section 7.12 (former Section 94a) plan to be a less viable option is that, based on Council officers' assessment of similar precincts in other locations, it is considered that a contribution of 1% of the cost of development would not be sufficient to fund all of the infrastructure needed in a high-growth precinct like Granville.

76. A Section 7.11 plan would require a contribution amount per unit to be paid by the developer as a condition of any development approval. The simplest explanation of how the contribution amount per unit is calculated is that:

- Council would take the total infrastructure funding required to facilitate the redevelopment in the precinct and
- divide it by the number of expected units to get a rate per unit.

The contribution per unit can only exceed $20,000 per unit if special permission is obtained via a process that requires approval of State Government agencies. Without details of the traffic study and other assessments of required infrastructure, it is not possible to estimate what the contribution per unit will be. As the traffic study results are not expected until early 2019, preparation of a precinct wide development contributions plan cannot commence until that point, and would be unlikely to be in force and adopted before the end of 2019.

77. Under the scenario of a Section 7.11 Plan being developed, the area required for road widening requested by the transport agencies would be determined. Then, these strips of land required would be zoned Infrastructure SP2 and the acquisition of this land would be funded from the Section 7.11 Contributions Plan funds.

78. If Council decides it wishes to proceed with the rezoning application and cannot get agreement from the landowners to enter into any VPA, then Council cannot meet the requirements of the transport agencies who have requested that appropriate road widening be secured and that a mechanism be put in place to fund intersection improvements. If Council chooses to proceed without a VPA then Council would have to forward the Planning Proposal to DPE advising them that Council has been unable to resolve the issues raised by the transport agencies. It would then be up to DPE to determine whether the Planning Proposal can be finalised in a manner that is contrary to the transport agencies' advice.

79. The only other option would be for Council to commit to funding the road widening acquisition from its own revenue sources. Whilst this would satisfy the transport agency requirements, but is not recommended. Pursuing this option would set a strong precedent that would make other developers expect that Council will fund any State government infrastructure issues that may be a barrier to their Planning Proposal proceeding.

80. It must be acknowledged that there is a risk that these landowners are taking if they agree to enter into a Draft VPA. They could agree to a contribution that is greater than what they would have paid if they had waited and made their contribution via a Contribution Plan framework at some point in the future. However, this would be a decision that those landowners would be entering into in order to be able to proceed with the rezoning of the land ahead of the remainder of the precinct. Similarly, the landowner for the Planning Proposal at the corner of Parramatta Road and Good St has already effectively made the decision to agree to a Planning Proposal rather than waiting, and have therefore taken this risk in relation to the contribution they agreed to make. However, Council would also be taking the same risk, i.e. that the contribution paid in the Draft VPA could be less than that required by a future Contributions Plan.

81. Given the circumstances it is recommended that Council advise the landowners that:

- Council supports progression of the Planning Proposal in principle but that it will ask the DPE not to finalise the rezoning for any parcel of land until Council advises the DPE that the owner of the land has entered into a Voluntary Planning Agreement to address future infrastructure needs including, but not limited to, road widening and intersection upgrades
- Should any landowner not wish to enter into a Planning Agreement then the rezoning of their land will only be finalised once a precinct-based rezoning and contributions plan is put in place that secures any road widening required to improve the road network

82. **Note:** In these circumstances it is still recommended that Council proceed with a Draft DCP for the entire block immediately, as discussed previously in this report. This is so that if one or more landowners decide to enter into a Draft VPA and proceed with development, there is still an agreed framework for development across the block.

CONCLUSION

83. The key issues from Council officers' viewpoint that result in the recommendation being put forward are:

    a. PRCUTS recommends an FSR of 4.5:1 across this block.
    b. Building separation arrangements that minimise tower separations may need to be considered to make redevelopment of this site work. However, under a part 6:1 and part 4.5:1 scenario, these towers will be a set of taller towers grouped closer together with poorer amenity outcomes for future residents, than would be the case if the site was developed under a consistent FSR of 4.5:1 across the whole site (i.e. the more buildings that require blank walls, internally the more difficult it becomes to provide unit layouts that maximise sunlight and ventilation to all rooms, and externally, more unarticulated facades). The analysis suggests that setting a height control of 82m and FSR of 4.5:1 will provide for a better urban design outcome than if it was developed at an FSR of 6:1 and height of 82m with the proposed park. The site amalgamation issues for this block suggest that a block based DCP should be prepared with the involvement of all landowners to provide more certainty on how the development could proceed.
    c. It is not considered appropriate to allow additional density in the Granville Precinct than is already permitted under PRCUTS without the broader precinct wide traffic study currently under way being completed. Given the information currently available, there is a risk that densities in the precinct may need to decrease because of road network capacity issues, and increasing densities on this site ahead of this study is not considered fair to other landowners in the precinct. While a concession can be supported for this site to proceed ahead of the precinct wide traffic study, it should only do so if a precautionary approach is taken in relation to road widening and infrastructure funding. This should be addressed via future VPA or other agreement/mechanism to ensure the progression of this block does not limit the ability to provide future road widening and infrastructure needed to support the precinct.

d. The mixed FSR approach would set a precedent for Council which would encourage other applicants to lodge applications that propose densities outside the PRCUTS framework, based on provision of enhanced infrastructure. This would undermine any comprehensive strategic approach to delivering the PRCUTS recommendations in Granville.
e. Given that PRCUTS already provides for open space, the advantages from the provision of additional open space at this site as proposed do not outweigh the impacts described above.

84. For the reasons summarised above, Council Officers recommend that:

- the Planning Proposal be amended to ensure it applies FSR controls consistent with PRCUTS, being 4.5:1 FSR, and a height of 82m, which whilst inconsistent with PRCUTS, is consistent with the Gateway Determination;
- in order to address longer term infrastructure needs and to resolve transport agency issues related to road network improvements, the rezoning only be finalised if contributions can be agreed with all of the landowners to ensure the infrastructure needed to support future growth in Granville is planned for and appropriately funded;
- a DCP to guide redevelopment of the block be developed in consultation with all landowners. This should also be completed before the rezoning is finalised; and
- the draft DCP and any draft VPA should be prepared concurrently and reported back to Council prior to exhibition.

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ATTACHMENTS:

1⇩	Chronology of key milestones	6 Pages
2⇩	Gateway Determination (dated 15 June 2016)	4 Pages
3⇩	Council Report - 10 July 2017	20 Pages
4⇩	Council Resolution - 10 July 2017	2 Pages
5⇩	Exhibited Materials	479 Pages
6⇩	Comparison of options - 4.5:1 across whole site vs. Part 6:1 and Part 4.5:1	14 Pages
7⇩	Summary of submissions to exhibition and Council officer response - landowners	3 Pages
8⇩	Summary of submissions to exhibition and Council officer response - non-landowners / address not given	8 Pages
9⇩	Summary of submissions to exhibition and Council officer response - form letter	2 Pages
10⇩	Summary of pre-exhibition submissions and Council officer	2 Pages

	response	
11	Summary and assessment of traffic issues	8 Pages
12	Summary of information submitted by Applicant - June 2018	3 Pages
13	Final Applicant-preferred option	12 Pages
14	Summary of landowner submissions to final Applicant-preferred option and Council officer response	4 Pages
15	Gateway conditions and Council officer response	3 Pages

REFERENCE MATERIAL

ATTACHMENT 1 – Chronology of Key Milestones

Key Milestones	Key Points
Existing Planning Controls under the Parramatta LEP 2011	The Parramatta Local Environmental Plan 2011 prescribes the following planning controls for the land at 171-189 Parramatta Road, Granville: • Part zoned B6 Enterprise Corridor and part zoned R3 Medium Density Residential • Split FSR of 2:1 for sites fronting Parramatta Road and 0.6:1 for sites facing Victoria Street. • Split height of 15m (4 storeys) for sites fronting Parramatta Road and 11m (3 storeys) for sites facing Victoria Street.
Preliminary Draft Parramatta Road Urban Renewal Strategy (November 2014)	• An initial draft strategy titled Draft Parramatta Road Urban Renewal Strategy had been released by UrbanGrowth NSW on 25 November 2014. • This was an interim strategy identifying the high level strategic direction adopted by UrbanGrowth NSW for the Parramatta Road Corridor, and identified Granville as a future growth precinct to accommodate 16,000 to 19,000 new dwellings in the long term (to 2050). • No specific planning controls in relation to zoning, height and density had been released at that point in time.
Original Planning Proposal endorsed by Council (February 2015)	A Planning Proposal for the land at 171-189 Parramatta Road, Granville was initially sent to the Department of Planning and Environment for a Gateway Determination on 10 February 2015 following a Council resolution on 9 February 2015 originally seeking the following changes to the Parramatta Local Environmental Plan 2011: • Rezone the land from part B6 Enterprise Corridor and part R3 Medium Density Residential to B4 Mixed Use. • Increase the Maximum Height of Buildings from 15 metres and 11 metres to 105m (approximately 35 storeys). • Increase the Maximum Floor Space Ratio from 2:1 and 0.6:1 to 6:1. • Introduce a Design Excellence Clause to require the site to undertake a design excellence competition, with the winning scheme being awarded a 15% height and FSR bonus (i.e. resulting in a final building height of 120.75 (39 storeys) and final FSR of 6.9:1). • Introduce a Site Specific Clause requiring the provision of a minimum of 4,000 metres square of non-residential floorspace.
Outcome of request for Gateway Determination (June 2015)	• The Department issued Council with a letter expressing its preference for the Draft Parramatta Road Urban Transformation Strategy to be completed prior to the consideration of a site specific Planning Proposal seeking a significant variation in density.

Key Milestones	Key Points
	• The Department's letter encouraged Council to withdraw its proposal and to consider a Planning Proposal that aligns with the strategic planning work undertaken to date by UrbanGrowth NSW in their preparation towards the release of the Draft Strategy.
Release of Draft Parramatta Road Urban Transformation Strategy (September 2015)	• UrbanGrowth NSW placed the Draft Parramatta Road Urban Transformation Strategy on public exhibition. • The Draft Strategy provided a Draft Structure Plan and Built Form Plan for the Granville North Precinct (where the subject site is located) • It recommended a mixed use precinct with development ranging in height from 14 storeys to 25 storeys (82m) for the subject land. • Specific zoning, height and floor space ratio controls were not released at that point in time.
Revised Planning Proposal (October 2015)	• A revised Planning Proposal was submitted seeking an FSR and Height Control lower than original sought within the Planning Proposal forwarded to the Department on 10 February 2015. • The Planning Proposal was revised to address the recommendations of the Draft Strategy by reducing the building height to 82m (a maximum of 25 storeys). In summary the proposal sought to: • Rezone the land to B4 Mixed Use • Implement an FSR of 5.2:1 (5.98:1 including Design Excellence) • Implement a Height of 82m (25 storeys) (94.3m (30 storeys) including Design Excellence) • This Planning Proposal would deliver approximately 1,875 square metres of commercial development and between 490 and 520 new dwellings.
Revised Planning Proposal endorsed by Council (December 2015)	A report was considered on the revised Planning Proposal, where Council resolved the following: • Rezone the land to B4 Mixed Use • Increase the height to 82m (inclusive of Design Excellence) to be compliant with the Draft Parramatta Road Urban Transformation Strategy • The applicant provide a reference design that delivers a built form that achieves an FSR of 5.2:1 (exclusive of design excellence) and that demonstrates compliance with the Draft Parramatta Road Urban Transformation Strategy's Urban Design Guidelines (UDG) and the SEPP 65 Apartment Design Guide (ADG), including the podium and

Key Milestones	Key Points
	tower setbacks to Parramatta Road and the building separation controls of the ADG.
Meeting with UrbanGrowth NSW (February 2016)	• A meeting was held with officers from Council, UrbanGrowth NSW, the DPE, and the applicant to discuss the design options for the subject site in response to the 23 December 2015 Council Resolution. • UrbanGrowth NSW advised that as the strategy is currently in draft form that Council could consider variations to the controls if the design achieves the objectives of the Draft Strategy and the UDG, and complies with the ADG.
Reference design submitted in response to Council Resolution (February 2016)	• The applicant prepared a reference design in response to Council's resolution from 23 December 2015. • The revised scheme proposed an FSR of 5.2:1 (6:1 including design excellence) however does not strictly comply with the Draft Strategy's UDG. • This is inconsistent with the Council Resolution from 23 December 2015. • It was determined during the design process that it is not possible to achieve strict compliance with the Draft Strategy's UDG and achieve an FSR of 5.2:1 (6:1 including design excellence) and so the Council resolution could not be complied with.
Planning Proposal submitted for Gateway Determination (February 2016)	• The Planning Proposal as endorsed by Council on 23 December 2015 seeking to rezone the land to B4 Mixed Use, increase the height to 82m (inclusive of design excellence) to be compliant with the Draft Parramatta Road Urban Transformation Strategy, and an FSR of 5.2:1 (exclusive of design excellence) as shown in the reference design submitted in February 2016 was sent to the Department of Planning and Environment for a Gateway Determination. • Within this referral, it was noted that clarification would subsequently be provided by Council regarding the delivery of the stated FSR whilst complying with the Draft Strategy's UDG. • The Department was requested to commence their assessment and await for further clarification from Council.
Lord Mayoral Minute (March 2016)	• A Lord Mayoral Minute was resolved by Council to clarify the previous resolution of Council dated 23 December 2015, relating to the inconsistency between the FSR and compliance with the UDG. • As described above it was not possible to achieve compliance with the Draft Parramatta Road Strategy Urban Design Guidelines and achieve an FSR of 5.2:1(6:1 including design excellence). • The minute notes that the advice from UrbanGrowth NSW is that building typologies will vary depending on site specific context and constraints, and that draft development

Key Milestones	Key Points
	controls are modelled on a basic matrix that was released for public comment prior to the next stage of calculating densities for the precincts identified in the Strategy and that the primary controls for consideration are compliance with SEPP 65 and the Apartment Design Guide. • The minute further endorses a Planning Proposal seeking a B4 zoning, FSR of 6:1, and height of 82m (inclusive of Design Excellence).
Department notified to proceed with Gateway assessment	• The Lord Mayoral Minute was forwarded to the Department for consideration and to allow them to continue assessing the Planning Proposal seeking a B4 zoning, FSR of 6:1, and height of 82m (inclusive of design excellence).
Gateway Determination (June 2016)	A Gateway Determination was issued in early June 2016 advising Council that the Planning Proposal should proceed subject to a number of conditions including the following: • Include all the land bound by Parramatta Road, Victoria Street, Albert Street and the Western Rail Corridor in Granville; • Ensure consistency with the recommendations of the Draft Parramatta Road Urban Transformation Strategy prepared by UrbanGrowth NSW and its associated Urban Design Guidelines. • Introduce a Design Excellence Competition, with the winning scheme not receiving a height or FSR bonus. • Include a satisfactory arrangements provision for contributions to designated State public infrastructure identified as part of the draft or final Parramatta Road Urban Transformation Strategy. • Condition 3 and 4 of the Gateway Determination required consultation with UrbanGrowth NSW and Department of Planning and Environment prior to public exhibition of the proposal required under the Gateway Determination. • Condition 7 requires the Planning Proposal to be consistent with the recommendations of the final Parramatta Road Urban Transformation Strategy.
Parramatta Road Urban Transformation Strategy (November 2016)	• The Final Parramatta Road Urban Transformation Strategy prepared by UrbanGrowth NSW was released by the then Minister for Planning on 9 November 2016. • The Strategy projects that Granville will accommodate 19% of the residential growth in the Corridor over 30 years (to 2050) with 5,400 new dwellings for 10,700 people. • The Strategy recommends a B4 Mixed Use zone, FSR of 4.5:1 and height of 52m for the subject land. • The Strategy has been given statutory weight via a Ministerial Direction, under Section 117 of the *Environmental Planning and Assessment Act 1979*.

Key Milestones	Key Points
Meeting with key stakeholders (February 2017)	• A meeting was held with the applicant and Officers from the Department of Planning and Environment and the City of Parramatta Council to discuss the conditions of the Gateway Determination, in particular Condition 7 which requires the Planning Proposal to be consistent with the recommendations of the final strategy. • At this meeting the various options available to the applicant should they wish to proceed inconsistent with the Gateway Determination were discussed (i.e. seek a variation to the Gateway determination), along with recent advice from the Roads and Maritime Services (RMS) in relation to traffic management within the Granville Precinct.
Council Report (13 March 2017)	• Council considered a report relating to the exhibition process for the Planning Proposal and associated DCP and VPA. • Council resolved the following: *(a)* ***That*** *Council defer a decision on this matter for one month to enable the Administrator and Council officers to liaise with the Department of Planning and Environment in order to understand the implications of allowing 171-189 Parramatta Road to proceed to public exhibition as per their letter dated 7 March 2017 given the proposal's current inconsistency with the Parramatta Road Urban Transformation Strategy and the confusion this will cause within the local community.* *(b)* ***Further, that*** *Council note that the Lord Mayoral Minute of 14 March 2016 supporting a 6:1 Floor Space Ratio for the site, and adopted by the Council, was not supported or endorsed by the Director Strategic Outcomes and Development.*
Council Report (10 April 2017)	• A further report was considered by Council on 10 April 2017 in response to the deferred position of Council within the 13 March 2017 resolution. • Council resolved the following: *(a)* ***That*** *Council note the requirements of the Gateway Determination (Attachment 1) for the subject land at 171-189 Parramatta Road, Granville, issued by the Department of Planning and Environment on 15 June 2016 requiring/for a number of amendments to the Planning Proposal, including that it:* *Include all of the land bound by Parramatta Road, Albert Street, Victoria Street and the Western Railway Line within the site boundary* *Reflect the recommendations of the Parramatta Road Corridor Urban Transformation Strategy*

Key Milestones	Key Points
	(November 2016) released by UrbanGrowth NSW prior to its finalisation. (b) ***That*** *Council progress towards the exhibition of the Planning Proposal for the land bound by Parramatta Road, Albert Street, Victoria Street, and the railway line in Granville (formally 171-189 Parramatta Road) in accordance with Option 2 in Table 2 and the other requirements of the Gateway Determination (Attachment 1) separate to the exhibition of the associated Site Specific Development Control Plan (DCP) and Draft Voluntary Planning Agreement (VPA).* (c) ***That*** *Council authorise the Interim General Manager to continue working with the applicant and landowner to prepare the following in association with the updated Planning Proposal for the land at Parramatta Road, Albert Street, Victoria Street, and the railway line in Granville (formally 171-189 Parramatta Road):* *I. A Site Specific DCP for the land bound by Parramatta Road, Albert Street, Victoria Street and the Western Railway Line* *II. A Draft VPA offer that delivers infrastructure provision commensurate with the additional community needs arising from development under the Parramatta Road Corridor Urban Transformation Strategy* *and for both I. and II. to be reported to Council prior to their concurrent exhibition, which may occur separately to the Planning Proposal discussed above.* (d) ***That*** *Council advise the applicant that the Draft Site Specific DCP and Draft VPA processes will need to be completed prior to the Planning Proposal being forwarded to the Department of Planning and Environment for finalisation.* (e) ***Further, that*** *Council authorises the Interim General Manager to correct any minor policy inconsistencies and any anomalies of an administrative nature relating to the Planning Proposal that may arise during the amendment processes.*

NSW GOVERNMENT | Planning & Environment

Mr Gregory Dyer
Interim General Manager
City of Parramatta
PO Box 32
Parramatta NSW 2124

Attention: Sonia Jacenko

Our ref: 16/06195
Your ref: RZ/10/2013

RECEIVED IN RECORDS
21 JUN 2016
Initials

SCANNED
21 JUN 2016
PCC

Planning Proposal for 171-189 Parramatta Road, Granville

I am writing in response to request for a Gateway determination under section 56 of the *Environmental Planning and Assessment Act 1979* ("EP&A Act") in respect of the planning proposal to amend Parramatta Local Environmental Plan 2011 to rezone land at 171-189 Parramatta Road, Granville, to B4 Mixed Use. The proposal also includes an increase in the maximum permissible height of buildings to 82m (inclusive of design excellence), and an increase the maximum permissible FSR to 6:1 (inclusive of design excellence bonus).

As delegate of the Greater Sydney Commission, I have now determined that the planning proposal should proceed subject to the conditions in the attached Gateway determination.

As you would be aware UrbanGrowth NSW recently released the draft *Parramatta Road Urban Transformation Strategy* (draft Strategy), which was placed on public exhibition in 2015. While the Department supports urban renewal in the corridor and growth in the Granville Precinct, it is important that future development is guided by the vision for the area identified in the draft Strategy.

It is noted that the subject site is irregular in shape and represents only a partial component of the land parcel located between Parramatta Road and Victoria Street. The Gateway determination has been conditioned to require the amendment of the proposal to address the whole of the composite site located between Parramatta Road, Victoria Street, Albert Street, and the rail corridor. The proposal is to be amended to be consistent with the draft *Parramatta Road Urban Transformation Strategy*. This may require reconsideration of the proposed heights to achieve an average height across the site and reduction in floor space ratios.

Prior to public exhibition, the planning proposal is to be updated to include a new satisfactory arrangements clause in regard to contributions to the provision of designated State public infrastructure identified as part of a draft or final strategy for the Parramatta Road corridor. The Department is available to assist Council in the wording of such a clause.

Department of Planning & Environment
Level 5, 10 Valentine Avenue Parramatta NSW | GPO Box 39 Sydney NSW 2001 | T 02 9860 1101 | **www.planning.nsw.gov.au**

The Minister's plan making powers were delegated to Council in October 2012. It is noted that Council has now accepted this delegation. I have considered the nature of Council's planning proposal and its location within a regionally significant urban renewal corridor and have decided not to issue an authorisation for Council to exercise delegation to make this plan.

I have also agreed the planning proposal's inconsistency with S117 Direction 1.1 Business and Industrial Zones and Direction 4.1 Acid Sulfate Soils are of minor significance. No further approval is required in relation to these Directions.

The amending LEP is to be finalised within 12 months of the week following the date of the Gateway determination. Council's request for the Department of Planning and Environment to draft and finalise the LEP should be made 6 weeks prior to the projected publication date.

The State Government is committed to reducing the time taken to complete LEPs by tailoring the steps in the process to the complexity of the proposal, and by providing clear and publicly available justification for each plan at an early stage. In order to meet these commitments, the Minister may take action under section 54(2)(d) of the Act if the time frames outlined in this determination are not met.

Should you have any queries in regard to this matter, I have arranged for Ms Lillian Charlesworth, Senior Planner, of the Metropolitan (Parramatta) office to assist you. Ms Charlesworth can be contacted on (02) 9860 1101.

Yours sincerely

Marcus Ray
Deputy Secretary
Planning Services
15/06/2016
Encl: Gateway Determination

NSW GOVERNMENT | Planning & Environment

Gateway Determination

Planning Proposal (Department Ref: PP_2016_PARRA_013_00) *to amend Parramatta Local Environmental Plan 2011 including the land use zones, floor space ratio and building height provisions for land at 171-189 Parramatta Road, Granville.*

I, the Deputy Secretary, Planning Services, at the Department of Planning and Environment as delegate of the Greater Sydney Commission, have determined under section 56(2) of the *Environmental Planning and Assessment Act 1979* (the Act) that an amendment to the *Parramatta Local Environmental Plan (LEP) 2011* including the land use zones, floor space ratio and building height provisions for land at 171-189 Parramatta Road, Granville, should proceed subject to the following conditions:

1. Prior to exhibition, Council is to amend the planning proposal as follows:

   (a) amend the Explanation of Provisions, proposed maps and relevant supporting studies to include all land within the block located between Parramatta Road, Victoria Street, Albert Street and the rail corridor;

   (b) amend the Explanation of Provisions, proposed maps and relevant supporting studies to ensure consistency with the *draft Parramatta Road Urban Transformation Strategy* prepared by UrbanGrowth NSW. This includes:

      i. amending the explanation of provisions to indicate that the design excellence process will not enable any bonus height or FSR provisions;
      ii. apply a maximum height of buildings of 82m (25 storeys) for the majority of the site; and
      iii. apply a maximum FSR consistent with achieving the vision, principles and desired built form outcomes within the draft Parramatta Road Urban Design Guidelines prepared by UrbanGrowth NSW, as permitted through this Gateway determination.

   (c) include a satisfactory arrangements provision for contributions to designated State public infrastructure identified as part of a draft or final strategy for the Parramatta Road corridor.

2. Council is to ensure that the planning proposal satisfies the requirements of *State Environmental Planning Policy (SEPP) 55 - Remediation of Land*. Council is to prepare an initial site contamination investigation report to demonstrate that the site is suitable for rezoning to the proposed zone. This report is to be included as part of the public exhibition material.

PP_2016_PARRA_013_00 (16/06195)

3. Prior to public exhibition, Council is to consult with UrbanGrowth NSW, providing a 21 day period within which to comment. Any comments received are to be included and addressed in the planning proposal.

4. Prior to community consultation the amended planning proposal is to be submitted to the Department for approval.

5. Community consultation is required under sections 56(2)(c) and 57 of the Act as follows:

   a) the planning proposal must be made publicly available for a minimum of 28 days; and

   b) Council must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in section 5.5.2 of A Guide to Preparing LEPs (Department of Planning and Environment 2013).

6. Consultation is required with the following public authorities under section 56(2)(d) of the Act, as follows:
   - Office of Environment and Heritage - Heritage Division
   - Department of Education and Communities
   - Department of Health
   - Transport for NSW - Road and Maritime Services
   - Transport for NSW - Sydney Trains
   - Sydney Water
   - Integral Energy

   Each public authority is to be provided with a copy of the planning proposal and any relevant supporting material, and given at least 21 days to comment on the proposal.

7. Prior to finalisation the proposal will need to be reviewed to ensure its consistency with the Parramatta Road Urban Transformation Strategy and the associated Urban Design Guidelines, following release of this strategy in final form. The proposal is to be resubmitted for further review following such amendment.

8. A public hearing is not required to be held into the matter by any person or body under section 56(2)(e) of the Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).

9. The timeframe for completing the LEP is to be **12 months** from the week following the date of the Gateway determination.

Dated 15th day of June 2016.



Marcus Ray
Deputy Secretary
Planning Services

Delegate of the Greater Sydney Commission

PP_2016_PARRA_013_00 (16/06195)

LEADING

ITEM NUMBER	11.7
SUBJECT	Planning Proposal for land bound by Parramatta Road, Albert Street, Victoria Street, and Railway Line, Granville (former 171-189 Parramatta Road, Granville) - Request for variation under S117 Ministerial Direction
REFERENCE	RZ/10/2013 - D04857460
REPORT OF	Project Officer - Land Use Planning

PURPOSE:

To further report on the Planning Proposal for the land bound by Parramatta Road, Albert Street, Victoria Street, and the railway line in Granville (formally 171-189 Parramatta Road); present to Council the applicant's response to the Section 117 Ministerial Direction 7.3 'Parramatta Road Corridor Urban Transformation Strategy' (PRCUTS); and seek a determination on whether a Planning Proposal that is inconsistent with the PRCUTS should be supported and placed on public exhibition.

RECOMMENDATION

(a) **That** Council note the applicant's response to the Section 117 Ministerial Direction 7.3 'Parramatta Road Corridor Urban Transformation Strategy' which presents the applicant's justification as to why the Planning Proposal for the land bound by Parramatta Road, Albert Street, Victoria Street, and the railway line in Granville (formally 171-189 Parramatta Road) should proceed in its current form seeking an FSR of 6:1 and height of 82m (25 storeys) which is inconsistent with recommendations of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS).

(b) **That** Council not support a Planning Proposal seeking an FSR of 6:1 and height of 82m for the land bound by Parramatta Road, Albert Street, Victoria Street, and the railway line in Granville (formally 171-189 Parramatta Road) as it is inconsistent with the PRCUTS (which recommends an FSR of 4.5:1 and height of 52m) and its inconsistency is not considered justified under the Section 117 Ministerial Direction 7.3 'Parramatta Road Corridor Urban Transformation Strategy' and due to the precedent this will set for other landowners within Granville.

(c) **That** Council request the applicant prepare a Planning Proposal for the land bound by Parramatta Road, Albert Street, Victoria Street, and the railway line in Granville (formally 171-189 Parramatta Road) with a height and FSR that is consistent with the PRCUTS (that being an FSR of 4.5:1 and height of 52m) and subsequently consistent with the Section 117 Ministerial Direction 7.3 'Parramatta Road Corridor Urban Transformation Strategy', and this be placed on public exhibition separate to the associated Site Specific Development Control Plan (DCP) and Draft Voluntary Planning Agreement (VPA) as resolved by Council on 10 April 2017.

(d) **That** Council authorises the Chief Executive Officer to work with the applicant and landowner to prepare the following in association with the updated Planning Proposal for the land at Parramatta Road, Albert Street, Victoria Street, and the railway line in Granville (formally 171-189 Parramatta Road):

I. A Site Specific DCP for the land bound by Parramatta Road, Albert Street, Victoria Street and the Western Railway Line
II. A Draft VPA offer that delivers infrastructure provision commensurate with the additional community needs arising from development under the Parramatta Road Corridor Urban Transformation Strategy.

(e) **That** Council advises the applicant that the Draft Site Specific DCP and Draft VPA processes will need to be completed prior to the Planning Proposal being forwarded to the Department of Planning and Environment for finalisation.

(f) **Further, that** Council authorises the Chief Executive Officer to correct any minor policy inconsistencies and any anomalies of an administrative nature relating to the Planning Proposal that may arise during the amendment processes.

BACKGROUND

1. A Planning Proposal for the land at 171-189 Parramatta Road, Granville (**Figure 1**) was endorsed by Parramatta City Council on 23 December 2015 (and subsequently on 14 March 2016) and sent to the Department of Planning and Environment for a Gateway Determination seeking to:
   - Rezone the subject land from part B6 Enterprise Corridor and part R3 Medium Density Residential to B4 Mixed Use
   - Increase the FSR from 2:1 and 0.6:1 to 6:1
   - Increase the height from 15m (4 storeys) and 11m (3 storeys) to 82m (25 storeys).



Figure 1 – Location Map

2. A chronology of the Planning Proposal and the key project milestones can be found in **Attachment A,** which details the progression of the Planning Proposal

through the Gateway process in conjunction with the preparation of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS).

3. A Gateway Determination (**Attachment 1** of **Attachment B**) was issued in early June 2016 advising Council that the Planning Proposal should proceed subject to a number of conditions. In summary the conditions require that the Planning Proposal be amended to:
   - Include all the land bound by Parramatta Road, Victoria Street, Albert Street and the Western Rail Corridor in Granville (see **Figure 2**);
   - Ensure consistency with the recommendations of the Draft Parramatta Road Corridor Urban Transformation Strategy prepared by UrbanGrowth NSW and its associated Urban Design Guidelines (see **Attachment A** for further detail).
   - Introduce a Design Excellence Clause, requiring the site to run an architectural design competition (with the winning scheme not receiving a height or FSR bonus).
   - Include a satisfactory arrangements provision for contributions to designated State public infrastructure identified as part of the draft or final Parramatta Road Corridor Urban Transformation Strategy.
   - Comply with the final Parramatta Road Corridor Urban Transformation Strategy before finalisation of the amendment of the LEP.



Figure 2 – Revised Site as a required under Gateway; land bound by Parramatta Road, Victoria Street, Albert Street and the Western Rail Corridor.

COUNCIL REPORT MARCH 2017

4. A Council Resolution on 13 March 2017 requested a meeting be organised between the Department and Council to discuss a letter sent from the Department to Council on 7 March 2017 (**Attachment 3 of Attachment B**). The Department's letter stated that subject to Council being satisfied that the relevant Gateway Determination conditions have been met, that the Planning Proposal can proceed to public exhibition despite the proposal's inconsistency with the PRCUTS. The current Planning Proposal seeks a height of 82m (25 storeys) and FSR of 6:1 which is greater than the recommended height of 52m

and FSR of 4.5:1 within the PRCUTS. This meeting was held on 24 March 2017.

5. Following this meeting, a report dated 10 April 2017 (**Attachment B**) was presented to Council which included an assessment of the Planning Proposal against the conditions of the Gateway Determination (**Attachment 1 of Attachment B**). It was considered by Council Officers that the proposal in its current form is not consistent with the Gateway Conditions. It was considered that the proposal could not proceed to exhibition without Council undertaking an assessment of the merits of the variation to the PRCUTS.

6. The UrbanGrowth NSW response requested as part of a consultation process set out in the Gateway Determination recommended that Council amend the Planning Proposal prior to exhibition so it is consistent with PRCUTS. However it does provide Council with the discretion to allow a non-compliant option to be exhibited subject to an assessment of the criteria specified within the letter (related to infrastructure and other impacts of the development) (see **Attachment 5 of Attachment B**). Furthermore, a letter received from the Department of Planning related to Condition 4 of the Gateway Determination, reiterated the need for Council to address the issues raised in the UrbanGrowth NSW letter (**Attachment 6 of Attachment B**).

7. In conclusion, it was not considered that the Planning Proposal could proceed for exhibition in its current form in light of the advice received from UrbanGrowth NSW, the Department of Planning and Environment, and the inconsistency of the Planning Proposal against the conditions of the Gateway Determination.

COUNCIL RESOLUTION 10 APRIL 2017

8. The report from 10 April 2017 provided Council with a series of options on how to progress with the Planning Proposal (see **Attachment B**). Council adopted Option 2:

   Option 2: *Request the applicant address the relevant Section 117 direction criteria that Council must address in order to justify any departure from the final PRCUTS prior to exhibition.*

   Council would then assess whether a variation to the PRCUTS can be supported under the S117 direction.

   Based on the outcome of the assessment Council would determine whether a Planning Proposal that is inconsistent with the PRCUTS should be placed on public exhibition, and if this is the case, an amended Gateway Determination would be requested to proceed with the variation.

9. It was considered by Council Staff that proceeding with the exhibition of a Planning Proposal that is inconsistent with the final PRCUTS (which is endorsed by the State Government and implemented via a S117 Ministerial Direction) without a further formal assessment of the proposal by Council would not be consistent with the Gateway Determination as it would not properly address Condition 3 of the Gateway which includes the requirement for the Planning Proposal to be amended to reflect the comments from UrbanGrowth NSW.

S117 MINISTERIAL DIRECTION 7.3 'PARRAMATTA ROAD CORRIDOR URBAN TRANSFORMATION STRATEGY'

10. The report presented to Council on 13 March 2017 (**Attachment 2 of Attachment B**) provided detail on the final PRCUTS and its recommendations for the Granville Precinct and the subject land.

11. The PRCUTS has been given statutory weight via a Ministerial Direction, under Section 117 of the *Environmental Planning and Assessment Act 1979*. On a practical level this means that the PRCUTS will be implemented by the planning proposal process, which requires Planning Proposals to be consistent with the Ministerial Directions.

12. Direction 7.3 'Parramatta Road Corridor Urban Transformation Strategy' was brought into force on 19 December 2016 and is included in its full form in **Attachment C**. The Direction includes what a relevant planning authority must do if this Direction applies, and states that a Planning Proposal subject to this Direction must:

    (c) be consistent with the Parramatta Road Corridor Planning and Design Guidelines (November 2016) and particularly the requirements set out in Section 3 Corridor-wide Guidelines and the relevant Precinct Guidelines.

13. However the Direction does permit a Planning Proposal to be inconsistent with the PRCUTS and the terms of the Direction if it satisfies a number of conditions stipulated by the Direction. This relates to the level of significance of the variation, and its justification on planning and urban design merit.

14. Part (5) of the Direction relates to a Planning Proposal's consistency with the Direction and is included below:

    A planning proposal may be inconsistent with the terms of this Direction only if the relevant planning authority can satisfy the Secretary of the Department of Planning & Environment (or an officer of the Department nominated by the Secretary) that the planning proposal is:

    (a) consistent with the Out of Sequence Checklist in the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November 2016), or

    (b) justified by a study (prepared in support of the planning proposal) that clearly demonstrates better outcomes are delivered than identified in the Parramatta Road Corridor Urban Transformation Strategy (November 2016) and Parramatta Road Corridor Implementation Plan 2016-2023 (November 2016) having regard to the vision and objectives, or

    (c) of minor significance.

APPLICANT RESPONSE TO THE S117 MINISTERIAL DIRECTION 7.3 'PARRAMATTA ROAD CORRIDOR URBAN TRANSFORMATION STRATEGY'

15. Following the outcome of the Council Meeting held on 10 April 2017, the applicant was requested to submit an assessment of the Planning Proposal under the S117 Ministerial Direction that implements the PRCUTS.

16. The applicant was asked to address the relevant Section 117 Direction prior to exhibition. Council assessed this response prior to the exhibition to enable Council to make an informed decision on how the Planning Proposal should proceed. Based on the outcome of the assessment, Council would determine whether a Planning Proposal that is inconsistent with the PRCUTS should be placed on public exhibition or whether the Planning Proposal exhibited should be consistent with the PRCUTS.

17. The applicant submitted their response to the S117 Ministerial Direction 7.3 'Parramatta Road Corridor Urban Transformation Strategy' on 20 April 2017 (**Attachment D**). The response provides the applicant's justification to vary from the recommended controls within the PRCUTS (those being an FSR of 4.5:1 and height of 52m). The response was prepared against Part (5) of the Direction (see above), with a summary of the key points raised in the applicant's submission included below underneath each assessment criteria:

CRITERIA (a) The proposal must be consistent with the Out of Sequence Checklist in the Parramatta Road Corridor Implementation Plan 2016-2023 (November 2016)

18. The applicant puts the case forward within their submission that the land subject to the Planning Proposal is within sequencing for the release and rezoning of land within the nominated Granville Precinct, and therefore the Out of Sequence Checklist in the Parramatta Road Corridor Implementation Plan 2016 – 2023 does not apply. This is supported by Council Staff and a Planning Proposal for this land does not require consideration under the Out of Sequence Checklist.

CRITERIA (b) The Proposal must be justified by a study (prepared in support of the planning proposal) that clearly demonstrates better outcomes are delivered than identified in the Parramatta Road Corridor Urban Transformation Strategy (November 2016) and Parramatta Road Corridor Implementation Plan 2016-2023 (November 2016) having regard to the vision and objectives

19. The applicant asserts that the Urban Design Report (**Attachment E**) that accompanies the Planning Proposal (that was updated following the release of the Gateway Determination) provides a series of development scenarios that have been prepared and tested to demonstrate that an FSR of 6:1 and height of 82m delivers a built form outcome that is consistent with the vision and objectives of the PRCUTS, and delivers a better outcome for the subject land than what would be delivered under the recommended controls of 4.5:1 and 52m within the PRCUTS. It is noted that these options were not prepared in light of the content of the final PRCUTS and urban design guidelines, as this was released in November 2016, and the Urban Design Report was prepared prior to this.

20. The applicant's response to Part (5)(b) of the Section 117 Ministerial Direction 7.3 'Parramatta Road Corridor Urban Transformation Strategy' is presented in the following structure:

    - Background
    - Planning Outcome
    - Public Benefit
    - Government Policy

I. Background

21. The applicant presents the key milestones, progression, and history of the Planning Proposal alongside the strategic planning work carried out by UrbanGrowth NSW as part of the formulation of the PRCUTS. In light of this background, the applicant argues that the Planning Proposal at 6:1 and 82m should proceed.

22. The applicants key points are summarised below:

- The Planning Proposal is consistent with the draft Parramatta Road Corridor Urban Transformation Strategy (as exhibited)
- The Planning Proposal has been endorsed by the former elected Council
- The Planning Proposal has received a Gateway determination from the Department of Planning and Environment (subject to an appropriate FSR across the block)
- The Planning Proposal has received support from Council staff following extensive testing of built form outcomes in a consultative workshop arrangement.
- It is considered that given the support for the controls sought by the Planning Proposal, a better outcome can be achieved than that recommended by the Strategy, particularly given the lack of testing and analysis of the controls proposed by the final PRCUTS.
- The Planning Proposal at 6:1 and 82m (25 storeys) is consistent with the Draft PRCUTS and there is no evidence as to why the controls within the Final PRCUTS were reduced to 4.5:1 and 52m.

23. **Table 1** in **Attachment D** provides a response from Council staff on each matter raised above.

II. Planning Outcome

24. The applicant further justifies that the Planning Proposal in its current form delivers a planning outcome that is consistent with the key principles of the PRCUTS and aim of the strategy which is to *"deliver a high quality, multi-use corridor with improved transport choices, better amenity, and balanced growth of housing and jobs"*.

25. The applicant asserts the proposal has a better planning outcome against a set of principles that aligns with the aim of the PRCUTS. These principles include:

- Housing Choice and Affordability - the proposal will provide additional housing that will meet State Government objectives for increasing housing supply.
- Diverse and resilient economy – the additional density will contribute to making Granville a more vibrant and resilient area.
- Accessible and connected – the planning proposal contributes to the connectivity of the precinct by providing a through-site link and is in proximity to the train station at Granville providing good access.
- Vibrant community spaces – the applicant is argues that a high quality of architectural design will provide for a good quality public domain.

- Green spaces and links – the site is close to existing and proposed open space and the additional density is supported by that amenity provided by those spaces and the improved landscape treatments proposed for the street and Parramatta Road.
- Sustainability and resilience – The submission makes reference to trees proposed to be planted along Parramatta Road and compliance with the proposed parking rates to promote public transport use as measures that will contribute to the sustainability of the precinct.
- Delivery – Progressing with the proposal will allow the delivery of additional housing in a more timely fashion.

26. **Table 2** within **Attachment D** summarises the applicant's position on each of these principles and also includes Council Staffs' response.

III. Public Benefit

27. The applicant discusses the public benefit being delivered through the Planning Proposal as part of their justification as to why it should proceed in its current form, which would be inconsistent with the PRCUTS.

Through site link

28. The Planning Proposal seeks to provide an activated through-site link to strengthen connectivity between land to the north and Parramatta Road through the site. Whilst the permeability this laneway will provide offers public benefit for the community, it is identified within the PRCUTS and therefore would need to be delivered under a compliant scheme at 4.5:1 and 52m. Therefore it is not considered to be offering anything above what the requirements are of the PRCUTS and improving the outcome over and above what is already required in the PRCUTS.

Affordable Housing

29. The applicant asserts that through the provision of additional housing within the Granville area, and within Sydney's overall housing supply, the Planning Proposal is assisting with housing affordability offering a product accessible to first homebuyers. As discussed above, the proposal is providing dwellings above that permitted under a compliant scheme at 4.5:1, however is not offering this additional 234 units for the sole purpose of affordable housing (e.g. key workers), it is contributing to the housing stock available to private buyers. It is acknowledged that the provision of some affordable housing could be negotiated as part of the VPA process, however the quantity is unknown, and therefore the true public benefit cannot be properly qualified.

Infrastructure Requirements

30. The applicant discusses that during the planning proposal process and the amendments made post Gateway, it was identified that to assist in achieving the geometric requirements for any road upgrades that may be required in support of redevelopment of the Granville Precinct, increased setbacks to Parramatta Road to aid in the delivery of the right lane duplication from Parramatta Road into Bold Street may be required. The landowner has indicated they are willing to accommodate this but it is not shown within the concept plans.

31. It is acknowledged that the provision and reservation of such land is valuable in 'future proofing' the traffic permeability and capacity given a precinct wide traffic study has not yet been carried out to determine the carrying capacity of the network in light of the densities proposed under the PRCUTS and as a result of Westconnex. However, the Gateway Determination under Condition 1(c) requires that a satisfactory arrangements provision for contributions to designated State public infrastructure identified as part of the PRCUTS. Whilst this specific lane duplication has not been identified as part of the precinct wide traffic study which the implementation plan of the strategy requires, it may potentially be something identified within the study and be included as necessary State infrastructure required within the precinct.

32. The letter issued by UrbanGrowth NSW during the pre-exhibition consultation prescribed by Condition 3 of the Gateway requires Council to consider the infrastructure schedule and recommends a satisfactory arrangement provision. Therefore the provision of an additional lane would align with this should the need arise.

IV. Government Policy

33. The applicant justifies the variation to the PRCUTS by providing an FSR of 6:1 as opposed to 4.5:1 as recommended by the strategy, as this it will be providing more housing. The applicant discusses the recent announcements made by the Premier and Planning Minister in relation to housing affordability, and their policy priorities in addressing the housing affordability crisis.

34. The Planning Proposal will facilitate 834 dwellings on the site, this is 234 more than would be facilitated under the final PRCUTS. The recommended planning controls within the PRCUTS have been prepared to deliver the projected housing targets for the Granville Precinct. The proposed controls of 4.5:1 and 52m are considered sufficient for the site to contribute to the dwelling targets of the area.

35. There is no precise clarity on the role the additional 234 dwellings would play in addressing the 'affordable housing' (e.g. key worker housing) issue. The applicant acknowledges there is the opportunity to negotiate the provision of some dwellings for key workers through the associated VPA process, but there is no certainty or clear offer about the contribution it will make.

CRITERIA (c) Alternatively the variation must be of minor significance.

36. The applicant concludes their submission in response to the S117 Ministerial Direction in saying that the proposed variation to the PRCUTS is minor. The variation from 4.5:1 to 6:1 only results in an additional 234 dwellings which they argue is minor in the context of the PRCUTS which is to accommodate for 10,700 residents by 2050 (which is 5,400 dwellings).

CONSULTATION WITH URBANGROWTH NSW

37. The Gateway Determination issued for the subject site under Condition 3 required consultation with UrbanGrowth NSW for a 21 day period for them to comment on the Planning Proposal updated in accordance with the conditions of the Gateway prior to exhibition.

38. Council Officers forwarded the updated Planning Proposal (in accordance with the above changes in response to the Gateway conditions) to UrbanGrowth NSW for comment on 25 October 2016. A response was issued on 21 November 2016 by UrbanGrowth NSW which made reference to the release of the final PRCUTS on 9 November 2016 and its associated implementation documents.

39. The response from UrbanGrowth NSW is included as **Attachment 5 of Attachment B**. The letter asks Council to address various issues but the critical part of the letter states that Council should:

- Satisfy the requirements of the Granville Action Plan including the provision or contribution towards the identified active transport, open space, community and other facilities.
- Demonstrate consistency with Section 3, 4 and 5 of the planning and design guidelines. These guidelines recommend a height of 52m and an FSR of 4.5:1, and UrbanGrowth NSW recommends that the proposal be aligned with these controls. Should Council form the view that it could support an increase in height and density, then Council should assess the potential for additional infrastructure that may be required to support the proposal. Furthermore visual, shadowing and other impacts should also be justified.
- Ensure the Planning Proposal facilitates:
  i. The delivery of the cycle links and desired through site links identified on Figure 5.5 of the guidelines
  ii. Street function as illustrated on Figure 5.6 and Table 3.7 of the guidelines as appropriate
  iii. Green edge and active frontage requirements along Parramatta Road
  iv. Built form transition principles illustrated in Figure 5.8 – 5.11.

40. This section of the letter recommended that Council ensure the Planning Proposal is consistent with the PRCUTS height at 52m and FSR of 4.5:1, but does provide Council with the discretion to determine that an alternate height and density could be supported if Council considers it appropriate and has addressed the criteria set out in the letter.

41. Furthermore, should this proposal proceed inconsistent with the PRCUTS, other landowners will consider it appropriate to do so and the enforceability of the PRCUTS will become difficult as the proposed variation has not been justified. As discussed above, a variation under the S117 Direction can be considered if a better outcome is demonstrated from the variation. However a compliant scheme has not been produced which enables this comparison to be carried out.

42. Should Council proceed with a Planning Proposal that is inconsistent an amended Gateway Determination will be required to remove Condition 3 which requires Council to apply UrbanGrowth NSW's advice prior to proceeding to exhibition, and to remove Condition 7 which requires compliance with the final PRCUTS prior to finalisation. This may communicate the wrong message to other landowners that the Council has resolved to alter a Gateway Determination to be inconsistent with an adopted State Government strategic policy planning framework.

COUNCIL OFFICER ASSESSMENT - KEY ISSUES

Compliance with Criteria Set Out in Urban Growth Response as a Result of Condition 3 of Gateway Determination

43. The key factors that needs to be considered when assessing the response provided to Council from UrbanGrowth NSW (**Attachment 5 of Attachment B**) as part of the pre-exhibition consultation required under Condition 3 of the Gateway Determination are summarised below, along with staff's assessment:

Potential for Additional Infrastructure that may be required to support the Proposal

Local Road Infrastructure Impacts

44. The key concern of Council Officers in relation to the potential impact of the additional density on this site relates to the precedent that would be set by this decision to increase the density without an assessment of the impact on the availability and the ability to deliver infrastructure to meet the needs of the future population.

45. The applicant raises the need to consider the impact of traffic that the proposal may generate in justifying any inconsistency with the S117 Direction. Within the applicant's supporting Traffic Impact Assessment, the Planning Proposal will create an additional 379 vehicular movements per hour in the morning peak and 567 in the evening peak. The applicant asserts that the difference in terms of the impact between the proposed 4.5:1 density recommended by the PRCUTS and the 6:1 density proposed by the Planning Proposal is minor, with only an additional 44 vehicular movements per hour being created in the morning peak and 35 in the evening peak.

46. Whilst this has not been qualified by Council Officers, as discussed within the report from 10 April 2017, the RMS require a precinct wide traffic study in Granville to manage the cumulative impact of the proposed growth envisaged under the Strategy and any changes to traffic movements resulting from WestConnex.

47. The RMS, whilst unable to confirm its position on this particular site, has previously raised concerns about another Planning Proposal in the Granville Precinct and states that a Precinct Wide Traffic Study (which is a requirement of the PRCUTS) be undertaken to determine the impact on local road infrastructure. This is discussed in detail in the report from 10 April 2017 (**Attachment B and Attachment 2 of Attachment B**). Council Officers share the concerns of the RMS with regard to ensuring road infrastructure is properly planned to accommodate the future growth in this precinct.

48. In the case of the Planning Proposal at 'The Barn' Site (corner of Parramatta Road, Good Street, and Cowper Street) Council and the RMS are pursuing an approach where the Planning Proposal for this site can proceed based on a 'future proofing' arrangement. Negotiations are underway to agree with setbacks that will be introduced into the Draft DCP and VPA for the site that would allow for road widening to occur (should the need be identified later on in the precinct wide traffic study) to accommodate future growth. When the traffic study is ultimately completed the road widening on this site may or may not be needed but it will be available if it is required. Council Officers were satisfied that this was an appropriate arrangement to manage the road network infrastructure requirements in this case if:

- Future proofing arrangements for future road widening can be put in place
- The density of the proposal is consistent with the final PRCUTS so there is no precedent about cumulative impact of additional density in the precinct.

49. In relation to the subject site it is acknowledged that the same potential future proofing arrangements can be put in place for this site. However, proceeding with the subject Planning Proposal prior to the Precinct Wide Traffic Study being completed would set an unsatisfactory precedent in the opinion of Council Officers and therefore this approach is not considered appropriate when considering the 6:1 FSR on the subject site.

50. If there is additional capacity in the road network there are likely to be a large number of landowners who may wish to have FSRs increased above the level stated in the final PRCUTS. Council Officers have had preliminary discussions with at least two applicants which suggest there are up to six (6) sites where applicants/owners are intending to lodge proposals for FSRs in excess of those specified in the PRCUTS.

51. The appropriate process for assessing all the proposals for increased density is to run an open and transparent process which:
    - Determines whether there is capacity for increased density and how much density is possible (given the road network constraints and the feasibility of any improvements)
    - Assesses the most appropriate location for any additional density taking into consideration the traffic and urban design principles set out in the PRCUTS documents
    - Amends the planning controls accordingly

52. If there is only a small increase in development capacity possible then making a decision to allocate it to the subject site without going through the process above may be perceived as inappropriate by other landowners also seeking to increase the FSR on their sites as they may miss out on density on their sites if it was allocated to the subject site without a rigorous and transparent process.

53. It is for this reason that Council consider that it is an unacceptable precedent to proceed with an FSR in excess of 4.5:1 on this site without the completion of a more detailed and comprehensive review.

Other Infrastructure Impacts

54. The same principles apply to the assessment of other infrastructure. The PRCUTS process involved consultation with various stakeholders such as the Department of Education and Council and resolved that the density proposed under the PRCUTS is appropriate based on those consultations regarding local infrastructure. It would be premature to set a precedent for increased density without a further review of all the infrastructure implications.

<u>The visual, shadowing and other impacts of increased heights should also be appropriately justified.</u>

55. In order to assess this criteria there is some overlap with the assessment of the Section 117 Direction which is also discussed in this report. In order to be

satisfied that a variation from the PRCUTS is acceptable Council needs to justify to the Secretary of the Department of Planning and Environment that the study clearly demonstrates better outcomes than would be delivered under the PRCUTS.

56. Council Officers have not been provided with a proposal at 4.5:1 by the applicant to allow a comparison to occur. Therefore the assessment undertaken by Council Officers is based on advice from Council's Urban Design Team in relation to the design outcomes that would be possible on the site at an FSR of 4.5:1.

57. If Council was mindful to determine that the applicant should be able to make a more detailed case rather than Council relying on its own internal assessment then the matter could be deferred to allow that material to be provided and assessed in more detail. Council Officers made the decision not to request this additional information from the applicant as the concerns relating to the infrastructure impacts and related precedent issues discussed above (plus the results of its own assessment of the impact of a 4.5:1 design on the site) led Officers to conclude that there was a low probability that the applicant could demonstrate that a 6:1 proposal should proceed ahead of a cumulative impact assessment.

58. Based on analysis undertaken by Council's Urban Design Team, it is concluded that:
    - The visual impact of a 6:1 building is much more significant and there are less opportunities to ameliorate the visual impact. This is particularly the case for views from those who will occupy future dwellings to the north of the site (north of Victoria Street). The visual prominence of the buildings will be increased and the availability of views to blue sky from sites to the north looking south will be greater under a 6:1 design where the height is set at a maximum of 82m (25 storeys) compared to when the site is developed at 4.5:1 with a height at 52m (approximately 16 storeys). It is acknowledged that there will be views of taller buildings looking south to buildings on the southern side of Parramatta Road but these will be a much greater distance from the sites located north of Victoria Street.
    - It should be noted that to the north of this precinct there is the raised M4 motorway structure which already impacts on views to the north so views in this precinct are already impacted on by this structure.
    - Some of the concept designs submitted for the 6:1 option involve a reliance on designs with blank walls which are visible from public streets (in order to ensure compliance with the Apartment Design Guideline building separation and privacy provisions) which is not a desirable outcome from a visual perspective. There is also a reliance on concessions in the ADG which allow smaller setbacks where habitable rooms face non habitable rooms in opposing buildings. Design options at 4.5:1 means there would be potentially less reliance on blank walls and these building separation concessions. However, even if the blank walls and building separation concessions were necessary in a 4.5:1 design, the height of blank walls and the visual prominence of the buildings will be reduced.
    - This need to have blank walls and decreased setbacks does depend in part on future amalgamation patterns. Currently there are two applicants

who have two L - Shaped parcels. If developed according to this amalgamation pattern the reliance on blank walls is more likely.

- If the whole block was amalgamated into one landholding the applicant has provided a design which shows that the design might be able to achieve compliance with the ADG setbacks and avoid blank walls but the outcome is a series of uniform height towers which is not considered a desirable built form outcome from an urban design perspective which is necessary to achieve an FSR of 6:1 with the height of 82m (25 storeys) (which was the height proposed within the Draft PRCUTS). It might be possible to resolve this by exploring an even greater inconsistency with the proposed height of 52m within the final PRCUTS, but that would further exacerbate the existing height inconsistency with the PRCUTS.
- Any design option at an FSR of 4.5:1 involves much less risk of an unacceptable urban design outcome occurring regardless of the amalgamation pattern. Therefore it is considered that the proposal fails to meet the test that it provides for a better outcome than that enabled under the PRCUTS in the opinion of Council Officers.

Consistency with Section 117 Ministerial Direction

59. As discussed above within this report under the title 'Applicant Response to the S117 Ministerial Direction 7.3 'Parramatta Road Corridor Urban Transformation Strategy', the applicant presented their argument for seeking a variation under the direction. After reviewing the applicant's response against the criteria set out in Part 5 of the Ministerial Direction, Council Staff do not consider the variation to the PRCUTS to be satisfactory.

60. Part (b) of the criteria requires the variation to be justified by a study that clearly demonstrates that a better outcome is delivered than that identified within the PRCUTS. The analysis in the previous section that addresses the comments from Urban Growth details the concerns with the proposal from an urban design and infrastructure viewpoint. For the reasons set out in the previous Section Council Officers conclude that there is not sufficient justification for a variation from the strategy for the subject site as Council Officers are not satisfied that a better outcome than that envisaged under the strategy will necessarily be achieved.

61. Whilst it is acknowledged that the applicant is providing a through-site pedestrian link and is willing to reserve and dedicate land along Parramatta Road to accommodate an additional right turning lane into Bold Street, as discussed within this report, the provision of this infrastructure is consistent with:

    I. the requirements of the PRCUTS
    II. the Gateway Determination in terms of the provision of state infrastructure through a satisfactory provisions clause

    and therefore is not considered to be providing any additional infrastructure to accommodate for the additional yield sought through the variation to the PRCUTS. The proposal as it stands is not offering anything above and beyond what the PRCUTS requires for a compliant scheme. In light of UrbanGrowth NSW's advice that Council should only consider a variation to the PRCUTS in the context of the additional infrastructure required to accommodate the

variation, it is considered that this proposal is not providing any additional infrastructure above what is already required in the PRCUTS for a compliant scheme at 4.5:1 and 52m.

RESPONSE TO OTHER ISSUES RAISED BY APPLICANT

62. The applicant has raised a number of issues in justifying their proposal. A detailed response is provided to all the applicants issues in **Attachment D** but a response to some of the process issues is provided below:

Applicant Issue: The Proposal is consistent with a previous Council Resolution and has been the subject of consultation with Council Officers

63. Council's resolutions on this matter on 15 December 2014 and 14 March 2016 were both made by Council prior to the release of Final PRCUTS. In making any decision on a planning matter the Council (or in the current case the Administrator acting as the Council) must take into consideration all the information relevant at the time the decision is made. A previous resolution made on the basis of the information available at that time must be reconsidered in the context of the new information available.

64. The original resolution made by Council on 15 December 2014 was based on the Parramatta Road Urban Renewal Strategy (a preliminary draft strategy which was released for comment between November 2014 and February 2015) which was available at the time of the assessment and report of the Planning Proposal. Neither the Draft PRCUTS (September 2015) or Final PRCUTS (November 2016) was available at the time that the decision was made by Council to endorse an FSR of 6:1. The Parramatta Road Urban Renewal Strategy suggested that the dwelling target for the Granville Precinct was 16,000-19,000 dwellings. The Draft PRCUTS (September 2015) suggested a target of 6,820 and the Final PRCUTS (November 2016) further revised these targets downwards with the current targets for dwellings at 5,400 dwellings.

65. The recommendation of Council Officers in December 2014 and subsequent Council resolution was based on the density targets in the Parramatta Road Urban Renewal Strategy document. Given that the dwelling targets have now been revised downwards the building forms need to be considered in the context of this new information. The building form needed to accommodate the current dwelling targets is different to that that would have been required to accommodate a target at three (3) times the density.

66. UrbanGrowth NSW after undertaking analysis of the capacity of the Granville Precinct to accommodate density given the infrastructure available chose to decrease the density target and Council Officers recommendation in this report is reflective of this new information.

67. Council Officers were also involved in discussions about the building forms and urban design analysis that would be forwarded to the UrbanGrowth NSW and the Department of Planning in response to the conditions of the Gateway Determination (as discussed previously in this report). The context and circumstances of these conversations needs to be understood. The formal Council resolved position was for an FSR of 6:1 for the subject site.

68. At the time many of these discussions about the urban design response were being held prior to the final PRCUTS being released. Therefore the only definitive policy position that Council Officers had to consider these design options was the Council resolution for an FSR of 6:1. There was no FSR specified in the Draft Parramatta Road Strategy documents. The applicant provided options that only provided designs for delivering a 6:1 FSR on the subject site. In these discussions Council Officers did raise concerns about design issues including:
    - Undesirable use of blank walls to achieve building separation and privacy standards;
    - Long building lengths and large floor plates;
    - Potential visual bulk and overshadowing impacts

69. However, it was acknowledged by Council Officers that given the Council resolution, that the design response provided by the applicant was an appropriate built form **IF** an FSR of 6:1 was to be achieved in accordance with the Council resolved position of 6:1 and no FSR being specified in the Draft Parramatta Road Strategy.

70. The design options discussed were then forwarded to Urban Growth NSW as required by the Gateway Determination. Whilst the matter was being considered by the UrbanGrowth NSW, the final PRCUTS was released and this was the first time that there was a policy position that specified an FSR for the subject site (it specified 4.5:1) which differed from the previous Council resolved position (which specified 6:1).

71. All the discussion on the design options occurred prior to the final PRCUTS position on FSR being available. Council Officers must now take into consideration this new information in providing an assessment to Council and must reserve that right to change its position given the new information now available as part of the assessment. Previous endorsement of a design option cannot be automatically assumed under this new assessment.

72. Given the change in the dwelling targets, and the FSR specified in the PRCUTS of 4.5:1, it is considered that the concerns raised with the design options at 6:1 (detailed in the dot points above) can be more easily addressed at 4.5:1.

73. The density proposed by the final PRCUTS has balanced the additional density that can be provided in the Granville Precinct against the local infrastructure and amenity impacts of increasing the density to reach the recommendations it makes on FSR for the Granville Precinct. It has sought to resolve the right density for the precinct. Therefore Council Officers need to be mindful of the impacts of increasing the density. To meet the criteria under the Section 117 Direction Council staff now need to be satisfied that a better outcome will be achieved under the FSR of 6:1 than under the FSR of 4.5:1 but have not been satisfied.

<u>Applicant Issue: A Gateway has already Been Issued Prior to the Release of the PRCUTS</u>

74. The applicant has indicated that the proposal should be permitted to proceed based on the fact that it was previously considered by both Council and the

Department of Planning which resulted in a Gateway Determination being issues. In this regard it is noted that:

- The Gateway was issued based on the information available at that time and the issue related to the revised dwelling targets means the decision to issue a Gateway Determination as discussed above was made in a different context to that which applies today;
- The Gateway Determination issued by the Department does not actually specify support for an FSR of 6:1 for the subject site. The Gateway issued indicated that the proposal should be consistent with the strategic planning documents being prepared by UrbanGrowth NSW.
- The Gateway Determination required consultation with UrbanGrowth NSW to ensure that the evolving PRCUTS was considers as part of the Planning Proposal process and ultimately the Gateway Determination contains a condition the requires the Planning Proposal to be consistent with the PRCUTS prior to it being finalised.

75. Given these three issues, the fact that a Gateway Determination has previously been issued following Council's resolution that 6:1 be supported for the subject site, is not a matter that needs to be given significant weight in any decision making on how the subject Planning Proposal should progress.

Applicant Issue: The Proposal Satisfies the Objectives of the Parramatta Road Strategy

76. The applicant's submission detailing why they consider the Planning Proposal should proceed with an FSR of 6:1 and height of 82m includes an assessment of how they consider the proposal satisfies the key objectives of the PRCUTS. **Attachment D** includes a copy of the submission and is accompanied by two assessment tables prepared by Council Officers.

77. One of the tables deals with the issue of compliance with the principles of the PRCUTS. Earlier in the report the following summary was provided of the applicants argument:

- Housing Choice and Affordability- the proposal will provide additional housing that will meet State Government objectives for increasing housing supply.
- Diverse and resilient economy – the additional density will contribute to making Granville a more vibrant and resilient areas
- Accessible and connected – the planning proposal contributes to the connectivity of the precinct by providing a through site link and is in proximity to the train station at Granville providing good access
- Vibrant community spaces – the applicant is arguing that a high quality of architectural design will provide for a good quality public domain
- Green spaces and links – the site is close to existing and proposed open space and the additional density is supported by that amenity provided by those spaces and the improved landscape treatments proposed for the street and Parramatta Road
- Sustainability and resilience – The submission makes reference to trees proposed to be planted along Parramatta Road and compliance with the proposed parking rates to promote public transport use as measures that will contribute to the sustainability of the precinct

- Delivery – Progressing with the proposal will allow the delivery of additional housing in a more timely fashion.

78. Council Officers consider that a development at a density of 4.5:1 and a development of 6:1 as proposed by the applicant will both achieve these objectives. The additional density will provide more people to contribute to the local economy but they will also put more pressure on local open space and infrastructure.

79. At this point in time Council Officers do not consider that the applicant has demonstrated that the higher density proposed will result in a significantly improved outcomes in housing choice, the vibrancy of the economy the connectivity and accessibility of the area, the quality of open spaces and public domain or the sustainability of the precinct compared to the outcomes that will be achieved if the site is developed at 4.5:1.

80. If the applicant had been able to demonstrate that the extra density could be delivered in a way that had a tangible increase (for example, an increase in net open space or the provision of an additional safe crossing point across Parramatta Road) then more weight might be able to be given to those issues but the outcomes in these areas if the site is developed at 6:1 are commensurate with those that will be provided in the site is developed at 4.51.

81. The only exception where there is a tangible measureable increase in the outcome is in the number of additional units being provided. The proposal would allow for an additional 234 units. The applicant has suggested that a contribution could be made to affordable housing but the proposal is currently not supported by any formal VPA offer that provides any tangible basis for the assessment that additional affordable housing resulting from this additional density will play in this area.

82. For the reasons detail above related to the having the right density to match the right infrastructure the increase in dwelling numbers alone is not considered sufficient to warrant recommending an FSR of 6:1 for this site.

CONCLUSION

83. Council Officers have reviewed the Planning Proposal taking into consideration:

- the advice in the letter from Urban Growth dated 21 November 2016 (which Council is obliged to consider as a condition of the Gateway determination already issued for the site) and
- the applicants justification for Council to support the Planning Proposal with an FSR and height that varies from the final PRCUTS utilising the mechanism in the Section 117 Direction which allows Council to consider Planning Proposals that seek to vary from the final PRCUTS in certain circumstances.

84. Council Officers recommend that the Planning Proposal be exhibited in accordance with the height and FSR set out in the final PRCUTS (FSR 4.5:1 and height 52m) as Council Officers are not satisfied that a variation from the final PRCUTS has been justified in this case for the following reasons:

- The future outcomes in the Granville precinct and on the subject site when measured against the objectives of the final PRCUTS are not considered to be significantly better, if this site is developed at 6:1 as proposed by the applicant, than those that will be achieved if the site is developed under an FSR of 4.5:1 in accordance with the final PRCUTS
- Consideration of an FSR increase without undertaking a more comprehensive cumulative impact analysis of increasing the density across broader parts of the Granville area would be inappropriate and set an unacceptable precedent.

85. It is still possible that an increase in the density for this site could be considered in the future as part of a separate process that looks at the implication of increases in density across the broader precinct not just on the subject site. This future review should determine how any additional density can appropriately be located on the subject site to provide a better outcome that that proposed under the final PRCUTS.

ALTERATIVE OPTIONS FOR COUNCIL TO CONSIDER

86. If Council considers that a variation to the final PRCUTS (as suggested by the applicant) is appropriate, the applicant should be asked to submit an amended reference design showing the impact of the setback proposed to allow for an extra lane on Parramatta Road and this information together with the Section 117 Direction justification provided by the applicant should be forwarded to the Department of Planning and Environment with a request that Condition 3, 4 and 7 of the Gateway Determination be removed.

NEXT STEPS

87. Should Council support staff's recommendation to not support the Planning Proposal in its current form for the land bound by Parramatta Road, Albert Street, Victoria Street and the Western Railway Line (and therefore not support the variation to the PRCUTS under the S117 Direction) the following needs to occur to proceed to exhibition:

    - Update the Urban Design Report and Planning Proposal to show the provision for the additional lane on Parramatta Road and the resulting built form across the site with a FSR of 4.5:1 and height of 52m.

88. The Planning Proposal can then be publically exhibited as the current Gateway Determination does not need to be amended to allow the Planning Proposal to proceed.

89. The associated Site Specific DCP for the subject land will need to be prepared to reflect a built form at 4.5:1 and height of 52m, the urban design guidelines of the PRCUTS, the ADG, and also any of the requirements of the Granville Action Plan within the PRCUTS (including but not limited to the provision of any identified active transport, open space, community and other facilities). As referenced within the letter from UrbanGrowth NSW the following needs to be accommodated for within any future building massing and therefore the DCP:

    - The delivery of the cycle links and desired through site links identified on Figure 5.5 of the guidelines

- Street function as illustrated on Figure 5.6 and Table 3.7 of the guidelines as appropriate
- Green edge and active frontage requirements along Parramatta Road
- Built form transition principles illustrated in Figure 5.8 – 5.11

90. Furthermore, the associated VPA needs to be negotiated to ensure it delivers infrastructure provision commensurate with the additional community needs arising from development under the PRCUTS.

91. Once the DCP and VPA have been formulated both will be reported to Council for endorsement to proceed to exhibition independent of the Planning Proposal (which Council endorsed to occur separate to the Planning Proposal on 10 April 2017). However, this arrangement was permitted on the condition that the Planning Proposal would not be forwarded to the Department of Planning and Environment for finalisation following the public exhibition unless the Draft VPA is exhibited and in force.

Sonia Jacenko
Project Officer – Land Use Planning

Robert Cologna
Service Manager- Land Use Planning

Sue Weatherley
Director Strategic Outcomes and Development

Sue Coleman
Director City Services

ATTACHMENTS:

1	ATTACHMENT A - Chronology of Planning Proposal	7 Pages
2	ATTACHMENT B – Report 10.04.2017 Attachment 1 – Gateway Determination Attachment 2 – Report 13.03.2017 Attachment 3 – DPE Letter 07.03.2017 Attachment 4 – Briefing Note Attachment 5 – UGNSW Letter 21.11.2016 Attachment 6 – DPE Letter 21.11.2016	59 Pages
3	ATTACHMENT C - S117 Ministerial Direction 7.3 - 'Parramatta Road Corridor Urban Transformation Strategy'	2 Pages
4	ATTACHMENT D - Applicant submission from applicant in response to S117 Direction & Staff summary and response	21 Pages
5	ATTACHMENT E - Urban Design Report	35 Pages

REFERENCE MATERIAL

Council Resolution – 10 July 2017

11.7 SUBJECT Planning Proposal for land bound by Parramatta Road, Albert Street, Victoria Street, and Railway Line, Granville (former 171-189 Parramatta Road, Granville) - Request for variation under S117 Ministerial Direction

REFERENCE RZ/10/2013 - D04857460

REPORT OF Project Officer - Land Use Planning. Also Briefing note from Service Manager Land Use Planning dated 27 June 2017.

669 RESOLVED (Chadwick)

(a) **That** Council endorse a Planning Proposal for the land bound by Parramatta Road, Albert Street, Victoria Street, and the railway line in Granville (formally 171-189 Parramatta Road) for the purposes of public exhibition which presents the following two options:
   I. A scheme with an FSR of 6:1 and a height of 82m (i.e. that currently proposed by the applicant) which is not compliant with the LEP recommendations of the final Parramatta Road Corridor Urban Transformation Strategy (PRCUTS).
   II. A scheme with an FSR of 4.5:1, a height of 52m, which is compliant with the LEP recommendations of the final PRCUTS, and also applies the Urban Design Guidelines of the final strategy.

(b) **That** Council request the applicant to prepare and submit a scheme that reflects (II) of (a) that includes:
   I. Reference concept design (1:500)
   II. Updated shadow analysis
   III. Apartment Design Guideline compliance table
   IV. Updated traffic statement on traffic volumes to result from a PRCUTS consistent scheme.

(c) **That** Council request the applicant provide an updated Planning Proposal that addresses the following:
   I. 'Section 1: Background' reflects the history of the Planning Proposal
   II. 'Section 2: Objectives or Intended Outcomes' and Section 3: 'Explanation of Provisions' accounts for and explains the exhibition of a Planning Proposal with two schemes (i.e. one scheme at 6:1 and 82m and one scheme at 4.5:1 and 52m)
   III. 'Section 4: Justification' reflects the current strategic planning framework of the final Parramatta Road Corridor Urban Transformation Strategy

   and delegation be granted to the Chief Executive Officer to finalise the Planning Proposal prior to the exhibition, and this be placed on public exhibition separate to the associated Site Specific Development Control Plan (DCP) and Draft Voluntary Planning Agreement (VPA) as resolved by Council on 10 April 2017.

(d) **That** should the applicant seek to further amend their response to the Section 117 Ministerial Direction 7.3 'Parramatta Road Corridor Urban Transformation Strategy' which presents the applicant's justification as to why the Planning Proposal seeking an FSR of 6:1 and height of 82m (25 storeys) discussed in this report presents a better planning outcome than that identified within the PRCUTS, then this be

included in the exhibition material relating to the Planning Proposal for the subject land, and that it be assessed by Council at the close of the exhibition period.

(e) **That** a report be presented to Council on the outcome of the exhibition where Council would then finalise its assessment on whether a variation to the Section 117 Ministerial Direction 7.3 'Parramatta Road Corridor Urban Transformation Strategy' demonstrates a better planning outcome than that identified within the PRCUTS and therefore should be supported; and whether an altered Gateway Determination will be required to remove Condition 7 of the Gateway Determination which requires compliance with the PRCUTS.

(f) **That** the preparation of the following await the outcome of the exhibition of the Planning Proposal for the land at Parramatta Road, Albert Street, Victoria Street, and the railway line in Granville (formally 171-189 Parramatta Road) until the height and FSR sought under the Planning Proposal is determined as part of the exhibition process:

I. A Site Specific DCP for the land bound by Parramatta Road, Albert Street, Victoria Street and the Western Railway Line
II. A Draft VPA offer that delivers infrastructure provision commensurate with the additional community needs arising from development under the PRCUTS and the additional community benefit proposed in support of a non-compliant scheme.

(g) **That** Council advise the applicant that the Draft Site Specific DCP and Draft VPA processes will need to be completed prior to the Planning Proposal being forwarded to the Department of Planning and Environment for finalisation.

(h) **Further, that** Council authorises the Chief Executive Officer to correct any minor policy inconsistencies and any anomalies of an administrative nature relating to the Planning Proposal that may arise during the amendment processes.

Planning Proposal

Land located between Parramatta Road, Victoria Street, Albert Street and the Western Railway Line

Granville

City of Parramatta Council

October 2017

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Executive Summary

This Planning Proposal has been prepared in accordance with Section 55 of the Environmental Planning and Assessment (EP&A) Act 1979 and provides an outline and justification for the proposed rezoning of land bound by Parramatta Road, Victoria Street, Albert Street and the Western Railway Line in Granville ("the subject site"). The subject site is identified in Figure 1 below.



Figure 1 – Site location

The original Planning Proposal related to land at 171-189 Parramatta Road and was submitted in September 2014. It sought to facilitate a high density residential development through amendments to the principal development controls, cognisant of its proximity to nearby town centres, rail stations and the primary regional city of Parramatta.

The original Planning Proposal sought to:

- Rezone the subject site from part R3 Medium Density Residential and Part B6 Enterprise Corridor, to B4 Mixed Use.
- Increase the maximum building height from 11 and 15 metres, to 80 and 96 metres, with potential for an additional 'bonus' height of 14 metres, subject to achieving 'design excellence'.
- Increase the maximum floor space ratio (FSR) range from 0.6:1 and 2.0:1 to 5.25:1, with potential for a 'bonus' FSR of 0.75:1 subject to achieving 'design excellence'.

The proposal also maintained, through replacement and enhancements, the provision of employment floorspace as part of its redevelopment, consistent with the objectives of the mixed use zone. It also sought to improve the locality's public domain through public embellishments footpath improvements to activate Parramatta Road and create a more vibrant streetscape.

Following concerns with the proposed maximum building height and its alignment with the draft Parramatta Road Urban Transformation Strategy, the proposal was amended to a maximum building height of 82 metres (25 storeys) and FSR of 6:1. The Planning Proposal was otherwise generally consistent with the overall intent of the draft Strategy given its built form outcomes.

A Gateway Determination was issued by the Department of Planning and Environment as delegate of the Greater Sydney Commission on 15 June 2016. The Gateway required that the Planning Proposal be amended to include all the land within the block bound by Parramatta Road, Victoria Street, Albert Street and the rail corridor.

Condition 7 of the Gateway determination requires that the Planning Proposal be consistent with the recommendations of the Parramatta Road Corridor Urban Transformation Strategy prior to finalisation of the Planning Proposal. Notwithstanding, Section 117 Direction 7.3 Parramatta Road Corridor Urban Transformation Strategy allows for a Planning Proposal to be inconsistent with the terms of the Direction where the Secretary of the Department of Planning and Environment is satisfied that a better planning outcome can be achieved.

Subsequently, on 10 July 2017, Council resolved to exhibit a Planning Proposal that presents two planning options, one being the same as the controls recommended by the Strategy and the second being with the controls proposed by the proponent with a demonstrated better planning outcome. The two development scenarios proposed as follows:

Scenario 1:

- Rezone the subject site from part R3 Medium Density Residential and Part B6 Enterprise Corridor, to B4 Mixed Use.
- Increase the maximum building height limits from 11 and 15 metres to **82 metres** (25 storeys).
- Increase the maximum floor space ratio (FSR) range from 0.6:1 and 2.0:1 to **6:1**.

Scenario 2:

- Rezone the subject site from part R3 Medium Density Residential and Part B6 Enterprise Corridor, to B4 Mixed Use.
- Increase the maximum building height limits from 11 and 15 metres to **52 metres** (18 storeys).
- Increase the maximum floor space ratio (FSR) range from 0.6:1 and 2.0:1 to **4.5:1.**

This Planning Proposal has been prepared in accordance with the EP&A Act 1979, as well as the various guidelines issued by the NSW Department of Planning and Environment. It is accompanied by several specialist reports that consider, inter alia, the implications of the proposal from an urban design, traffic and environmental perspective. The results of these separate investigations have been used to finalise the built form and building configuration that comprises the Planning Proposal.

Further, this Planning Proposal is accompanied by a 'Statement of better planning outcome' in support of the justification for scenario 2 under the Section 117 Direction. This includes an Economic Benefits Report of the contributions proposed through the better planning outcome under Scenario 2 (25 storeys and 6:1 FSR). The items proposed in order to facilitate a better planning outcome include:

- upgrade link along railway (i.e. not formed Duke Street);
- lane setback to enable the construction of a second right-turn lane into Bold Street;
- three site through links; and
- the dedication of a new 3,200m2 public park.

The Planning Proposal will facilitate a high density mixed use development of the subject site under either development scenario, in accordance with the vision and objectives of the Parramatta Road Corridor Urban Transformation Strategy. This document outlines the background to the proposal, describes the objectives and development outcomes for the site and addresses the strategic planning framework as it relates to the proposal.

Introduction

This planning proposal has been prepared and is submitted in accordance with Section 55 of the Environmental Planning and Assessment (EP&A) Act 1979 and provides an outline and justification for the proposed rezoning of land bound by Parramatta Road, Victoria Street, Albert Street and the Western Railway Line in Granville ("the subject site"). This proposal seeks to amend the Parramatta Local Environmental Plan 2011.

The Planning Proposal has been prepared in support of an application to amend the land use zone and increase the maximum building height and maximum floor space principal development controls as they relate to the subject site.

On 10 July 2017, Council resolved to exhibit a Planning Proposal that presents two planning options, one being the same as the controls recommended by the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) and the second being with the controls proposed by the proponent with a demonstrated better planning outcome. The two development scenarios proposed as follows:

Scenario 1:

- Rezone the subject site from part R3 Medium Density Residential and Part B6 Enterprise Corridor, to B4 Mixed Use.
- Increase the maximum building height limits from 11 and 15 metres to **82 metres** (25 storeys).
- Increase the maximum floor space ratio (FSR) range from 0.6:1 and 2.0:1 to **6:1**.
- Demonstrate a better planning outcome by providing the following community benefits:
  - upgrade link along railway (i.e. not former Duke Street);
  - lane setback to enable the construction of a second right-turn lane into Bold Street;
  - three site through links; and
  - the dedication of a new 3,200m2 public park.

Scenario 2:

- Rezone the subject site from part R3 Medium Density Residential and Part B6 Enterprise Corridor, to B4 Mixed Use.
- Increase the maximum building height limits from 11 and 15 metres to **52 metres** (18 storeys).
- Increase the maximum floor space ratio (FSR) range from 0.6:1 and 2.0:1 to **4.5:1.**

The Planning Proposal has been prepared in accordance with relevant NSW Department of Planning and Environment guidelines, including *'A Guide to Preparing Local Environmental Plans'* (2016) and *'A Guide to Preparing Planning Proposals'* (2016). This planning proposal comprises the following parts:

Part 1	A statement of the objectives and intended outcomes of the proposed instrument
Part 2	An explanation of the provisions that are to be included in the proposed instrument
Part 3	The justification for those objectives, outcomes and the process for their implementation
Part 4	Maps, where relevant, to identify the intent of the planning proposal and the area to which it applies
Part 5	Details of the community consultation to be undertaken on the planning proposal
Part 6	The timeframe to complete the amendment

This planning proposal forms part of a package of supporting documents for consideration under Section 56 of the EP&A Act 1979. The Planning Proposal was originally prepared in collaboration with the following specialist consultancies:

- Architectus – Urban design analysis.
- MacroPlan Dimasi – Assessment of employment generating opportunities.
- Rodney Stevens Acoustics – Noise and vibration assessment.
- Pacific Environment Limited – Air quality and amenity assessment.
- McLaren Traffic Engineering – Traffic impact and parking assessment.
- JK Group – Geotechnical investigations.
- EIS – Preliminary site contamination assessment.
- Hyder Consulting – Flooding considerations.

The nature of the updated Planning Proposal maintains a similar intent but has refined the scale of the potential development. As such the findings and conclusions of the following reports remain relevant and have not been updated or re-issued as part of this documentation:

- Rodney Stevens Acoustics – Noise and vibration assessment.
- Pacific Environment Limited – Air quality and amenity assessment.
- McLaren Traffic Engineering – Traffic impact and parking assessment.
- JK Group – Geotechnical investigations.
- EIS – Preliminary site contamination assessment.
- Hyder Consulting – Flooding considerations.

However, Aleksandar Design Group have prepared Massing Studies for the two scenarios that form part of this revised Planning Proposal. These are included as follows:

Appendix A – Scenario 1 Massing Study for a scheme with an 82 metre height limit and 6:1 FSR (prepared by Aleksandar Design Group, September 2017).
Appendix B – Scenario 2 Massing Study for a scheme with a 52 metre height limit and 4.5:1 FSR (prepared by Aleksandar Design Group, September 2017).

Further, the Planning Proposal is accompanied by a justification for any inconsistency with Section 117 Direction 7.3 Parramatta Road Corridor Urban Transformation Strategy, which also demonstrates a better planning outcome. This supporting documentation is included as follows:

Appendix C – S117 Direction justification and Statement of Better Planning Outcome (prepared by Pacific Planning, September 2017).
Appendix D – Economic Benefits of proposed contributions (prepared by PPM Consulting, September 2017).

Further, following the inclusion of the broader block within the Planning Proposal, a preliminary contamination assessment of the additional land was required in accordance with SEPP 55 and the requirements of the Gateway determination. In addition to the EIS Report noted above, the following report has also been included as part of the exhibition material:

Appendix E - Sullivan Environmental Sciences - Phase 1 Contamination Assessment (October 2016).

Finally, given the amendments to the Planning Proposal (outlined in background) and the resolution of Council, an updated traffic statement has been prepared as follows:

Appendix F

Ason Group - Traffic Impact Assessment at 6:1 FSR (October 2016)

Ason Group - Updated traffic statement on traffic volumes to result from a PRCUTS scheme i.e. 4.5:1 and comparison with the 6:1 scenario (September 2017).

Site Identification

The land to which this Planning Proposal applies is situated on the north side of Parramatta Road and bound by Albert Street, Victoria Street and the Western railway line. The site is within 390 metres (500 metres walking distance) of the Granville railway station.

The subject site comprises 21 allotments and is known legally as follows:

- Lot 1 in DP 615141 (187 -189 Parramatta Road)
- Lot 1 in DP 504298 (181 - 186 Parramatta Road)
- Lot 2 in DP 89526 (181 – 185 Parramatta Road)
- Lot 1 in DP 79102 (181 – 185 Parramatta Road)
- Lot 1 in DP 76924 (181 – 185 Parramatta Road)
- Lot 1 in DP 89526 (173 Parramatta Road)
- Lot 1 DP 81084 (171 Parramatta Road)
- Lot X in DP 163366 (64 Victoria Street)
- Lot A in DP 160406 (60 Victoria Street)
- Lot 58 in DP 869379 (58 Victoria Street)
- SP 47140 (167 Parramatta Road)
- Lot 1 in DP 13530 (56 Victoria Street)
- Lot 2 in DP 13530 (54 Victoria Street)
- Lot 3 in DP 13530 (52 Victoria Street)
- Lot 4 in DP 13530 (50 Victoria Street)
- Lot 5 in DP 13530 (48 Victoria Street)
- Lot 6 in DP 13530 (46 Victoria Street)
- Lot 7 in DP 13530 (44 Victoria Street)
- Lot 8 in DP 13530 (42 Victoria Street)
- Lot 1 DP 744840 (40 Victoria Street)
- Lot B DP 151899 (38 Victoria Street)



Figure 2 – Site aerial view

Boundaries & Area

The site has a south frontage to Parramatta Road of 157 metres, a northern boundary of 240 metres, an eastern boundary of 74 metres, and a western boundary of 96 metres. The combined site area is approximately 14,215m2.

Existing Development

The site currently comprises of a mix of land uses and built form. The Parramatta Road frontage comprises furniture retail warehouses and a 2 storey business development on the corner with Albert Street. The allotments facing Victoria Road predominantly include low density detached housing. There is also a large, vacant portion of land in the north western corner of the site adjacent to the railway line.

Immediately Adjoining Development

Development to the north of the subject site is characterised largely by single dwellings on Torrens title allotments, interspersed with multi-unit dwelling projects. To the east is a combination of residential development, with commercial oriented developments on those allotments facing Parramatta Road.

Immediately to the south of the subject site is the Parramatta Road road reserve. A range of established commercial developments can be found on the opposite side of Parramatta Road. An unformed road (i.e. Duke Street), owned by Parramatta City Council adjoins the subject site's western boundary.

Immediately abutting Duke Street is the Western Rail Line, which provides rail passenger transport between the Parramatta and Sydney Central Business Districts (CBD), as well as other centres throughout the metropolitan area. These areas are all subject to urban transformation and renewal.

Locality Description

The present state of development of the site and locality belies its strategic location as a southern gateway to Parramatta. The locality is characterised by a mix of uses, several items of local historical significance, and **transport infrastructure** elements critical to the broader Sydney metropolitan region.

Various forms of public and private recreational spaces are also provided for in the locality. They include public walking and bicycle tracks along the main road transport routes and Parramatta River, as well as small public parks. Other spaces including the Parramatta City Raceway and the Rosehill Racecourse are located approximately 2kms and 3kms north-east of the subject site, respectively.

Two railway lines, being the 'Western Line' and 'South Line' provide passenger transport from the Sydney CBD to Penrith, Parramatta, Richmond, Liverpool and beyond.

The Western Line links to the Parramatta rail station and beyond, via the Harris Park station which is situated approximately **700 metres north-west of the subject site.** Harris Park station is accessible via the M4 pedestrian underpass between Harris Street and Prince Street.

The 'South Line', which joins the Western Line at Granville, also functions partly as a goods transport line providing linkages between the wider Sydney metropolitan area. Granville Station is situated approximately **390 metres** (500 metres walking distance) **south east from the subject site** and is accessible by crossing Parramatta Road at its signalised intersection with Bold Street, some 150 metres east of the site.

Parramatta Road extends to the west to its intersection with Church Street and then into the Parramatta CBD. This 'auto alley' part of Parramatta Road is mostly a range of sites occupied by new and used car yards. The Parramatta CBD is approximately 1km to the north of the subject site, while the Granville Town Centre commences on the opposite (southern) side of Parramatta Road.



Figure 3 – Locality aerial view

In summary, from a locational perspective, the subject site is:

- Situated at the southern gateway to the Parramatta LGA;
- Located between two suburban rail stations at Harris Park and Granville;
- Proximate to the planned commercial urban renewal strategies for the Parramatta CBD into Auto Alley;
- Part of the Granville Precinct under the Parramatta Road Corridor Urban Transformation Strategy;
- Within the area identified for 2016-2023 Precinct release under the Granville Action Plan; and
- Serviced by existing walkways and pathways which, subject to improvement, could serve as important local community linkages.

It also serves as an important landmark site that helps to define the Granville centre.

Background

The planning proposal originally applied to land at 171-189 Parramatta Road, Granville. It was originally lodged with Parramatta City Council on 26 September 2014. It sought to:

- Rezone the subject site from part R3 – Medium Density Residential and Part B6 – Enterprise Corridor, to B4 – Mixed Use.
- Increase the range of maximum building height limits from 11 and 15 metres, to 80 and 96 metres, with potential for an additional 'bonus' height of 14 metres, subject to achieving 'design excellence'.
- Increase the maximum floor space ratio (FSR) range from 0.6:1 and 2.0:1 to 5.25:1, with potential for a 'bonus' FSR of 0.75:1 subject to achieving 'design excellence'.

The Planning Proposal was considered by Council on 15 December 2014 and subsequently on 9 February 2015. Council resolved:

"That Council endorse the Planning Proposal at Attachment 1 for the land at 171-189 Parramatta Road, Granville allowing a maximum FSR of 6:1 and building height of 105 metres excluding bonuses for design excellence and forwards it to the Department of Planning and Environment for Gateway determination".

Council forwarded the Planning Proposal to the Department of Planning and Environment on 10 February 2015 seeking a Gateway determination. The Department issued advice to Council on 22 June 2015 expressing its preference for the draft Parramatta Road Urban Transformation Strategy to be completed prior to the consideration of a site specific Planning Proposal. The advice concluded:

"I encourage Council to withdraw their proposal and consider a planning proposal that aligns with the local and State strategic planning work undertaken to date and which will encourage revitalisation along this section of Parramatta Road".

A revised scheme was subsequently prepared in accordance with the draft Parramatta Road Urban Transformation Strategy.

Revised Planning Proposal

The draft Parramatta Road Urban Transformation Strategy and associated Urban Design Guidelines were released on 17 September 2015 and publicly exhibited between October and December 2015.

Following advice from the Department of Planning and Environment over concerns with the proposed maximum building height and its alignment with the draft Parramatta Road Urban Transformation Strategy, the proposal was amended to a maximum building height of 82 metres (25 storeys) and FSR of 6:1. The Planning Proposal was the same height as that identified by the Strategy and generally aligned with the overall intent and design principles of the draft Strategy given its built form outcomes.

The Planning Proposal was subsequently considered by Council at a meeting of 23 December 2015. Council resolved to endorse the Planning Proposal as follows:

(a) That Council endorse the Planning Proposal at Attachment 1 for land at 171-189 Parramatta Road, Granville subject to it being modified to include the following controls:

- *a. Rezone the subject land from R3 Medium Density Residential and B6 – Enterprise Corridor to B4 Mixed Use;*
- *b. Provide an increase in height to 82 metres (25 storeys) (inclusive of design excellence) to be compliant with the Draft Parramatta Road Urban Transformation Strategy;*
- *c. A FSR to be determined by the lodgement of a reference design as described in (b) and (c) below.*

(b) That the applicant provide a reference design providing an FSR of 5.2 (exclusive of design excellence) demonstrating compliance with the Draft Parramatta Road Urban Transformation Strategy's Urban Design Guidelines (UDG) and the SEPP 65 Apartment Design Guide (ADG). In particular, it must demonstrate a built form that complies with the podium and tower setbacks to Parramatta Road of the UDG and the building separation controls of the ADG.

(c) *That the applicant shall provide prior to the exhibition of any planning proposal a reference design at 1:500 that demonstrates how the land located within the subject site but not yet acquired by the applicant (refer to Paragraph 29 of this report) and the adjacent site on the corner of Parramatta Road and Albert Street can be developed to the same potential while complying with the Draft Parramatta Road Urban Design Guidelines*

and the ADG in particular with regards to building separation.

A reference design was prepared and submitted as per the resolution of 23 December 2015 and the Council subsequently resolved to endorse this planning proposal at its meeting of 14 March 2016. The Planning Proposal was subsequently forwarded to the Department of Planning and Environment for consideration by the Gateway.

Gateway Determination

A Gateway Determination was issued by the Department of Planning and Environment as delegate of the Greater Sydney Commission on 15 June 2016. The Gateway required that the Planning Proposal be amended to include all the land within the block bound by Parramatta Road, Victoria Street, Albert Street and the rail corridor (See Figure below).



Figure 4 - Background of land application

Further, the Gateway allowed for a maximum building height of 82 metres for the majority of the site and an FSR consistent with the vision and "*desired built form outcomes of the draft Parramatta Road Urban Design Guidelines*".

The Gateway determination also included conditions that required consultation with UrbanGrowth NSW and approval from the Department of Planning and Environment prior to public exhibition, and a Condition that the Planning Proposal should be consistent with the recommendations of the Parramatta Road Corridor Urban Transformation Strategy prior to finalisation.

Subsequently, detailed design testing was conducted across the block over a variety of design options depending on how the fragmented land ownership constraints could be resolved through lot amalgamation. The final design was submitted to Council in September 2016. The proposal was supported and Council submitted a revised draft planning proposal to the Department for endorsement to exhibit on 26 October 2016. The planning proposal contained controls of 6:1 and 82metres based off extensive and rigours modelling.

Parramatta Road Corridor Urban Transformation Strategy

The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) was released by the Minister for Planning on 9 November 2016. The Strategy recommends a maximum building height of 52 metres and a preferred floor space ratio of 4.5:1 for the subject site.

Section 117 Direction 7.3 Parramatta Road Corridor Urban Transformation Strategy was released on 19 December 2016. The 117 Direction allows for a planning proposal to be inconsistent with the terms of the Direction with the Secretary's agreement and adequate justification in the form of a better planning outcome, as follows:

(5) Consistency

A planning proposal may be inconsistent with the terms of this Direction only if the relevant planning authority can satisfy the Secretary of the Department of Planning & Environment (or an officer of the Department nominated by the Secretary) that the planning proposal is:

(a) consistent with the Out of Sequence Checklist in the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November 2016), or

(b) justified by a study (prepared in support of the planning proposal) that clearly demonstrates better outcomes are

delivered than identified in the Parramatta Road Corridor Urban Transformation Strategy (November 2016) and Parramatta Road Corridor Implementation Plan 2016-2023 (November 2016) having regard to the vision and objectives, or

(c) of minor significance.

In accordance with the S117 Direction, the Planning Proposal includes a scheme that demonstrates a better planning outcome with a maximum building height of 82 metres and a maximum floor space ratio of 6:1. This is included at **Appendix A.**

Further, the response from UrbanGrowth NSW also recommended that Council amend the Planning Proposal to align with the recommended heights and densities identified in the Strategy. However, UrbanGrowth NSW also advised that if Council formed the view that an increase in height and density could be supported then the potential for additional infrastructure that may be required to support the proposal should be considered, and the visual, shadowing and other impacts should be appropriately justified.

Subsequently, on 10 July 2017 Council considered a report on the Planning Proposal and response to the Section 117 Direction 7.3 Parramatta Road Corridor Urban Transformation Strategy. At this meeting Council resolved that a Planning Proposal be endorsed for the purposes of public exhibition that presents two options, being that recommended by the Corridor Strategy and that proposed by the applicant:

(a) ***That*** *Council endorse a Planning Proposal for the land bound by Parramatta Road, Albert Street, Victoria Street, and the railway line in Granville (formally 171-189 Parramatta Road) for the purposes of public exhibition which presents the following two options:*

I. A scheme with an FSR of 6:1 and a height of 82m (i.e. that currently proposed by the applicant) which is not compliant with the LEP recommendations of the final Parramatta Road Corridor Urban Transformation Strategy (PRCUTS).

II. A scheme with an FSR of 4.5:1, a height of 52m, which is compliant with the LEP recommendations of the final PRCUTS, and also applies the Urban Design Guidelines of the final strategy.

(b) ***That*** *Council request the applicant to prepare and submit a scheme that reflects (II) of (a) that includes:*

I. *Reference concept design (1:500)*
II. *Updated shadow analysis*
III. *Apartment Design Guideline compliance table*
IV. *Updated traffic statement on traffic volumes to result from a PRCUTS consistent scheme.*

(c) ***That*** *Council request the applicant provide an updated Planning Proposal that addresses the following:*

I. *Section 1: Background' reflects the history of the Planning Proposal*
II. *Section 2: Objectives or Intended Outcomes' and Section 3: 'Explanation of Provisions' accounts for and explains the exhibition of a Planning Proposal with two schemes (i.e. one scheme at 6:1 and 82m and one scheme at 4.5:1 and 52m)*
III. *Section 4: Justification' reflects the current strategic planning framework of the final Parramatta Road Corridor Urban Transformation Strategy and delegation be granted to the Chief Executive Officer to finalise the Planning Proposal prior to the exhibition, and this be placed on public exhibition separate to the associated Site Specific Development Control Plan (DCP) and Draft Voluntary Planning Agreement (VPA) as resolved by Council on 10 April 2017.*

(d) ***That*** *should the applicant seek to further amend their response to the Section 117 Ministerial Direction 7.3 'Parramatta Road Corridor Urban Transformation Strategy' which presents the applicant's justification as to why the Planning Proposal seeking an FSR of 6:1 and height of 82m (25 storeys) discussed in this report presents a better planning outcome than that identified within the PRCUTS, then this be included in the exhibition material relating to the Planning Proposal for the subject land, and that it be assessed by Council at the close of the exhibition period.*

(e) ***That*** *a report be presented to Council on the outcome of the exhibition where Council would then finalise its assessment on whether a variation to the Section 117 Ministerial Direction 7.3 'Parramatta Road Corridor Urban Transformation Strategy' demonstrates a better planning outcome than that identified within the PRCUTS and therefore should be supported; and whether an altered Gateway Determination will be required to remove Condition 7 of the Gateway Determination which requires compliance with the PRCUTS.*

(f) ***That*** *the preparation of the following await the outcome of the exhibition of the Planning Proposal for the land at Parramatta Road, Albert Street, Victoria Street, and the railway line in Granville (formally 171-189 Parramatta Road) until the height and FSR sought under the Planning Proposal is determined as part of the exhibition process:*

I. A Site Specific DCP for the land bound by Parramatta Road, Albert Street, Victoria Street and the Western Railway Line

II. A Draft VPA offer that delivers infrastructure provision commensurate with the additional community needs arising from development under the PRCUTS and the additional community benefit proposed in support of a non-compliant scheme.

(g) ***That*** *Council advise the applicant that the Draft Site Specific DCP and Draft VPA processes will need to be completed prior to the Planning Proposal being forwarded to the Department of Planning and Environment for finalisation.*

(h) ***Further, that*** *Council authorises the Chief Executive Officer to correct any minor policy inconsistencies and any anomalies of an administrative nature relating to the Planning Proposal that may arise during the amendment processes.*

Therefore, in accordance with the Council resolution, this Planning Proposal presents two scenarios for land bound by Parramatta Road, Albert Street, Victoria Street, and the railway line in Granville, being:

I. A scheme with an FSR of 6:1 and a height of 82m (with demonstrated better planning outcome)

II. A scheme with an FSR of 4.5:1, a height of 52m

Both schemes are discussed further under Part 2 Explanation of Provisions.

Part 1: Objectives or Intended Outcomes

Consistent with current Departmental guidelines for preparing planning proposals, this section outlines the objectives and/or intended outcomes of the proposal.

1.1 Objectives

The main objectives of the Planning Proposal are:

- To facilitate the future redevelopment of an underutilised site in accordance with the strategic planning framework.
- To support urban growth along Parramatta Road and within the Granville Precinct under the Parramatta Road Corridor Urban Transformation Strategy.
- To provide an appropriate zoning and associated development standards for the subject site to facilitate a high density mixed use development in an urban renewal corridor.
- To provide appropriate controls to facilitate a Gateway building to the Granville Precinct from the west.
- To facilitate the provision of additional housing close to public transport, the Sydney road network, jobs and employment opportunities and the Granville and Parramatta town centres.
- To realise the social and economic opportunities that redevelopment of the subject site presents.
- To activate Parramatta Road, creating a safer more attractive and vibrant place for people rather than just for vehicles.
- To maximise the locational attributes of the site by providing homes and jobs in proximity to two suburban rail stations and a key site in the planned transformation of Parramatta Road and the emergence of Granville as an important centre.

1.2 Intended Outcomes

The proposal will enable a vibrant mix of new housing, shops and commercial spaces across a large and significant site within the Granville Precinct. Redevelopment of the site will improve pedestrian network connections and create attractive new public spaces.

It is intended that this planning proposal will:

- Create housing and employment choices and provide, lifestyle options befitting of its strategic location;
- Ensure design excellence for all buildings transitioning between taller buildings and the existing housing along Victoria Street;
- Create links between Parramatta Road and Victoria Street;
- Amalgamate smaller allotments reducing land fragmentation; and
- Enhance streetscapes by delivering an upgraded public interface to Parramatta Road with improved access and movement opportunities.

These outcomes are intended to be achieved by:

- Rezoning the subject site from part R3 Medium Density Residential and Part B6 Enterprise Corridor, to B4 Mixed Use.
- Amending the principal development controls being maximum building height and floor space ratio. The Planning Proposal provides for two scenarios in this regard:

Scenario 1 – provides for a maximum building height of 82 metres (25 storeys and a maximum floor space ratio of 6:1, with demonstrated public benefits being:

- upgrade the link along the railway line (i.e. not formed Duke Street)
- lane setback to enable the construction of a second right-turn lane into Bold Street
- three site through links
- the dedication of a new 3,200m2 public park.

Scenario 2 – provides for a maximum building height of 52 metres (18 storeys) and a maximum floor space ratio of 4.5:1.

Part 2: Explanation of Provisions

This section outlines the amendments required to the relevant environmental planning instruments to achieve the stated objectives and/or intended outcomes.

A Gateway Determination was issued on 15 June 2016 advising Council that the Planning Proposal should proceed subject to a number of conditions. Two of the conditions require that the Planning Proposal be amended to include all the land bound by Parramatta Road, Victoria Street, Albert Street and the Western Rail Corridor in Granville; and to ensure consistency with the recommendations of the Parramatta Road Urban Transformation Strategy prepared by UrbanGrowth NSW and its associated Urban Design Guidelines prior to finalisation of the Planning Proposal.

In response to the Gateway Determination and recent resolutions of Council, the Planning Proposal has been revised to address all the prescribed conditions. As such, the Planning Proposal now presents two scenarios, being that recommended by the PRCUTS and a scheme originally sought by the Planning Proposal that demonstrates a better planning outcome.

The Planning Proposal includes a process to ensure that development exhibits design excellence that contributes to the natural, cultural, visual and built character values of Parramatta. This will ensure that the development achieves best practice architecture, urban design and sustainability measures and a high quality built form outcome is for the site and within the Granville Precinct as identified within the PRCUTS. This is important due to the amenity issues resulting from the site's close proximity to Parramatta Road, and the need to mitigate these issues through the design process. The Gateway Determination specifies that no height or FSR bonus will be rewarded to the applicant through a design excellence process.

Furthermore, the Gateway requires the Planning Proposal include a satisfactory arrangements provision for contributions to designated State public infrastructure identified as part of the PRCUTS.

2.1 Amendments to Principal Development Controls

This section outlines the proposed changes to the Parramatta Local Environmental Plan 2011 and the development outcomes facilitated by a change in the principal developments controls. The section discusses the proposed amendments under both scenarios as resolved by Council on 10 July 2017.

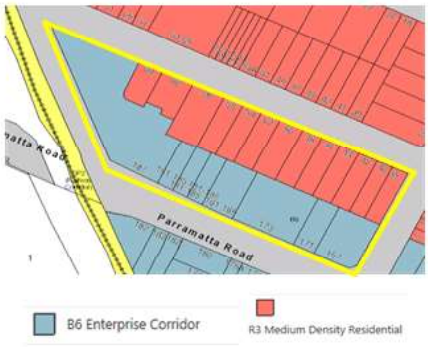
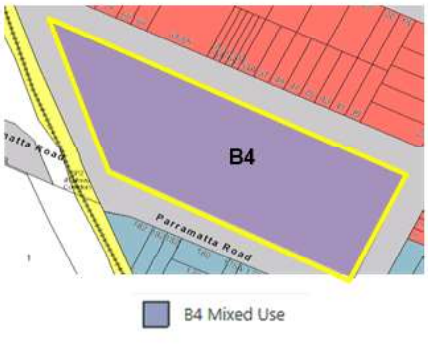
Proposed Zoning Amendment

The site is currently zoned part R3 Medium Density Residential and part B6 Enterprise Corridor under the Parramatta LEP 2011. The Planning Proposal seeks to rezone the site to B4 Mixed Use under both scenarios. This is consistent with the zoning identified under the PRCUTS.

The rezoning will facilitate a mixed use residential and commercial/retail development on the site in accordance with the zone objectives:

- To provide a mixture of compatible land uses.
- To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.
- To encourage development that contributes to an active, vibrant and sustainable neighbourhood.
- To create opportunities to improve the public domain and pedestrian links.
- To support the higher order Zone B3 Commercial Core while providing for the daily commercial needs of the locality.
- To protect and enhance the unique qualities and character of special areas within the Parramatta City Centre.

Figure 5 - Existing and proposed zoning map

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<td>Existing Parramatta Local Environmental Plan 2011 (Amendment No. 11) – Map number 10</td>
<td>Proposed Parramatta Local Environmental Plan 2011 – Map number 10.</td>
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2.1.1 Scenario 1

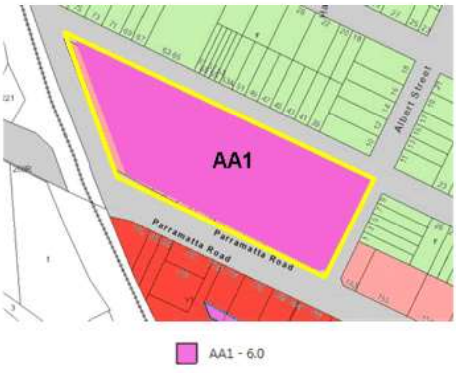
A scheme with an FSR of 6:1 and a height of 82m (i.e. that currently proposed by the applicant) which is not the same as the recommendations and preferred LEP principal development controls of the final PRCUTS.

Proposed Floor Space Ratio Amendment

This Planning Proposal necessitates an amendment to the Parramatta Local Environmental Plan 2011 floor space ratio (FSR) map number 10.

The existing FSR of 0.6:1 and 2.1:1 would be amended to **6:1** to reflect the floor space proposed for the site and enable the goals of '*A Plan for Growing Sydney*' and the urban renewal of the site under the '*Parramatta Road Corridor Urban Transformation Strategy*' to be achievable in addition to the better planning outcomes facilitated through the Section 117 Direction 7.3 Parramatta Road Corridor Urban Transformation Strategy. An example of the amendment sought is provided below.

Figure 6 - Existing and proposed FSR map

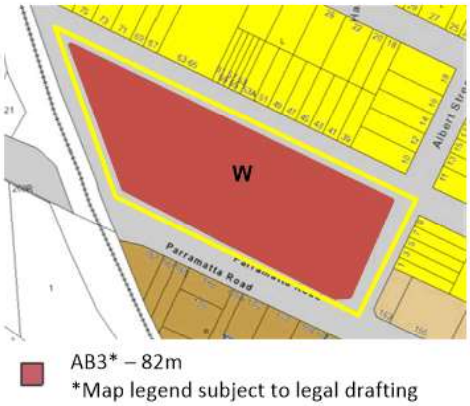
	
Existing Parramatta Local Environmental Plan 2011 (Amendment No. 11) – Map number 10	Proposed Parramatta Local Environmental Plan 2011 – FSR Map No. 10

Proposed Building Height Amendment

This Planning Proposal further necessitates an amendment to the Parramatta Local Environmental Plan 2011 (Amendment No. 9) height of building map number 10. The existing maximum building height of 11 metres and 15 metres will be amended to **82 metres (25 storeys)** to reflect the tower heights proposed for the site and enable the goals of the '*A Plan for Growing Sydney*' and the '*Parramatta Road Corridor Urban*

Transformation Strategy' to be achievable in addition to the better planning outcomes facilitated through the Section 117 Direction 7.3 Parramatta Road Corridor Urban Transformation Strategy. An example of the amendment sought is provided below.

Figure 7 - Existing and Proposed Height of Building Map

	
Existing Parramatta LEP 2011 (Amendment No. 9) – HOB Map number 10.	Proposed Parramatta LEP 2011 – HOB Map number 10.

The proposed height of 82 metres is consistent with that identified and supported under Condition 1 of the Gateway determination. Notwithstanding, the Final PRCUTS provided for a recommended maximum building height in this location of 52 metres.

Proposed Development Concept and Better Planning Outcome

The original Planning Proposal initially only applied to land at 171-189 Parramatta Road, Granville. This was the subject area that was submitted to the Department of Planning and Environment for Gateway determination. Following the issuing of the Gateway determination that required the entire block be included within the Planning Proposal, built form and density options for the broader block have been explored.

The first scenario assumes an FSR of 6:1 and 82 metres. While a variety of massing layouts have been explored, the greater development controls provide an incentive to the landowners to amalgamate and achieve the best outcome for the block. In doing so, a better planning outcome can also be presented to the community. Therefore, under Scenario 1, it is assumed that the site will be substantially consolidated due to the additional incentive to achieve a better development and planning outcome.

The Massing Study, prepared by Pacific Planning and Aleksandar Design Group for Scenario 1 (6:1 FSR and 82 metre height) is included at **Appendix A**.



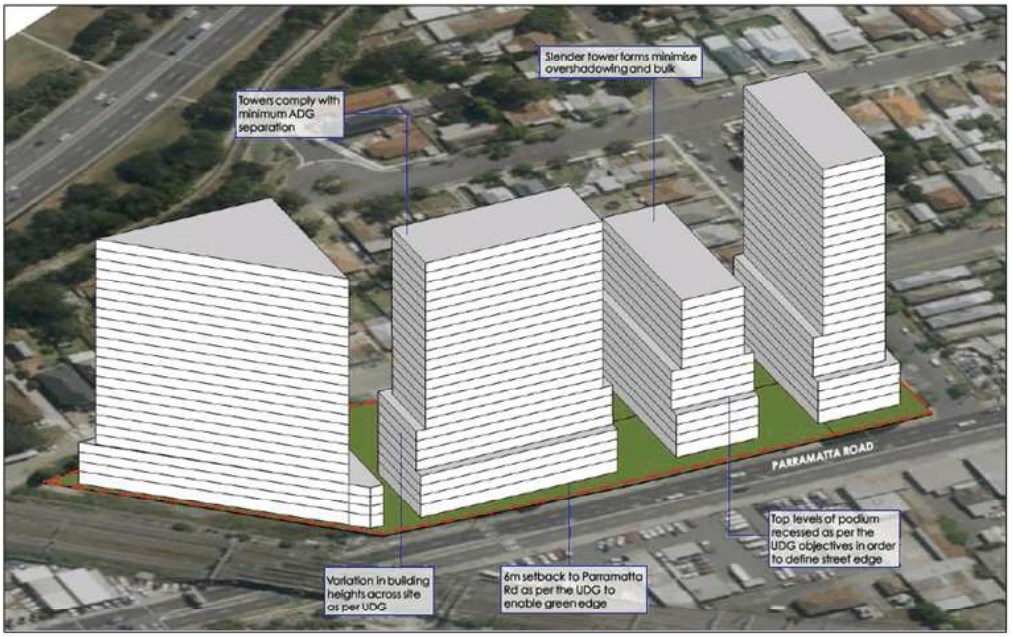


Figure 8 – Scenario 1

The concept provides for four (4) main buildings including three (3) 25 storey towers and a 15 storey tower above 4 to 8 storey podiums. The most westerly building adjoins the railway corridor and is the landmark/signature building to the arrival from the west. It is a triangle shaped building due to the irregular dimensions of the

western end of the site with the longest building façade presenting towards the railway line to the south west. The orientation of the buildings is designed to provide variation in built form and street address, particularly along Parramatta Road and Albert Street.

This configuration provides the opportunity to dedicate a 3,200sq.m park on the site for the benefit of the community. The PRCUTS identifies a shortage of accessible open space, particularly at the western end of the Granville Precinct (Section 5.3 Opportunities and Constraints, page 76 of the Planning and Design Guidelines). While it is acknowledged that the Strategy identifies 3,000sq.m of land for a public park to the north (corner of Albert Street and Prince Street), this site is also fragmented and may not be acquired in the short term. Therefore, there is a significant opportunity for the Government to support the provisions of a large north facing park to the benefit of the existing and future community in a location where it already is sought, and where demand will further increase as the population grows. Further, it will also break up the building mass of developing significant portions of the site.

Further, under Scenario 1, a 3 metre land contribution along Parramatta Road will be provided to the Government to facilitate road widening, the link along the railway will be upgraded improving movement and connectivity to the north, and three (3) landscaped through site links will be provided (two of which are 24 metres wide) to further improve movement and connectivity as per the vision and objectives for the Granville Precinct under the PRCUTS.

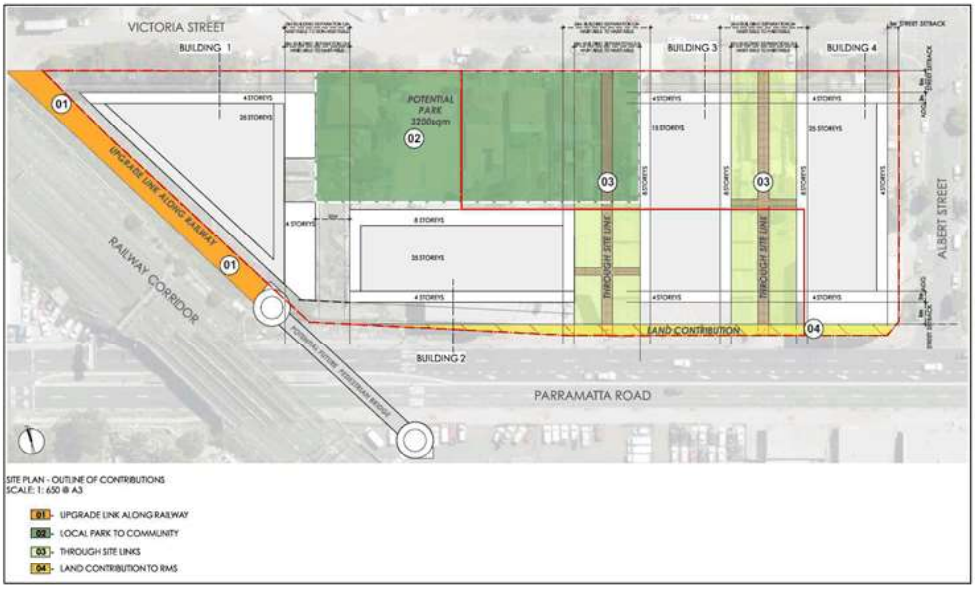


Figure 9 – Better Planning Outcome Items

It should be noted that these community benefits do not form part of the scheme under Scenario 2. The public benefits are also discussed in more detail in the Statement of Better Planning Outcome as part of the Section 117 Direction justification at Appendix C.

The public benefits can be achieved through a variety of mechanisms, including through a Voluntary Planning Agreement which could include the dedication of land to Council, or a site specific clause that requires the provision of a 3,200sq.m open space on the site. Such mechanisms will ensure that the benefits described above will be provided when the site is redeveloped.

The Massing Study has also addressed compliance with the Apartment Design Guide and the impacts of overshadowing on surrounding land. The controls under Scenario 1 will facilitate 957 apartments and 4,190sq.m of commercial floorspace.

2.1.2 Scenario 2

Scenario 2 - A scheme with an FSR of 4.5:1, a height of 52m, which is the same as the LEP principal development controls recommended by the final PRCUTS, and also applies the Urban Design Guidelines of the final strategy.

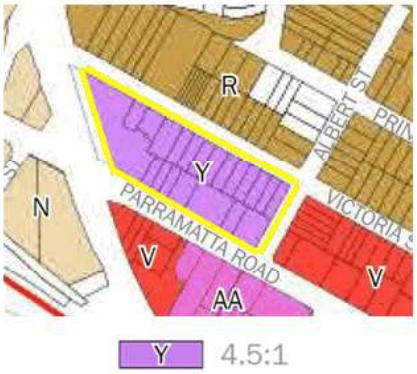
The Massing Study, prepared by Aleksandar Design Group for Scenario 2 (4.5:1 FSR and 52 metre height) is included at **Appendix B**.

Proposed Floor Space Ratio Amendment

This Planning Proposal necessitates an amendment to the Parramatta Local Environmental Plan floor space ratio (FSR) map number 10.

The existing FSR of 0.6:1 and 2.1:1 would be changed to **4.5:1** to reflect the floor space proposed for the site and enable the goals of the '*A Plan for Growing Sydney*' and the recommendations of the '*Parramatta Road Corridor Urban Transformation Strategy*' to be achievable. An example of the amendment sought is provided below.

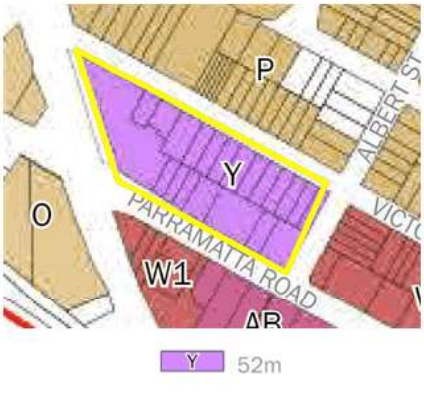
Figure 10 - Existing and proposed FSR map

	
Existing Parramatta LEP 2011 (Amendment No. 11) – Map number 10	Proposed Parramatta LEP 2011 – FSR Map No. 10

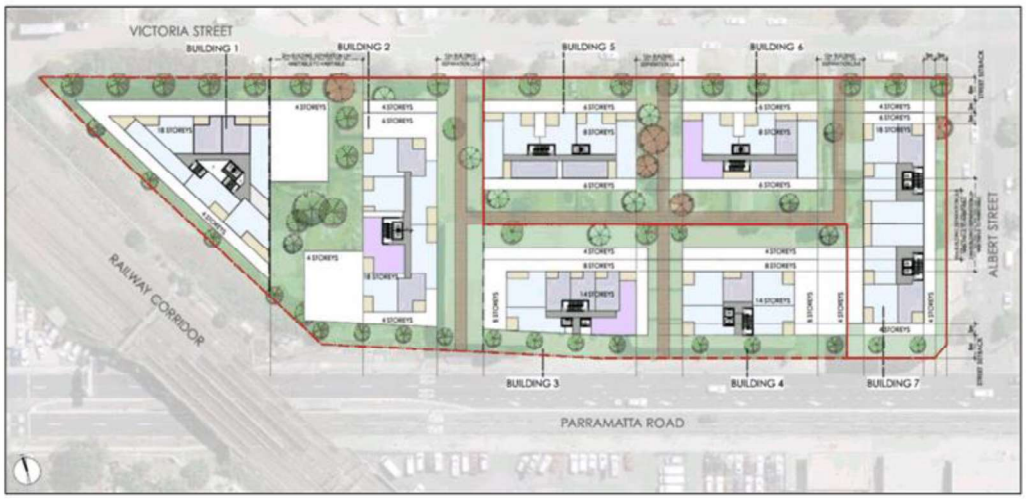
Proposed Building Height Amendment

This Planning Proposal further necessitates an amendment to the Parramatta Local Environmental Plan (Amendment No. 9) height of building map number 10. The existing maximum building height of 11 metres and 15 metres would be changed to **52 metres (18 storeys)** to ensure the tower heights recommended by the '*Parramatta Road Corridor Urban Transformation* Strategy' can be achievable. An example of the amendment sought is provided below.

Figure 11 - Existing and Proposed Height of Building Map

	
Existing Parramatta LEP (Amendment No. 9) – HOB Map number 10.	Proposed Parramatta LEP 2011 – HOB Map number 10.

Proposed Development Concept



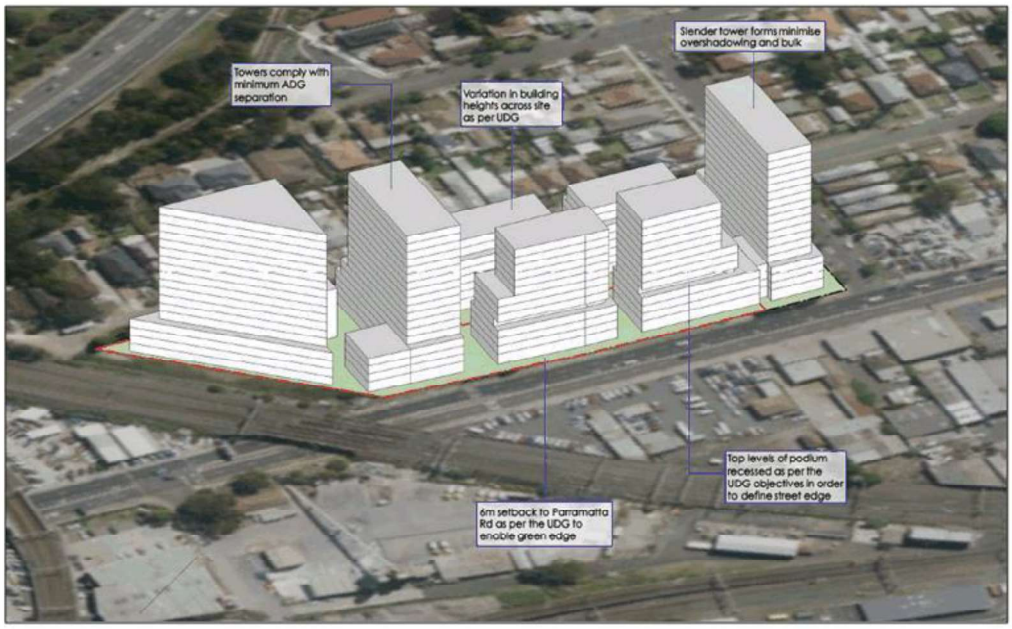


Figure 12 – Scenario 2

Scenario 2 provides seven (7) towers across 6 building forms, being 6 to 8 storey podiums. The western two buildings are both 18 storeys in height, as is the Albert Street tower. The central buildings range in height and include 14 storeys to Parramatta Road frontage and taper down to 8 storeys as the built form transitions to the lower density development to the north. This also ensures buildings that front Parramatta Road can achieve compliance with solar access requirements under the Apartment Design Guide.

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This concept proposes a 6 metre street setback in accordance with the PRCUTS, which supports ground floor commercial and retail uses and will assist with activating the street edge making it a more pleasant place to be. However, the concept does not include a land contribution to the Government for road widening.

The concept provides for movement within and through the site and will facilitate 618 apartments and 10,821 sq.m of commercial/retail floorspace.

The Massing Study prepared by Aleksandar Design Group illustrates the concept design, built form and elevations, shadow diagram analysis and compliance with the requirements of the Apartment Design Guidelines, and is included at Appendix B.

2.2 Other Amendments

Design Excellence Clause

The Planning Proposals design excellence provision capitalises on the site's premium gateway location. The design of the buildings is considered an ideal opportunity to achieve greater land use efficiencies in a well-positioned and well- connected locality. With design excellence the site will contribute significantly to the improvement to the Granville and Parramatta Road urban environments. As such the subject site is considered a '***Key Site***' and the inclusion of an amendment to the Parramatta Local Environmental Plan (Amendment No. 8) Key Site Map 10 be included. An example of the inclusion sought is provided below.



Figure 13 - Proposed Key Sites Map 10

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The amendment to the PLEP 2011 written instrument, in conjunction with the new Key Sites (Map 10), would be drafted in reference to the existing design excellence clause outlined in *Clause 6.12 (Design Excellence)* of the *Parramatta LEP 2011*. The clause would be drafted to include all of the current inclusions of the clause, however would be for the Granville Precinct and would not provide a height and FSR bonus.

The proposed amendment is as follows:

6.12 Design excellence

(1) The objective of this clause is to ensure that development exhibits design excellence that contributes to the natural, cultural, visual and built character values of Parramatta.

(2) This clause applies to development involving the erection of a new building or external alterations to an existing building on land identified as "Parramatta North Urban Renewal Area" or "Granville" on the Key Sites Map.

(3) Development consent must not be granted for development to which this clause applies unless the consent authority considers that the development exhibits design excellence.

(4) In considering whether the development exhibits design excellence, the consent authority must have regard to the following matters:

- *(a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,*
- *(b) whether the form and external appearance of the development will improve the quality and amenity of the public domain,*
- *(c) whether the development detrimentally impacts on view corridors,*
- *(d) whether the development detrimentally impacts on any land protected by solar access controls established in the Parramatta Development Control Plan,*
- *(e) the requirements of the Parramatta Development Control Plan,*
- *(f) how the development addresses the following matters:*
  - *(i) the suitability of the land for development,*
  - *(ii) existing and proposed uses and use mix,*
  - *(iii) heritage issues and streetscape constraints,*
  - *(iv) the relationship of the development with other development (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form,*
  - *(v) bulk, massing and modulation of buildings,*
  - *(vi) street frontage heights,*

(vii) environmental impacts such as sustainable design, overshadowing, wind and reflectivity,

(viii) the achievement of the principles of ecologically sustainable development,

(ix) pedestrian, cycle, vehicular and service access, circulation and requirements,

(x) the impact on, and any proposed improvements to, the public domain.

(5) Development consent must not be granted to the following development to which this Plan applies unless an architectural design competition that is consistent with the Design Excellence Guidelines has been held in relation to the proposed development:

(a) development in respect of a building that is, or will be, higher than 55 metres above ground level (existing),

(b) development having a capital value of more than $100,000,000,

(c) development for which the applicant has chosen to have such a competition.

(6) Subclause (5) does not apply if the Council certifies in writing that the development is one for which an architectural design competition is not required.

(7) In deciding whether to grant development consent to the development application, the consent authority is to take into account the results of the architectural design competition.

(8) In this clause:

***architectural design competition** means a competitive process conducted in accordance with the Design Excellence Guidelines.*

***Design Excellence Guidelines** means the Design Excellence Guidelines issued by the Secretary, as amended from time to time. **Parramatta Development Control Plan** means the Parramatta Development Control Plan, as in force at the commencement of State Environmental Planning Policy Amendment (Parramatta North) 2015.*

The Gateway Determination specifies that no height or FSR bonus will be rewarded to the applicant through a design excellence process. Therefore the maximum controls will remain as proposed under the two scenarios identified in the Planning Proposal i.e. Scenario 1 with a FSR of 6:1 and height of 82m (25 storeys) or Scenario 2 with a FSR of 4.5:1 and a height of 52 metres (18 storeys).

Satisfactory arrangements provision for contributions to designated State public infrastructure

The Gateway requires the Planning Proposal include a satisfactory arrangements provision for contributions to designated State public infrastructure identified as part of the draft or final PRCUTS.

A Site Specific Clause is proposed to be drafted for inclusion within the Parramatta LEP 2011. A similar clause was introduced in the former Auburn City Council area for the Carter Street Precinct to provide for new designated state public infrastructure. The Clause would likely be drafted similarly to this Clause, which is included below for reference:

6.8 Arrangements for contributions to designated State public infrastructure (Carter Street Priority Precinct)

(1) The objective of this clause is to require assistance towards the provision of designated State public infrastructure to satisfy needs arising from intensive development for residential accommodation and commercial purposes on the land identified as "Carter Street Priority Precinct" on the Priority Precinct Map (Carter Street Priority Precinct land).

(2) This clause applies to development for residential accommodation and commercial purposes (including by way of subdivision) on Carter Street Priority Precinct land.

(3) Development consent must not be granted for development to which this clause applies unless the Secretary has certified in writing to the consent authority that satisfactory arrangements have been made to contribute to the provision of designated State public infrastructure in relation to that development.

(4) This clause does not apply to the granting of development consent if:

(a) the development will not result in an increase in the floor space for residential accommodation and commercial purposes provided on Carter Street Priority Precinct land, or

(b) the whole or any part of the land on which the development is to be carried out is in a special contributions area (as defined by section 93C of the Act).

(5) In this clause, designated State public infrastructure means

public facilities or services that are provided or financed by the State (or, if provided or financed by the private sector, to the extent of a financial or an in-kind contribution by the State) of any of the following kinds:

(a) State and regional roads,

(b) and required for social infrastructure and facilities (such as land for schools, hospitals, emergency services and justice purposes).

Part 3: Justification

In accordance with Departmental guidelines, this section provides a justification for the planning proposal.

3.1 Need for the Planning Proposal

Is the planning proposal a result of any strategic study or report?

The Planning Proposal supports the urban renewal within the Parramatta Road Corridor and specifically the Granville Precinct. The site is underutilised containing part commercial and part low density residential and provides an opportunity to provide significant housing supply, create vibrancy and improve the feel of Parramatta Road through commercial and retail uses.

The Parramatta Road Corridor Urban Transformation Strategy, which was finalised in November 2016 has informed the proposed controls and urban design outcomes for the site. This is discussed further in this Part.

Urban Design Analysis

Aleksandar Design Group and Pacific Planning have undertaken an Urban Design Analysis for the site, including its context and its development potential.

The analysis considers the local and broader geographic context, including adjoining development as well as the site's proximity to the Parramatta CBD, 'Auto Alley', Granville and Harris Park Town Centres. The site is also considered in the context of the PRCUTS outcomes and the proposed WestConnex.

The various social, cultural, economic and recreational facilities offered within the relevant context are also considered, e.g. the extent and quality of nearby active and passive open space, bicycle paths and community facilities. Further consideration is given to the employment opportunities offered at the site and within its proximate locality.

Aleksandar Design Group has also analysed and tested building envelope options under the controls recommended by the final PRCUTS and the proposed controls under previous Planning Proposals. This has also included analysis under the greater controls of a better planning outcome. Consideration has been given to the objectives and outcomes within the PRCUTS which anticipates significant changes to the current Parramatta LEP provisions.

The testing of built form options has also considered the primary statutory planning instruments applicable during a future DA assessment, such as State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Buildings (SEPP 65) and State Environmental Planning Policy (Infrastructure) 2007. This ensures that any statutory planning controls which may eventuate as part of this Planning Proposal can be practically implemented during the detailed design and DA assessment phase of the project.

Employment Analysis

Part of the site is currently zoned B6 – Enterprise Corridor, the primary objective of which is to foster employment opportunities. The planning proposal seeks to change the zoning of the site to B4 – Mixed Use. In effect, the planning proposal would re-orient the site's focus from a purely employment or commercial focus to one which is commercial and residential, cognisant of the site's strategic location and proximity to key transport infrastructure.

The impacts of such a change on the prospects for employment opportunities have been analysed. The assessment considers the existing employment opportunities at the site based on existing zoning and floor space potential, against the employment opportunities generated by the Proposal. Notably, the Planning Proposal seeks to improve the quantity of commercial floor space at the site under both development scenarios.

Is the planning proposal the best means of achieving the objectives or intended outcomes?

Given that the proposal relies on a change in land use, and a substantial amendment to existing development standards, a planning proposal is considered the best means of achieving the stated objectives.

A change in zoning and the development potential of the site is necessary to realise the site's social and economic opportunities and assist in achieving the vision and goals of 'A Plan for Growing Sydney' and the PRCUTS.

3.2 Relationship to strategic planning framework

Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy?

A Plan for Growing Sydney

In December 2014, the NSW Government published A Plan for Growing Sydney, the new strategic document to manage the growth of Sydney over the next 20 years. It is intended to guide land use planning decisions and presents a strategy for accommodating Sydney's projected population growth. It envisages a globally competitive Sydney with a population increase of 1.6 million people, including 689,000 new jobs and 664,000 new homes by the year 2031.

The planning proposal has undertaken a detailed examination of the Goals, Directions and Actions of the Strategy. The planning proposal provides for housing intensification in a location identified as being appropriate as it is located within the Parramatta Road Urban Transformation Corridor. Further, the proposal supports the provisions of homes closer to jobs connecting future residents with other parts of the Corridor, Burwood and Strathfield Centres, the Sydney CBD and broader Greater Sydney.

The plan sets out four goals:

1. A competitive economy with world class services and transport;
2. A city of housing choice and homes that meet our needs and lifestyles;
3. A great place to live with communities that are strong, healthy and well connected; and
4. A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.

The site is located within the West Central Subregion, which will be a "*significant focus for infrastructure investment and intensive growth over the next 20 years. Greater Parramatta will continue to be Sydney's second CBD and a focus for jobs growth and services delivery in Sydney's west*".

To support Greater Parramatta's role as Sydney's second CBD "*a network of centres will provide jobs and services closer to home for many of the subregion's residents. This will improve liveability and contribute to strong, resilient communities throughout the subregion*".

Whilst the subject site is not located directly within the City Centre, its location within Granville Town Centre and within walking distance to Granville Station makes it the ideal location to concentrate high density mixed use development. The high level of connectivity from Granville to the City Centre makes it a sound location to concentrate density and is consistent with the State Government's policy position on transit orientated development.

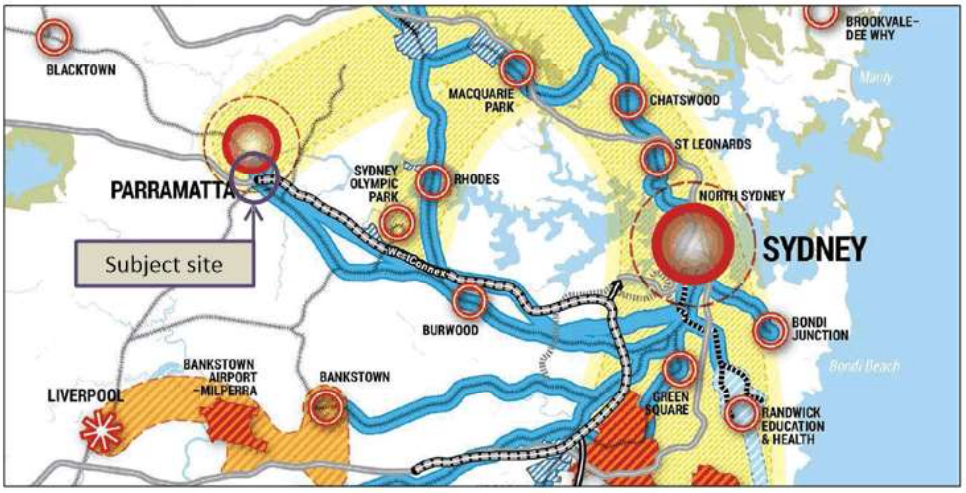


Figure 14 - Extract from 'A Plan for Growing Sydney'

According to the current strategic planning for Sydney, the subject locality forms part of the Greater Parramatta and Olympic Peninsula Priority Growth Area, the Global Economic Corridor and an urban renewal corridor under the PRCUTS (Granville Precinct).

The planning proposal is consistent with the expected urban outcomes for Sydney and supports the outcomes and goals for growing Sydney through urban renewal and maximising redevelopment opportunity at strategic locations that are well serviced by transport and other infrastructure.

Draft West Central District Plan

The Greater Sydney Commission released the draft District Plans for public comment on 21 November 2016 to manage Sydney's growth over the next 20 years. The goal of the Plans is to "*have well-coordinated, integrated and effective planning for land use, transport and infrastructure*". The District Plans provide the means by which the Greater Sydney Region Plan, A Plan for Growing Sydney can be put into action at the local level.

The subject site is located within the West Central District which will "*play a pivotal role in Greater Sydney's future as an economic and employment powerhouse, a core hub for transport and services and the home of vibrant and diverse centres and communities. It will be at the core of Greater Sydney's 'Central City'*".

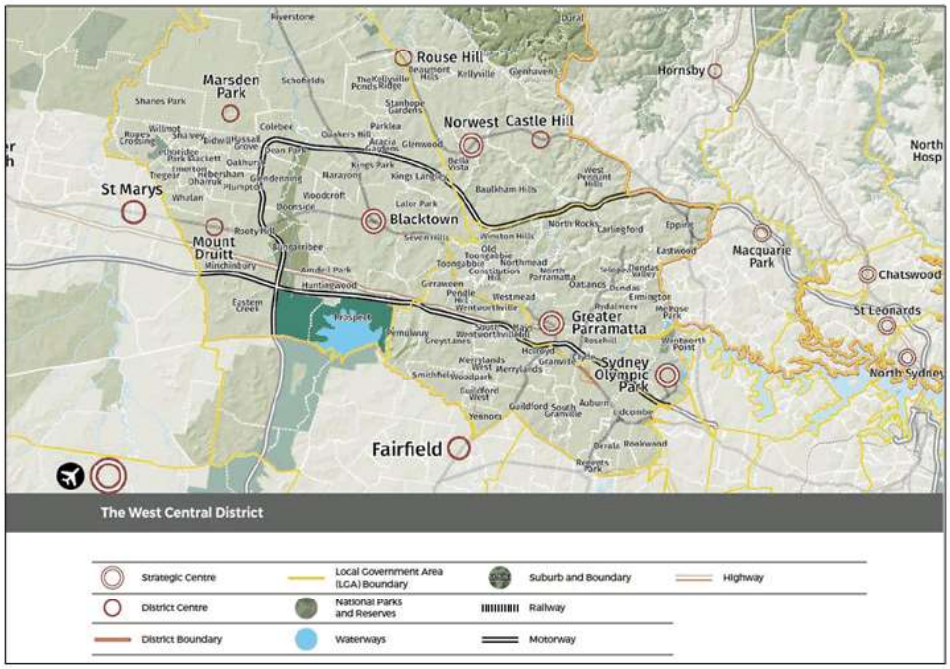


Figure 15 - West Central District (Extract from draft West Central District Plan)

While the District Plan is in draft format, it does seek to unlock the potential for employment growth and urban renewal, including planning for greater housing supply in appropriate locations. The West Central subregion is projected to grow by more than 550,000 people over the next 20 years.

The Greater Sydney Commission proposes a number of approaches to assist Council's with the delivery and supply of housing in well-planned locations served by sufficient local and regional infrastructure. The minimum 20-year housing target for the West Central District is 202,500 and the five-year supply target for the Parramatta local government area is 21,650, greater than any other supply target for local government areas within the West Central District.

The proposal will therefore facilitate additional housing and take advantage of the opportunities presented by the site's strategic location, close to train stations, job opportunities and the Greater Parramatta and Olympic Peninsula.

Greater Parramatta and Olympic Peninsula

The Greater Parramatta and Olympic Peninsula (GPOP) is a Priority Growth Area within the West Central District covering 4,000 hectares spanning 13km east-west from Strathfield to Westmead, and 7km north-south from Carlingford to Lidcombe and Granville.

The vision for the GPOP is for the area to become the "unifying heart at the centre of Greater Sydney". In doing so, it will be:

- A central city close to Sydney's heart
- A link forging one Greater Sydney
- A jobs hub within reach of skilled workers
- An attractive place to invest
- A place of celebrated natural beauty

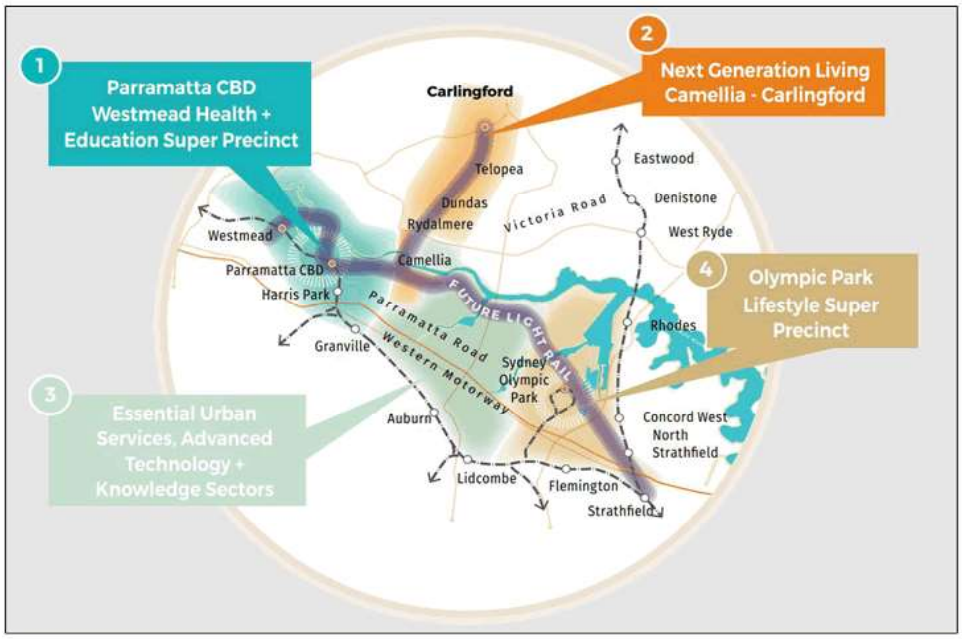


Figure 16 - Greater Parramatta and Olympic Peninsula

The subject site, being in Granville, falls with the "Parramatta CBD Westmead Health and Education Super Precinct". Significant housing supply on the subject site will therefore benefit from its proximity to Parramatta CBD and the Westmead Health and Education Super Precinct, but also its connectivity to other opportunities associated with the revitalisation and growth opportunities in the other Precincts, including jobs in the "Essential Urban Services, Advanced Technology Sectors Precinct" and the recreational and leisure/entertainment opportunities associated with the "Olympic Park Lifestyle Super Precinct.

The site is very well located from a Strategic perspective, within a high growth area within a region that will be a significant focus for infrastructure investment and intensive growth over the next 20 years. The proposal supports the objectives of the strategic planning framework to provide jobs and services closer to home through a network of centres. This will improve liveability and contribute to strong, resilient communities throughout the region.

Therefore, the proposed development facilitated by this Planning Proposal will contribute to the Greater Sydney Region Plan, A Plan for Growing Sydney and the draft West Central District Plan dwelling targets and provide necessary housing in close proximity to the employment opportunities of the City Centre

Parramatta Road Corridor Urban Transformation Strategy

The draft Parramatta Road Urban Transformation Strategy was launched by the Minister for Planning on 17 September 2015. Between October and December 2015, UrbanGrowth NSW consulted with the community and sought feedback on the draft strategy. The Parramatta Road Corridor Urban Transformation Strategy was finalised by the Minister and released on 9 November 2016. The Strategy is supported by a suite of documents including Planning and Design Guidelines; an Urban Amenity Improvement Plan and an Implementation Plan.

The Parramatta Road corridor stretches 20km from Camperdown in the east to Holroyd in the west. The Strategy includes the land generally fronting the length of Parramatta Road, and eight precincts along the corridor, including Granville, Auburn, Homebush, Burwood, Kings Bay (part of Five Dock), Taverners Hill, Leichhardt and Camperdown.

The strategy is to be delivered over the next 30 years and will facilitate a high quality multi-use corridor with improved transport choices, better amenity and balanced growth of housing and jobs. The full urban transformation of the corridor will deliver in the vicinity of 27,000 additional dwellings, 56,000 new residents and 50,000 new jobs.



Figure 17 - Parramatta Road Corridor

The vision for the Corridor is supported by guiding principles for housing, employment, transport, community places, open space, sustainability and delivery. The principles articulate the overarching philosophy behind the transformation of the Corridor and are supported by a suite of strategic actions, including:

1. To plan for a diversity of housing types to accommodate a wide range of community needs, including affordable housing, family housing, student housing and seniors housing.
2. Plan for and position the Corridor to attract new businesses and to support existing businesses to create a diversity of jobs and promote jobs closer to homes.
3. Reshape and better connect places and associated movement networks to better serve customers and encourage sustainable travel.
4. Promote quality places and built form outcomes to transform the Corridor over time.
5. Embellish existing open spaces and provide new active and passive open spaces to support the recreational needs of the community and to encourage healthy and active lifestyles.
6. Create liveable local Precincts along the Corridor that are sustainable, resilient and which make Sydney a better place.
7. Deliver, drive and facilitate action.

The Granville Precinct

Change and growth along the Corridor is focused in eight Precincts which have been chosen for their ability to support growth, and their access to public transport, services, and jobs. The subject site is located in the Granville Precinct. The Granville Precinct is located approximately 1.5 kilometres south east of the Parramatta CBD and immediately north of the existing highly active Granville town centre and Granville rail station. It spans both sides of Parramatta Road to the north and south, and is bounded to the north by Boundary Street and the M4 Motorway, and the Western Rail Line to the south.

Under the Strategy Granville will become a vibrant, mixed-use town centre celebrating the diversity of the Precinct's population with a high quality public domain, open space networks and transport links, and with close connections to Sydney's dual CBD.

Good Street will be reinforced as the Precinct's main street, extending from the existing town centre of Granville on the southern side of the railway lines. Taller buildings will be setback along Parramatta Road to provide wider footpaths and room for trees to be planted.



Figure 18 - Granville Precinct Structure Plan

The Strategy provides for the following in the Granville Precinct by 2050:

- 10,700 new people
- 5,390 new homes
- 7,190 new jobs

The Strategy recommends the site for future mixed use (i.e. B4 Mixed Use zone). This includes land that fronts Parramatta Road in order to encourage ground level commercial and retail uses with residential above. The land to the north of the site along Victoria Street is identified for residential land use in the form of the R3 Medium Density Residential zone. The block to the north also includes a piece if public open space (Approximately 3,000 sq.m) in recognition of the scarcity of open space in the Precinct.

Further, the Strategy provides for a 'green' edge setback of at least 6 metres to minimise conflict with Parramatta Road and maximise public domain enhancement opportunities. The Green Edge is for areas where development is setback from the street to create a new green edge to Parramatta Road through a borrowed landscape created on private sites.

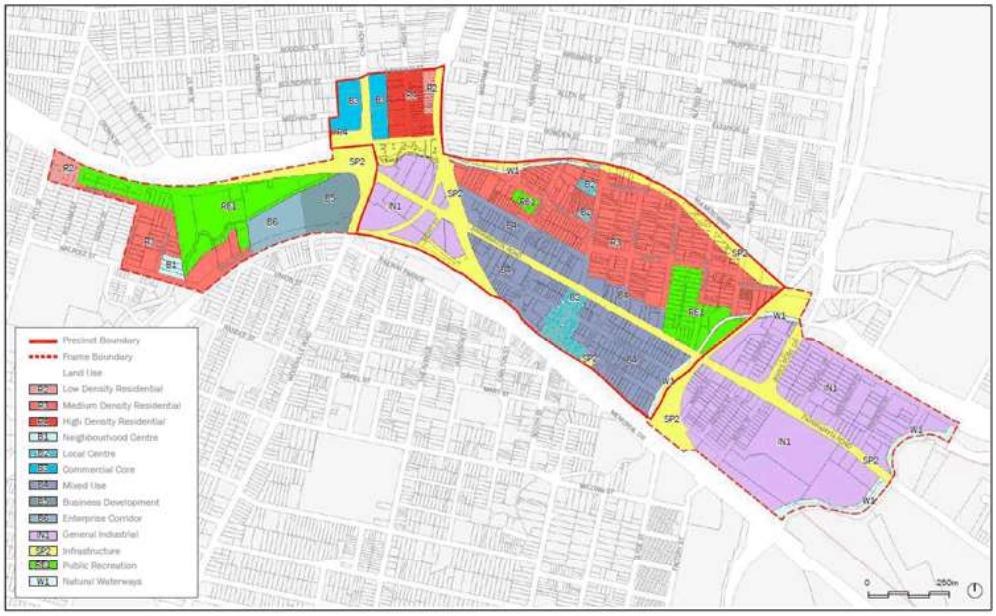


Figure 19 - Granville Precinct Recommended Land Use Zones

The frontage to Parramatta Road is also identified as having a "commercial frontage" noting the recommended mixed use zone and retail and commercial ground floor uses proposed to activate the street.

The recommended maximum building height under the Strategy is 52 metres and the preferred floor space ratio is 4.5:1. The recommended and preferred development controls under the Strategy are illustrated below.

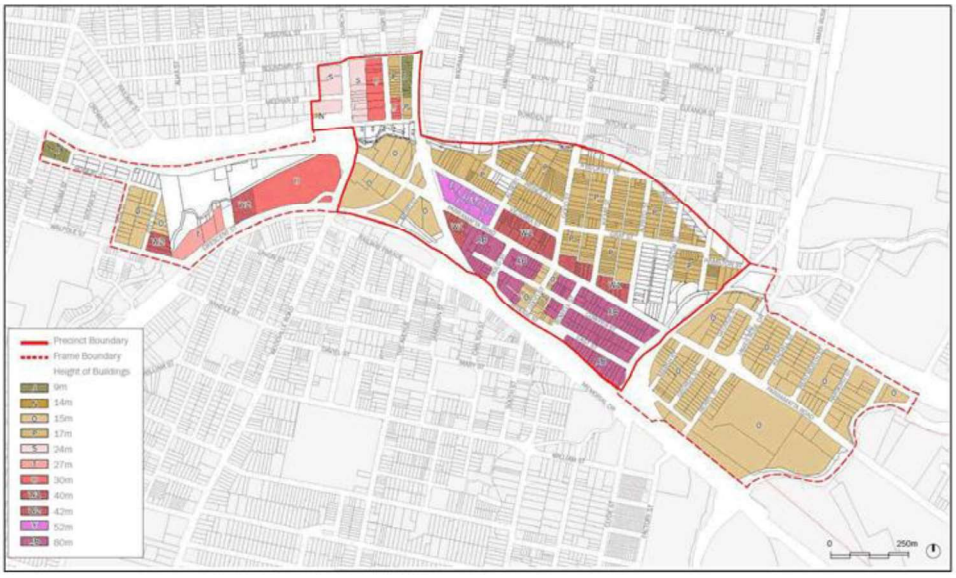


Figure 20 - Granville Recommended Building Height

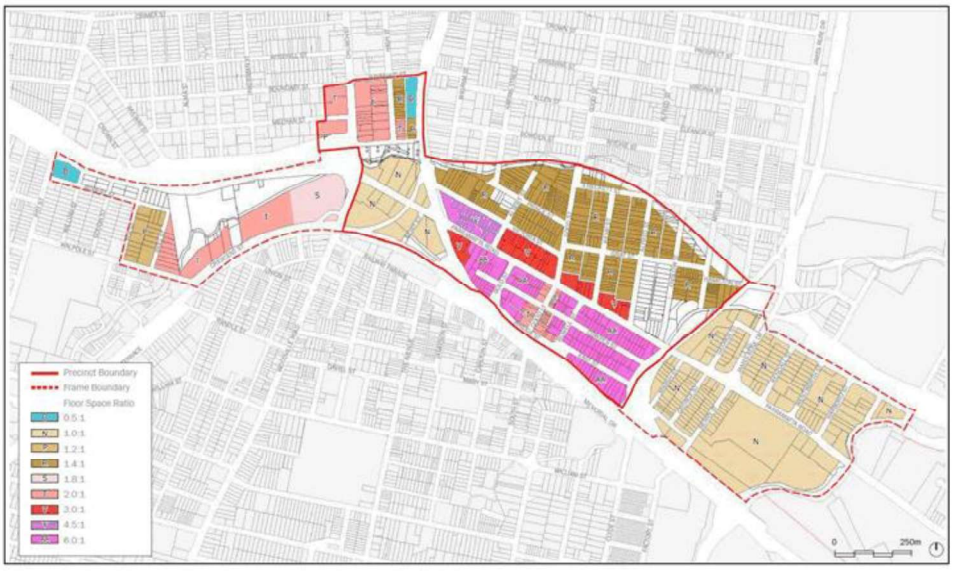


Figure 21 - Granville Precinct Preferred Densities

Section 117 Direction 7.3 Parramatta Road Corridor Urban Transformation Strategy

The Strategy has been adopted by the NSW Government and is supported by a Section 117 Ministerial Direction to give the Strategy statutory force.

The Section 117 Direction is addressed in detail at **Appendix C**.

WestConnex

WestConnex is a $14.9 billion urban infrastructure investment project based on the construction of a tunnel below the existing Parramatta Road.

WestConnex is proposed to be delivered in three clear stages.

- Stage 1: M4 x 4 lanes east/west, from Parramatta to Homebush – expected delivery by early 2017
- Stage 2: works around M5 East Airport link – by 2019
- Stage 3: 3-lane east/west tunnel between Stages 1 & 2, along Parramatta Road and heading south at Camperdown – by 2023

As a result of the proposed Stage 3 tunnel, WestConnex anticipates that land adjoining Parramatta Road could provide an environment conducive to mixed use, medium and high density purposes.

Given the scale and land use mix envisaged by this Planning Proposal, it is clearly consistent with the outcomes sought by the WestConnex project.



Figure 22 - WestConnex concept plan

NSW Long Term Transport Masterplan (LTTMP)

The LTTMP recognises that the Sydney metropolitan area is constrained due to congestion in its main forms of transport modes. Whilst it recognises that road transport is likely to continue as the main transport mode, it adopts measures which seek to encourage further public transport usage, e.g. it seeks to expand bus routes between regional centres, improve efficiencies within the passenger rail timetable, continue with development of the North West and South West Rail Links, assist with the planning phase of the Moorebank Intermodal, and encourage land use planning which encourages public transport usage.

In relation to transport options for the subject site and its immediate surrounds, the LTTMP includes the previously discussed WestConnex, improved public bus frequency and improved efficiencies for the Western Rail Line time table.

The planning proposal is consistent with the LTTMP in that it will offer increased residential density within walking distance to two (2) train stations, being Harris Park and Granville stations. The subject site is less than a 10 minute walk to each station.

Is the planning proposal consistent with a council's local strategy or other local strategic plan?

Parramatta 2038 Community Strategic Plan

Parramatta 2038 was released by Parramatta City Council in June 2013. It seeks to guide the LGAs social, environmental and economic outcomes for a 25 year time frame. The plan was prepared taking into account community feedback as well input from various external consultants.

The overarching theme in the strategy is the demands placed on the LGA given its centralised position in the Sydney metropolitan area. Some key themes have been extracted below. Historically, this centralised geographical location has meant the LGA is a location for major employment and housing opportunities. The strategy recognises that this demand will only increase during the plan's 25 year time frame.

In relation to **Granville**, the strategy anticipates major urban renewal improvements in transportation and public open space will eventuate. In this regard, the strategy refers directly to WestConnex, improved passenger rail services and the possibility of a future light rail system.

Relevant extracts from the EDS are provided below:

> *Residential areas along the Parramatta river will probably see higher density housing. New apartment buildings will take advantage of the views along the river. If Parramatta's growth is supported by more jobs and an efficient light rail network, places like Granville, Guildford, north Parramatta and Northmead will be better connected to education, entertainment and work opportunities.*
>
> *In Granville, quality transport links and attractive public spaces would boost land values, increasing the potential for better quality houses and apartments, streets and parks as the suburb is renewed. North Parramatta and Harris Park could be home to even higher quality residential areas, with a range of excellent quality heritage houses and other housing choices within walking distance of Parramatta CBD (page 9).*
>
> > *Public transport improvements are needed to increase usage and promote Parramatta as a sustainable, efficient, and accessible city (page 16).*

This Planning Proposal is consistent with the community strategic plan given the land uses and scale of built form it envisages for Granville. Further, the proposal would boost the supply and diversity of housing stock in close proximity to public transport options, as well as improve the public domain.

Parramatta Economic Development Strategy 2011- 2016

The Parramatta EDS was released in November 2011. As with the Parramatta 2038 Community Strategic Plan, it acknowledges there will be substantial demand and opportunities for economic activity within the LGA. A primary objective of the plan is to capitalise on such demand. It further recognises that significant disadvantage could eventuate within the LGA if such demand is not effectively managed.

The Parramatta EDS provides that Granville is potentially an ideal labour source for businesses in the Parramatta CBD. This is based on its proximity to the CBD as well as its cultural diversity and subsequent diverse knowledge base. It suggests land use planning which encourages this outcome should be implemented. Conversely, the EDS also recognise that Granville could experience significant unemployment if emerging growth opportunities are not effectively managed.

The Planning Proposal seeks to increase housing opportunities in close proximity to the major employment nodes of the Parramatta CBD and Auto Alley. The proposal will provide a workforce in close proximity to such nodes, with subsequent potential for increased economic productivity, and a decrease in travel to work distances.

Several key themes from the EDS have been extracted below:

Harris Park and Granville will continue to grow as vibrant inner-city cultural neighbourhoods heavily influenced by their ethnic concentrations and known by Sydney-siders for their good food and local customs. Both will densify, Granville in particular (p.10).

Culturally and linguistically diverse people are a key group. Some encounter language or cultural barriers, others have skills that aren't recognised in Australia. Women – particularly those wanting to return to work but prevented from doing so by the high-cost and scarcity of childcare facilities located near work - are another core group. Youth aged 15–24 are an issue in southern parts of the LGA (Granville, Guildford) (p.34).

Parramatta's unemployment rate is in line with the Sydney and state average, however it masks pockets of unemployment, and low participation rates in some areas of the LGA. Unemployment is an issue in Granville, Guildford and areas of Telopea, Toongabbie and Ermington (p.35).

***Residential** - The economy needs its neighbourhoods to support vibrant high functioning communities, as this is where the city's future workforce will live. They will house high numbers of young workers, key workers, first home buyers, executives and students who will demand vibrant, interesting suburbs tailoring to the needs of the multi-cultural groups that will concentrate in the area. Western Sydney residents will patronise the night time and weekend economy of the CBD which will grow as populations and demographics change (p.39).*

Is the planning proposal consistent with applicable State Environmental Planning Policies?

An assessment of the planning proposal against applicable State Environmental Planning Policies (SEPPs) is provided in the Table below.

State Environmental Planning Policies (SEPPs)	Consistent Yes	No	N/A	Comment
SEPP No 1 Development Standards			X	This SEPP is not applicable to the subject land under Clause 1.9 of the Parramatta LEP 2011.
SEPP No 55 Remediation of Land	X			See below.
SEPP 64 – Advertising and Signage			X	Not relevant to proposed amendment. May be relevant to future DAs.
SEPP No 65 Design Quality of Residential Flat Development	X			Detailed compliance with SEPP 65 will be demonstrated at the time of making a development application for the site facilitated by this planning proposal. Detailed testing of SEPP 65 and the Apartment Design Guidelines will need to be carried out for any future development scenario subject to the final lot configuration pattern across the block.
SEPP No.70 Affordable Housing (Revised Schemes)			X	Not relevant to proposed amendment.
SEPP (Affordable Rental Housing) 2009			X	Not relevant to proposed amendment.
SEPP (BASIX) 2004	X			Detailed compliance with SEPP (BASIX) will be demonstrated at the time of making a development application for the site facilitated by this planning proposal.
SEPP (Exempt and Complying Development Codes) 2008	X			May apply to future development of the site.
SEPP (Infrastructure) 2007	X			May apply to future development of the site.
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005			X	The proposed Development is not located directly on the Sydney Harbour Catchment foreshore. Any potential impacts as a result of development on the site, such as stormwater runoff, will be considered and addressed appropriately at DA stage.

SEPP (Urban Renewal) 2010	X			The Planning Proposal will stimulate renewal within the nominated precinct of Granville and will contribute to the employment and job targets for the area.

SEPP Urban Renewal (2010)

The Urban Renewal SEPP was introduced in 2010 to facilitate urban renewal in selected 'precincts' of Sydney, with Granville nominated as such a precinct. The primary objective of the SEPP was to implement those statutory planning measures enabling redevelopment of nominated precincts. As stated in the aims of the SEPP, it sought to enable those land use and built form outcomes nominated within respective subregion planning strategies.

The Planning Proposal is consistent with the SEPP given its land use and built form outcomes reflect those outlined by the various applicable strategies, as well as the PRCUTS and WestConnex.

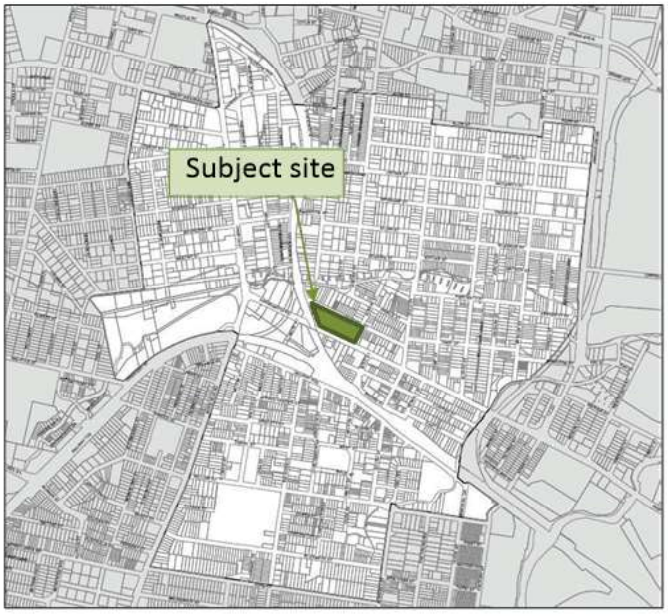


Figure 23 - Extract of Urban Renewal SEPP Spatial plan

SEPP No 55 – Remediation of Land

In relation to planning proposals, SEPP 55 requires that contaminated land must not form part of a planning proposal, unless the relevant planning authority has considered an investigation concluding that the contaminated land could be made suitable for the proposed land use.

The applicant engaged Environmental Investigation Services (EIS) to conduct a preliminary investigation for the purposes prescribed by SEPP 55 for the land subject to the original Planning Proposal at 171-189 Parramatta Road and 58-64 Victoria Street, Granville. In summary, the investigation identified a likelihood of contamination, but Council Officers are satisfied that the site can be made suitable for the proposed land use following the range of measures outlined in the report.

As a result of the Gateway Determination, the land at 56, 54, 52, 50, 48, 46, 44, 42, 40, and 38 Victoria Street and 167 Parramatta Road, Granville, has been included in the Planning Proposal.

Condition 2 of the Gateway Determination states:

"Council is to ensure that the planning proposal satisfies the requirements of State Environmental Planning Policy (SEPP) 55 - Remediation of Land. Council is to prepare an initial site contamination investigation report to demonstrate that the site is suitable for rezoning to the proposed zone. This report is to be included as part of the public exhibition material".

As the land along Victoria Street is already zoned for residential uses SEPP 55 is not applicable. 167 Parramatta Road, Granville is currently zoned B6 Enterprise Corridor which does not permit residential uses. Therefore SEPP 55 is applicable and must be considered as part of the Planning Proposal. A contamination report for this land was prepared, and Council Officers are satisfied that land can be made suitable for the intended land use following implementation of the recommendations within the report for 167 Parramatta Road.

SEPP No 65 – Design Quality of Residential Flat Development

Typically the measures prescribed by SEPP 65, which seeks to improve the general design aspects of apartment projects and their relationship with adjoining lands, are considered at the Development Application (DA) stage of a project. As part of its urban design analysis, Aleksandar Design Group has considered the SEPP's key concepts of internal solar access for the proposed apartments, solar access to public space, the provision of suitable recreational space, as well integration with existing or expected built form character and the public domain impact of the proposal.

In essence, Aleksandar Design Group has found that the proposal:

- Capitalises on a large, well connected parcel of land;
- Represents an opportunity to renew the Granville Precinct;
- Supports the Parramatta CBD and Auto Alley; and
- Represents an opportunity to implement major renewal of those public facilities in the locality which are used on a daily basis (i.e. footpaths, street furniture, etc.).

The Massing Studies at Appendix A and Appendix B for both scenarios includes an assessment of compliance against the key design criteria of the Apartment Design Guidelines.

Is the planning proposal consistent with applicable Ministerial Directions (i.e. s.117 directions)?

Section 117 Ministerial Directions relevant to this Planning Proposal are listed below. The proposal's consistency with each is subsequently discussed.

Direction 1.1 – Business and Industrial Zones

The objectives of this direction are to:

- *encourage employment growth in suitable locations,*
- *protect employment land in business and industrial zones, and*
- *support the viability of identified strategic centres.*

This planning proposal seeks to rezone the subject site from part B6 Enterprise Corridor and part R3 Medium Density Residential to B4 Mixed Use. Although the B6 Enterprise Corridor zone permits strictly business-related land uses, the proposed B4 Mixed Use zone, as provided by the PLEP 2011, would continue to permit a comprehensive range of business and employment generating land uses on the subject site. For example, 'commercial premises', 'business premises', 'retail premises', 'office premises', 'vehicle repair station' as well as 'shop top

housing' are permissible within the B4 Mixed Use zone.

Further, the building envelopes included in the two Massing Studies attached prepared by Aleksandar Design Group include commercial floor space generally throughout the ground floor and first floor of the main buildings. Under Scenario 1 (6:1 scenario) the total commercial floorspace equates to 4,190sq.m, while under Scenario 2 (4.5:1 scenario) the commercial floorspace is greater at 10,821sq.m, due to extra ground floorspace across more buildings.

Given the subject site currently permits various commercial land uses, it can be assumed the planning proposal's provisions for commercial floor space are part of a 'suitable location'. Specifically, however, the commercial floor space aspect of the proposal is suitable given the site's proximity to several railway stations and accessibility from a main road which is expected to form a mixed use corridor.

In light of the above, the objectives of direction 1.1 are satisfied by the proposal.

Direction 2.3 – Heritage Conservation

The objective of this direction is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.

The planning proposal will not provide a detrimental impact on the surrounding heritage items and will not impact on their future conservation.

Direction 3.1 – Residential Zones

The objectives of this direction are:

- *to encourage a variety and choice of housing types to provide for existing and future housing needs,*
- *to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and*
- *to minimise the impact of residential development on the environment and resource lands.*

The planning proposal will improve the efficiency of a substantial portion of land, allowing this land to be utilised for its optimum potential. The proposal will introduce high density residential development to the Granville town centre precinct, providing well located housing opportunities and supporting the renewal of an underutilised road corridor.

Concept designs have been prepared to illustrate the development potential of the block under both development control scenarios. This demonstrates that a variety of housing forms, with suitable amenity, could be achieved as part of the overall development. For example, a combination of 1 and 2 bedroom apartments are included in the preliminary designs. The preliminary footprint and building envelope layouts have

been designed taking into account the objectives of SEPP 65. Under Scenario 1 (6:1 scenario) the total residential floorspace equates to 81,037sq.m or 957 apartments, while under Scenario 2 (4.5:1 scenario) the total residential floorspace equates to 53,349sq.m or 618 apartments.

As indicated earlier, the subject site is ideally located in close proximity to public transport (e.g. Granville and Harris Park railway stations), employment opportunities (e.g. the Parramatta CBD, Auto Alley and Granville Precinct) as well as recreational opportunities.

Direction 3.4 – Integrating Land Use and Transport

The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:

a) *improving access to housing, jobs and services by walking, cycling and public transport, and*
b) *increasing the choice of available transport and reducing dependence on cars, and*
c) *reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and*
d) *supporting the efficient and viable operation of public transport services, and*
e) *providing for the efficient movement of freight.*

The subject site is conveniently located near public railway transport as well as several town centres, including the Parramatta CBD. Further, there are various public recreational opportunities in close proximity to the site. The proposal would therefore improve access between employment opportunities and housing by means of passive (walking) or public transport.

The primary objective of both policies stated in this direction is to ensure land use planning does not render private vehicle transport as the only or most obvious means of transport for occupants of new developments. It seeks to ensure for example, suitable private as well as public transport options are available. Their aspirational preference is to achieve land use planning which encourages public transport usage over private vehicle transport.

This Planning Proposal is consistent with the stated policies given it will locate new housing in close proximity to rail way public transport (i.e. Harris Park and Granville railway stations).

Direction 4.1 – Acid Sulfate Soils

The objective of this direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.

The Parramatta LEP 2011 Acid Sulfate Soils map indicates a low (i.e. 'class 4') level of acid sulfate soil (ASS) affectation across the subject site. Further, the Stage 1 Environmental Site Assessment undertaken by EIS provides that "the site is located in an area classed as 'disturbed terrain' or having 'low risk'" with respect to ASS. The Geotechnical Investigation by JKA and the flooding considerations by Hyder Consulting do not raise soil characteristics or flooding potential as a fundamental constraint to the proposed development. In light of this, the Planning Proposal satisfies the directions of S117 Direction 4.1 Acid Sulfate Soils.

Overall, the Planning Proposal is supportable in a strategic planning sense given that:

- Opportunities for affordable housing will be increased.
- It will encourage a reduction in travel distances between housing and employment nodes.
- Travel to places of employment via public transport will be encouraged.
- Productivity in major employment nodes (e.g. Parramatta CBD and Auto Alley) could be increased.
- The proposal's built form outcomes are consistent with the anticipated character of the draft Parramatta Road Urban Transformation Strategy.
- The proposal will achieve and encourage further urban renewal.

Direction 4.3 – Flood Prone Land

The objectives of this direction are:

(a) to ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and

(b) to ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land.

The site is above the 1:100 year flood level.

Any potential impacts as a result of development on the site, such as stormwater runoff, will be considered and addressed appropriately at DA stage. This will also include any design detail required to ensure compliance with Council's water management controls within the Parramatta DCP 2011.

Direction 6.1 – Approval and Referral Requirements

The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.

The planning proposal does not introduce any provisions that require any additional concurrence, consultation or referral

Direction 6.3 – Site Specific Provisions

The objective of this direction is to discourage unnecessarily restrictive site specific planning controls.

The Planning Proposal seeks to introduce a site specific clause to apply requirements for design excellence to the subject site.

The Planning Proposal also seeks to introduce a satisfactory arrangements provision for contributions to designated State public infrastructure as identified under the PRCUTS.

These provisions are discussed further under Section 2.2 Other Amendments of Part 2 Explanation of Provisions of this planning proposal.

Direction 7.1 – Implementation of A Plan for Growing Sydney

The objective of this direction is to give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney.

The planning proposal is consistent with A Plan for Growing Sydney. This is discussed further under Section 3.2 *Relationship to Strategic Planning Framework* of this planning proposal.

Direction 7.3 – Parramatta Road Corridor Urban Transformation Strategy

The objectives of this Direction are to:

(a) facilitate development within the Parramatta Road Corridor that is consistent with the Parramatta Road Corridor Urban Transformation Strategy (November, 2016) and the Parramatta Road Corridor Implementation Tool Kit,

(b) provide a diversity of jobs and housing to meet the needs of a broad cross-section of the community, and

(c) guide the incremental transformation of the Parramatta Road Corridor in line with the delivery of necessary infrastructure.

The planning proposal presents two scenarios. Scenario 1, being a maximum height of 82 metres (25 storeys) and a FSR of 6:1, is as proposed under the draft PRCUTS but is different to the final principal development controls recommended by the final PRCUTS. A proposal can be inconsistent with the terms of this S117 Direction where

the proposal can demonstrate a better planning outcome to the satisfaction of the Secretary of the Department of Planning and Environment.

Scenario 2 is the same as the principal development controls of the final PRCUTS, being a maximum height of 52 metres (18 storeys) and a FSR of 4.5:1.

The proposed development controls under each scenario is discussed further under Part 2 Explanation of Provisions of this planning proposal. The better planning outcome that supports the inconsistency with the terms of this S117 Direction is discussed in detail in **Appendix C**.

3.3 Environmental, Social & Economic Impact

Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The investigations informing this Planning Proposal suggest that the subject site does not contain any natural environmental features which would be adversely affected by the proposal.

Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

A range of specialist investigations have been undertaken to consider environmental characteristics which may arise as part of this Planning Proposal, or may affect the outcomes of the proposed development. Those specialist investigations include:

- Massing Reports by Aleksandar Design Group
- Acoustic Assessment by Rodney Stevens Acoustics.
- Preliminary Environmental Site Assessment by Environmental Investigation Services.
- Phase 1 Contamination Assessment by Sullivan Environmental Sciences.
- Geotechnical Investigation by JK Geotechnics.
- Traffic Impact & Parking Assessment by McLaren Traffic Engineering
- Traffic Impact Assessment prepared by Ason Group
- Air Quality Assessment by Pacific Environment Limited.
- Flooding Review by Hyder Consulting.
- Assessment of employment generating opportunities by MacroPlan Dimasi.

The investigations demonstrate the site and its immediate locality do not comprise any sensitive natural elements which would be adversely affected by the proposed development. The investigations conclude that the site's geographical conditions can accommodate the proposal.

The Planning Proposal also relies on specialist air quality and acoustic advice to ensure any future dwellings provide an acceptable level of amenity. In particular, the advice considers impacts from the adjoining Parramatta Road and Western Rail Line. The importance of solar access to amenity is also considered as part of the Urban Design Analysis undertaken by Aleksandar Design Group.

The analysis considers solar access to the proposed apartments, as well as shadow generation by the proposed built form on existing or anticipated development. Both the proposed apartments and adjoining existing/anticipated development would achieve solar access consistent with accepted standards such as State Environmental Planning Policy No. 65 - Design Quality of Residential Flat Development.

The impacts of the planning proposal in the context of its local road network are addressed in the traffic and parking assessment. In summary, the report finds that the likely impacts are consistent with industry benchmarks, subject to implementation of various measures to influence parking and traffic movement.

Specific management measures recommended to address these concerns include:

- The provision of onsite parking for residents that discourage ownership of multiple private vehicles and encourage public transport usage.
- Adopting new traffic control measures (e.g. traffic lights, pedestrian crossings etc.), to be determined during any Development Application stage.

Has the planning proposal adequately addressed any social and economic effects?

Investigations to date indicate the proposal would not result in any social impacts typically accounted for during planning proposals, e.g. the site is not recognised as being significant for aboriginal or European cultural heritage.

However, the Planning Proposal may result in several broad, socially and economically oriented outcomes, all of which are expected to be positive. The obvious outcomes include the retention of the site's existing employment generating opportunities and provision of new open space and pedestrian connections, enhancing the public domain.

Further, under Scenario 1, a significant piece of public open space is proposed to be dedicated to Council providing access for new and existing residents to passive recreation opportunities.

New or Renewed Public Facilities

Generally, the Planning Proposal includes a renewal of existing footpath infrastructure along Parramatta Road, Albert Street and Victoria Street. It also includes new site through links along the site's north south axis. Under Scenario 1 this equates to 24 metres wide and well landscaped, however, under Scenario 2 this is only 12 metres wide. The new footway will improve pedestrian permeability through the existing block formed by Parramatta Road, Victoria Street, Albert Street and the Western Rail Line. This in turn will facilitate improved accessibility and pedestrian connectivity between Granville, Harris Park, Auto Alley as well as the Parramatta CBD, improving access to local employment opportunities and public transport.

Urban Renewal

The Granville locality has long been considered suitable for urban renewal. It is nominated within State Environmental Planning Policy (Urban Renewal) 2010 and is incorporated as part of the Parramatta Road Corridor Urban Transformation Strategy. Despite this, minimal redevelopment has occurred within the precinct.

Given the proposal's scale, and high standard of urban design/public domain outcomes, it is likely to encourage further redevelopment in the locality. These would realise the positive social and economic outcomes which have long been anticipated for the locality.

Housing Opportunities

With the vast majority of the proposed built form allocated for housing purposes, the Planning Proposal will clearly increase opportunities for housing. Further, the proposal encourages housing close to public transport and/or major employment nodes.

3.4 State and Commonwealth Interests

Is there adequate public infrastructure for the planning proposal?

It can be assumed the locality provides adequate public transport infrastructure given various NSW State Government Policies seek to increase their patronage generally, and more specifically, seek to increase transport to employment destinations by means of public transport. For further information on these topics, reference should be made to earlier discussions on the NSW State Plan 2021, the Metropolitan Plan and relevant draft District Plan, the NSW Long Term Transport Masterplan as well as Improving Transport Choice – Guidelines for planning and development.

The site is currently adequately serviced in terms of essential utilities (water, electricity, sewer etc.). As is typically the case in redevelopment scenarios, it is assumed that these services can be augmented, if required, to adequately service the proposed development.

As mentioned earlier, the Planning Proposal includes the dedication of new public open space to Parramatta City Council, upgrading of existing footpaths, as well as implementing new public walkways to improve connectivity. Such public benefits can be facilitated through a number of measures, such as a VPA with Council or site specific Clauses within the LEP. In addition to the proposed open space measures, the immediate locality offers existing measures, such as extensive bicycle/walking tracks. More broadly, there are a range of public and private recreational facilities such as active and passive recreation parks, swimming pools as well as the Rosehill Race Course. This Planning Proposal provides that such measures are sufficient in catering for the locality's existing and or future demand.

This aside, as provided in the DPE's guidelines for preparing planning proposals, consideration of public infrastructure will be considered when the relevant authorities are consulted during the course of this Planning Proposal's assessment.

What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

The Department of Planning and Environment, as delegate of the Greater Sydney Commission issued a Gateway determination on the Planning Proposal on 15 June 2016.

As required by Section 56(2)(d) of the EP&A Act 1979, the Gateway determination specified its requirements for the consultation with public authorities as follows:

6. Consultation is required with the following public authorities under Section 56(2)(d) of the Act, as follows:
    - Office of Environment and Heritage – Heritage Division
    - Department of Education and Communities
    - Department of Health
    - Transport for NSW – Roads and Maritime Services
    - Transport for NSW – Sydney Trains
    - Sydney Water
    - Integral Energy

Each public authority is to be provided with a copy of the planning proposal and any relevant supporting material, and given at least 21 days to comment on the proposal.

The views of State and Commonwealth public authorities will be sought in accordance with the requirements of the Gateway.

The Gateway determination also required consultation with UrbanGrowth NSW prior to the commencement of public exhibition. The response from UrbanGrowth NSW recommended that Council amend the Planning Proposal to align with the recommended heights and densities identified in the Strategy. However, UrbanGrowth NSW also advised that if Council formed the view that an increase in height and density could be supported then the potential for additional infrastructure that may be required to support the proposal should be considered, and the visual, shadowing and other impacts should be appropriately justified.

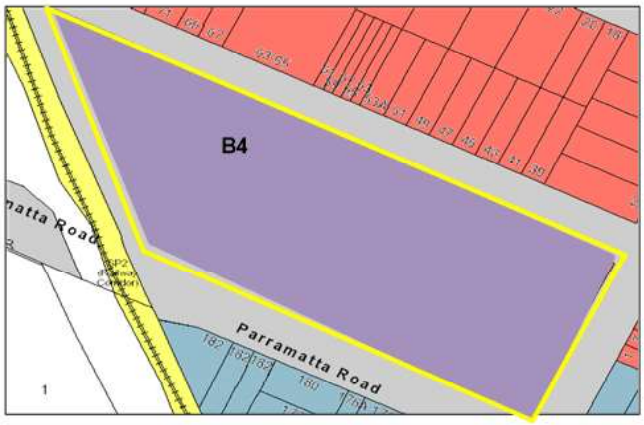
Subsequently, on 10 July 2017 Council considered a report on the Planning Proposal and response to the Section 117 Direction 7.3 Parramatta Road Corridor Urban Transformation Strategy. At this meeting Council resolved that a Planning Proposal be endorsed for the purposes of public exhibition that presented the two options discussed and presented by the Planning Proposal.

Part 4: Mapping

Maps illustrating the current Parramatta LEP 2011 land zoning, maximum building height of buildings and floor space ratio controls are located within Part 2 Explanation of Provisions.

The proposed amendments to the maps under the Parramatta LEP 2011 are included below for both scenarios.

Land Use Zone – B4 Mixed Use



B4 Mixed Use

Floor Space Ratio

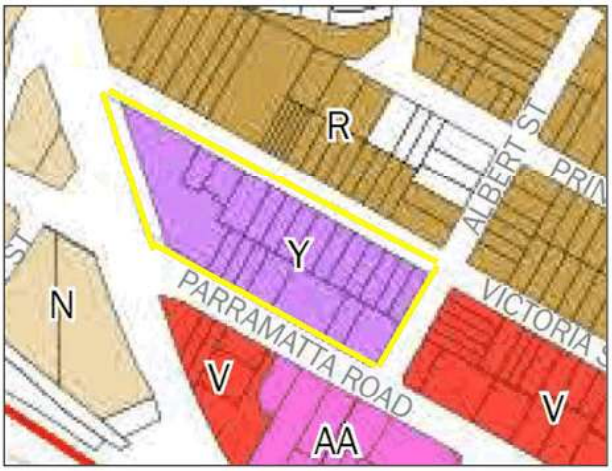
Scenario 1 – 6:1



AA1 - 6.0

64

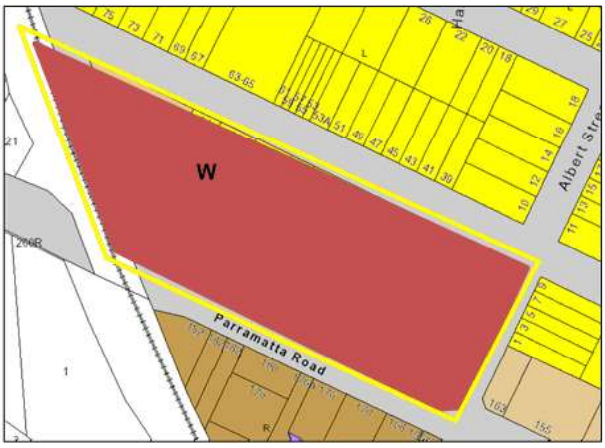
Scenario 2 – 4.5:1



Y 4.5:1

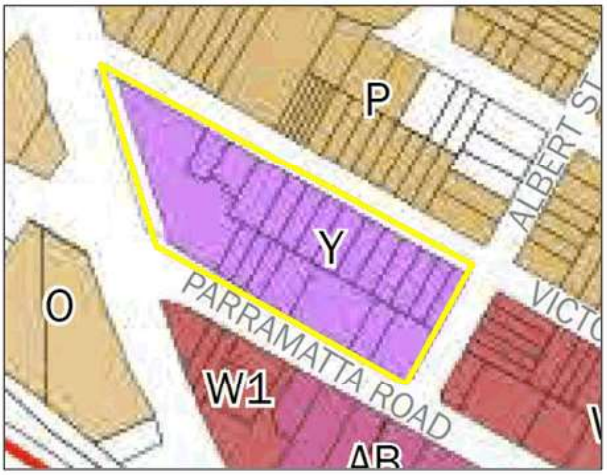
Height of Buildings

Scenario 1 – 82 metres



82m

Scenario 2 – 52 metres



Y 52m

65

Part 5: Community Consultation

The Department of Planning and Environment, as delegate of the Greater Sydney Commission issued a Gateway determination on the Planning Proposal on 15 June 2016.

As required by Section 56(2) of the EP&A Act 1979, the Gateway determination specified conditions related to the requirements for community consultation. Condition 5 requires:

a) *The planning proposal must be made publicly available for a minimum of 28 days; and*
b) *Council must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with the planning proposals as identified in Section 5.5.2 of A Guide to Preparing LEPs (Department of Planning and Environment 2013).*

The Planning Proposal will be made publicly available in accordance with the requirements of the Gateway.

Part 6: Timeframe and Conclusion

This Planning Proposal relates to land bound by Parramatta Road, Victoria Street, Albert Street and the Western Railway Line in Granville. It seeks to amend the site's current B6 Enterprise Corridor zone to B4 Mixed Use. Further, the Planning Proposal presents two planning options, one being the same as the controls recommended by the Parramatta Road Corridor Urban Transformation Strategy and the second being with the controls proposed by the proponent with a demonstrated better planning outcome. The two development scenarios proposed as follows:

Scenario 1:

- Rezone the subject site from part R3 Medium Density Residential and Part B6 Enterprise Corridor, to B4 Mixed Use.
- Increase the maximum building height limits from 11 and 15 metres to **52** metres (18 storeys).
- Increase the maximum floor space ratio (FSR) range from 0.6:1 and 2.0:1 to **4.5:1.**

Scenario 2:

- Rezone the subject site from part R3 Medium Density Residential and Part B6 Enterprise Corridor, to B4 Mixed Use.
- Increase the maximum building height limits from 11 and 15 metres to **82** metres (25 storeys).
- Increase the maximum floor space ratio (FSR) range from 0.6:1 and 2.0:1 to **6:1**.
- Include a park on the site with a total area of approximately 3,200sq.m for existing and future residents.

This Planning Proposal has been prepared in accordance with the Environmental Planning & Assessment Act, 1979, as well as the various guidelines issued by the NSW Department of Planning and Environment. It is accompanied by several specialist reports that consider, inter alia, the implications of the proposal from an urban design, traffic and environmental perspective. The results of these separate investigations have been used to finalise the built form and building configuration that comprises the Planning Proposal.

Further, this Planning Proposal is accompanied by a 'Statement of better planning outcome' in support of the justification for scenario 2 under the Section 117 Direction. This includes an Economic Benefits Report of the contributions proposed through the better planning outcome under the 25 storey and 6:1 FSR scenario.

This report considers the proposal in accordance with the guidelines prepared by the NSW Department of Planning & Environment. It considers the proposal against relevant NSW State Government policies, regional planning strategies, district planning strategies, the Parramatta Road Corridor Urban Transformation Strategy as well as various strategies and plans issued by Parramatta City Council.

The proposal will support economic activity within the Parramatta CBD, as well as increase housing opportunities in accessible locations. Its built form and land use outcomes are consistent with major infrastructure developments and comply with relevant development guidelines such as the Apartment Design Guidelines. The Planning Proposal also explains the difference between the two options and discusses the benefits to the community of a scheme with development controls greater than those identified in the Corridor Strategy.

The site, its location, size and ownership, represents an ideal opportunity for development. The proposed built form and land use configuration takes into account typical planning and urban design related expectations. It represents a logical planning response to the site's opportunities and constraints.

The Planning Proposal received a Gateway determination in June 2016. On 10 July 2017 Council resolved to exhibit the Planning Proposal with two scenarios as outlined in this report. It is anticipated that this Planning Proposal will now be exhibited in accordance with the conditions of the Gateway determination prior to further assessment and finalisation by Council and the Department of Planning and Environment in early 2018.

NSW GOVERNMENT | Planning & Environment

Mr Gregory Dyer
Interim General Manager
City of Parramatta
PO Box 32
Parramatta NSW 2124

Attention: Sonia Jacenko

Our ref: 16/06195
Your ref: RZ/10/2013

RECEIVED IN RECORDS
21 JUN 2016
Initials

SCANNED
21 JUN 2016
PCC

Planning Proposal for 171-189 Parramatta Road, Granville

I am writing in response to request for a Gateway determination under section 56 of the *Environmental Planning and Assessment Act 1979* ("EP&A Act") in respect of the planning proposal to amend Parramatta Local Environmental Plan 2011 to rezone land at 171-189 Parramatta Road, Granville, to B4 Mixed Use. The proposal also includes an increase in the maximum permissible height of buildings to 82m (inclusive of design excellence), and an increase the maximum permissible FSR to 6:1 (inclusive of design excellence bonus).

As delegate of the Greater Sydney Commission, I have now determined that the planning proposal should proceed subject to the conditions in the attached Gateway determination.

As you would be aware UrbanGrowth NSW recently released the draft *Parramatta Road Urban Transformation Strategy* (draft Strategy), which was placed on public exhibition in 2015. While the Department supports urban renewal in the corridor and growth in the Granville Precinct, it is important that future development is guided by the vision for the area identified in the draft Strategy.

It is noted that the subject site is irregular in shape and represents only a partial component of the land parcel located between Parramatta Road and Victoria Street. The Gateway determination has been conditioned to require the amendment of the proposal to address the whole of the composite site located between Parramatta Road, Victoria Street, Albert Street, and the rail corridor. The proposal is to be amended to be consistent with the draft *Parramatta Road Urban Transformation Strategy*. This may require reconsideration of the proposed heights to achieve an average height across the site and reduction in floor space ratios.

Prior to public exhibition, the planning proposal is to be updated to include a new satisfactory arrangements clause in regard to contributions to the provision of designated State public infrastructure identified as part of a draft or final strategy for the Parramatta Road corridor. The Department is available to assist Council in the wording of such a clause.

Department of Planning & Environment
Level 5, 10 Valentine Avenue Parramatta NSW | GPO Box 39 Sydney NSW 2001 | T 02 9860 1101 | **www.planning.nsw.gov.au**

The Minister's plan making powers were delegated to Council in October 2012. It is noted that Council has now accepted this delegation. I have considered the nature of Council's planning proposal and its location within a regionally significant urban renewal corridor and have decided not to issue an authorisation for Council to exercise delegation to make this plan.

I have also agreed the planning proposal's inconsistency with S117 Direction 1.1 Business and Industrial Zones and Direction 4.1 Acid Sulfate Soils are of minor significance. No further approval is required in relation to these Directions.

The amending LEP is to be finalised within 12 months of the week following the date of the Gateway determination. Council's request for the Department of Planning and Environment to draft and finalise the LEP should be made 6 weeks prior to the projected publication date.

The State Government is committed to reducing the time taken to complete LEPs by tailoring the steps in the process to the complexity of the proposal, and by providing clear and publicly available justification for each plan at an early stage. In order to meet these commitments, the Minister may take action under section 54(2)(d) of the Act if the time frames outlined in this determination are not met.

Should you have any queries in regard to this matter, I have arranged for Ms Lillian Charlesworth, Senior Planner, of the Metropolitan (Parramatta) office to assist you. Ms Charlesworth can be contacted on (02) 9860 1101.

Yours sincerely

Marcus Ray
Deputy Secretary
Planning Services
15/06/2016
Encl: Gateway Determination

NSW GOVERNMENT | Planning & Environment

Gateway Determination

Planning Proposal (Department Ref: PP_2016_PARRA_013_00) *to amend Parramatta Local Environmental Plan 2011 including the land use zones, floor space ratio and building height provisions for land at 171-189 Parramatta Road, Granville.*

I, the Deputy Secretary, Planning Services, at the Department of Planning and Environment as delegate of the Greater Sydney Commission, have determined under section 56(2) of the *Environmental Planning and Assessment Act 1979* (the Act) that an amendment to the *Parramatta Local Environmental Plan (LEP) 2011* including the land use zones, floor space ratio and building height provisions for land at 171-189 Parramatta Road, Granville, should proceed subject to the following conditions:

1. Prior to exhibition, Council is to amend the planning proposal as follows:

   (a) amend the Explanation of Provisions, proposed maps and relevant supporting studies to include all land within the block located between Parramatta Road, Victoria Street, Albert Street and the rail corridor;

   (b) amend the Explanation of Provisions, proposed maps and relevant supporting studies to ensure consistency with the *draft Parramatta Road Urban Transformation Strategy* prepared by UrbanGrowth NSW. This includes:

      i. amending the explanation of provisions to indicate that the design excellence process will not enable any bonus height or FSR provisions;
      ii. apply a maximum height of buildings of 82m (25 storeys) for the majority of the site; and
      iii. apply a maximum FSR consistent with achieving the vision, principles and desired built form outcomes within the draft Parramatta Road Urban Design Guidelines prepared by UrbanGrowth NSW, as permitted through this Gateway determination.

   (c) include a satisfactory arrangements provision for contributions to designated State public infrastructure identified as part of a draft or final strategy for the Parramatta Road corridor.

2. Council is to ensure that the planning proposal satisfies the requirements of *State Environmental Planning Policy (SEPP) 55 - Remediation of Land*. Council is to prepare an initial site contamination investigation report to demonstrate that the site is suitable for rezoning to the proposed zone. This report is to be included as part of the public exhibition material.

3. Prior to public exhibition, Council is to consult with UrbanGrowth NSW, providing a 21 day period within which to comment. Any comments received are to be included and addressed in the planning proposal.

4. Prior to community consultation the amended planning proposal is to be submitted to the Department for approval.

5. Community consultation is required under sections 56(2)(c) and 57 of the Act as follows:

   a) the planning proposal must be made publicly available for a minimum of 28 days; and

   b) Council must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in section 5.5.2 of A Guide to Preparing LEPs (Department of Planning and Environment 2013).

6. Consultation is required with the following public authorities under section 56(2)(d) of the Act, as follows:
   - Office of Environment and Heritage - Heritage Division
   - Department of Education and Communities
   - Department of Health
   - Transport for NSW - Road and Maritime Services
   - Transport for NSW - Sydney Trains
   - Sydney Water
   - Integral Energy

   Each public authority is to be provided with a copy of the planning proposal and any relevant supporting material, and given at least 21 days to comment on the proposal.

7. Prior to finalisation the proposal will need to be reviewed to ensure its consistency with the Parramatta Road Urban Transformation Strategy and the associated Urban Design Guidelines, following release of this strategy in final form. The proposal is to be resubmitted for further review following such amendment.

8. A public hearing is not required to be held into the matter by any person or body under section 56(2)(e) of the Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).

9. The timeframe for completing the LEP is to be **12 months** from the week following the date of the Gateway determination.

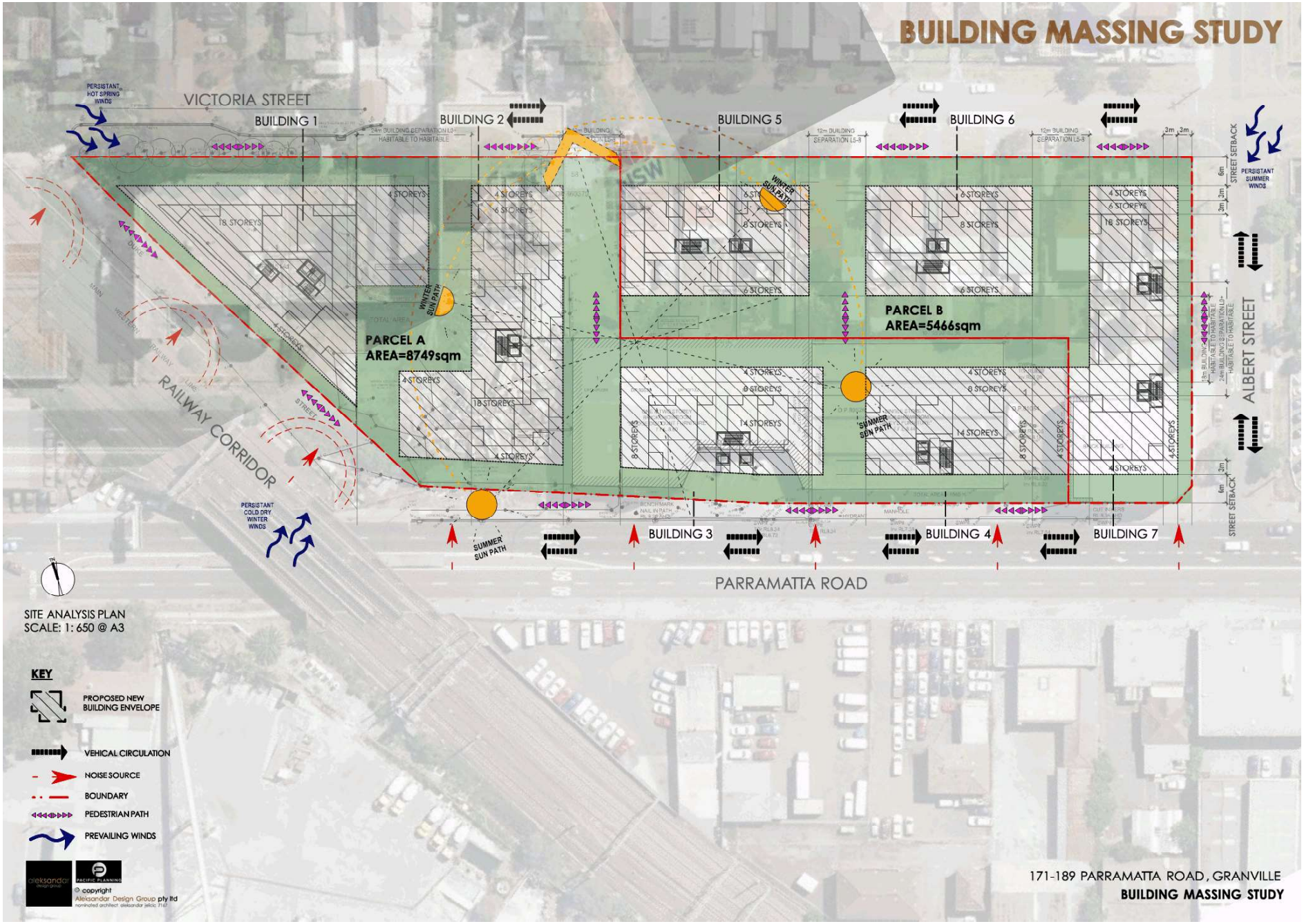
Dated 15th day of June 2016.

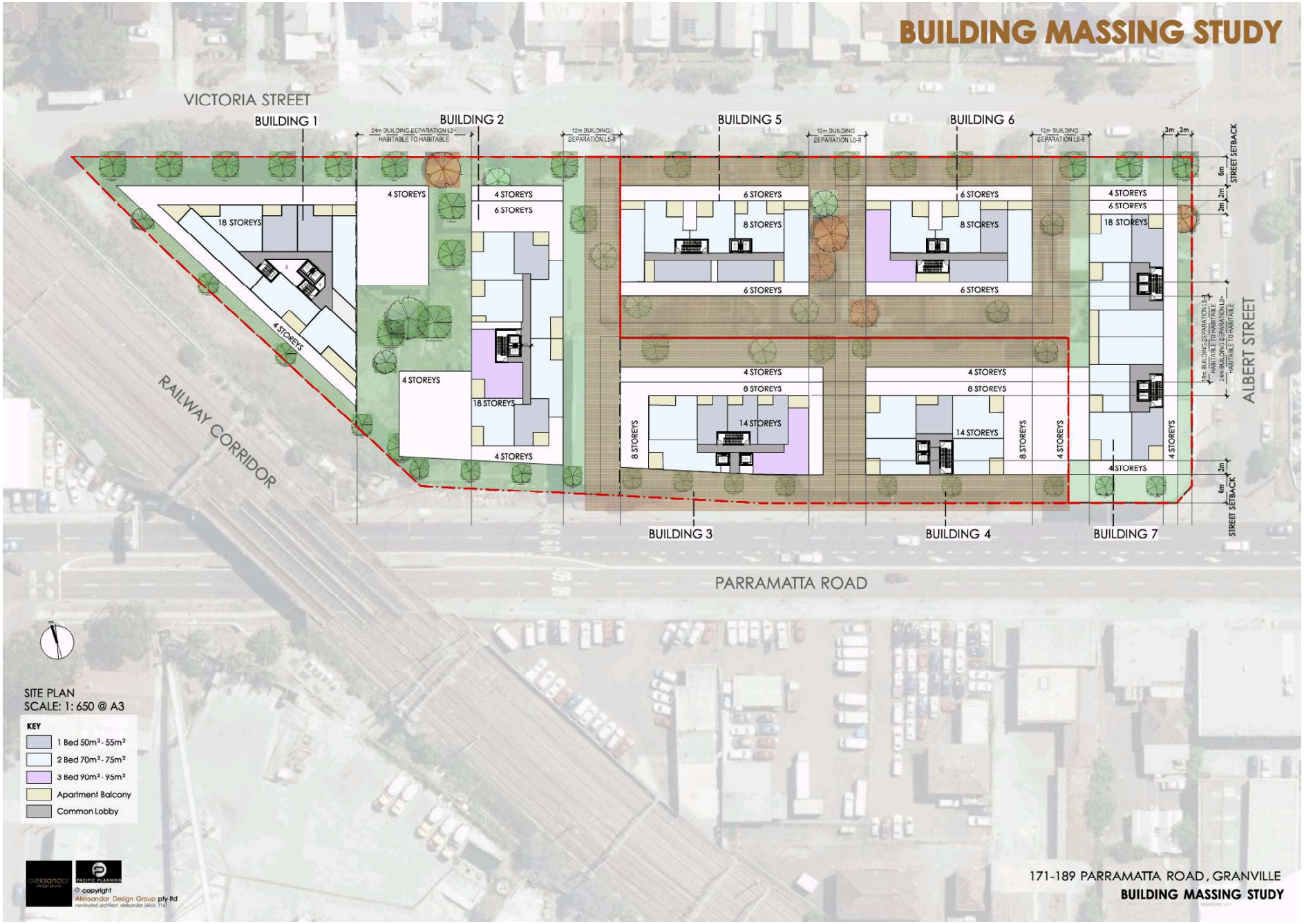
Marcus Ray
Deputy Secretary
Planning Services

Delegate of the Greater Sydney Commission

PP_2016_PARRA_013_00 (16/06195)


MASSING PLAN: 4.5:1 FSR
LAND LOCATED BETWEEN PARRAMATTA ROAD, VICTORIA STREET,
ALBERT STREET AND THE WESTERN RAILWAY LINE, GRANVILLE
SEPTEMBER 2017
© copyright


BUILDING MASSING STUDY
VICTORIA STREET
BUILDING 1
BUILDING 2
BUILDING 5
BUILDING 6
PERSISTANT HOT SPRING WINDS
PERSISTANT SUMMER WINDS
PARCEL A
AREA=8749sqm
PARCEL B
AREA=5466sqm
WINTER SUN PATH
SUMMER SUN PATH
RAILWAY CORRIDOR
PERSISTANT COLD DRY WINTER WINDS
ALBERT STREET
STREET SETBACK
BUILDING 3
BUILDING 4
BUILDING 7
PARRAMATTA ROAD
SITE ANALYSIS PLAN
SCALE: 1: 650 @ A3
KEY
PROPOSED NEW BUILDING ENVELOPE
VEHICAL CIRCULATION
NOISE SOURCE
BOUNDARY
PEDESTRIAN PATH
PREVAILING WINDS
© copyright
Aleksandar Design Group pty ltd
171-189 PARRAMATTA ROAD, GRANVILLE
BUILDING MASSING STUDY


BUILDING MASSING STUDY
VICTORIA STREET
BUILDING 1
BUILDING 2
BUILDING 5
BUILDING 6
BUILDING 3
BUILDING 4
BUILDING 7
24m BUILDING SEPARATION L5+ HABITABLE TO HABITABLE
12m BUILDING SEPARATION L5-8
18 STOREYS
4 STOREYS
6 STOREYS
8 STOREYS
14 STOREYS
RAILWAY CORRIDOR
ALBERT STREET
STREET SETBACK
18m BUILDING SEPARATION L5-8 HABITABLE TO HABITABLE
24m BUILDING SEPARATION L9+ HABITABLE TO HABITABLE
PARRAMATTA ROAD
SITE PLAN
SCALE: 1: 650 @ A3
KEY
1 Bed 50m² - 55m²
2 Bed 70m² - 75m²
3 Bed 90m² - 95m²
Apartment Balcony
Common Lobby
© copyright
Aleksandar Design Group pty ltd
171-189 PARRAMATTA ROAD, GRANVILLE
BUILDING MASSING STUDY

BUILDING MASSING STUDY

BUILDING 1 YIELD SUMMARY

	NO. OF STOREY	GFA/LEVEL (M2)	UNITS/LEVEL	TOTAL GFA (M2)	TOTAL UNITS
LEVEL 1 COMMERCIAL	0	NILL	NA	NILL	NILL
TYPICAL LEVEL 1 - 4 RESIDENTIAL	4	840	10	3360	40
TYPICAL LEVEL 5 - 18 RESIDENTIAL	14	630	7	8820	98
SUB TOTAL	18			12180	138

TOTAL COM. GFA	NILL	
TOTAL NO. OF UNITS	138	
TOTAL GFA	12180	M²

BUILDING 02 YIELD SUMMARY

	NO. OF STOREY	GFA/LEVEL (M2)	UNITS/LEVEL	TOTAL GFA (M2)	TOTAL UNITS
LEVEL 1 - 2 COMMERCIAL	2	1120	NA	2240	NA
TYPICAL LEVEL 3 - 4 RESIDENTIAL	2	900	11	1800	22
TYPICAL LEVEL 5 - 6 RESIDENTIAL	2	770	9	1540	18
TYPICAL LEVEL 7 - 18 RESIDENTIAL	12	540	6	6480	72
SUB TOTAL	18			12060	112

TOTAL COM. GFA	2240	M²
TOTAL RES. GFA	9820	M²
TOTAL NO. OF UNITS	112	
TOTAL GFA	12060	M²

BUILDINGS 03 & 04 YIELD SUMMARY

	NO. OF STOREY	GFA/LEVEL (M2)	UNITS/LEVEL	TOTAL GFA (M2)	TOTAL UNITS
LEVEL 1 - 2 COMMERCIAL	2	1650	NA	3300	NA
TYPICAL LEVEL 3 - 4 RESIDENTIAL	2	1520	18	3040	36
TYPICAL LEVEL 5 - 8 RESIDENTIAL	4	1180	14	4720	56
TYPICAL LEVEL 9 - 14 RESIDENTIAL	6	750	9	4500	54
SUB TOTAL	14			15560	146

TOTAL COM. GFA	3300	M²
TOTAL RES. GFA	12260	M²
TOTAL NO. OF UNITS	146	
TOTAL GFA	15560	M²

BUILDINGS 05, 06 & 07 YIELD SUMMARY

	NO. OF STOREY	GFA/LEVEL (M2)	UNITS/LEVEL	TOTAL GFA (M2)	TOTAL UNITS
LEVEL 1 - 2 COMMERCIAL	2	2641	NA	5281	NA
TYPICAL LEVEL 3 - 6 RESIDENTIAL	4	2347	28	9389	112
TYPICAL LEVEL 7 - 8 RESIDENTIAL	2	1700	20	3400	40
TYPICAL LEVEL 9 - 18 RESIDENTIAL	10	630	7	6300	70
SUB TOTAL	18			24370	222

TOTAL COM. GFA	5281	M²
TOTAL RES. GFA	19089	M²
TOTAL NO. OF UNITS	222	
TOTAL GFA	24370	M²

TOTALS - BUILDINGS 01, 02, 03 & 04

PARCEL A AREA (SQM) 8749

TOTAL COM. GFA	5540	M²
TOTAL RES. GFA	34260	M²
TOTAL NO. OF UNITS	396	
TOTAL GFA	39800	M²
TOTAL FSR	4.5	:1

TOTALS - BUILDINGS 05, 06 & 07

PARCEL B AREA (SQM) 5466

TOTAL COM. GFA	5281	M²
TOTAL RES. GFA	19089	M²
TOTAL NO. OF UNITS	222	
TOTAL GFA	24370	M²
TOTAL FSR	4.5	:1

TOTALS - BUILDINGS 01, 02, 03, 04, 05 ,06 & 07

PARCEL A+ B AREA (SQM) 14215

TOTAL COM. GFA	10821	M²
TOTAL RES. GFA	53349	M²
TOTAL NO. OF UNITS	618	
TOTAL GFA	64170	M²
TOTAL FSR	4.5	:1

Potential areas of yield are approximate only and subject to further checks and Council approval. Area source as per survey by Gary Edwards and Associates Pty Ltd, dated 17/09/2010, with addition information surrounding site as per six maps.

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171-189 PARRAMATTA ROAD, GRANVILLE

BUILDING MASSING STUDY

BUILDING MASSING STUDY

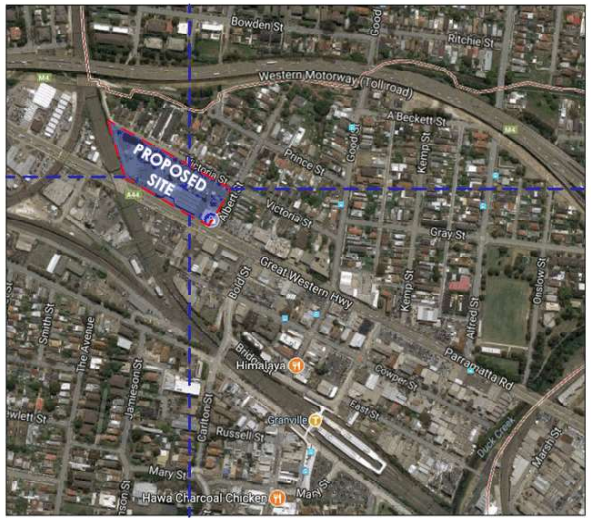
APARTMENT DESIGN GUIDE		DESIGN CRITERIAS	YES	NO	EXPLANATION
			√	X	
		DESIGN CRITERIAS			
3	**SITING THE DEVELOPMENT**				
3A	SITE ANALYSIS	contains: - site location plan - aerial photograph - local context plan - site context and survey plan - streetscape elevations and sections - analysis	√		complies with future
3B	ORIENTATION	proposed buildings are sited to clearly address the street while maximising solar access to apartments	√		complies
3C	PUBLIC DOMAIN INTERFACE	Upper level balconies and windows should overlook the public domain. Activity on the the street is to be promoted	√		complies
3D	COMMUNAL AND PUBLIC OPEN SPACE	Communal open space to be 25% of the site	√		complies
		Min. 2h direct sunlight to min. 50% of the communal open space in winter	√		complies
3E	DEEP SOIL ZONES	Min. are of deep soil: site area < 650 m2 - 7% deep soil site area 650 m2 - 1.500 m2: min. dim. 3m, 7% deep soil site area > 1.500 m2: min. dim. 6m, 7% deep soil Exceptions: location and building typology like: centres, CBD, high density areas, constrained sites or 100% coverage and non-resi use at GF	√		achievable
3F	VISUAL PRIVACY	Min. Separation distance to the side and rear boundaries: - building height up to 12 m (4 storeys): min. distance habitable rooms: 6 m, non-habitable rooms: 3 m - building height up to 25 m (5-8 storeys): min. distance habitable rooms: 9 m, non-habitable rooms: 4.5 m - building over 25 m (9+ storeys): min. distance habitable rooms: 12 m, non-habitable rooms: 6 m Separation distances between buildings on the same site should combine required building separations depending on the type of room. Gallery access circulation should be treated as habitable space when measuring privacy separation distances between neighbouring properties.	√		achievable
3G	PEDESTRIAN ACCESS AND ENTRIES	public and private entries are to be identifiable	√		achievable
3H	VEHICLE ACCESS	impact of vehicle access to be minimised and separated from pedestrian entry to keep pedestrians safe	√		achievable
3J	BICYCLE AND CAR PARKING	Within 800 m of a railway or light rail stop in Sydney Metropolitan Area or within 400 m of land zoned B3 Commercial Core, B4 Mixed Use or equiv. min. requirement is set out in Guide to Traffic Generating Development or the council requirements, whichever is. Car parking needs must be provided off street.	√		achievable
		DESIGN CRITERIAS			
AMENITY					
4A	SOLAR AND DAYLIGHT ACCESS	Sydney Metropolitan Area, Newcastle, Wollongong: 70% of apts to receive 2h sunlight in winter to Private Open Space and living room. Other areas: 70% of apts to receive 3h sunlight in winter to Private Open Space and living room	√		achievable
		Max. 15% receive no direct sunlight in winter	√		achievable
		Daylight access is maximised, where sunlight is limited, e.g. courtyard, skylights, highlight windows only secondary light source, light coloured internal finishes, ...	√		achievable
		Design includes shading and glare control, e.g. balconies, awnings, louvres, pergolas, planting, ...	√		achievable
4B	NATURAL VENTILATION	All habitable rooms are naturally ventilated. The Layout and Design of single aspect apts maximises ventilation.	√		achievable
		Courtyards and indentations width to depth ratio: 2:1 or 3:1	√		achievable
		60% of apts up to nine storeys of the building to be cross ventilated	√		complies
		From ten storeys and higher 100% of apts are regarded as cross ventilated. If they have an enclosure to the balcony, it has to be openable.	√		achievable
		Max. depth of a Cross-over and cross-through apts: 18 m glass to glass	√		achievable
4C	CEILING HEIGHTS	Min. ceiling heights - habitable room: 2.7 m - non-habitable room: 2.4 m	√		achievable
		For 2 storey apartments: 2.7 m for main living floor and 2.4 m for second floor, where the area does not exceed 50% of the apartment area.			not applicable
		Attic space: 1.8 m at edge of room with a 30 degree min. ceiling slope			not applicable
		Mixed use areas: 3.3 m for ground and first floor for future flexibility			not applicable
4D	APARTMENT SIZE AND LAYOUT	Min. areas required incl. one bathroom: (for every additional bathroom 5 m2 is to be added, for every additional bedroom 12 m2 to be added): - Studio: 35 m2 - 1 Bedroom: 50 m2 - 2 Bedroom: 70 m2 - 3 Bedroom: 90 m3	√		achievable
		Every habitable room must have a window in an external wall with a min. glass area of min. 10% of the floor area of the room. Daylight and air may not be borrowed from other rooms.	√		achievable
4D2	Apt Depth	Depth of habitable room is max. 2.5 x ceiling height. (With a 2.7 height would be 6.75 depth)	√		achievable
		Max. depth for open plan layouts (living/dining/kitchen) is 8 m	√		achievable
4D3	Apt Size	Min. areas (excl. wardrobe space): - master bedroom: 10 m2 - all other bedrooms: 9 m2 Bedroom min. dimensions (excl. wardrobe space): 3m	√		achievable
		Min. width of living (+living/dining): studio + 1 bedroom: 3.6 m 2+3 bedroom: 4 m Cross-over and cross through apts always 4 m	√		achievable
		Min. length of wardrobes: 1.5 m Main bedroom should have a wardrobe of: (L/D/H) 1.8 x 0.6 x 2.1 m	√		achievable
4E	PRIVATE OPEN SPACE AND BALCONIES	Min. area of primary balconies: - studio: 4 m2 (min. depth 1 m) - 1 bedroom: 8 m2 (min. depth 2 m) - 2 bedroom: 10 m2 (min. depth 2 m) - 3+ bedrooms: 12 m2 (min. depth 2.4 m) Min. balcony depth to be counted: 1m	√		achievable
		At ground level or podium private open space is to be provided. Min. area: 15 m2, min. depth: 3 m	√		achievable
4F	COMMON CIRCULATION AND SPACES	Max. number of apts off a circulations core is 8. If not possible: not more than 12 apartments off a circulations core on a single level.	√		achievable
		For buildings 10 storeys and higher, max. number of apts sharing a single lift is 40. If not possible demonstrate high level of amenity including: - sunlight and natural cross ventilation in apts - access to ample daylight and natural ventilation in common circulation space - common areas for seating and gathering - generous corridors with greater than ceiling heights - other innovative design solutions that provide high levels of amenity	√		achievable
4G	STORAGE	In addition to storage in kitchen, bathroom and bedrooms, min. storage provided: - studio: 4 m3 - 1 bedroom: 6 m3 - 2 bedroom: 8 m3 - 3+ bedroom: 10 m3 Min. 50% of the storage to be within the apartment.	√		achievable
4H	ACOUSTIC PRIVACY	noise transfer and impact is to be minimised	√		achievable
4J	NOISE AND POLLUTION	noise impact of the environment is to be minimised	√		achievable

CONFIGURATION					
4K	APARTMENT MIX	a variety of apartments is to be provided	√		complies
4L	GROUND FLOOR APARTMENTS	street frontage activity to be maximised	√		achievable
4M	FACADES	Facades provide visual interest, while respecting character of the area	√		achievable
4N	ROOF DESIGN	roof to be integrated into the building design and of use for residentials	√		achievable
4O	LANDSCAPE DESIGN	landscape design contributes to amenity	√		achievable
4P	PLANTING ON STRUCTURES	Planting on structures contributes to quality of open space	√		achievable
4Q	UNIVERSAL DESIGN	A variety of apartments with adaptable use are provided	√		achievable
4R	ADAPTIVE REUSE	New additions to buildings are contemporary and enhance the area's identity	√		achievable
4S	MIXED USE	Mixed use developments are provided in appropriate locations and provide active street frontages to encourage pedestrian movement	√		complies
4T	AWNINGS AND SIGNAGE	Awnings are to be integrated with the building design	√		achievable
PERFORMANCE					
4U	ENERGY EFICIENCY	Development incorporates passive environmental design, passive solar design to optimise heat storage in winter and reduce heat transfer in summer.	√		achievable
4V	WATER MANAGEMENT AND CONSERVATION	Potable water use is to be minimised. Urban stormwater ist treated on site before being discharged to receiving waters. Flood management systems are integrated into the design.	√		achievable
4W	WASTE MANAGEMENT	Waste storage facilities are designed to minimise impact on the streetscape, building entry and amenity of residents	√		achievable
4X	BIULDING MAINTENANCE	Building design detail provides protection from weathering	√		achievable

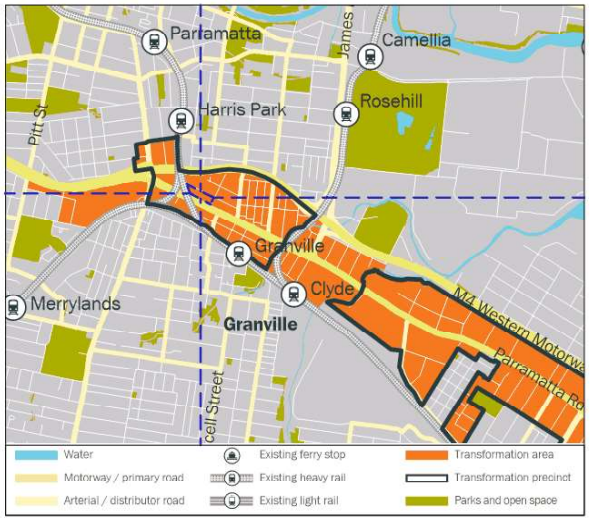
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BUILDING MASSING STUDY

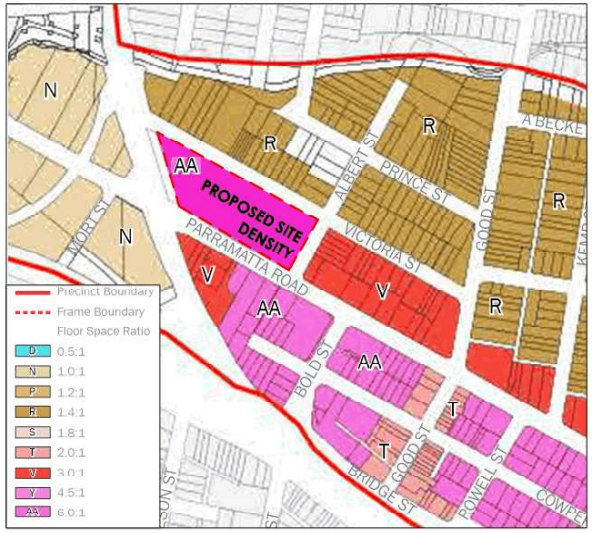
BUILDING MASSING STUDY



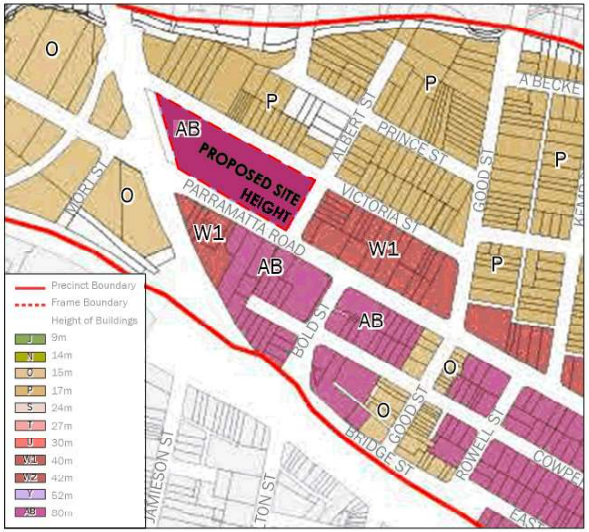
LACATION PLAN GOOGLE MAPS



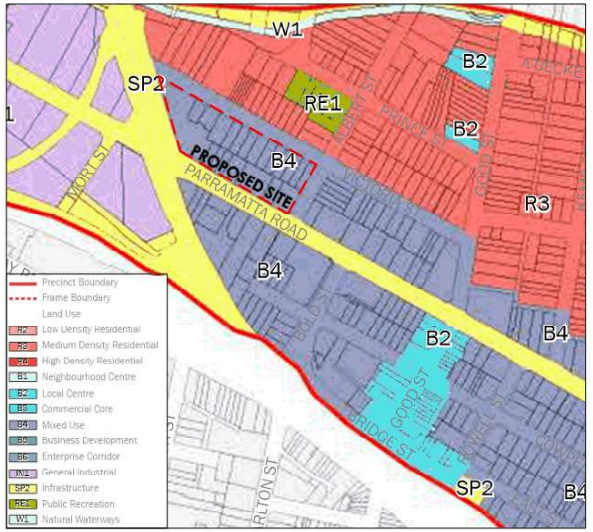
PARRAMATTA CORRIDOR



GRANVILLE RECOMMENDED BUILDING DENSITY



GRANVILLE RECOMMENDED BUILDING HEIGHT



GRANVILLE RECOMMENDED BUILDING DENSITY

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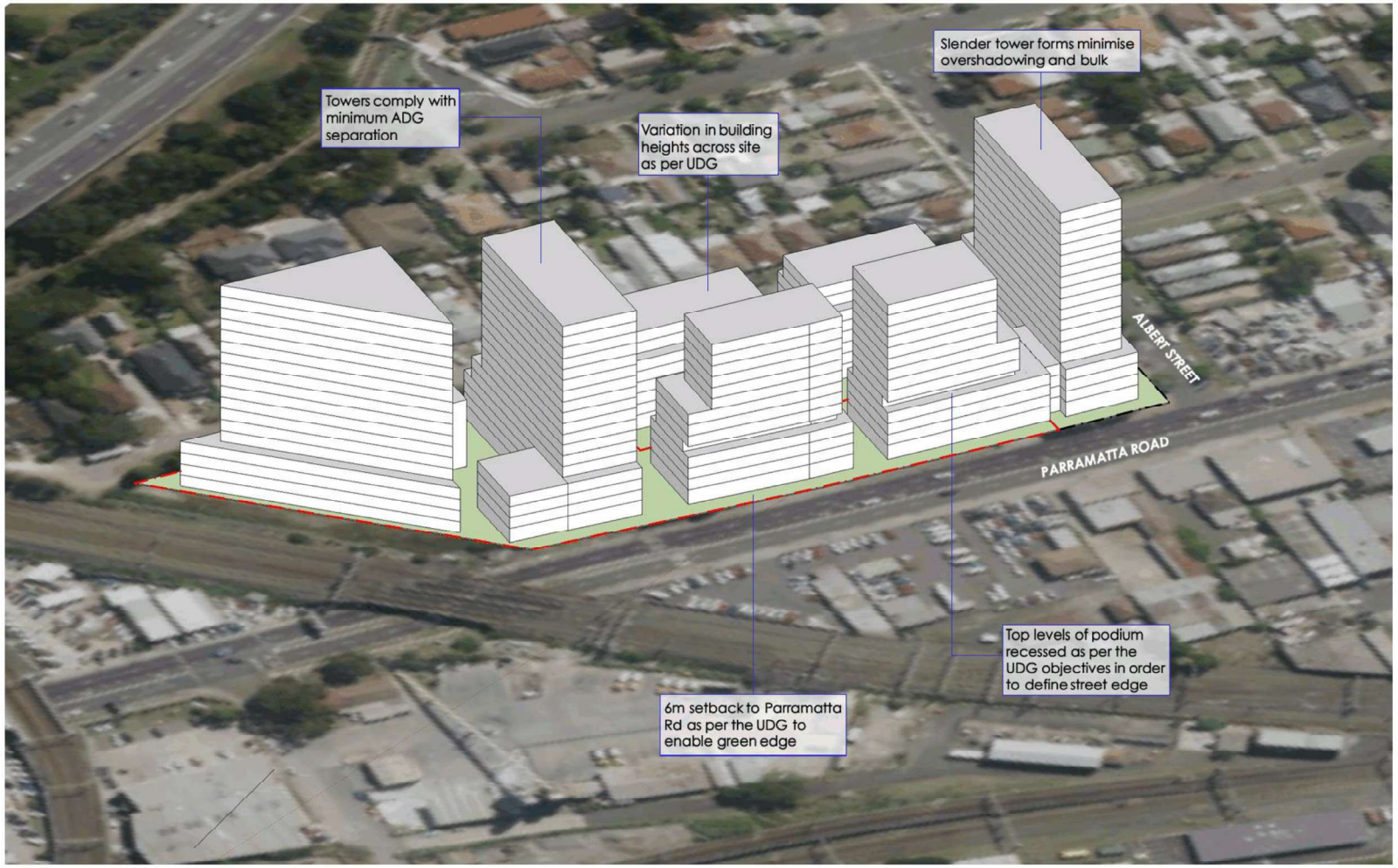


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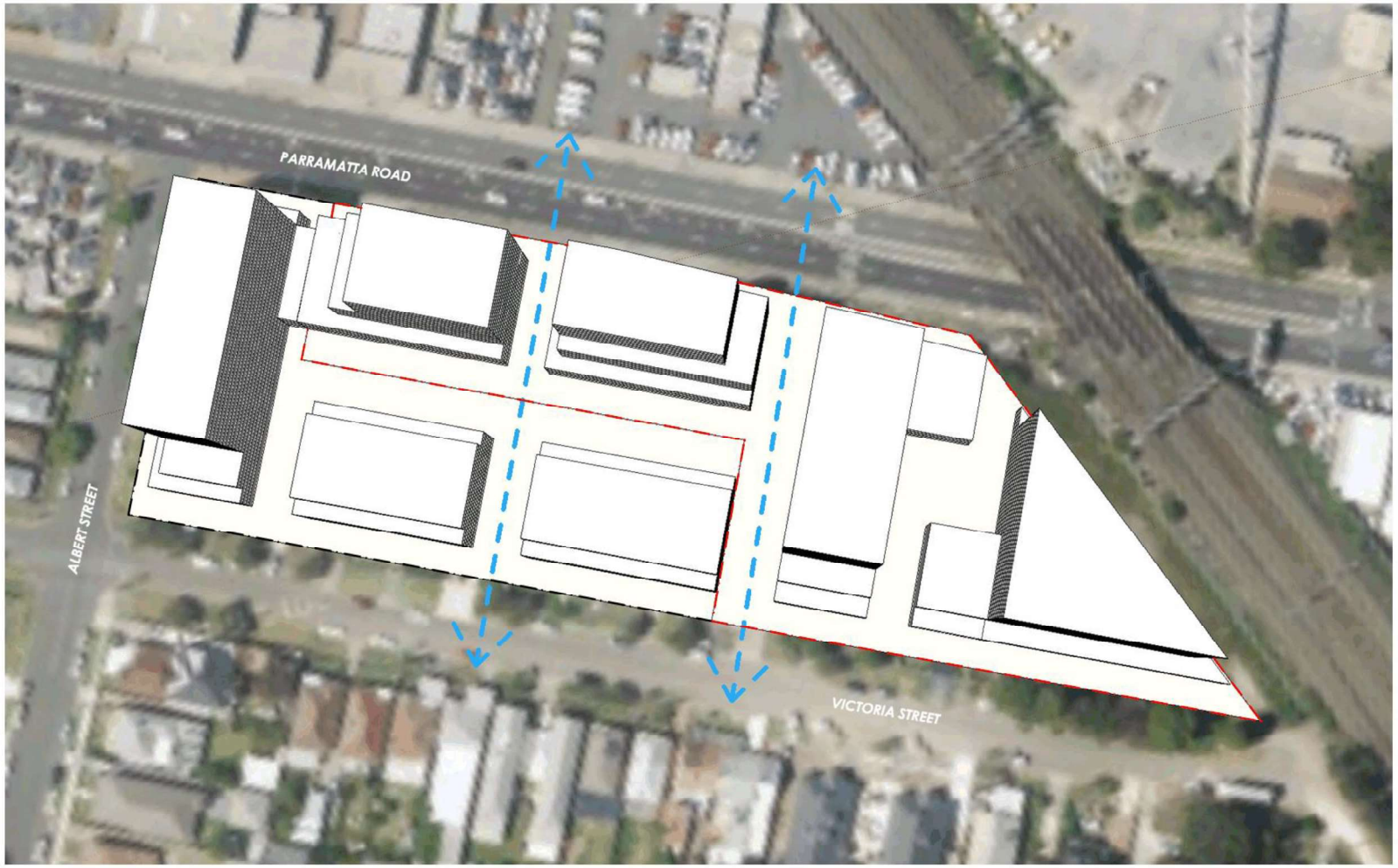
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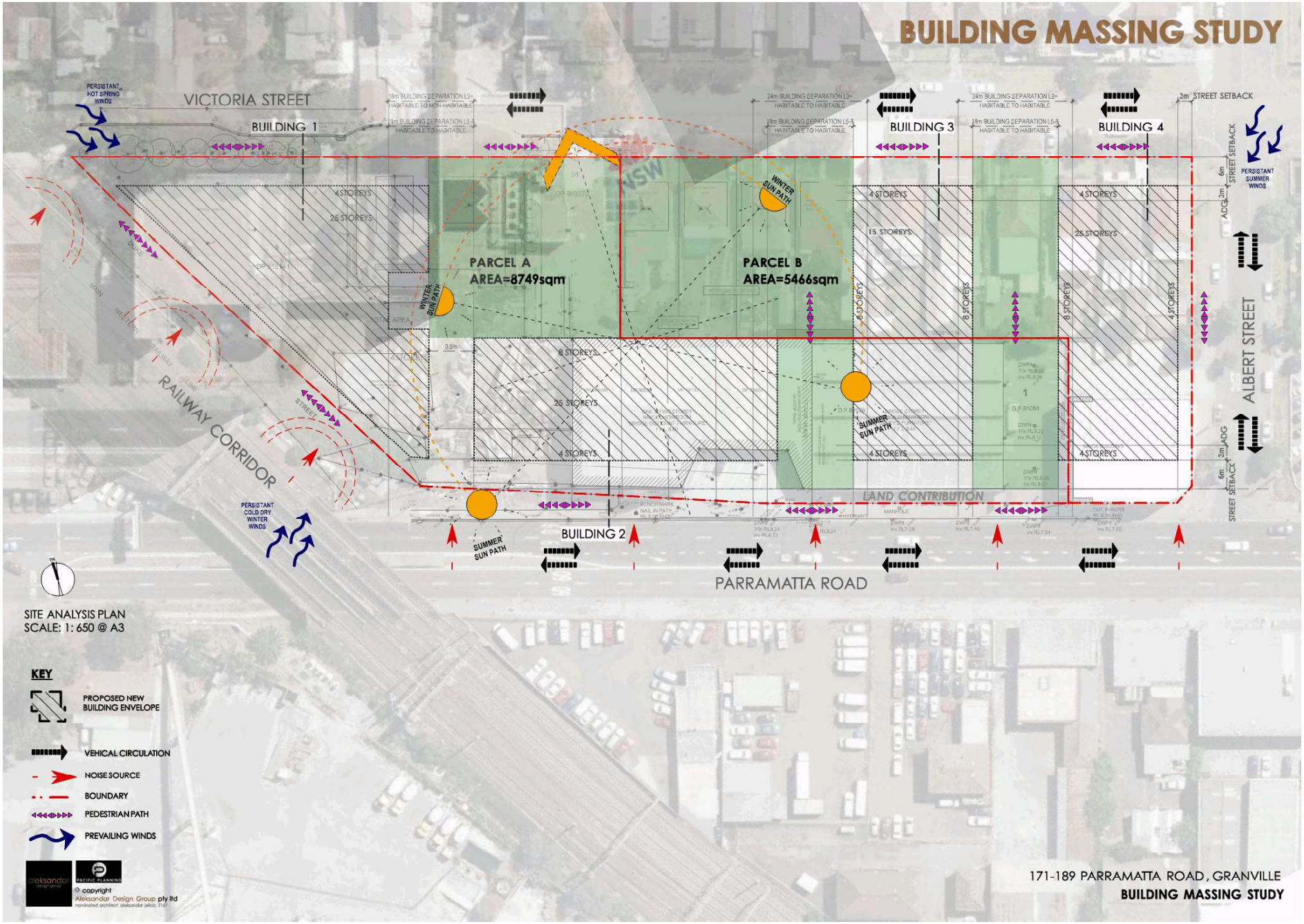
BUILDING MASSING STUDY



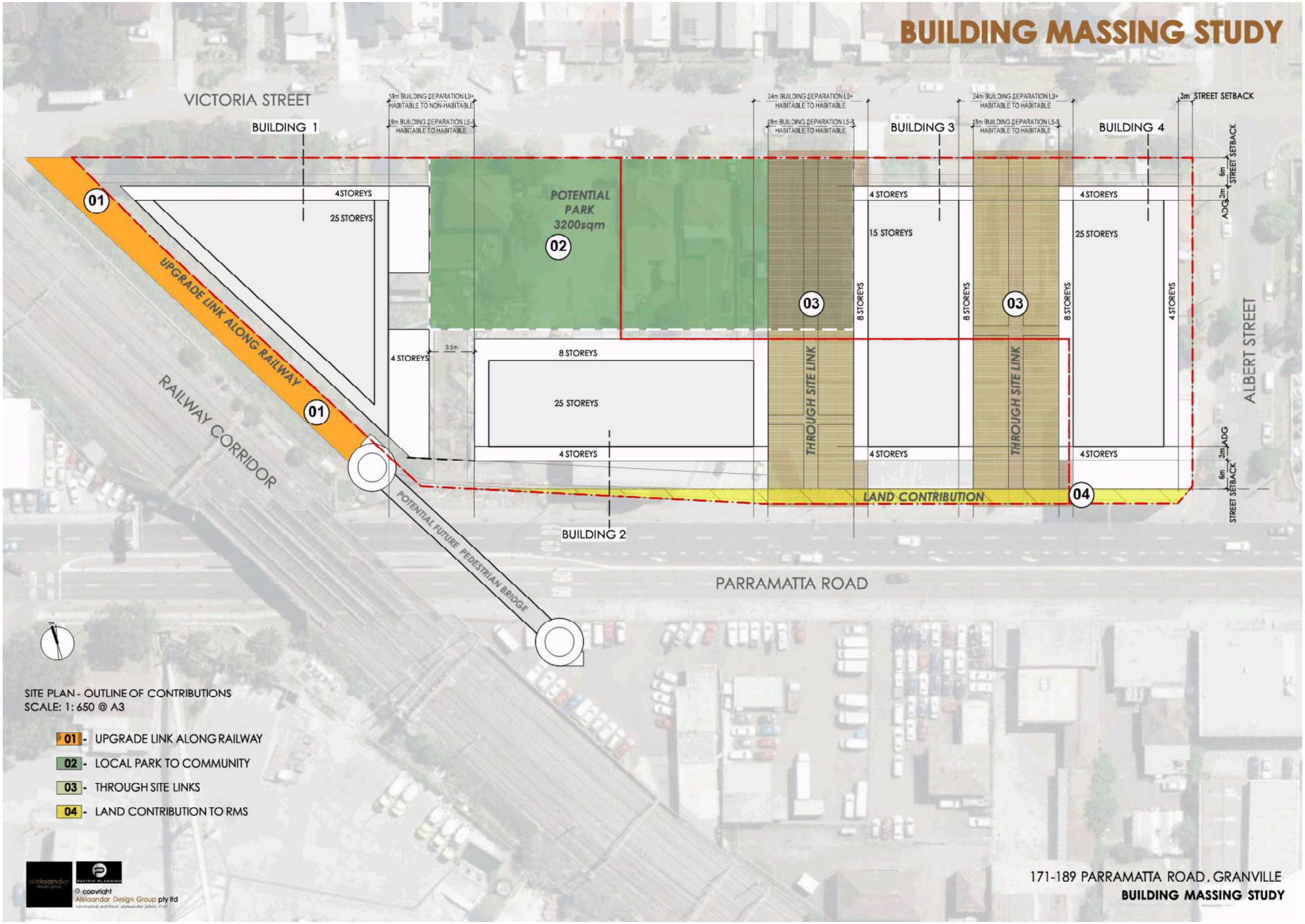
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BUILDING MASSING STUDY


MASSING PLAN: 6:1 FSR
LAND LOCATED BETWEEN PARRAMATTA ROAD, VICTORIA STREET,
ALBERT STREET AND THE WESTERN RAILWAY LINE, GRANVILLE
SEPTEMBER 2017
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BUILDING MASSING STUDY
VICTORIA STREET
BUILDING 1
BUILDING 2
BUILDING 3
BUILDING 4
PARCEL A
AREA=8749sqm
PARCEL B
AREA=5466sqm
RAILWAY CORRIDOR
PARRAMATTA ROAD
ALBERT STREET
LAND CONTRIBUTION
PERSISTANT HOT SPRING WINDS
PERSISTANT COLD DRY WINTER WINDS
PERSISTANT SUMMER WINDS
WINTER SUN PATH
SUMMER SUN PATH
3m STREET SETBACK
6m STREET SETBACK
3m ADG
4 STOREYS
8 STOREYS
15 STOREYS
25 STOREYS
SITE ANALYSIS PLAN
SCALE: 1: 650 @ A3
KEY
PROPOSED NEW BUILDING ENVELOPE
VEHICAL CIRCULATION
NOISE SOURCE
BOUNDARY
PEDESTRIAN PATH
PREVAILING WINDS
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BUILDING MASSING STUDY


BUILDING MASSING STUDY
VICTORIA STREET
BUILDING 1
BUILDING 2
BUILDING 3
BUILDING 4
18m BUILDING SEPARATION L9+ HABITABLE TO NON-HABITABLE
18m BUILDING SEPARATION L5-8 HABITABLE TO HABITABLE
24m BUILDING SEPARATION L9+ HABITABLE TO HABITABLE
3m STREET SETBACK
6m STREET SETBACK
3m ADG
4 STOREYS
25 STOREYS
15 STOREYS
8 STOREYS
POTENTIAL PARK 3200sqm
9.5m
THROUGH SITE LINK
ALBERT STREET
UPGRADE LINK ALONG RAILWAY
RAILWAY CORRIDOR
POTENTIAL FUTURE PEDESTRIAN BRIDGE
LAND CONTRIBUTION
PARRAMATTA ROAD
SITE PLAN
SCALE: 1: 650 @ A3
KEY
1 Bed 50m² - 55m²
2 Bed 70m² - 75m²
3 Bed 90m² - 95m²
Apartment Balcony
Common Lobby
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BUILDING MASSING STUDY


BUILDING MASSING STUDY
VICTORIA STREET
BUILDING 1
BUILDING 2
BUILDING 3
BUILDING 4
18m BUILDING SEPARATION L9+ HABITABLE TO NON-HABITABLE
18m BUILDING SEPARATION L5-8 HABITABLE TO HABITABLE
24m BUILDING SEPARATION L9+ HABITABLE TO HABITABLE
3m STREET SETBACK
6m STREET SETBACK
3m ADG
POTENTIAL PARK 3200sqm
02
01
UPGRADE LINK ALONG RAILWAY
RAILWAY CORRIDOR
POTENTIAL FUTURE PEDESTRIAN BRIDGE
03
THROUGH SITE LINK
04
LAND CONTRIBUTION
ALBERT STREET
PARRAMATTA ROAD
4 STOREYS
8 STOREYS
15 STOREYS
25 STOREYS
9.5m
SITE PLAN - OUTLINE OF CONTRIBUTIONS
SCALE: 1: 650 @ A3
01 - UPGRADE LINK ALONG RAILWAY
02 - LOCAL PARK TO COMMUNITY
03 - THROUGH SITE LINKS
04 - LAND CONTRIBUTION TO RMS
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BUILDING MASSING STUDY

BUILDING MASSING STUDY

PARCEL A AREA 8749 M²

BUILDING 01 YIELD SUMMARY

	NO. OF STOREY	GFA/LEVEL (M2)	UNITS/LEVEL	TOTAL GFA (M2)	TOTAL UNITS
LEVEL 1 COMMERCIAL	0	NILL	NA	0	NA
TYPICAL LEVEL 1 - 4 RESIDENTIAL	4	1660	19	6640	76
TYPICAL LEVEL 5 - 25 RESIDENTIAL	21	997	12	20937	252
SUB TOTAL	**25**			**27577**	**328**

TOTAL COM. GFA	0	M²
TOTAL RES. GFA	27577	M²
TOTAL NO. OF UNITS	328	
TOTAL GFA	27577	M²

BUILDING 02 YIELD SUMMARY

	NO. OF STOREY	GFA/LEVEL (M2)	UNITS/LEVEL	TOTAL GFA (M2)	TOTAL UNITS
LEVEL 1 COMMERCIAL	1	1450	NA	1450	NA
TYPICAL LEVEL 2 - 4 RESIDENTIAL	3	1250	14	3750	42
TYPICAL LEVEL 5 - 8 RESIDENTIAL	4	1160	13	4640	52
TYPICAL LEVEL 9 - 25 RESIDENTIAL	17	750	9	12750	153
SUB TOTAL	**25**			**22590**	**247**

TOTAL COM. GFA	1450	M²
TOTAL RES. GFA	21140	M²
TOTAL NO. OF UNITS	247	
TOTAL GFA	22590	M²

PARCEL B AREA 5466 M²

BUILDING 03 YIELD SUMMARY

	NO. OF STOREY	GFA/LEVEL (M2)	UNITS/LEVEL	TOTAL GFA (M2)	TOTAL UNITS
LEVEL 1 COMMERCIAL	1	1370	NA	1370	NA
TYPICAL LEVEL 2 - 4 RESIDENTIAL	3	1100	13	3300	39
TYPICAL LEVEL 5 - 8 RESIDENTIAL	4	980	11	3920	44
TYPICAL LEVEL 9 - 25 RESIDENTIAL	7	745	9	5215	63
SUB TOTAL	**15**			**13805**	**146**

TOTAL COM. GFA	1370	M²
TOTAL RES. GFA	12435	M²
TOTAL NO. OF UNITS	146	
TOTAL GFA	13805	M²

BUILDING 04 YIELD SUMMARY

	NO. OF STOREY	GFA/LEVEL (M2)	UNITS/LEVEL	TOTAL GFA (M2)	TOTAL UNITS
LEVEL 1 COMMERCIAL	1	1370	NA	1370	NA
TYPICAL LEVEL 2 - 4 RESIDENTIAL	3	1100	13	3300	39
TYPICAL LEVEL 5 - 8 RESIDENTIAL	4	980	11	3920	44
TYPICAL LEVEL 9 - 25 RESIDENTIAL	17	745	9	12665	153
SUB TOTAL	**25**			**21255**	**236**

TOTAL COM. GFA	1370	M²
TOTAL RES. GFA	19885	M²
TOTAL NO. OF UNITS	236	
TOTAL GFA	21255	M²

TOTAL PARCELS A + B AREAS 14215 M²

TOTALS - BUILDINGS 01, 02, 03 & 04

TOTAL COM. GFA	4190	M²
TOTAL RES. GFA	81037	M²
TOTAL NO. OF UNITS	957	
TOTAL GFA	85227	M²
TOTAL FSR	6.00	:1

Potential areas of yield are approximate only and subject to further checks and Council approval. Area source as per survey by Gary Edwards and Associates Pty Ltd, dated 17/09/2010, with addition information surrounding site as per six maps.

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BUILDING MASSING STUDY

BUILDING MASSING STUDY

APARTMENT DESIGN GUIDE		DESIGN CRITERIAS	YES	NO	EXPLANATION
			√	X	
		DESIGN CRITERIAS			
3	**SITING THE DEVELOPMENT**				
3A	SITE ANALYSIS	contains: - site location plan - aerial photograph - local context plan - site context and survey plan - streetscape elevations and sections - analysis	√		complies with future
3B	ORIENTATION	proposed buildings are sited to clearly address the street while maximising solar access to apartments	√		complies
3C	PUBLIC DOMAIN INTERFACE	Upper level balconies and windows should overlook the public domain. Activity on the the street is to be promoted	√		complies
3D	COMMUNAL AND PUBLIC OPEN SPACE	Communal open space to be 25% of the site	√		complies
		Min. 2h direct sunlight to min. 50% of the communal open space in winter	√		complies
3E	DEEP SOIL ZONES	Min. are of deep soil: site area < 650 m2 - 7% deep soil site area 650 m2 - 1.500 m2: min. dim. 3m, 7% deep soil site area > 1.500 m2: min. dim. 6m, 7% deep soil Exceptions: location and building typology like: centres, CBD, high density areas, constrained sites or 100% coverage and non-resi use at GF	√		achievable
3F	VISUAL PRIVACY	Min. Separation distance to the side and rear boundaries: - building height up to 12 m (4 storeys): min. distance habitable rooms: 6 m, non-habitable rooms: 3 m - building height up to 25 m (5-8 storeys): min. distance habitable rooms: 9 m, non-habitable rooms: 4.5 m - building over 25 m (9+ storeys): min. distance habitable rooms: 12 m, non-habitable rooms: 6 m Separation distances between buildings on the same site should combine required building separations depending on the type of room. Gallery access circulation should be treated as habitable space when measuring privacy separation distances between neighbouring properties.	√		achievable
3G	PEDESTRIAN ACCESS AND ENTRIES	public and private entries are to be identifiable	√		achievable
3H	VEHICLE ACCESS	impact of vehicle access to be minimised and separated from pedestrian entry to keep pedestrians safe	√		achievable
3J	BICYCLE AND CAR PARKING	Within 800 m of a railway or light rail stop in Sydney Metropolitan Area or within 400 m of land zoned B3 Commercial Core, B4 Mixed Use or equiv. min. requirement is set out in Guide to Traffic Generating Development or the council requirements, whichever is. Car parking needs must be provided off street.	√		achievable
		DESIGN CRITERIAS			
AMENITY					
4A	SOLAR AND DAYLIGHT ACCESS	Sydney Metropolitan Area, Newcastle, Wollongong: 70% of apts to receive 2h sunlight in winter to Private Open Space and living room. Other areas: 70% of apts to receive 3h sunlight in winter to Private Open Space and living room	√		achievable
		Max. 15% receive no direct sunlight in winter	√		achievable
		Daylight access is maximised, where sunlight is limited, e.g. courtyard, skylights, highlight windows only secondary light source, light coloured internal finishes, ...	√		achievable
		Design includes shading and glare control, e.g. balconies, awnings, louvres, pergolas, planting, ...	√		achievable
4B	NATURAL VENTILATION	All habitable rooms are naturally ventilated. The Layout and Design of single aspect apts maximises ventilation.	√		achievable
		Courtyards and indentations width to depth ratio: 2:1 or 3:1	√		achievable
		60% of apts up to nine storeys of the building to be cross ventilated	√		complies
		From ten storeys and higher 100% of apts are regarded as cross ventilated. If they have an enclosure to the balcony, it has to be openable.	√		achievable
		Max. depth of a Cross-over and cross-through apts: 18 m glass to glass	√		achievable
4C	CEILING HEIGHTS	Min. ceiling heights - habitable room: 2.7 m - non-habitable room: 2.4 m	√		achievable
		For 2 storey apartments: 2.7 m for main living floor and 2.4 m for second floor, where the area does not exceed 50% of the apartment area.			not applicable
		Attic space: 1.8 m at edge of room with a 30 degree min. ceiling slope			not applicable
		Mixed use areas: 3.3 m for ground and first floor for future flexibility			not applicable
4D	APARTMENT SIZE AND LAYOUT	Min. areas required incl. one bathroom: (for every additional bathroom 5 m2 is to be added, for every additional bedroom 12 m2 to be added): - Studio: 35 m2 - 1 Bedroom: 50 m2 - 2 Bedroom: 70 m2 - 3 Bedroom: 90 m3	√		achievable
		Every habitable room must have a window in an external wall with a min. glass area of min. 10% of the floor area of the room. Daylight and air may not be borrowed from other rooms.	√		achievable
4D2	Apt Depth	Depth of habitable room is max. 2.5 x ceiling height. (With a 2.7 height would be 6.75 depth)	√		achievable
		Max. depth for open plan layouts (living/dining/kitchen) is 8 m	√		achievable
4D3	Apt Size	Min. areas (excl. wardrobe space): - master bedroom: 10 m2 - all other bedrooms: 9 m2 Bedroom min. dimensions (excl. wardrobe space): 3m	√		achievable
		Min. width of living (+living/dining): studio + 1 bedroom: 3.6 m 2+3 bedroom: 4 m Cross-over and cross through apts always 4 m	√		achievable
		Min. length of wardrobes: 1.5 m Main bedroom should have a wardrobe of: (L/D/H) 1.8 x 0.6 x 2.1 m	√		achievable
4E	PRIVATE OPEN SPACE AND BALCONIES	Min. area of primary balconies: - studio: 4 m2 (min. depth 1 m) - 1 bedroom: 8 m2 (min. depth 2 m) - 2 bedroom: 10 m2 (min. depth 2 m) - 3+ bedrooms: 12 m2 (min. depth 2.4 m) Min. balcony depth to be counted: 1m	√		achievable
		At ground level or podium private open space is to be provided. Min. area: 15 m2, min. depth: 3 m	√		achievable
4F	COMMON CIRCULATION AND SPACES	Max. number of apts off a circulations core is 8. If not possible: not more than 12 apartments off a circulations core on a single level.	√		achievable
		For buildings 10 storeys and higher, max. number of apts sharing a single lift is 40. If not possible demonstrate high level of amenity including: - sunlight and natural cross ventilation in apts - access to ample daylight and natural ventilation in common circulation space - common areas for seating and gathering - generous corridors with greater than ceiling heights - other innovative design solutions that provide high levels of amenity	√		achievable
4G	STORAGE	In addition to storage in kitchen, bathroom and bedrooms, min. storage provided: - studio: 4 m3 - 1 bedroom: 6 m3 - 2 bedroom: 8 m3 - 3+ bedroom: 10 m3 Min. 50% of the storage to be within the apartment.	√		achievable
4H	ACOUSTIC PRIVACY	noise transfer and impact is to be minimised	√		achievable
4J	NOISE AND POLLUTION	noise impact of the environment is to be minimised	√		achievable

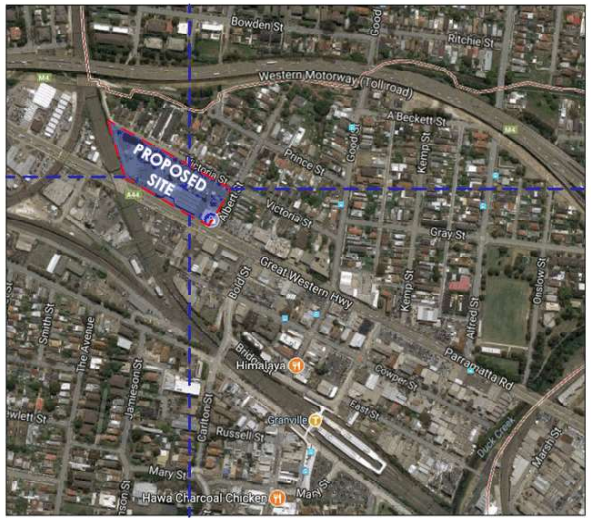
CONFIGURATION					
4K	APARTMENT MIX	a variety of apartments is to be provided	√		complies
4L	GROUND FLOOR APARTMENTS	street frontage activity to be maximised	√		achievable
4M	FACADES	Facades provide visual interest, while respecting character of the area	√		achievable
4N	ROOF DESIGN	roof to be integrated into the building design and of use for residentials	√		achievable
4O	LANDSCAPE DESIGN	landscape design contributes to amenity	√		achievable
4P	PLANTING ON STRUCTURES	Planting on structures contributes to quality of open space	√		achievable
4Q	UNIVERSAL DESIGN	A variety of apartments with adaptable use are provided	√		achievable
4R	ADAPTIVE REUSE	New additions to buildings are contemporary and enhance the area's identity	√		achievable
4S	MIXED USE	Mixed use developments are provided in appropriate locations and provide active street frontages to encourage pedestrian movement	√		complies
4T	AWNINGS AND SIGNAGE	Awnings are to be integrated with the building design	√		achievable
PERFORMANCE					
4U	ENERGY EFICIENCY	Development incorporates passive environmental design, passive solar design to optimise heat storage in winter and reduce heat transfer in summer.	√		achievable
4V	WATER MANAGEMENT AND CONSERVATION	Potable water use is to be minimised. Urban stormwater ist treated on site before being discharged to receiving waters. Flood management systems are integrated into the design.	√		achievable
4W	WASTE MANAGEMENT	Waste storage facilities are designed to minimise impact on the streetscape, building entry and amenity of residents	√		achievable
4X	BIULDING MAINTENANCE	Building design detail provides protection from weathering	√		achievable

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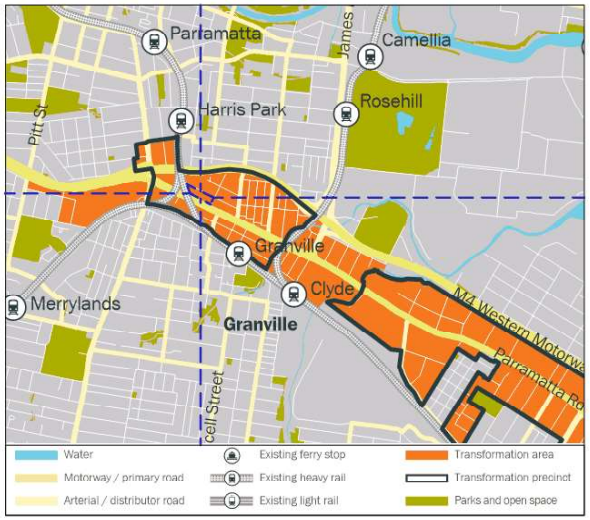
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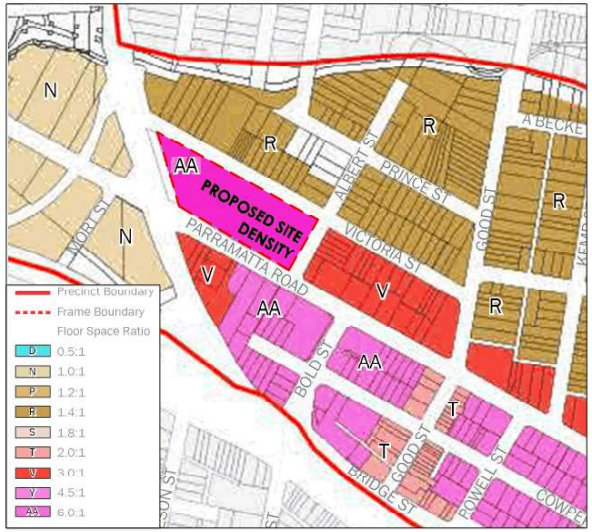
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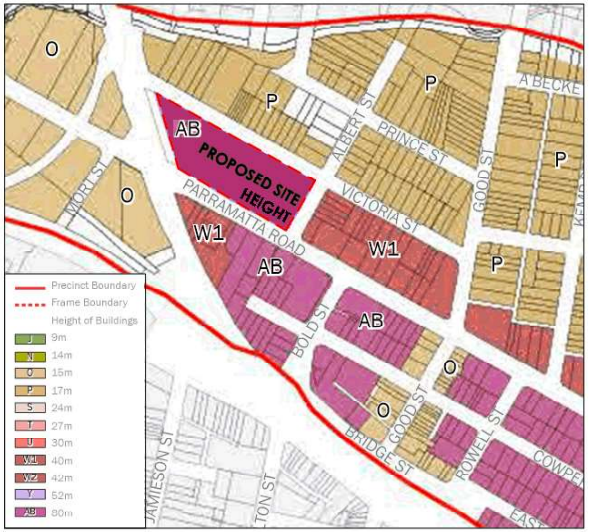
LACATION PLAN GOOGLE MAPS



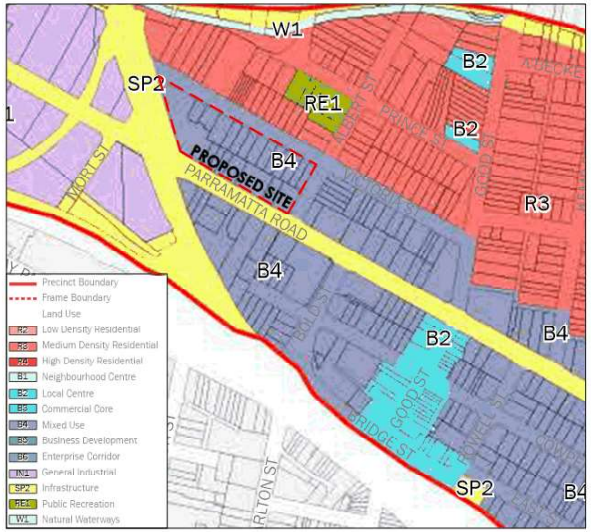
PARRAMATTA CORRIDOR



GRANVILLE RECOMMENDED BUILDING DENSITY



GRANVILLE RECOMMENDED BUILDING HEIGHT



GRANVILLE RECOMMENDED BUILDING DENSITY

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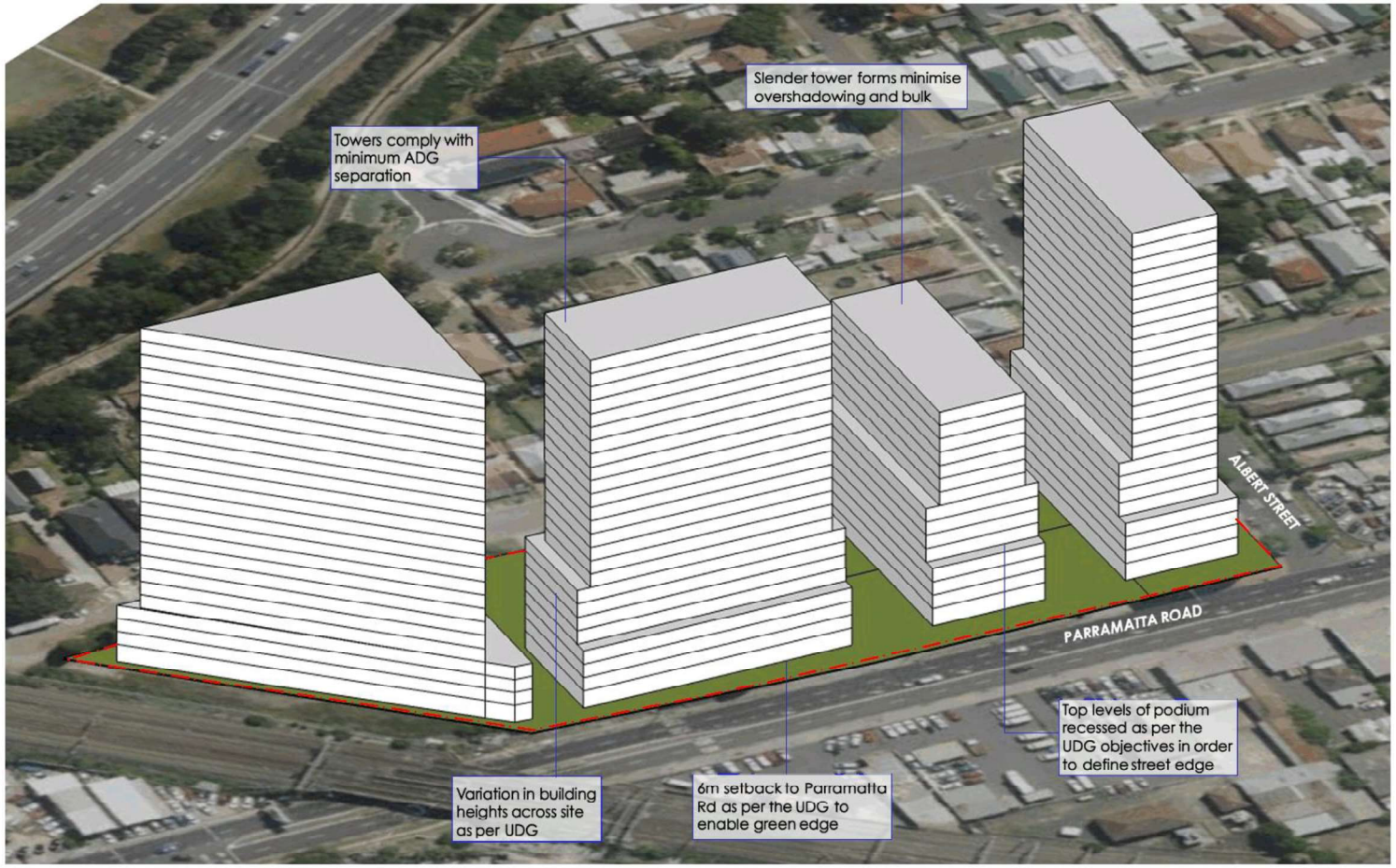


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PRECEDENT STREETSCAPE SHOWING PROPOSED PARK, FOUR LEVEL PODIUM WITH TOWER SETBACK



CONCEPT PRECEDENT FOR PROPOSED PARK

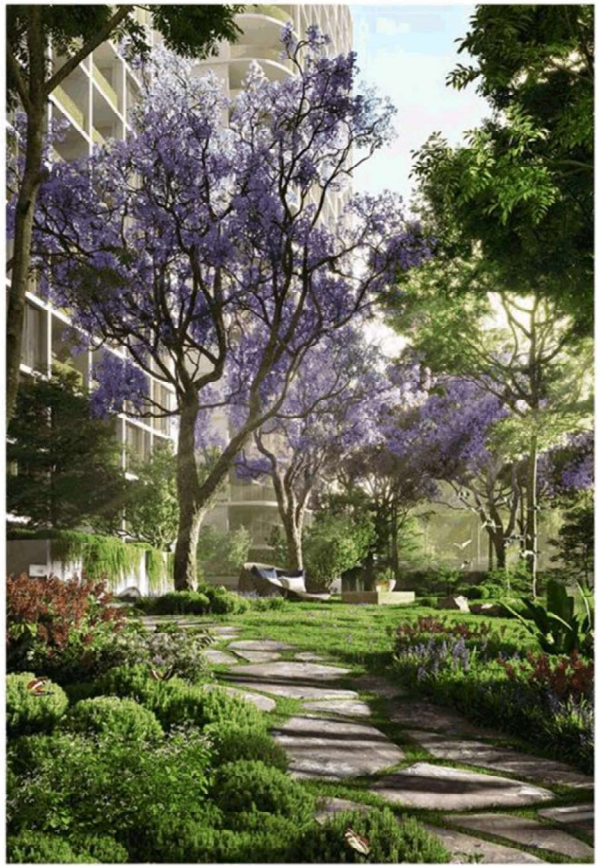
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BUILDING MASSING STUDY



ARTICULATED BUILDING DESIGN WITH COMMUNITY OPEN SPACES



PROPOSED THROUGH SITE LINKS WITH SURROUNDING LANDSCAPE



COMMERCIAL SPACE TO GROUND FLOOR WITH SURROUNDING PARK

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171-189 PARRAMATTA ROAD, GRANVILLE
BUILDING MASSING STUDY

ENVIRONMENTAL INVESTIGATION SERVICES

REPORT

TO

CATYLIS PROPERTIES PTY LTD

ON

STAGE 1 DESKTOP ENVIRONMENTAL SITE ASSESSMENT

FOR

PROPOSED MIXED-USE DEVELOPMENT

AT

171-189 PARRAMATTA ROAD, GRANVILLE, NSW 2142

24 November 2014

Ref: E27710KGrpt-R

AS/NZS ISO 9001 Certified
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ABBREVIATIONS

Asbestos Containing Material	**ACM**
Area of Environmental Concern	**AEC**
Australian Height Datum	**AHD**
Acid Sulfate Soil	**ASS**
Above Ground Storage Tank	**AST**
Below Ground Level	**BGL**
Bureau of Meteorology	**BOM**
Benzene, Toluene, Ethylbenzene, Xylene, Naphthalene	**BTEXN**
Cation Exchange Capacity	**CEC**
Contaminated Land Management	**CLM**
Conceptual Site Model	**CSM**
Environmental Protection Agency	**EPA**
Environmental Site Assessment	**ESA**
International Organisation of Standardisation	**ISO**
Light Non-Aqueous Phase Liquid	**LNAPL**
Local Government Authority	**LGA**
Map Grid of Australia	**MGA**
National Association of Testing Authorities	**NATA**
National Environmental Protection Measure	**NEPM**
Organochlorine Pesticides	**OCP**
Organophosphate Pesticides	**OPP**
Polycyclic Aromatic Hydrocarbons	**PAH**
Potential Contaminants of Concern	**PCC**
Remediation Action Plan	**RAP**
Sampling, Analysis and Quality Plan	**SAQP**
Site Audit Statement	**SAS**
Site Audit Report	**SAR**
Semi-Volatile Organic Compounds	**sVOC**
Standard Water Level	**SWL**
Total Recoverable Hydrocarbons	**TRH**
United States Environmental Protection Agency	**USEPA**
Underground Storage Tank	**UST**
Volatile Organic Compounds	**VOC**
Volatile Organic Chlorinated Compound	**VOCC**
Workplace, Health and Safety	**WHS**

1 INTRODUCTION

Catylis Properties Pty Ltd ('the client') commissioned Environmental Investigation Services (EIS)[1] to undertake a Stage 1 Environmental Site Assessment (Stage 1 ESA) for the proposed mixed-use development at 171-189 Parramatta Road, Granville.

This report supersedes the previous report (E27710KGrpt dated 18 September 2014) issued for the site.

The site location is shown on Figure 1 and the Stage 1 ESA was confined to the site boundaries as shown on Figure 2. The proposed development area is referred to as 'the site' in this report. The site is identified as:

- Lot 1 in DP61514;
- Lot 1 in DP504298;
- Lot 2 in DP89526;
- Lot 1 in DP79102;
- Lot 1 in DP79624;
- Lot 1 in DP89526;
- Lot 1 in DP81084;
- Lot A in DP160406; and
- Lot 58 in DP869379.

1.1 Proposed Development Details

EIS understand that the proposed development includes demolition of all existing structures and construction of mixed-use (commercial and residential) apartments. Details of the proposed development were not available to EIS at the time of the preparation of this report.

1.2 Objectives

The report objectives are:

- Identify the areas of environmental concern (AEC);
- Prepare a preliminary conceptual site model (PCSM);
- Establish whether an intrusive (Stage 2 ESA) investigation is required; and
- Comment on the suitability of the site for the proposed landuse.

1.3 Scope of Work

The Stage 1 ESA was undertaken generally in accordance with an EIS proposal (Ref: EP7852K) of 13 March 2014.

[1] Environmental consulting division of Jeffery & Katauskas Pty Ltd (J&K)

The scope of work included the following:

- Review of site information including background and site history information;
- A site inspection to identify Areas of Environmental Concern (AEC);
- Prepare a Preliminary Conceptual Site Model (PCSM);
- Prepare a report presenting the results of the assessment.

The report was prepared with reference to regulations/guidelines outlined in the table below. Individual guidelines are also referenced within the text of the report.

Table 1-1: Guidelines

Guidelines/Regulations/Documents
Contaminated Land Management Amendment Act (2008[2])
State Environmental Planning Policy No.55 – Remediation of Land (1998[3])
Guidelines for Consultants Reporting on Contaminated Sites (2011[4])
Guidelines for the NSW Site Auditor Scheme, 2nd Edition (2006[5])
National Environmental Protection (Assessment of Site Contamination) Amendment Measure (2013[6])

[2] NSW Government Legislation, (2008), *Contaminated Land Management Amendment Act.* (referred to as CLM Amendment Act 2008)
[3] NSW Government, (1998), *State Environmental Planning Policy No. 55 – Remediation of Land.* (referred to as SEPP55)
[4] NSW Office of Environment and Heritage (OEH), (2011), *Guidelines for Consultants Reporting on Contaminated Sites.* (referred to as Reporting Guidelines 2011)
[5] NSW DEC, (2006), *Guidelines for the NSW Site Auditor Scheme, 2nd ed.* (referred to as Site Auditor Guidelines 2006)
[6] National Environment Protection Council (NEPC), (2013), *National Environmental Protection (Assessment of Site Contamination) Amendment Measure 2013 (No.1).* (referred to as NEPM 2013)

2 SITE INFORMATION

2.1 Site Identification

Table 2-1: Site Identification

Current Site Owner:	Beraci Pty Ltd
Site Address:	171-189 Parramatta Road, Granville
Lot & Deposited Plan:	• Lot 1 in DP615141; • Lot 1 in DP504298; • Lot 2 in DP89526; • Lot 1 in DP 79102; • Lot 1 in DP79624; • Lot 1 in DP89526; • Lot 1 in DP81084; • Lot A in DP160406; and • Lot 58 in DP863379
Current Land Use:	Commercial (except the Lot A in DP160406 which is residential)
Proposed Land Use:	Mixed use (Commercial & Residential)
Local Government Authority (LGA):	Parramatta City Council
Current Zoning:	Zone B6 (Enterprise Corridor) and Zone R3 (Medium Density Residential)
Site Area(m^2) (approx.):	8,350
RL (AHD in m) (approx.):	11
Geographical Location (MGA) (approx.):	N: 33° 49′ 43 E: 151° 00′ 31
Site Location Plan:	Figure 1
Site Features Plan:	Figure 2

2.2 Site Location and Regional Setting

The site is located on the northern side of Parramatta Road and southern side of Victoria Street, Granville. The western Rail line that runs through Granville and Parramatta stations is located along the western boundary of the site. The site is located in a predominantly commercial area of Granville.

2.3 Topography

The regional topography is generally flat. The natural site topography may have been altered to accommodate the existing building.

2.4 Site Inspection

A walkover inspection of the site was undertaken by EIS on 12 September 2014. At the time of the field investigation the west section of the site consisted of an open yard for the storage of scaffolding, formwork and builders' equipment. This area also was used for parking of earth moving equipment including trucks and an excavator. A number of abandoned vehicles and pieces of scrap metal were scattered in this area. Stockpiles of

rubble, timber and soil were observed in this section of the site. The surface of this section of the site was covered with gravel and isolated pieces of fibre-cement also were observed on the surface.

The majority of the rest of the site was occupied by a two storey furniture showroom. An asphalt paved car park was located to the east of the furniture showroom. A single storey fibro cottage was located in the north section of the site, facing Victoria Street. A concrete paved car park area was located in the central north section of the site adjacent to the fibro cottage and with access from Victoria Street.

2.5 Surrounding Land Use

The immediate surrounds included the following landuses:

- North – Residential properties;
- South – Commercial properties beyond the Parramatta Road;
- East – Commercial properties; and
- West – Western rail corridor.

2.6 Underground Services

The 'Dial Before You Dig' (DBYD) plans were reviewed for the assessment. The Sydney Water plan indicates that a sewer main runs from the middle of the western section of the site to the east. The backfill around the sewer could act as a potential migratory pathway. The approximate location of the sewer is shown in Appendix A. Any other major services which could pose a potential migratory pathway were not identified at the site.

2.7 Regional Geology

A review of the regional geological map of Sydney (1983[7]) indicates that the site is underlain by Ashfield Shale of the Wianamatta Group, which typically consists of black to dark grey shale and laminite.

A geotechnical investigation of a section of the site undertaken by JK Geotechnics in 2004 indicated that the sub-surface conditions generally comprised of shallow fill over high plasticity clay. Shale bedrock was encountered at approximately 7m to 9m below ground level. Groundwater was measured at approximately 5m below ground level.

[7] Department of Mineral Resources, (1983), *1:100,000 Geological Map of Sydney (Series 9130).*

2.8 Acid Sulfate Soil (ASS) Risk

A review of the ASS risk maps prepared by Department of Land and Water Conservation (1997[8]) and Parramatta Local Environmental Plan indicates that the site is located in an area classed as 'disturbed terrain' or having 'low risk'.

2.9 Salinity

The site is located within the area of Western Sydney included in the Salinity Potential Map 2002. Based upon interpretation from the geological formations and soil groups presented on the map, the site is located in a region of moderate salinity potential.

The moderate classification is attributed to scattered areas of scalding and indicator vegetation, in areas where concentrations have not been mapped. Saline areas may occur in this zone, which have not been identified or may occur if risk factors change adversely.

2.10 Hydrogeology

A review of groundwater bore records available on the NSW Office of Water[9] (NOW) online database was undertaken on 16 September 2014. The search was limited to registered bores located within a radius of approximately 1km of the site.

The search indicated approximately 15 registered bores within the search area. Copies of the records are attached in the appendices. A brief summary of relevant information is presented below:

Table 2-2: Summary of Groundwater Bores

Reference	Distance from Site (m/Km) (approx.)	Direction from Site	Final Depth (m)	Standing Water Level (SWL) (m)	Registered Purpose
GW110396	450	West	7	Unknown	Monitoring
GW110397	460	West	5	Unknown	Monitoring
GW110398	500	West	6	Unknown	Monitoring
GW110399	450	West	5.3	Unknown	Monitoring
GW110400	475	West	5.4	Unknown	Monitoring
GW110401	490	West	7	Unknown	Monitoring
GW110402	500	West	8	Unknown	Monitoring
GW110403	480	West	9	Unknown	Monitoring
GW110404	500	West	9	Unknown	Monitoring
GW111322	300	Southeast	3.6	Unknown	Monitoring
GW111323	300	Southeast	4.1	Unknown	Monitoring
GW111324	300	Southeast	8.1	Unknown	Monitoring
GW114345	800	South	6	Unknown	Monitoring

[8] Department of Land and Water Conservation, (1997), *1:25,000 Acid Sulfate Soil Risk Map (Series 9130N3, Ed 2).*
[9] http://www.waterinfo.nsw.gov.au/gw/

Reference	Distance from Site (m/Km) (approx.)	Direction from Site	Final Depth (m)	Standing Water Level (SWL) (m)	Registered Purpose
GW114346	800	South	6	Unknown	Monitoring
GW114347	800	South	5.9	Unknown	Monitoring
GW114348	800	South	6.8	Unknown	Monitoring

A review of the regional geology and groundwater bore information indicates that the subsurface condition at the site is expected to consist of residual soils overlying relatively shallow shale bedrock. Groundwater in shale formations is often quite saline and yields are typically very low. The occurrence of groundwater that could be utilised as a resource for beneficial use is considered to be relatively low under such conditions.

2.11 Receiving Water Bodies

Surface water bodies were not identified in the immediate vicinity of the site. The closest surface water body is Duck River located approximately 1.2km to the south-east of the site. This water body could be a potential receptor.

3 SITE HISTORY INFORMATION

3.1 Review of Historical Aerial Photographs

Historical aerial photographs available at the NSW Department of Lands were reviewed for the assessment. A summary of the relevant information is presented in the following table:

Table 3-1: Summary of Historical Aerial Photos

Year	Details
1928	The photograph was of poor quality, however the west section of the site appeared to be unpaved and vacant. Residences were located in the north-east and central south sections of the site whilst the east most section of the site appeared to be vacant. Surrounding land uses were generally residential.
1943 (SIX Maps)	The site appeared to be located in a mixed commercial industrial area. The west section of the site (adjacent to the railway) appeared to be vacant. What appeared to be a storage yard (and associated buildings) was located to the east of this area. The area of the site currently occupied by the furniture showroom was predominantly vacant with some commercial type properties located to the east of the storage yard. A building similar to the current fibro cottage located in the north section of the site was visible in the north section of the site. The properties to the north of the site (facing Victoria Street) appeared to be residential.
1951	The site appeared to be located within an area of mixed commercial/industrial and residential land use to the north of Parramatta Road and to the east of the railway. The north west section of the site appeared to be a fenced builders/manufacturers storage yard. A large factory/warehouse building occupied the south-west section of the site. Five houses with associated yard/garden areas and one vacant lot were located in the south–east and south central sections of the site. Residences were located to the north of Victoria Street, to the east of the site and to the south of Parramatta Road.
1961	The factory building at the south-west section of the site appeared similar to the 1951 photograph. A warehouse/factory building had been constructed at the north-west section of the site and the surrounding sections had been paved, possibly as a carpark or loading area. The north-east section of the site appeared similar to the 1951 photograph. The residences in the south-central section of the site facing Parramatta Road had been demolished and a warehouse constructed in the east section of the site. An unpaved yard was located between the two warehouses facing Parramatta Road. One residence was located at the east most extent of the site. Land uses to the north and east of the site appeared similar to the 1951 photograph. Several houses to the south of Parramatta Road had been demolished and the site appeared to be a builders yard.
1970	The two warehouses facing Parramatta Road at the south-east and south-west of the site appeared similar to the 1961 photograph. A multistorey commercial building appeared to have been constructed between the two warehouses in the central south section of the site. The front of the building line was consistent with the building currently occupying this section of the site. The east most section of the site appeared to be the asphalt paved car park area. An additional commercial/industrial building had been constructed at the west most section of the site adjacent to the railway and to the north-west of the warehouse/factory building. The north-east section of the site appeared similar to the 1961 photograph. The site to the south of Parramatta Road appeared to have been redeveloped as a vehicle sales yard or similar operation. Land uses to the north of Victoria Street and to the east of the site appeared to be residential.

Year	Details
1986	The two factory/warehouse buildings at the north-west of the site had been demolished and the site appeared to be a vacant yard surfaced with asphalt or gravel. The remainder of the site buildings appeared similar to the 1970 photograph. The residence with the paved rear yard appeared to be used as part of the two storey commercial building to the south facing Parramatta Road. The surrounding land uses appeared similar to the 1970 photograph.
1994	The large warehouse in the south-west section of the site had been demolished and the site appeared to be vacant apart from one concrete slab adjacent to the Parramatta Road site boundary. The remaining buildings at the south-central and south-east sections of the site appeared similar to the 1986 photograph. The residence to the north of the commercial building had been demolished and the area appeared to be a concrete paved car park area. A commercial building had been constructed to the south-east of the site facing Parramatta Road.
2002	Scattered stockpiled materials were apparent in the north-west section of the site. Apart from this area the site and surrounding land uses appeared similar to the 1994 photograph.
2011 (SIX Maps)	The site and the surrounding areas appeared similar to the 2002 photograph.

3.2 Review of Land Title Records

Land title records were reviewed for the assessment. Copies of the title records are attached in the appendices.

The land title records did not identify any particular land uses which could have resulted in significant contamination. The professions of the individuals listed on the title records are not considered to be associated with site related activities.

A large section of the site appeared to have been acquired by Beraci Pty Ltd in the late 1990s or early 2000. Beraci Pty Ltd are a construction company and acquisition of the site was most likely undertaken with a view to re-development.

3.3 Review of Parramatta Council Information

3.3.1 Publicly Accessible Information

A search of council records is currently underway. The results will be summarised in a separate letter when received.

3.3.2 Section 149 Planning Certificate

The s149 (2 and 5) planning certificates were reviewed for the assessment. Copies of the certificates are attached in the appendices.

A summary of the relevant information is outlined below:

a) The site is not deemed to be:
   - significantly contaminated;
   - subject to a management order;
   - subject of an approved voluntary management proposal; or
   - subject to an on-going management order under the provisions of the CLM Act 1997;

b) The site is not subject to a Site Audit Statement (SAS);

c) The site is not located within a Class 1 or 2 ASS risk area; and

d) The site is not located in a heritage conservation area.

3.4 WorkCover Records

WorkCover records were reviewed for the assessment. Copies of relevant documents are attached in the appendices.

The search did not identify any licences to store dangerous goods including underground fuel storage tanks (USTs) or above ground storage tanks (ASTs) at the site.

3.5 NSW EPA Records

The NSW EPA records available online were reviewed for the assessment. Copies of relevant documents are attached in the appendices. A summary of the relevant information is provided in the following table:

Table 3-2: Summary of NSW EPA Online Records

Source	Details
CLM Act 1997[10]	There were no notices for the site under Section 58 of the Act.
NSW EPA List of Contaminated Sites[11]	The site is not listed on the NSW EPA register.
POEO Register[12]	There were no notices for the site on the POEO register.

3.6 Summary of Site History Information

A review of the site history information has indicated the following:

- The aerial photographs indicate that the part of the site may have been used for commercial/industrial since at least 1943. In particular the west section of the site, that is currently used as a storage yard, appears to have been used as a yard since at least 1943;

[10] http://www.epa.nsw.gov.au/prclmapp/searchregister.aspx, visited on 16 Sept 2014
[11] http://www.epa.nsw.gov.au/clm/publiclist.htm, visited on 16 Sept 2014
[12] http://www.epa.nsw.gov.au/prpoeoapp/, visited on 16 Sept 2014

- The land title data did not suggest any particular land use that may have resulted in contamination of land or groundwater; and
- NSW EPA records did not indicate any notices for the site.

Some search results were still pending (i.e. the Council Records, Section 149 Planning Certificates and WorkCover records) at the time of the preparation of this report. We will forward the findings of the searches to the client when received.

4 PRELIMINARY CONCEPTUAL SITE MODEL (PCSM)

The Area of Environmental Concern (AEC) identified below are based on a review of the site and site history information outlined previously in this report. The AEC can either be a point source or widespread areas impacted by current or historical activities.

Table 4-1: PCSM

Extent	PCC	Potential Exposure Pathway (and Medium)	Potential Receptors
Fill Material – The site appears to have been historically filled to achieve existing levels. The fill may have been imported from various sources and can contain elevated concentrations of contaminants. The fill also can be seen on the surface of some sections of the site.	Heavy metals, TRH, BTEXN, PAHs, OCPs, OPPs, PCB, and asbestos	Direct Contact – dermal contact; ingestion; and inhalation of dust, vapours and fibres. Medium - soil, groundwater and vapour.	Human Receptors (HR) – Site occupants; visitors; development and maintenance workers; and off-site occupants. Environmental Receptors (ER) – Flora and fauna at the site and immediate surrounds;
Hazardous Building Material – The buildings on the site have been constructed prior to 1990's. In addition the west section of the site appears to have been used as a storage yard since at least 1943. Hazardous building materials were used for construction purposes during this period. The material can pose a potential contamination source during demolition/development.	Asbestos, lead and PCBs	Direct Contact – dermal contact; ingestion; and inhalation of dust and fibres. Medium – soil and air.	Human Receptors (HR) – As Above Environmental Receptors (ER) – As Above

5 CONCLUSION

EIS consider that the report objectives outlined in **Section 1.2** have been addressed.

5.1 Potential for Site Contamination

Based on the scope of work undertaken, EIS provide the following conclusions:

- EIS consider that the AEC identified at the site (see **Section 4**) pose a potential contamination risk. Based on the limited information, EIS assess the risk to be relatively moderate to high; and
- The potential risk to the site receptors cannot be ruled out without undertaking an intrusive (Stage 2) investigation.

5.2 Recommendations

EIS consider the site can be made suitable for the proposed mixed-use development provided the following additional work is undertaken to better assess the risks:

1. Undertake a Stage 2 ESA to meet the sampling density outlined in the NSW EPA Contaminated Sites Sampling Design Guidelines (1995[13]);
2. Undertake a waste classification assessment for the off-site disposal of material excavated for the proposed development;
3. Undertake an ASS assessment to establish if an ASS management plan (ASSMP) is required for the proposed development; and
4. The site is in an area considered to be at moderate risk of salinity. Salinity can potentially effect concrete and steel structures in (and just above) the ground. A screening of soil and groundwater samples for potential salinity issues is recommended.

[13] NSW EPA, (1995), *Contaminated Sites Sampling Design Guidelines*. (Referred to as EPA Sampling Design Guidelines 1995)

6 LIMITATIONS

Table 6-1: Report Limitations

- EIS accepts no responsibility for any unidentified contamination issues at the site. Any unexpected problems/subsurface features that may be encountered during development works should be inspected by an environmental consultant as soon as possible;
- Previous use of this site may have involved excavation for the foundations of buildings, services, and similar facilities. In addition, unrecorded excavation and burial of material may have occurred on the site. Backfilling of excavations could have been undertaken with potentially contaminated material that may be discovered in discrete, isolated locations across the site during construction work;
- This report has been prepared based on site conditions which existed at the time of the investigation; scope of work and limitation outlined in the EIS proposal; and terms of contract between EIS and the client (as applicable);
- The conclusions presented in this report are based on investigation of conditions at specific locations, chosen to be as representative as possible under the given circumstances, visual observations of the site and immediate surrounds and documents reviewed as described in the report;
- The preparation of this report have been undertaken in accordance with accepted practice for environmental consultants, with reference to applicable environmental regulatory authority and industry standards, guidelines and the assessment criteria outlined in the report;
- Where information has been provided by third parties, EIS has not undertaken any verification process, except where specifically stated in the report;
- EIS has not undertaken any assessment of off-site areas that may be potential contamination sources or may have been impacted by site contamination, except where specifically stated in the report;
- EIS accept no responsibility for potentially asbestos containing materials that may exist at the site. These materials may be associated with demolition of pre-1990 constructed buildings or fill material at the site;
- EIS have not and will not make any determination regarding finances associated with the site;
- Additional investigation work may be required in the event of changes to the proposed development or landuse. EIS should be contacted immediately in such circumstances;
- Material considered to be suitable from a geotechnical point of view may be unsatisfactory from a soil contamination viewpoint, and vice versa; and
- This report has been prepared for the particular project described and no responsibility is accepted for the use of any part of this report in any other context or for any other purpose.

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IMPORTANT INFORMATION ABOUT THIS REPORT

These notes have been prepared by EIS to assist with the assessment and interpretation of this report.

The Report is based on a Unique Set of Project Specific Factors:
This report has been prepared in response to specific project requirements as stated in the EIS proposal document which may have been limited by instructions from the client. This report should be reviewed, and if necessary, revised if any of the following occur:

- The proposed land use is altered;
- The defined subject site is increased or sub-divided;
- The proposed development details including size, configuration, location, orientation of the structures or landscaped areas are modified;
- The proposed development levels are altered, eg addition of basement levels; or
- Ownership of the site changes.

EIS/J&K will not accept any responsibility whatsoever for situations where one or more of the above factors have changed since completion of the assessment. If the subject site is sold, ownership of the assessment report should be transferred by EIS to the new site owners who will be informed of the conditions and limitations under which the assessment was undertaken. No person should apply an assessment for any purpose other than that originally intended without first conferring with the consultant.

Changes in Subsurface Conditions:
Subsurface conditions are influenced by natural geological and hydrogeological process and human activities. Groundwater conditions are likely to vary over time with changes in climatic conditions and human activities within the catchment (e.g. water extraction for irrigation or industrial uses, subsurface waste water disposal, construction related dewatering). Soil and groundwater contaminant concentrations may also vary over time through contaminant migration, natural attenuation of organic contaminants, ongoing contaminating activities and placement or removal of fill material. The conclusions of an assessment report may have been affected by the above factors if a significant period of time has elapsed prior to commencement of the proposed development.

This Report is based on Professional Interpretations of Factual Data:
Site assessments identify actual subsurface conditions at the actual sampling locations at the time of the investigation. Data obtained from the sampling and subsequent laboratory analyses, available site history information and published regional information is interpreted by geologists, engineers or environmental scientists and opinions are drawn about the overall subsurface conditions, the nature and extent of contamination, the likely impact on the proposed development and appropriate remediation measures.

Actual conditions may differ from those inferred, because no professional, no matter how qualified, and no subsurface exploration program, no matter how comprehensive, can reveal what is hidden by earth, rock and time. The actual interface between materials may be far more gradual or abrupt than an assessment indicates. Actual conditions in areas not sampled may differ from predictions. Nothing can be done to prevent the unanticipated, but steps can be taken to help minimise the impact. For this reason, site owners should retain the services of their consultants throughout the development stage of the project, to identify variances, conduct additional tests which may be needed, and to recommend solutions to problems encountered on site.

Assessment Limitations:
Although information provided by a site assessment can reduce exposure to the risk of the presence of contamination, no environmental site assessment can eliminate the risk. Even a rigorous professional assessment may not detect all contamination on a site. Contaminants may be present in areas that were not surveyed or sampled, or may migrate to areas which showed no signs of contamination when sampled. Contaminant analysis cannot possibly cover every type of contaminant which may occur; only the most likely contaminants are screened.

Misinterpretation of Site Assessments by Design Professionals:
Costly problems can occur when other design professionals develop plans based on misinterpretation of an assessment report. To minimise problems associated with misinterpretations, the environmental consultant should be retained to work with appropriate professionals to explain relevant findings and to review the adequacy of plans and specifications relevant to contamination issues.

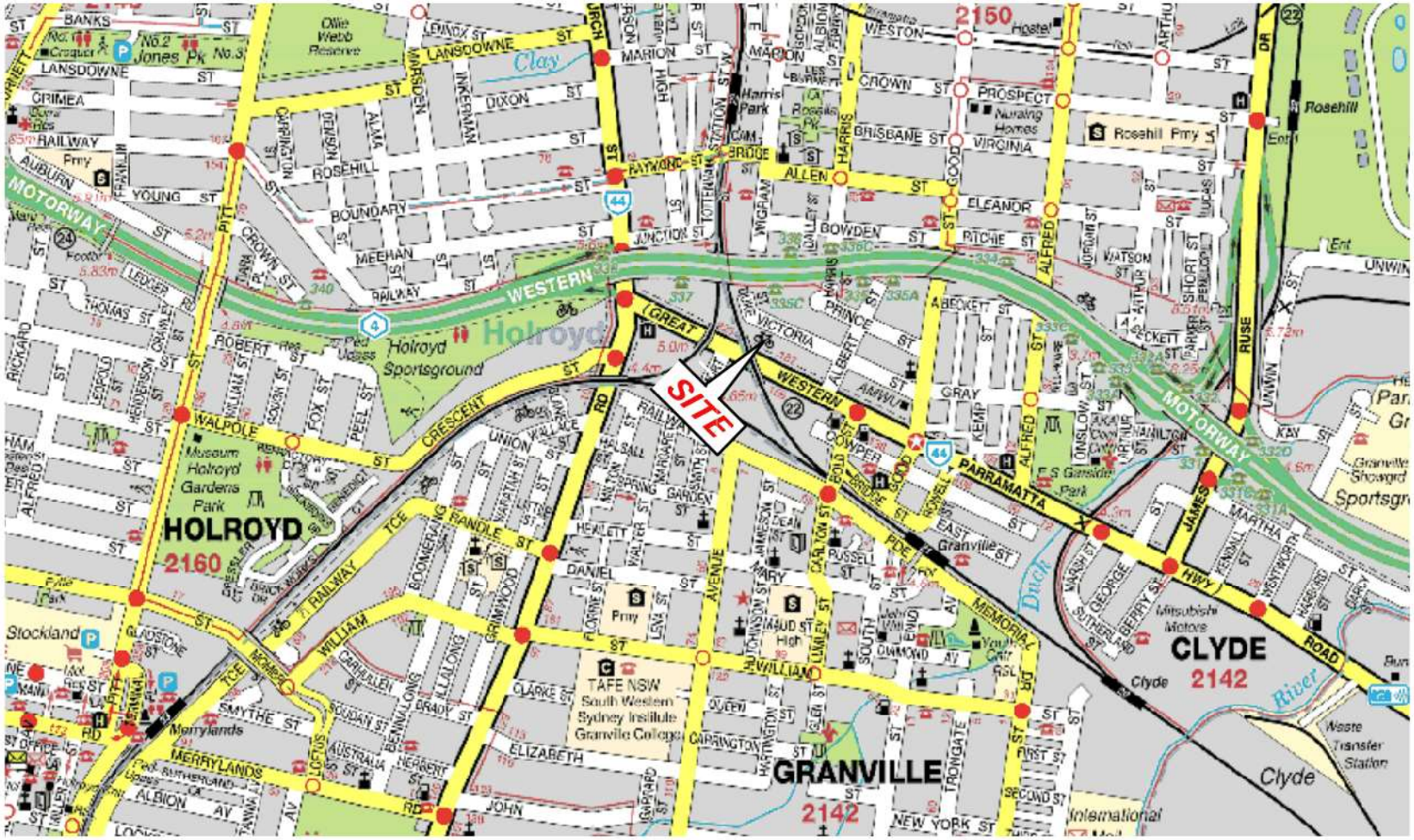
Logs Should not be Separated from the Assessment Report:
Borehole and test pit logs are prepared by environmental scientists, engineers or geologists based upon interpretation of field conditions and laboratory evaluation of field samples. Logs are normally provided in our reports and these should not be re-drawn for inclusion in site remediation or other design drawings, as subtle but significant drafting errors or omissions may occur in the transfer process. Photographic reproduction can eliminate this problem, however contractors can still misinterpret the logs during bid preparation if separated from the text of the assessment. If this occurs, delays, disputes and unanticipated costs may result. In all cases it is necessary to refer to the rest of the report to obtain a proper understanding of the assessment. Please note that logs with the 'Environmental Log' header are not suitable for geotechnical purposes as they have not been peer reviewed by a Senior Geotechnical Engineer.

To reduce the likelihood of borehole and test pit log misinterpretation, the complete assessment should be available to persons or organisations involved in the project, such as contractors, for their use. Denial of such access and disclaiming responsibility for the accuracy of subsurface information does not insulate an owner from the attendant liability. It is critical that the site owner provides all available site information to persons and organisations such as contractors.

Read Responsibility Clauses Closely:
Because an environmental site assessment is based extensively on judgement and opinion, it is necessarily less exact than other disciplines. This situation has resulted in wholly unwarranted claims being lodged against consultants. To help prevent this problem, model clauses have been developed for use in written transmittals. These are definitive clauses designed to indicate consultant responsibility. Their use helps all parties involved recognise individual responsibilities and formulate appropriate action. Some of these definitive clauses are likely to appear in the environmental site assessment, and you are encouraged to read them closely. Your consultant will be pleased to give full and frank answers to any questions.

EIS

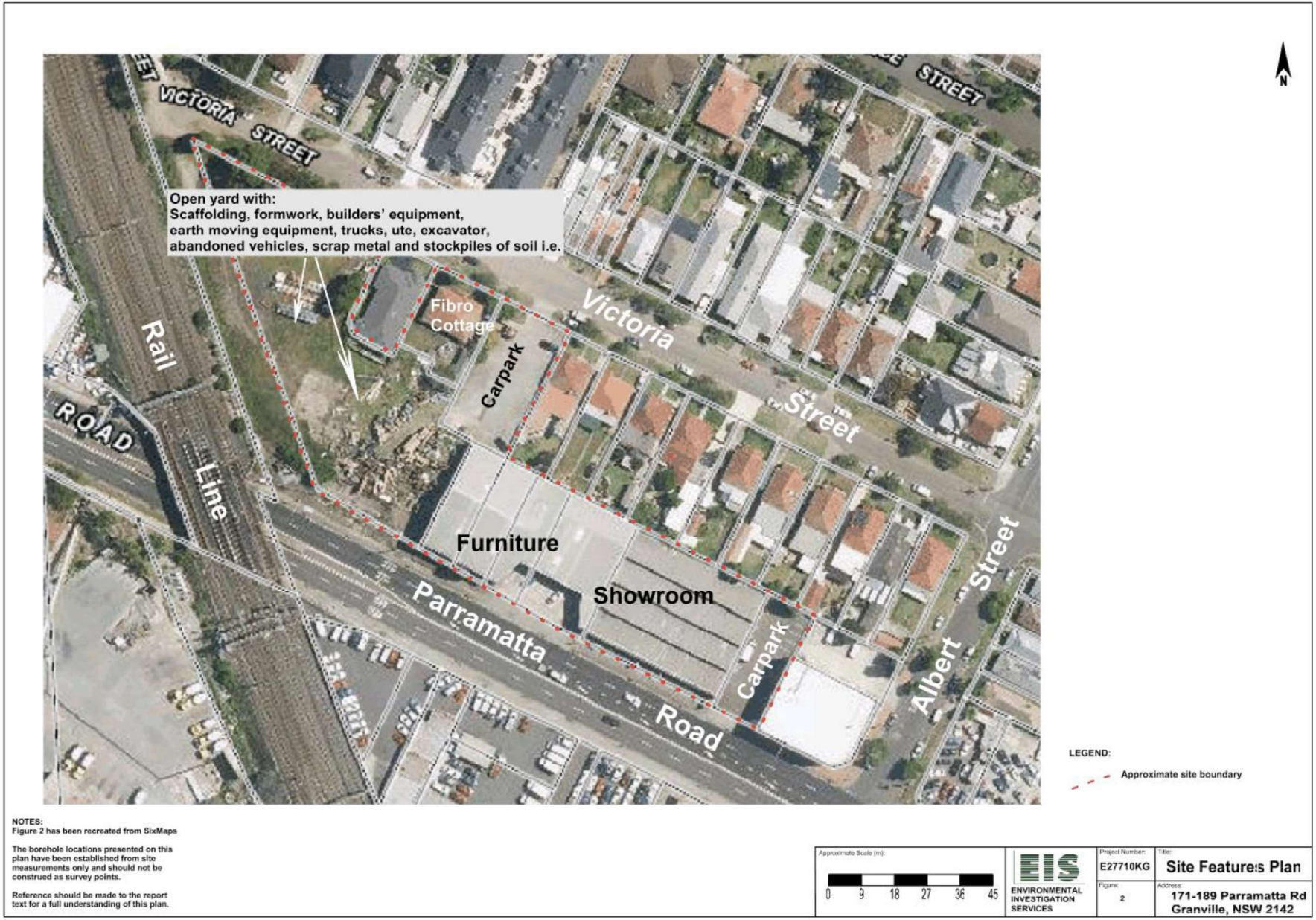
REPORT FIGURES



NOTES:
Figure 1 has been recreated from UBD on disc (version 5.0). Figure is not to scale.

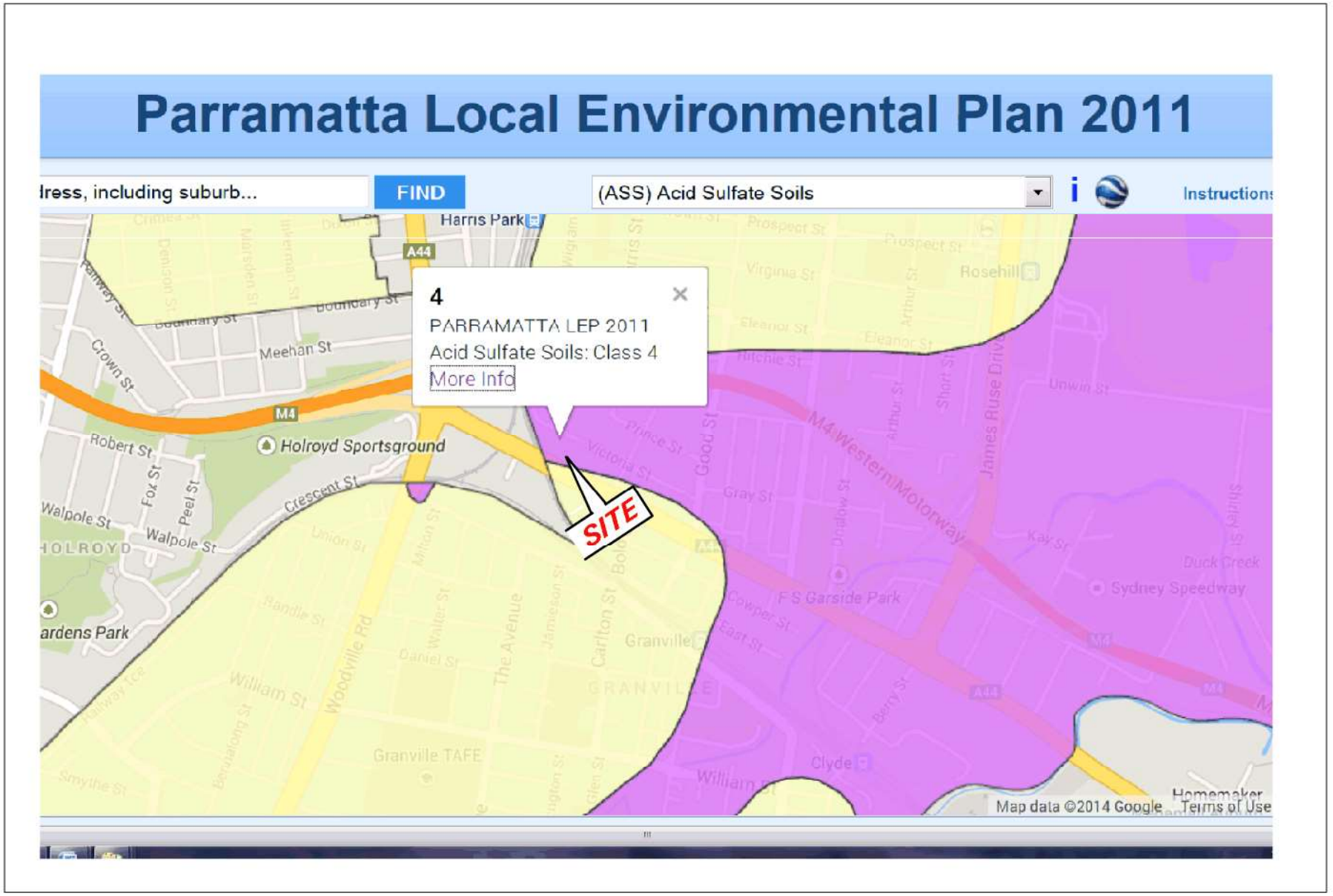
Reference should be made to the report text for a full understanding of this plan.

EIS ENVIRONMENTAL INVESTIGATION SERVICES	Project Number: E27710KG	Title: Site Location Plan
	Figure: 1	Address: 171-189 Parramatta Rd Granville, NSW 2142


VICTORIA STREET
STREET
Open yard with:
Scaffolding, formwork, builders' equipment,
earth moving equipment, trucks, ute, excavator,
abandoned vehicles, scrap metal and stockpiles of soil i.e.
Fibro Cottage
Carpark
Victoria Street
Rail Line
ROAD
Furniture
Showroom
Parramatta Road
Carpark
Albert Street
N
LEGEND:
Approximate site boundary
NOTES:
Figure 2 has been recreated from SixMaps
The borehole locations presented on this plan have been established from site measurements only and should not be construed as survey points.
Reference should be made to the report text for a full understanding of this plan.
Approximate Scale (m):
0 9 18 27 36 45
EIS
ENVIRONMENTAL INVESTIGATION SERVICES
Project Number: E27710KG
Figure: 2
Title: Site Features Plan
Address: 171-189 Parramatta Rd Granville, NSW 2142

EIS

REPORT APPENDICES


Parramatta Local Environmental Plan 2011
lress, including suburb...
FIND
(ASS) Acid Sulfate Soils
Instructions
4
PARRAMATTA LEP 2011
Acid Sulfate Soils: Class 4
More Info
SITE
Harris Park
A44
Meehan St
Crown St
M4
Holroyd Sportsground
Robert St
Fox St
Peel St
Walpole St
Crescent St
HOLROYD
ardens Park
Granville
Granville TAFE
Woodville Rd
William St
The Avenue
F S Garside Park
M4 Western Motorway
James Ruse Drive
Rosehill
Sydney Speedway
Clyde
Homemaker
Map data ©2014 Google
Terms of Use

EIS

Appendix A: Site Information

Clause 6.1 Acid sulfate soils

(1) The objective of this clause is to ensure that development does not disturb, expose or drain acid sulfate soils and cause environmental damage.

(2) Development consent is required for the carrying out of works described in the Table to this subclause on land shown on the Acid Sulfate Soils Map as being of the class specified for those works.

Class of land	Works
1	Any works.
2	Works below natural ground surface. Works by which the watertable is likely to be lowered
3	Works more than 1 metre below the natural ground surface. Works by which the watertable is likely to be lowered more than 1 metre below the natural ground surface.
4	Works more than 2 metres below the natural ground surface. Works by which the watertable is likely to be lowered more than 2 metres below the natural ground surface.
5	Works within 500 metres of adjacent Class 1,2,3 or 4 land that is below 5 metres Australian Height Datum by which the watertable is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1,2,3 or 4 land.

(3) Development consent must not be granted under this clause for the carrying out of works unless an acid sulfate soils management plan has been prepared for the proposed works in accordance with the Acid Sulfate Soils Manual and has been provided to the consent authority.

(4) Despite subclause (2), development consent is not required under this clause for the carrying out of works if:

(a) a preliminary assessment of the proposed works prepared in accordance with the Acid Sulfate Soils Manual indicates that an acid sulfate soils management plan is not required for the works, and

(b) the preliminary assessment has been provided to the consent authority and the consent authority has confirmed the assessment by notice in writing to the person proposing to carry out the works.

(5) Despite subclause (2), development consent is not required under this clause for the carrying out of any of the following works by a public authority (including ancillary work such as excavation, construction of access ways or the supply of power):

(a) emergency work, being the repair or replacement of the works of the public authority required to be carried out urgently because the works have been damaged, have ceased to function or pose a risk to the environment or to public health and safety,

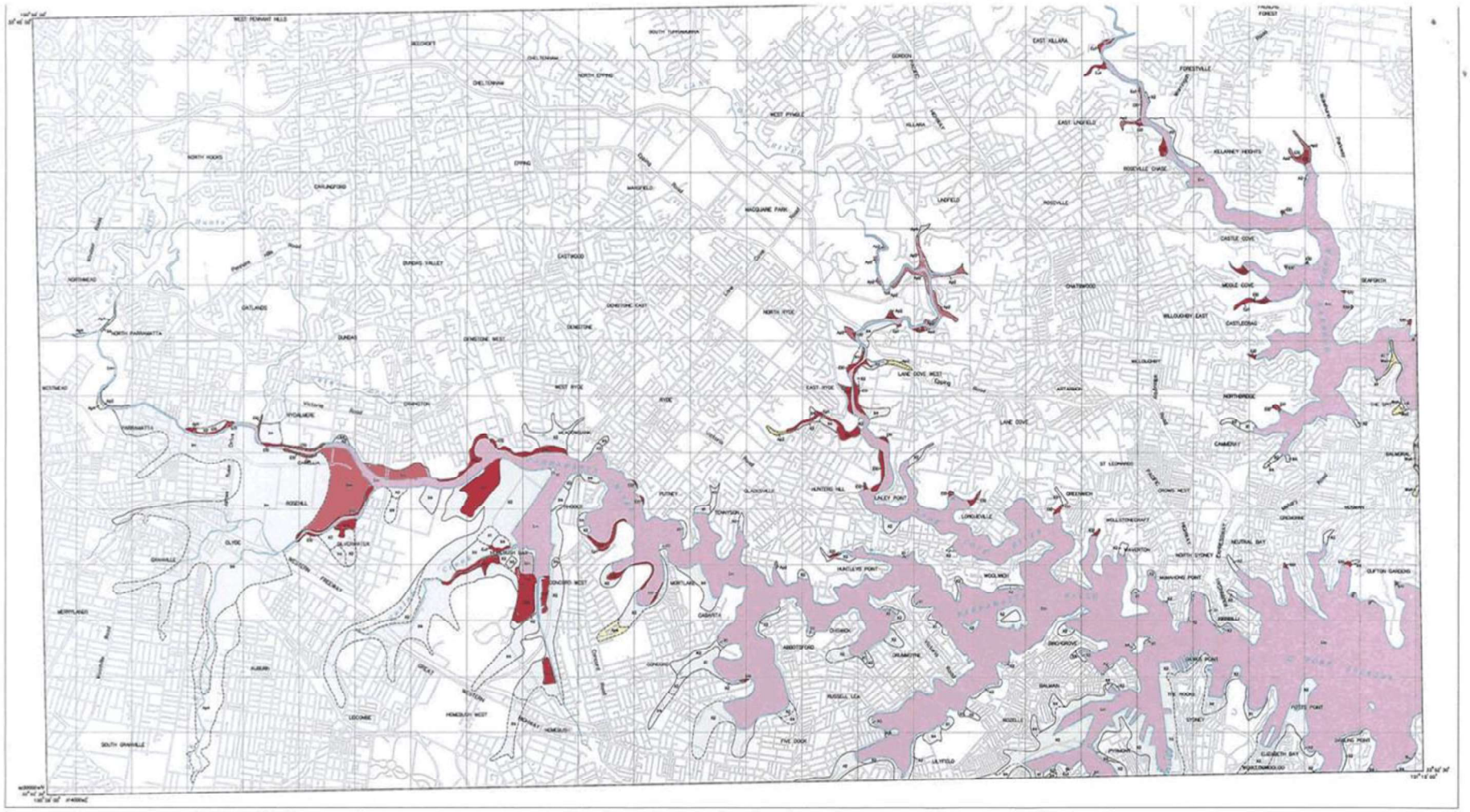
(b) routine maintenance work, being the periodic inspection, cleaning, repair or replacement of the works of the public authority (other than work that involves the disturbance of more than 1 tonne of soil),

(c) minor work, being work that costs less than $20,000 (other than drainage work).

(6) Despite subclause (2), development consent is not required under this clause to carry out any works if:

(a) the works involve the disturbance of less than 1 tonne of soil, such as occurs in carrying out agriculture, the construction or maintenance of drains, extractive industries, dredging, the construction of artificial water bodies (including canals, dams and detention basins), foundations or flood mitigation works, or

(b) the works are not likely to lower the watertable.


WEST PENNANT HILLS
NORTH HORNSBY
CARLINGFORD
NORTH ROCKS
EPPING
CHELTENHAM
NORTH EPPING
WEST PYMBLE
KILLARA
EAST KILLARA
EAST LINDFIELD
FORESTVILLE
ROSEVILLE CHASE
KILLARNEY HEIGHTS
LINDFIELD
ROSEVILLE
MACQUARIE PARK
CASTLE COVE
MIDDLE COVE
SEAFORTH
CHATSWOOD
WILLOUGHBY EAST
CASTLECRAG
WILLOUGHBY
NORTHBRIDGE
CAMMERAY
EASTWOOD
DENISTONE EAST
DENISTONE
DENISTONE WEST
NORTH RYDE
EAST RYDE
WEST RYDE
RYDE
LANE COVE WEST
LANE COVE
ST LEONARDS
GREENWICH
LONGUEVILLE
HUNTLEYS POINT
WOOLWICH
NEUTRAL BAY
NORTH SYDNEY
MOSMAN
CREMORNE
CLIFTON GARDENS
BALMORAL
MILSONS POINT
KIRRIBILLI
DAWES POINT
MILLERS POINT
SYDNEY
PYRMONT
ELIZABETH BAY
ROSE BAY
DARLING POINT
HUNTERS HILL
GLADESVILLE
TOWNSON
PUTNEY
CONCORD WEST
MORTLAKE
CABARITA
DUNDAS
DUNDAS VALLEY
TELOPEA
NORTHMEAD
GATLANDS
NORTH PARRAMATTA
VICTORIA ROAD
WYCOMBE
ROSEHILL
GRANVILLE
CLYDE
AUBURN
LIDCOMBE
HOMEBUSH WEST
SOUTH GRANVILLE
MERRYLANDS
ABBOTSFORD
RUSSELL LEA
CHISWICK
GLEBE
PYRMONT
ULTIMO
PYRMONT BRIDGE ROAD
WESTERN FREEWAY
GREAT WESTERN HIGHWAY
PARRAMATTA ROAD
VICTORIA ROAD
LANE COVE ROAD
EPPING ROAD
PACIFIC HIGHWAY
MILITARY ROAD
KEY
Map Data Description
Depth to Acid Sulfate Soil Materials
Environmental Risk
Typical Landform Types
HIGH PROBABILITY
LOW PROBABILITY
SCALE 1:20000
LANDFORM CODES
Landform Process Class
Landform Element
Deviation
Additional
LEGEND
KEY TO ADJOINING MAPS IN THIS SERIES

DIAL BEFORE YOU DIG www.1100.com.au

Job No 8265393

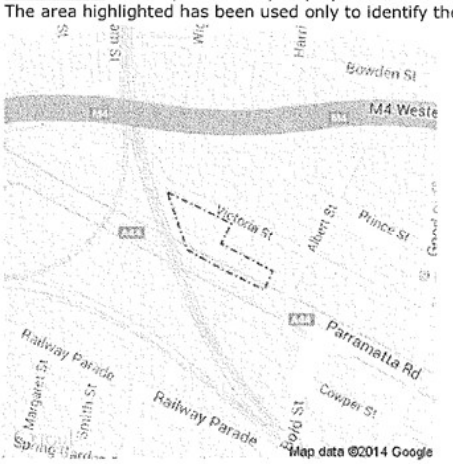
Phone: 1100
www.1100.com.au

Caller Details

Contact:	Mr Para Bokalawela	**Caller Id:**	1258868	**Phone:**	0298885000
Company:	Environmental Investigation Services	**Mobile:**	0425859209	**Fax:**	0298885004
Address:	115 Wicks Road Macquarie Park NSW 2113	**Email:**	pbokalawela@jkgroup.net.au		

Dig Site and Enquiry Details

WARNING: The map below only displays the location of the proposed dig site and does not display any asset owners' pipe or cables. The area highlighted has been used only to identify the participating asset owners, who will send information to you directly.



User Reference: Granville-E27710KG
Working on Behalf of:
Private

Enquiry Date:	**Start Date:**	**End Date:**
27/08/2014	30/08/2014	03/09/2014

Address:
177-189 Parramatta Road
Granville NSW 2142

Job Purpose: Design
Onsite Activity: Planning & Design
Location of Workplace: Private Property
Location in Road: Not Supplied

- Check that the location of the dig site is correct. If not you must submit a new enquiry.
- Should the scope of works change, or plan validity dates expire, you must submit a new enquiry.
- Do NOT dig without plans. Safe excavation is your responsibility. If you do not understand the plans or how to proceed safely, please contact the relevant asset owners.

Notes/Description of Works:
Not Supplied

Your Responsibilities and Duty of Care

- If plans are not received within 2 working days, contact the asset owners directly & quote their Sequence No.
- ALWAYS perform an onsite inspection for the presence of assets. Should you require an onsite location, contact the asset owners directly. Please remember, plans do not detail the exact location of assets.
- Pothole to establish the exact location of all underground assets using a hand shovel, before using heavy machinery.
- Ensure you adhere to any State legislative requirements regarding Duty of Care and safe digging requirements.
- If you damage an underground asset you MUST advise the asset owner immediately.
- By using this service, you agree to Privacy Policy and the terms and disclaimers set out at **www.1100.com.au**
- **For more information on safe excavation practices, visit www.1100.com.au**

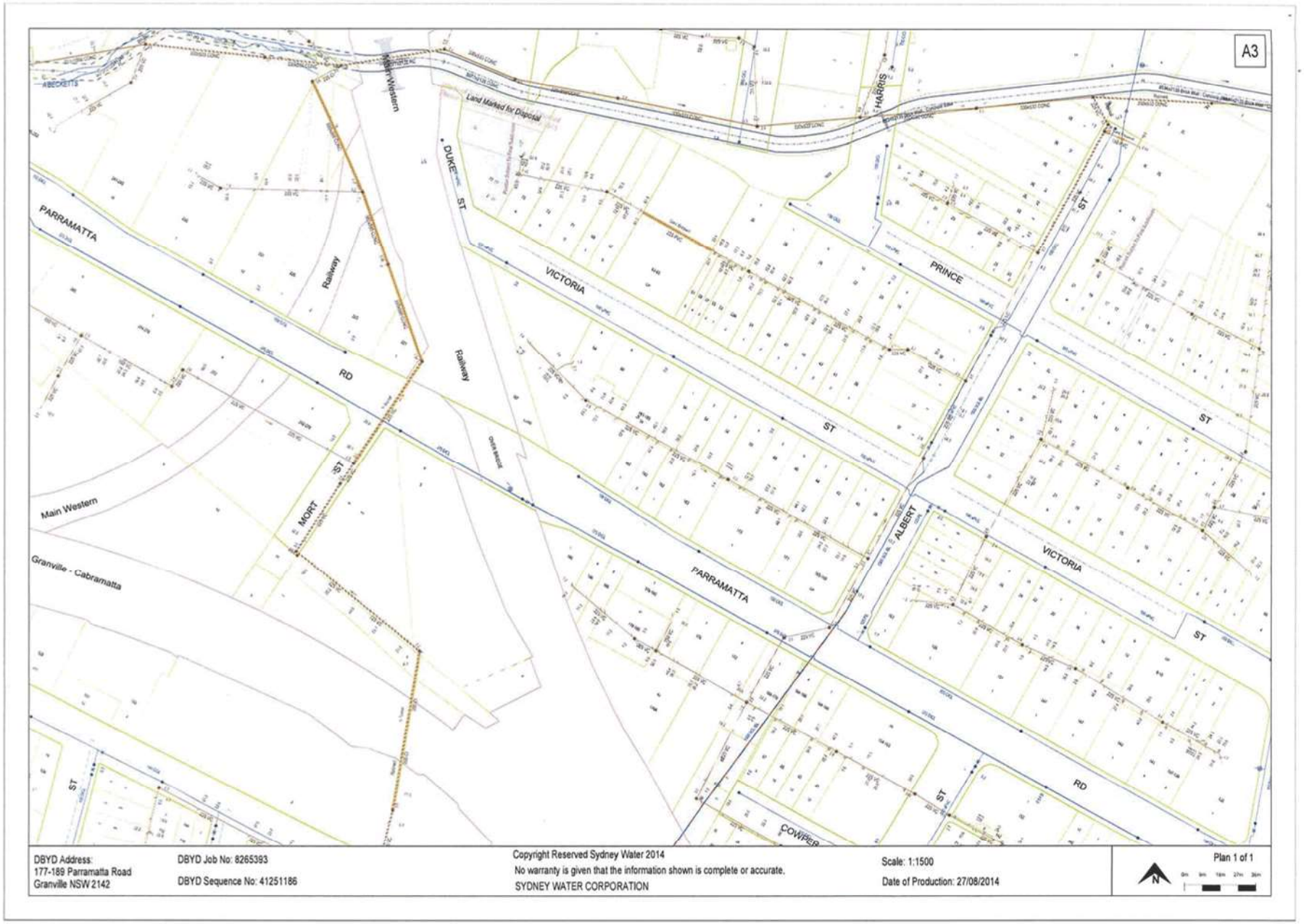
Asset Owner Details

The assets owners listed below have been requested to contact you with information about their asset locations within 2 working days. Additional time should be allowed for information issued by post. It is **your responsibility** to identify the presence of any underground assets in and around your proposed dig site. Please be aware, that not all asset owners are registered with the Dial Before You Dig service, so it is **your responsibility** to identify and contact any asset owners not listed here directly.
** Asset owners highlighted by asterisks ** require that you visit their offices to collect plans.
# Asset owners highlighted with a hash require that you call them to discuss your enquiry or to obtain plans.

Seq. No.	Authority Name	Phone	Status
✓ 41251180	AAPT / PowerTel, NSW	1800786306	NOTIFIED
✓ 41251182	Endeavour Energy	0298534161	NOTIFIED
✓ 41251185	Jemena Gas West	1300880906	NOTIFIED
✓ 41251179	Nextgen, NCC - NSW	1800336886	NOTIFIED
✓ 41251184	Optus and/or Uecomm, Nsw	1800505777	NOTIFIED
✓ 41251181	PIPE Networks, Nsw	1800201100	NOTIFIED
✓ 41251186	Sydney Water	132092	NOTIFIED
41251183	Telstra NSW, Central	1800653935	NOTIFIED
✓ 41251178	Verizon Business (Nsw)	0294345000	NOTIFIED

END OF UTILITIES LIST

Lodge Your Free Enquiry Online – 24 Hours a Day, Seven Days a Week

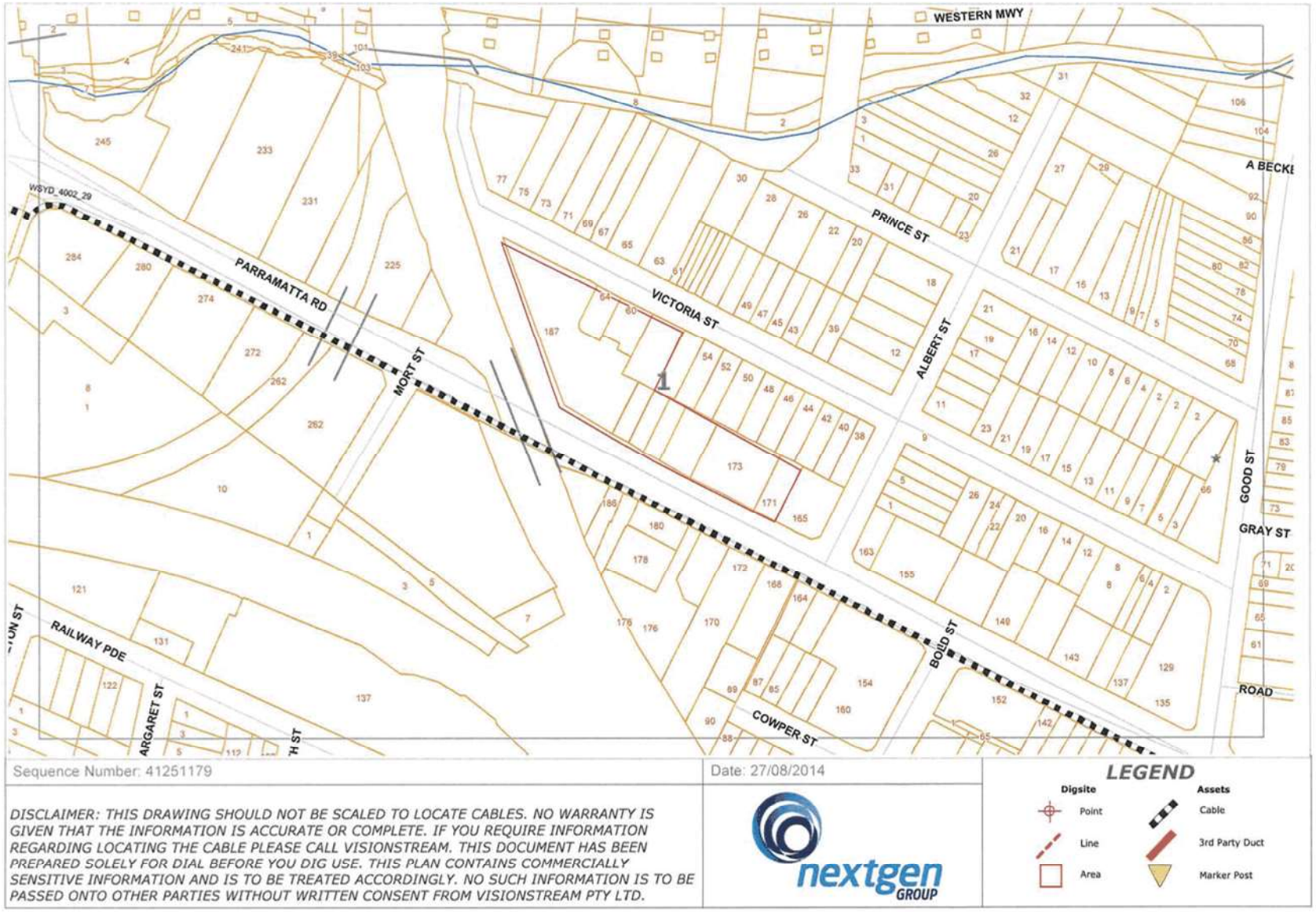

A3
PARRAMATTA
RD
Railway
Main Western
Land Marked for Disposal
DUKE ST
HARRIS
PRINCE
VICTORIA
ST
ALBERT
MORT
Granville - Cabramatta
COWPER
DBYD Address:
177-189 Parramatta Road
Granville NSW 2142
DBYD Job No: 8265393
DBYD Sequence No: 41251186
Copyright Reserved Sydney Water 2014
No warranty is given that the information shown is complete or accurate.
SYDNEY WATER CORPORATION
Scale: 1:1500
Date of Production: 27/08/2014
Plan 1 of 1



WARNING: This document is confidential and may also be privileged. Confidentiality nor privilege is not waived or destroyed by virtue of it being transmitted to an incorrect addressee. Unauthorised use of the contents is therefore strictly prohibited. Any information contained in this document that has been extracted from our records is believed to be accurate, but no responsibility is assumed for any error or omission.
Optus Plans and information supplied are valid for 30 days from the date of issue. If this timeline has elapsed please raise a new enquiry.

Sequence Number: 41251184 Date Generated: 27/08/2014

For all Optus DBYD plan enquiries –
Email: Fibre.Locations@optus.net.au
For urgent onsite assistance contact 1800 505 777
Optus Limited ACN 052 833 208


WESTERN MWY
PRINCE ST
VICTORIA ST
PARRAMATTA RD
MORT ST
ALBERT ST
GOOD ST
GRAY ST
BOLD ST
RAILWAY PDE
COWPER ST
WSYD_4002_29
Sequence Number: 41251179
Date: 27/08/2014
DISCLAIMER: THIS DRAWING SHOULD NOT BE SCALED TO LOCATE CABLES. NO WARRANTY IS GIVEN THAT THE INFORMATION IS ACCURATE OR COMPLETE. IF YOU REQUIRE INFORMATION REGARDING LOCATING THE CABLE PLEASE CALL VISIONSTREAM. THIS DOCUMENT HAS BEEN PREPARED SOLELY FOR DIAL BEFORE YOU DIG USE. THIS PLAN CONTAINS COMMERCIALLY SENSITIVE INFORMATION AND IS TO BE TREATED ACCORDINGLY. NO SUCH INFORMATION IS TO BE PASSED ONTO OTHER PARTIES WITHOUT WRITTEN CONSENT FROM VISIONSTREAM PTY LTD.
nextgen GROUP
LEGEND
Digsite
Point
Line
Area
Assets
Cable
3rd Party Duct
Marker Post

PowerTel
Simply Business

AAPT

Response Cover Letter

27/08/2014

AAPT (PowerTel) Limited
GPO Box 7041
Sydney 2001
Phone: 1800 786 306
A/H: 1800 786 306

To:
Mr Para Bokalawela (Customer ID: 1258868)
Environmental Investigation Services
115 Wicks Road
Macquarie Park, NSW 2113

Email:	pbokalawela@jkgroup.net.au
Phone:	0298885000
Fax:	0298885004
Mobile:	0425859209

Dear Mr Para Bokalawela,

In relation to your enquiry at the below address, AAPT (PowerTel) advises as follows.

Assets Affected: No Assets Affected

The records of AAPT (PowerTel) Limited disclose that there are NO underground FIBRE OPTIC/TELECOMMUNICATIONS cables in the vicinity of the above enquiry.

Sequence No:	41251180
Location:	177-189 Parramatta Road Granville, NSW 2142

Commencement Date: 30/08/2014 12:00:00 AM

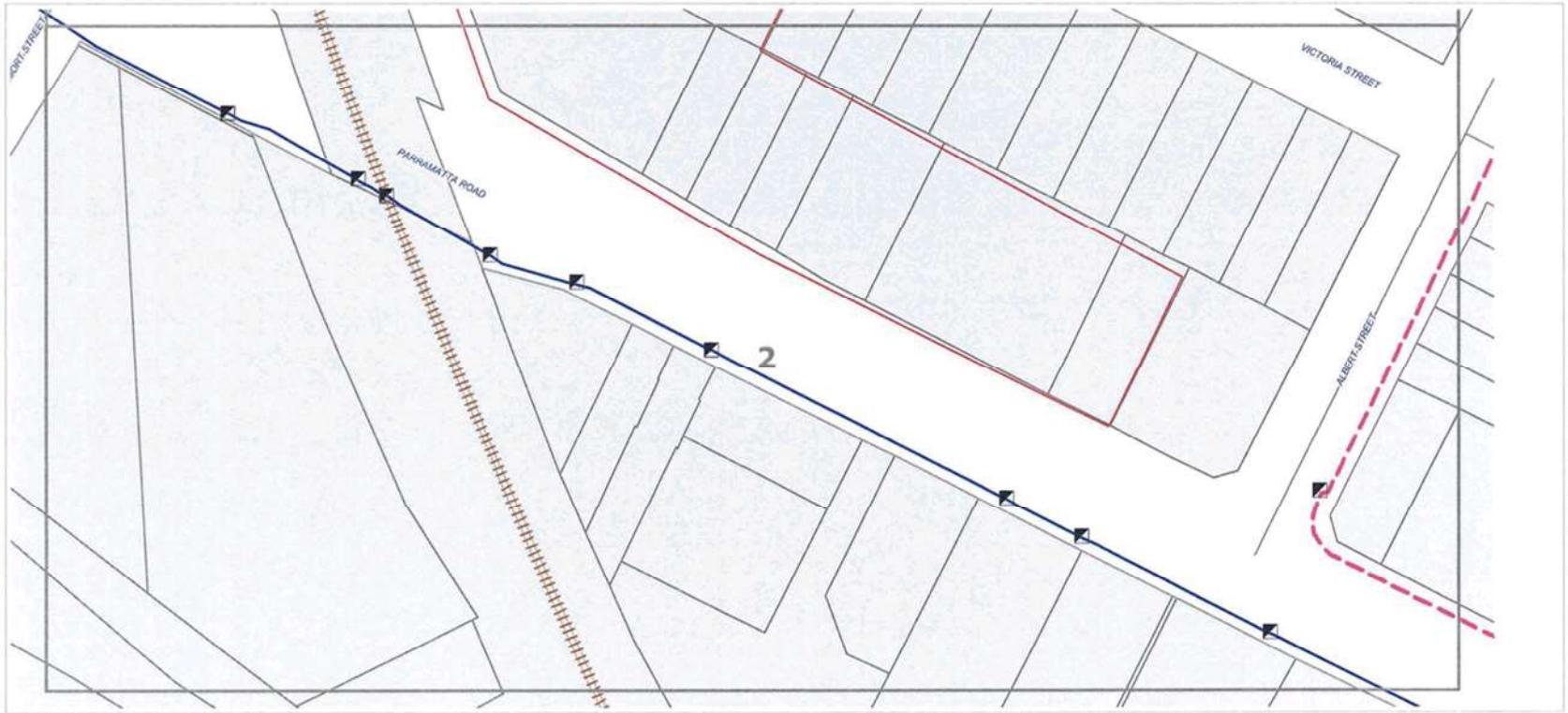
AAPT

NOASSETAFFECTED

Sequence Number : 41251180

Address: 177-189 Parramatta Road, Granville, NSW, 2142

PowerTel



Create Date: 27/08/2014

Scale: 1:1050

Legend:

- Manhole or Pit
- AAPT/PWT Asset
- Non AAPT/PWT Asset

DISCLAIMER: This document has been prepared solely for the use of AAPT.
It should not be scaled to locate any asset.
No warranty is given that the information given is accurate or complete

AAPT

NOASSETAFFECTED

Sequence Number : 41251180

Address: 177-189 Parramatta Road, Granville, NSW, 2142

PowerTel



Create Date: 27/08/2014

Scale: 1:1050

Legend:

- Manhole or Pit
- AAPT/PWT Asset
- Non AAPT/PWT Asset

DISCLAIMER: This document has been prepared solely for the use of AAPT.
It should not be scaled to locate any asset.
No warranty is given that the information given is accurate or complete

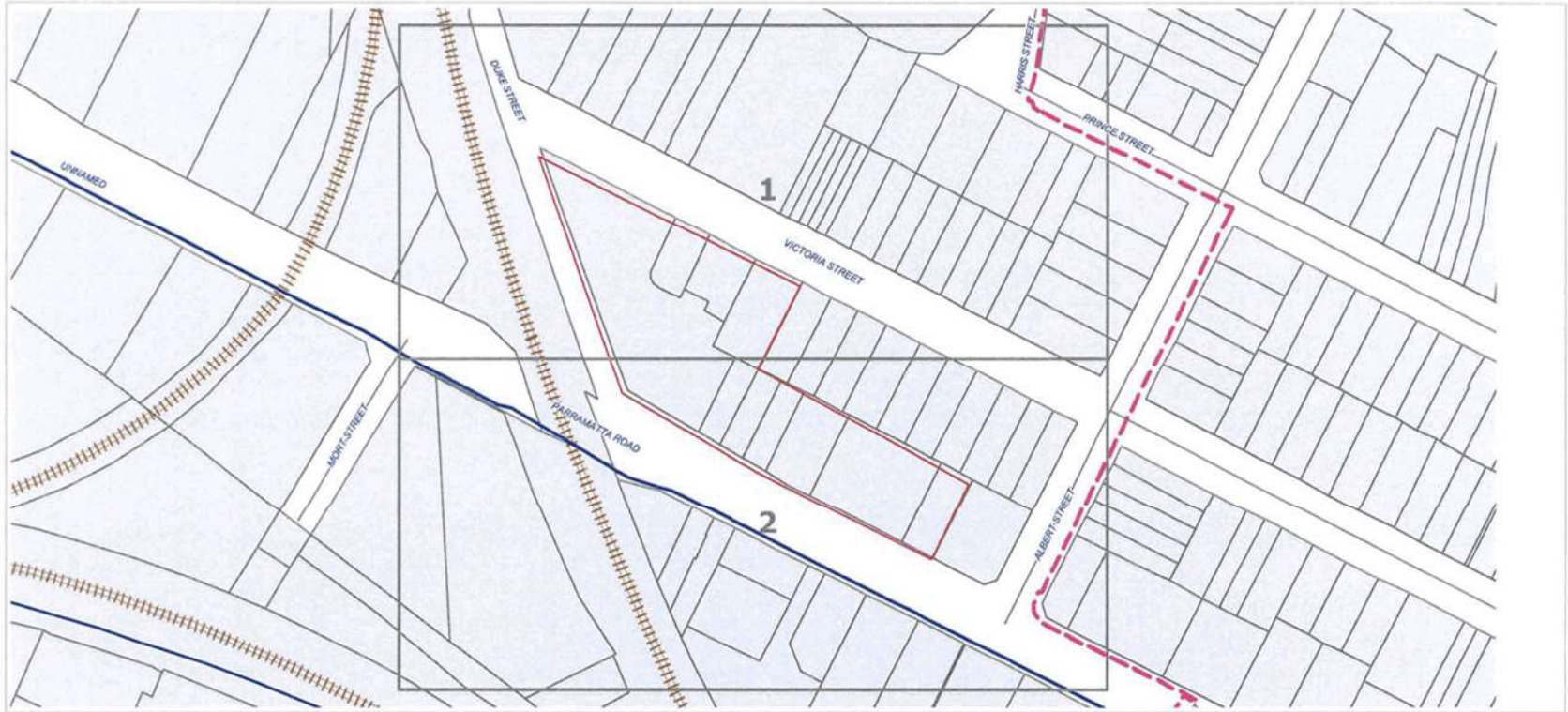
AAPT

NOASSETAFFECTED

Sequence Number : 41251180

Address: 177-189 Parramatta Road, Granville, NSW, 2142

PowerTel



Create Date: 27/08/2014

Scale: 1:1050

Legend:

- Manhole or Pit
- AAPT/PWT Asset
- Non AAPT/PWT Asset

DISCLAIMER: This document has been prepared solely for the use of AAPT. It should not be scaled to locate any asset. No warranty is given that the information given is accurate or complete

Level 17, PIPE Networks House, 127 Creek Street, Brisbane 4000
PH:(07) 3233 9895 FAX:(07) 3233 9885

DBYD ENQUIRY RETURN:

PIPE Networks **DOES** own or operate telecommunications network infrastructure within the request area detailed above.

The affected network infrastructure is contained within the **Telstra** duct network and can be found listed on the appropriate **Telstra** duct Network plans.

THIS NETWORK IS VITAL TO OUR OPERATIONS AND AS SUCH, IT IS CRITICAL THAT **NO WORKS** COMMENCE WITHIN THE AREA UNTIL YOU HAVE RECEIVED AND APPRAISED THE TELSTRA DUCT PLANS FOR THIS AREA.

Due to continued network expansion, this network information can only be considered valid and accurate for 28 days from issue.

PIPE Networks will seek compensation for any damage to its network through negligence or ignorance of your duty of care.

PIPE NETWORKS
Ph (07) 3233 9895
Email: dbyd@pipenetworks.com
(for information specifically on this job only)

Para Bokalawela

From: VerizonBusinessDigging - Sydney [verizonbusinessdigging@au.verizon.com]
Sent: Thursday, 28 August 2014 9:16 AM
To: 'pbokalawela@jkgroup.net.au'
Subject: RE: DBYD JOB:8265393 SEQ:41251178 - 177-189 Parramatta Road Granville NSW 2142

****Verizon Business has no infrastructure at this location****

-----Original Message-----
From: Referrals@1100.com.au [mailto:Referrals@1100.com.au]
Sent: Wednesday, 27 August 2014 4:59 PM
To: VerizonBusinessDigging - Sydney
Subject: DBYD JOB:8265393 SEQ:41251178 - 177-189 Parramatta Road Granville NSW 2142

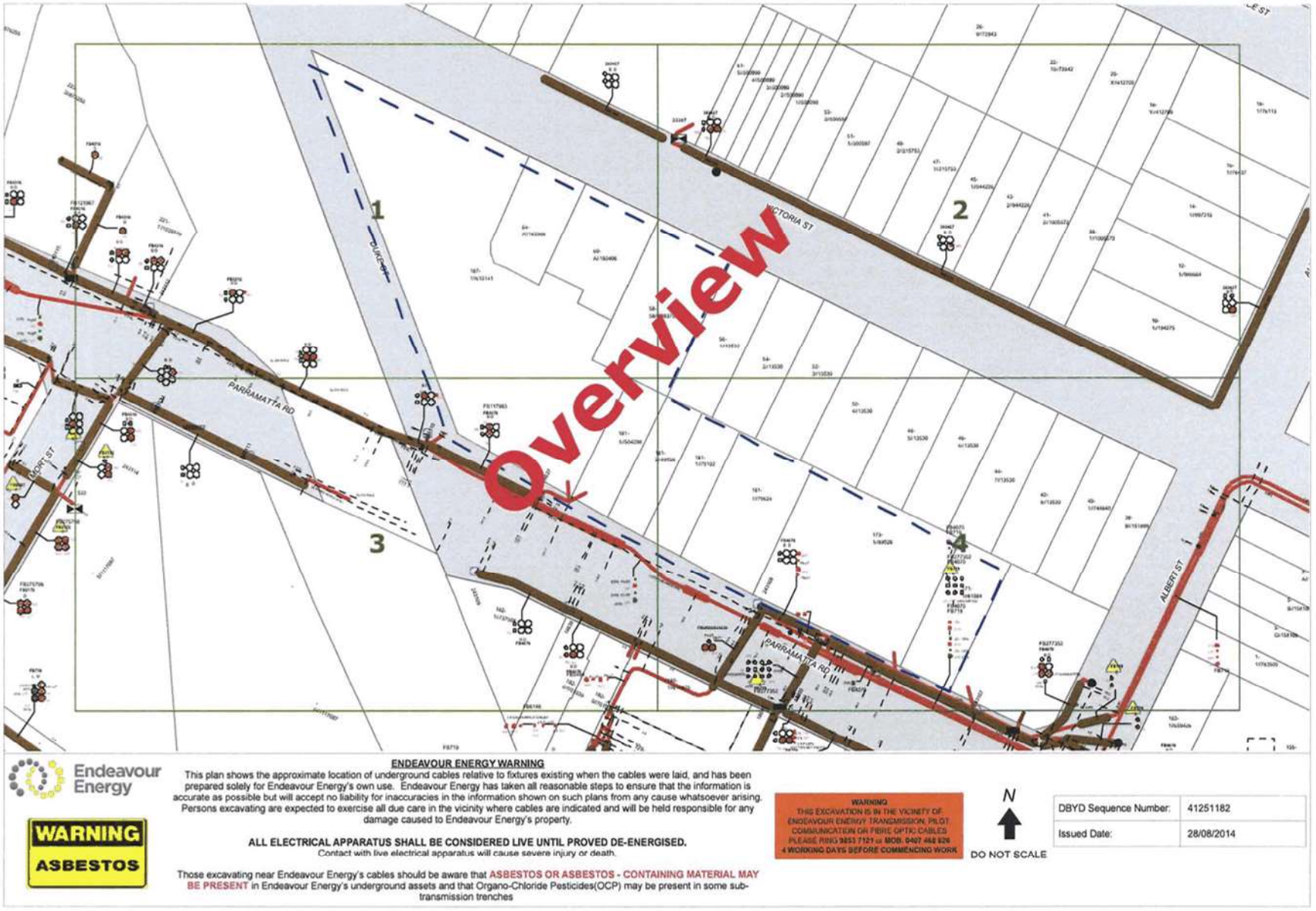
DIAL BEFORE YOU DIG
Call 1100
PO Box 378 ABBOTSFORD, VIC 3067

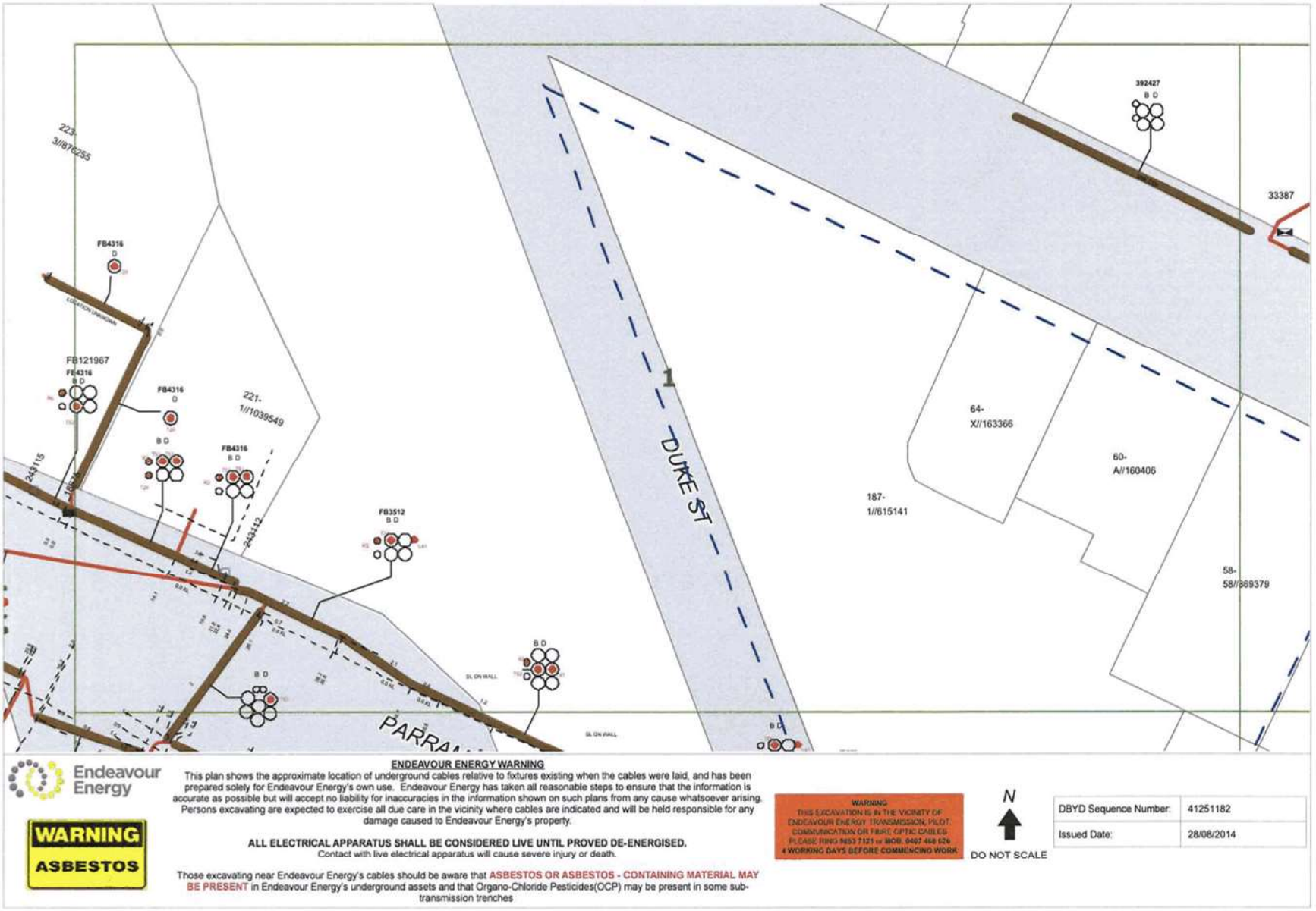
Please be advised the person below has requested information about underground assets in your jurisdiction. You are required to respond within 2 working days and reference the Job Number, Sequence Number and the User Reference (where supplied).

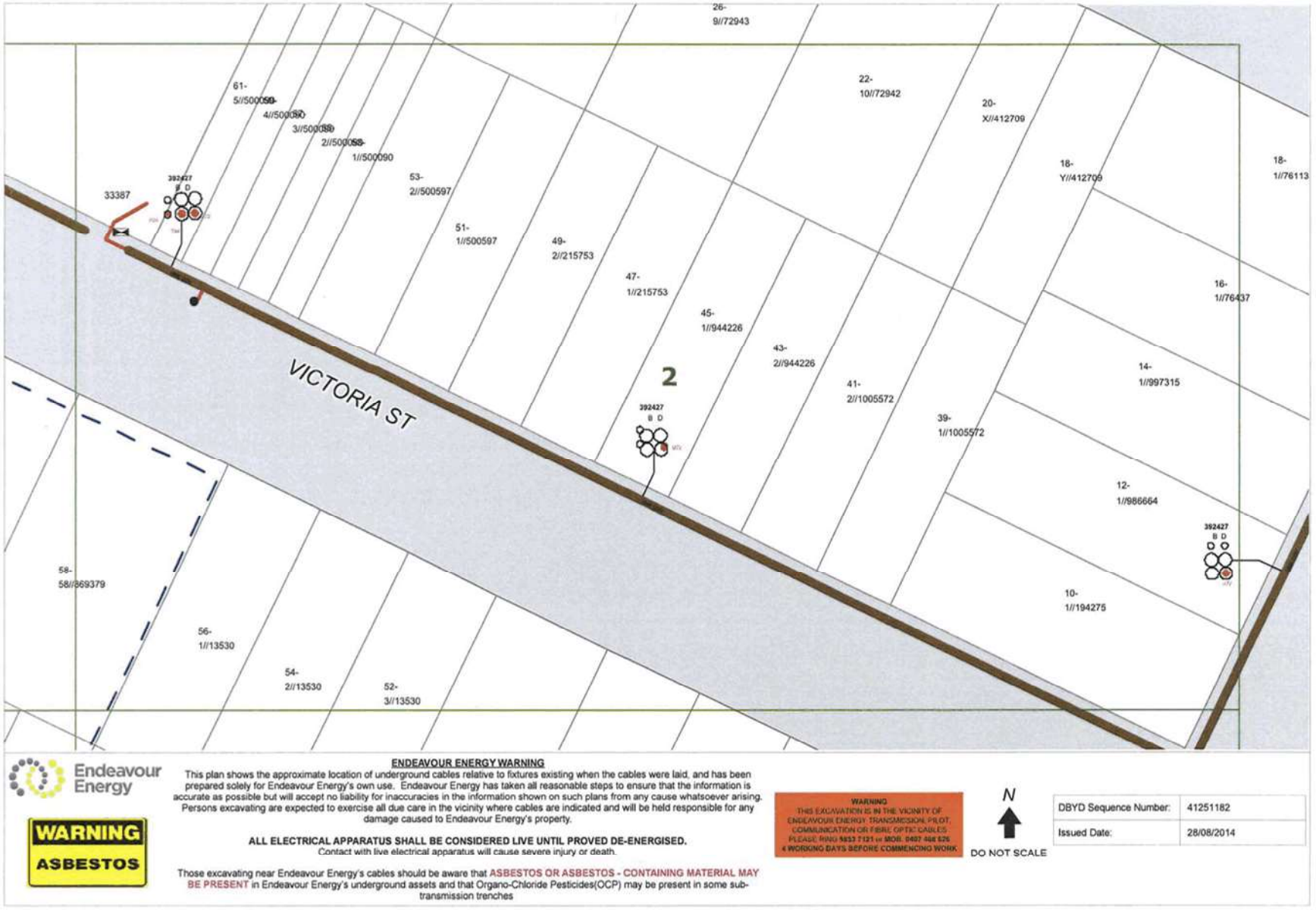
[REFFERAL DETAILS]
MESSAGE VERSION NO= 1.0.8.6
FROM= Dial Before You Dig
ENQUIRY MEDIUM= Web
TO= Stuart Stevens
UTILITY ID= 30204
COMPANY= Verizon Business (Nsw)
ENQUIRY DATE= 27/08/2014 16:58
COMMENCEMENT DATE= 30/08/2014
COMPLETION DATE= 03/09/2014
SEQUENCE NO= 41251178
JOB NUMBER= 8265393
PLANNING= Yes
LARGE SCALE= No
USER REF= Granville-E27710KG
WORKING FOR AUTHORITY=Private
AUTHORITY NAME= Private

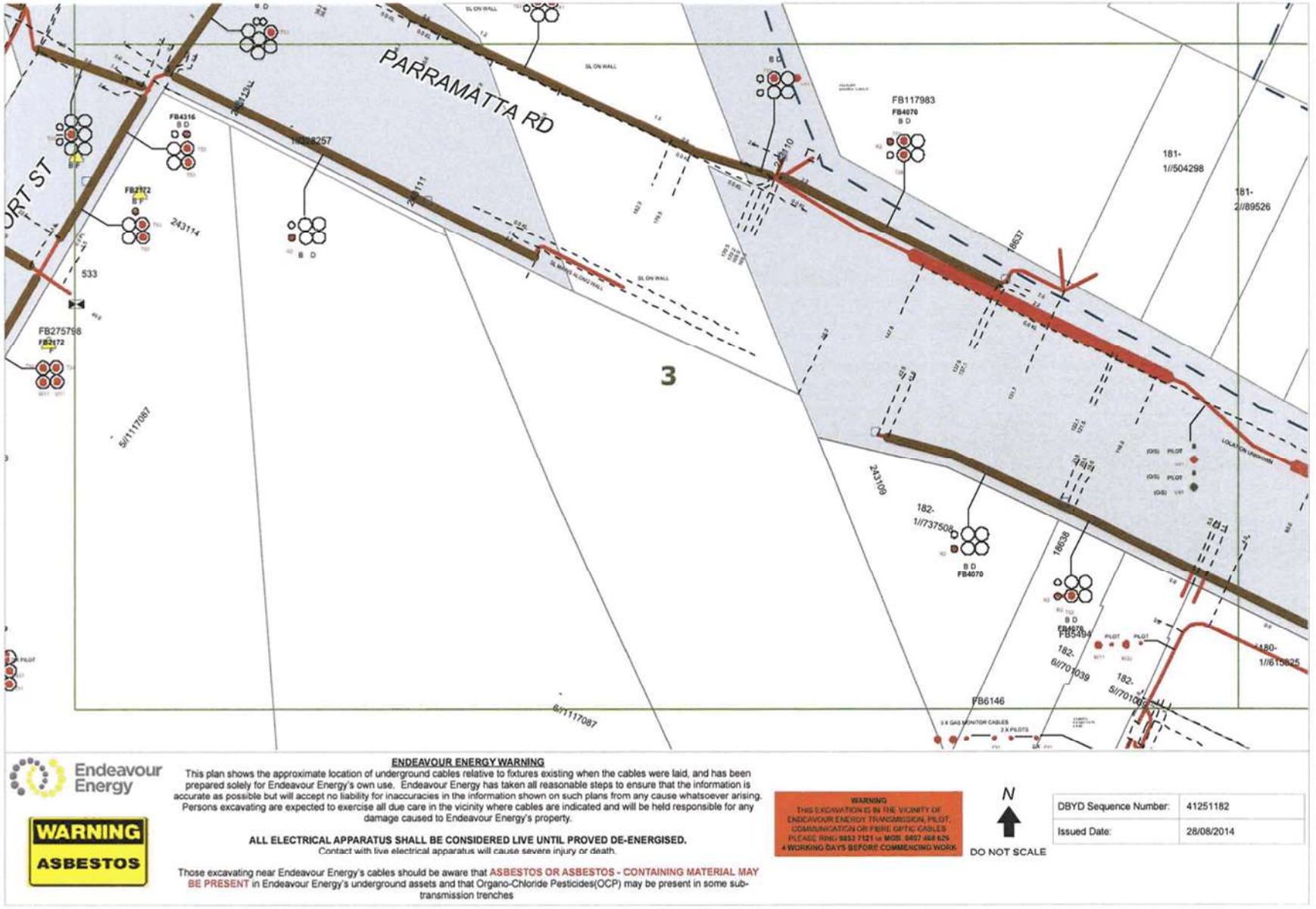
[CALLER DETAILS]
CUSTOMER ID= 1258868
CONTACT NAME= Mr Para Bokalawela
COMPANY= Environmental Investigation Services
ADDRESS= 115 Wicks Road
SUBURB= Macquarie Park
STATE= NSW
POSTCODE= 2113
TELEPHONE= 0298885000
MOBILE= 0425859209
FAX NUMBER= 0298885004
EMAIL ADDRESS= pbokalawela@jkgroup.net.au

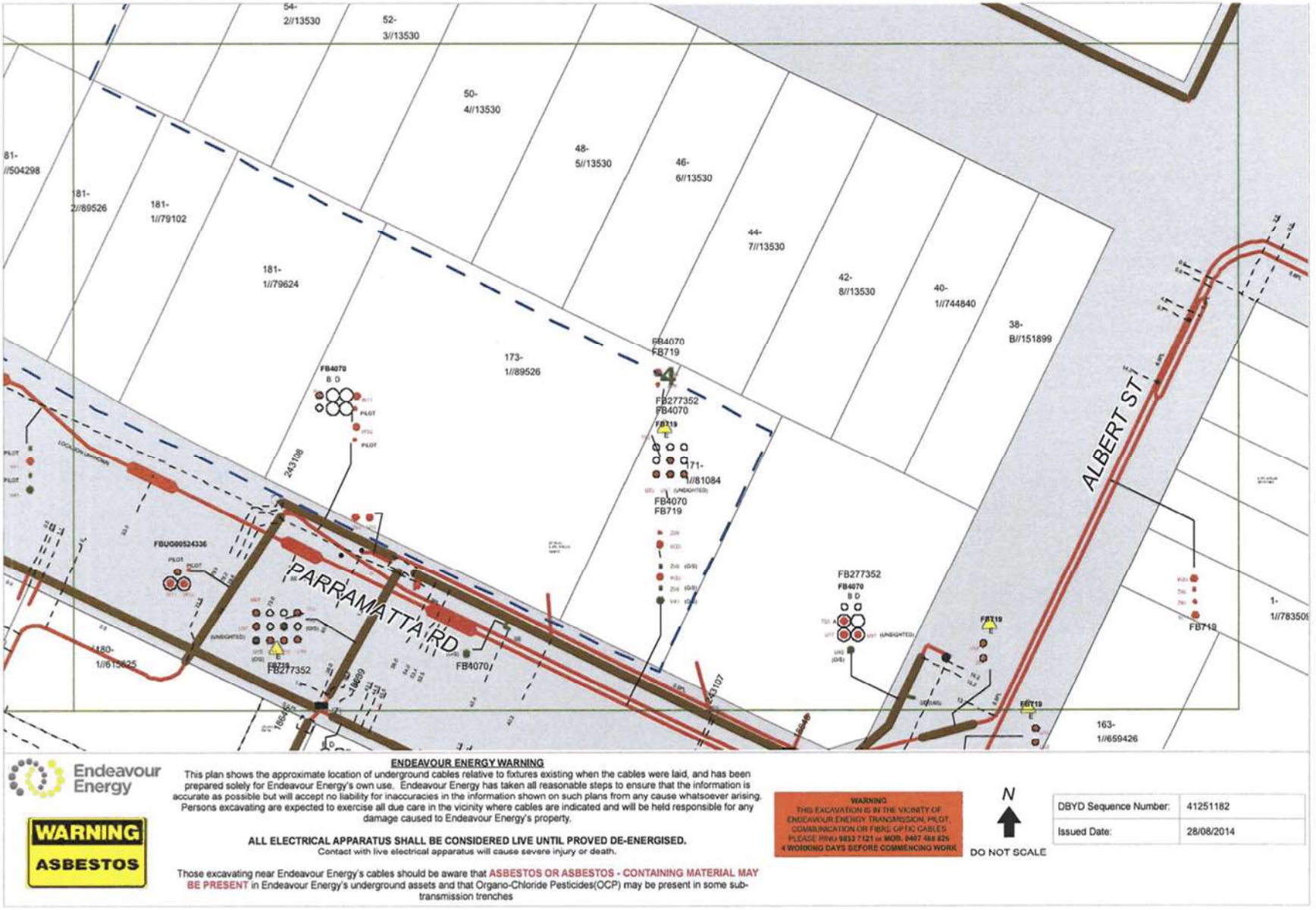
[LOCATION DETAILS]

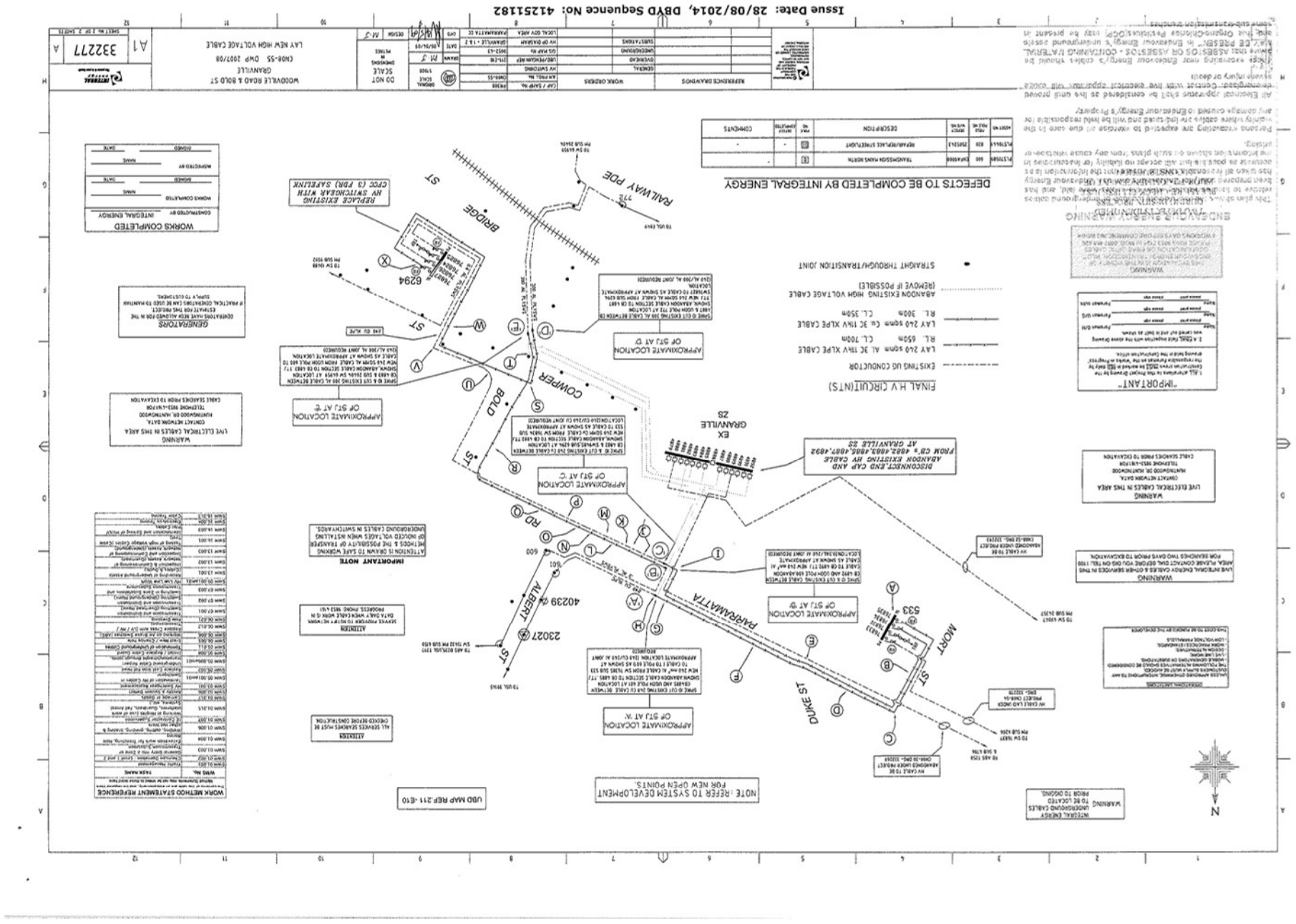

Overview
1
2
3
4
PARRAMATTA RD
VICTORIA ST
ALBERT ST
MORT ST
Endeavour Energy
WARNING
ASBESTOS
ENDEAVOUR ENERGY WARNING
This plan shows the approximate location of underground cables relative to fixtures existing when the cables were laid, and has been prepared solely for Endeavour Energy's own use. Endeavour Energy has taken all reasonable steps to ensure that the information is accurate as possible but will accept no liability for inaccuracies in the information shown on such plans from any cause whatsoever arising. Persons excavating are expected to exercise all due care in the vicinity where cables are indicated and will be held responsible for any damage caused to Endeavour Energy's property.
ALL ELECTRICAL APPARATUS SHALL BE CONSIDERED LIVE UNTIL PROVED DE-ENERGISED.
Contact with live electrical apparatus will cause severe injury or death.
Those excavating near Endeavour Energy's cables should be aware that ASBESTOS OR ASBESTOS - CONTAINING MATERIAL MAY BE PRESENT in Endeavour Energy's underground assets and that Organo-Chloride Pesticides(OCP) may be present in some sub-transmission trenches
WARNING
THIS EXCAVATION IS IN THE VICINITY OF ENDEAVOUR ENERGY TRANSMISSION, PILOT, COMMUNICATION OR FIBRE OPTIC CABLES
PLEASE RING 9853 7121 or MOB. 0407 462 826
4 WORKING DAYS BEFORE COMMENCING WORK
N
DO NOT SCALE
DBYD Sequence Number: 41251182
Issued Date: 28/08/2014

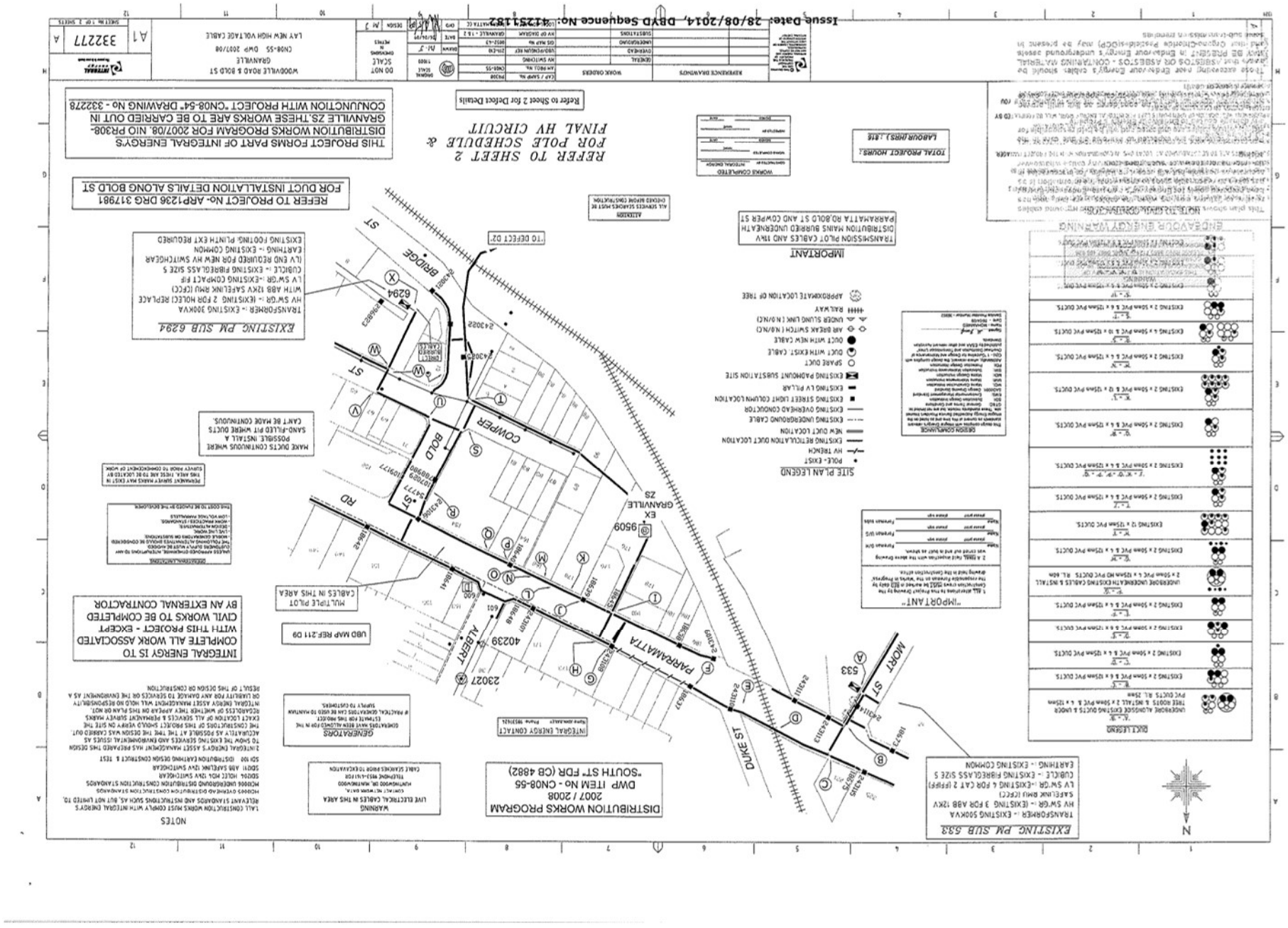

DUKE ST
PARRA
392427
33387
FB4316
FB121967
FB3512
221-
1//1039549
64-
X//163366
60-
A//160406
187-
1//615141
58-
58//369379
Endeavour Energy
ENDEAVOUR ENERGY WARNING
This plan shows the approximate location of underground cables relative to fixtures existing when the cables were laid, and has been prepared solely for Endeavour Energy's own use. Endeavour Energy has taken all reasonable steps to ensure that the information is accurate as possible but will accept no liability for inaccuracies in the information shown on such plans from any cause whatsoever arising. Persons excavating are expected to exercise all due care in the vicinity where cables are indicated and will be held responsible for any damage caused to Endeavour Energy's property.
ALL ELECTRICAL APPARATUS SHALL BE CONSIDERED LIVE UNTIL PROVED DE-ENERGISED.
Contact with live electrical apparatus will cause severe injury or death.
Those excavating near Endeavour Energy's cables should be aware that ASBESTOS OR ASBESTOS - CONTAINING MATERIAL MAY BE PRESENT in Endeavour Energy's underground assets and that Organo-Chloride Pesticides(OCP) may be present in some sub-transmission trenches
WARNING
ASBESTOS
WARNING
THIS EXCAVATION IS IN THE VICINITY OF ENDEAVOUR ENERGY TRANSMISSION, PILOT, COMMUNICATION OR FIBRE OPTIC CABLES.
PLEASE RING 9853 7121 or MOB. 0407 468 526
4 WORKING DAYS BEFORE COMMENCING WORK
N
DO NOT SCALE
DBYD Sequence Number: 41251182
Issued Date: 28/08/2014

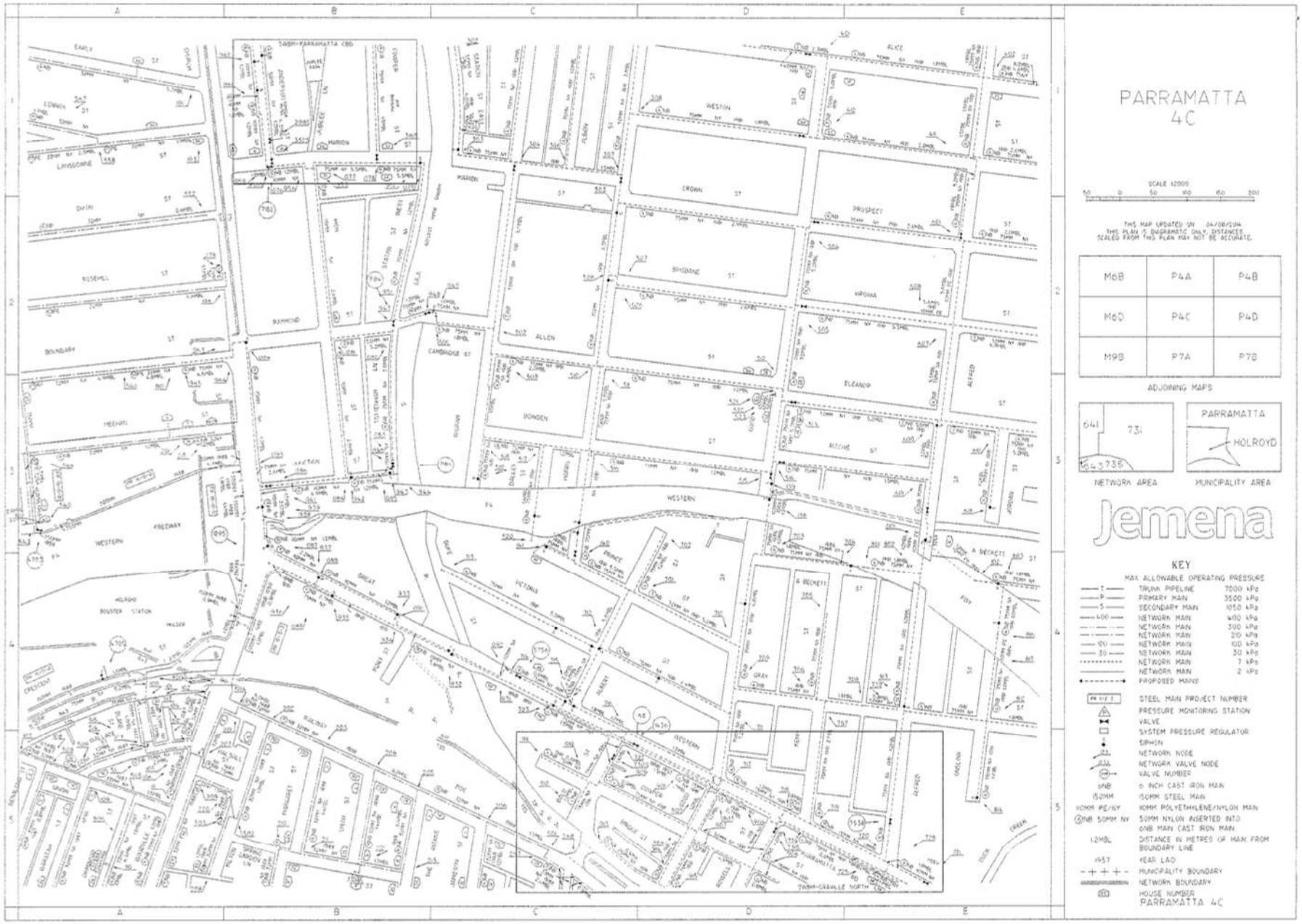

26-
9//72943
22-
10//72942
20-
X//412709
18-
Y//412709
18-
1//76113
16-
1//76437
14-
1//997315
12-
1//986664
10-
1//194275
61-
5//500090
4//500090
3//500090
2//500090
1//500090
53-
2//500597
51-
1//500597
49-
2//215753
47-
1//215753
45-
1//944226
43-
2//944226
41-
2//1005572
39-
1//1005572
33387
2
VICTORIA ST
58-
58//869379
56-
1//13530
54-
2//13530
52-
3//13530
392427
B D
Endeavour Energy
WARNING
ASBESTOS
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PLEASE RING 9853 7121 or MOB. 0407 408 826
4 WORKING DAYS BEFORE COMMENCING WORK
N
DO NOT SCALE
DBYD Sequence Number: 41251182
Issued Date: 28/08/2014


PARRAMATTA RD
ORT ST
FB4316
B D
FB2172
243114
533
FB275758
FB2172
5//1117087
3
FB117983
FB4070
B D
181-
1//504298
181-
2//89526
18637
243109
182-
1//737508
B D
FB4070
18638
FB5494
182-
6//701039
182-
5//701039
180-
1//615825
FB6146
3 X GAS MONITOR CABLES
3 X PILOTS
6//1117087
Endeavour Energy
WARNING
ASBESTOS
ENDEAVOUR ENERGY WARNING
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PLEASE RING 9853 7121 or MOB. 0407 468 626
4 WORKING DAYS BEFORE COMMENCING WORK
N
DO NOT SCALE
DBYD Sequence Number: 41251182
Issued Date: 28/08/2014


54-
2//13530
52-
3//13530
50-
4//13530
48-
5//13530
46-
6//13530
44-
7//13530
42-
8//13530
40-
1//744840
38-
B//151899
81-
//504298
81-
2//89526
181-
1//79102
181-
1//79624
173-
1//89526
171-
1//81084
163-
1//659426
ALBERT ST
PARRAMATTA RD
FB4070
FB719
FB277352
FB4070
FB719
FB277352
FB4070
FB719
FB277352
FB4070
FB719
FB719
FB719
FBUG00524336
180-
1//615825
2431108
2431107
Endeavour Energy
ENDEAVOUR ENERGY WARNING
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PLEASE RING 9853 7121 or MOB. 0407 468 825
4 WORKING DAYS BEFORE COMMENCING WORK
N
DO NOT SCALE
DBYD Sequence Number: 41251182
Issued Date: 28/08/2014




DISTRIBUTION WORKS PROGRAM
2007 / 2008
DWP ITEM No - CN08-55
"SOUTH ST" FDR (CB 4882)
EXISTING PM SUB 533
TRANSFORMER - EXISTING 500KVA
HV SWGR - (EXISTING 3 FOR A&B 12KV
SAFELINK 8MU (CFCC)
CUBICLE - EXISTING 4 FOR CAT 2 (FPFP)
LV SWGR - EXISTING 2 FOR CAT 2 FIBREGLASS SIZE S
EARTHING - EXISTING COMMON
EXISTING PM SUB 6294
TRANSFORMER - EXISTING 300KVA
HV SWGR - EXISTING 2 FOR HOLEC) REPLACE
WITH ABB 12KV SAFELINK 8MU (CFCC)
LV SWGR - EXISTING COMPACT FIP
CUBICLE - EXISTING FIBREGLASS SIZE S
(LV END REQUIRED FOR NEW HV SWITCHGEAR
EARTHING - EXISTING COMMON
EXISTING FOOTING. PLINTH EXT REQUIRED
REFER TO PROJECT No- ARP1236 DRG 317981
FOR DUCT INSTALLATION DETAILS ALONG BOLD ST
THIS PROJECT FORMS PART OF INTEGRAL ENERGY'S
DISTRIBUTION WORKS PROGRAM FOR 2007/08. NIO PR308-
GRANVILLE ZS.THESE WORKS ARE TO BE CARRIED OUT IN
CONJUNCTION WITH PROJECT "CN08-54" DRAWING No - 332278
REFER TO SHEET 2
FOR POLE SCHEDULE &
FINAL HV CIRCUIT
Refer to Sheet 2 for Defect Details
IMPORTANT
TRANSMISSION PILOT CABLES AND 11kV
DISTRIBUTION MAINS BURIED UNDERNEATH
PARRAMATTA RD,BOLD ST AND COWPER ST
SITE PLAN LEGEND
APPROXIMATE LOCATION OF TREE
RAILWAY
UNDER SLUNG LINK (N/A/C)
AIR BREAK SWITCH (N/A/C)
DUCT WITH NEW CABLE
DUCT WITH EXIST. CABLE
SPARE DUCT
EXISTING PADMOUNT SUBSTATION SITE
EXISTING LV PILLAR
EXISTING STREET LIGHT COLUMN LOCATION
EXISTING OVERHEAD CONDUCTOR
EXISTING UNDERGROUND CABLE
NEW DUCT LOCATION
EXISTING RETICULATION DUCT LOCATION
HV TRENCH
POLE- EXIST
DESIGN COMPLIANCE
"IMPORTANT"
DUCT LEGEND
EXISTING 2 x 50mm PVC & 4 x 125mm PVC DUCTS
EXISTING 2 x 50mm PVC & 12 x 125mm PVC DUCTS
EXISTING 2 x 50mm PVC & 10 x 125mm PVC DUCTS
EXISTING 2 x 50mm PVC & 8 x 125mm PVC DUCTS
EXISTING 2 x 50mm PVC & 6 x 125mm PVC DUCTS
EXISTING 12 x 125mm PVC DUCTS
UNDERGROUNDING EXISTING CABLES & INSTALL
2 x 50mm PVC & 4 x 125mm HD PVC DUCTS BL 60m
EXISTING 2 x 50mm PVC & 4 x 125mm PVC DUCTS
EXISTING 2 x 50mm PVC & 6 x 125mm PVC DUCTS
EXISTING 2 x 50mm PVC & 4 x 125mm PVC DUCTS
EXISTING 2 x 50mm PVC & 6 x 125mm PVC DUCTS
UNDERGROUNDING EXISTING OVERHEAD ALONGSIDE DUCTS & UNDER
TEE 800FS BL 25M
DUCT LEGEND
ENDEAVOUR ENERGY WARNING
TOTAL PROJECT HOURS
(LABOUR HRS) 1816
WORKS COMPLETED
ALL SERVICES SEARCHED MUST BE
CHECKED BEFORE CONSTRUCTION
WARNING
LIVE ELECTRICAL CABLES IN THIS AREA
CABLE SEARCHES PRIOR TO EXCAVATION
GENERATORS
OPERATIONS MAY BEEN ALLOWED FOR IN THE
ESTIMATE FOR THIS ANCILLARY
PARALLEL GENERATORS CAN BE USED TO MAINTAIN
SUPPLY TO CUSTOMERS.
INTEGRAL ENERGY CONTACT
Name JOHN BAILEY Phone 98391621
INTEGRAL ENERGY IS TO
COMPLETE ALL WORK ASSOCIATED
WITH THIS PROJECT - EXCEPT
CIVIL WORKS TO BE COMPLETED
BY AN EXTERNAL CONTRACTOR
MULTIPLE PILOT
CABLES IN THIS AREA
UBD MAP REF.211 D9
MAKE DUCTS CONTINUOUS WHERE
POSSIBLE. INSTALL A
SAND-FILLED PIT WHERE DUCTS
CAN'T BE MADE CONTINUOUS.
PERMANENT SURVEY MARKS MAY EXIST IN
THIS AREA. THESE ARE TO BE LOCATED BY
SURVEY PRIOR TO COMMENCEMENT OF WORK
NOTES
1.ALL CONSTRUCTION WORKS MUST COMPLY WITH INTEGRAL ENERGY'S
RELEVANT STANDARDS AND INSTRUCTIONS SUCH AS, BUT NOT LIMITED TO,
SD104 HOLEC MDL 12kV SWITCHGEAR
SD31 AB8 SAFELINK 12kV SWITCHGEAR
SD100 DISTRIBUTION EARTHING DESIGN CONSTRUCT & TEST
2.INTEGRAL ENERGY'S ASSET MANAGEMENT HAS PREPARED THIS DESIGN
TO SHOW THE EXISTING SERVICES AND ENVIRONMENTAL ISSUES AS
ACCURATELY AS POSSIBLE AT THE TIME THE DESIGN WAS CARRIED OUT.
THE CONSTRUCTORS OF THIS PROJECT SHOULD VERIFY ON SITE THE
EXACT LOCATION OF ALL SERVICES & PERMANENT SURVEY MARKS
TO LIABILITY FOR ANY DAMAGE TO SERVICES OR THE ENVIRONMENT AS A
RESULT OF THIS DESIGN OR CONSTRUCTION
WOODVILLE ROAD & BOLD ST
GRANVILLE
CN08-55 DWP 2007/08
LAY NEW HIGH VOLTAGE CABLE
DO NOT SCALE
DRAWING No
332277
A
A1
SHEET No 1 OF 2 SHEETS
Issue Date: 28/08/2014, DBYD Sequence No: 41251182


PARRAMATTA
4C
SCALE 1:2000
THIS MAP UPDATED ON 04/08/2014
THIS PLAN IS DIAGRAMATIC ONLY. DISTANCES SCALED FROM THIS PLAN MAY NOT BE ACCURATE.
M6B P4A P4B
M6D P4C P4D
M9B P7A P7B
ADJOINING MAPS
641 731 743755
NETWORK AREA
PARRAMATTA HOLROYD
MUNICIPALITY AREA
Jemena
KEY
MAX ALLOWABLE OPERATING PRESSURE
T TRUNK PIPELINE 7000 kPa
P PRIMARY MAIN 3500 kPa
S SECONDARY MAIN 1050 kPa
600 NETWORK MAIN 400 kPa
300 NETWORK MAIN 200 kPa
210 NETWORK MAIN 210 kPa
100 NETWORK MAIN 100 kPa
30 NETWORK MAIN 30 kPa
NETWORK MAIN 7 kPa
NETWORK MAIN 2 kPa
PROPOSED MAINS
STEEL MAIN PROJECT NUMBER
PRESSURE MONITORING STATION
VALVE
SYSTEM PRESSURE REGULATOR
SIPHON
NETWORK NODE
NETWORK VALVE NODE
VALVE NUMBER
6NB 6 INCH CAST IRON MAIN
150MM STEEL MAIN
90MM PE/NY 90MM POLYETHYLENE/NYLON MAIN
90NB 50MM NY 50MM NYLON INSERTED INTO 6NB MAIN CAST IRON MAIN
12MBL DISTANCE IN METRES OF MAIN FROM BOUNDARY LINE
1957 YEAR LAID
MUNICIPALITY BOUNDARY
NETWORK BOUNDARY
HOUSE NUMBER
PARRAMATTA 4C

EIS

Selected Site Photos of September 2014

EIS



Existing furniture shop, view from Parramatta Road.



Fibro cottage at Victoria Street.

EIS



Possible stockpile of soil at the western section of the site.



Fill (with fibro fragments) on the surface at western section of the site.

EIS



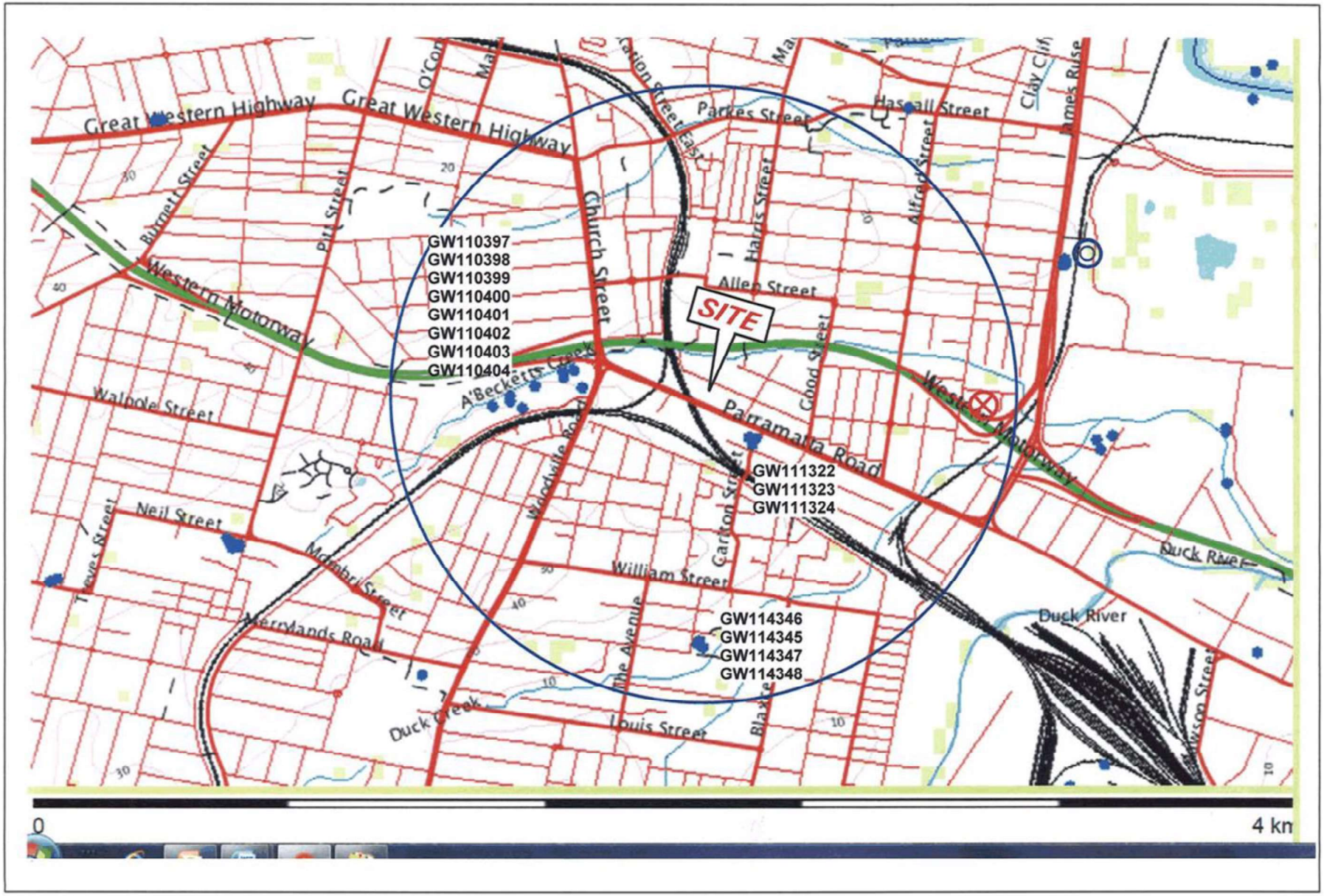
Scrap metal and demolition/building material stored at the western section of the site.



View from the Victoria Street at the back entrance to the furniture shop. A stockpile of soil can be seen on the concrete paved carpark.

EIS

Groundwater Bore Records


Great Western Highway
Great Western Highway
Parkes Street
Hassall Street
Clay Cliff
James Ruse
Burnett Street
Pitt Street
Church Street
Harris Street
Alfred Street
GW110397
GW110398
GW110399
GW110400
GW110401
GW110402
GW110403
GW110404
Allen Street
SITE
Western Motorway
A'Becketts Creek
Walpole Street
Woodville Road
Good Street
Parramatta Road
GW111322
GW111323
GW111324
Western Motorway
Neil Street
Treves Street
Merrylands Road
William Street
Carlton Street
Duck River
GW114346
GW114345
GW114347
GW114348
The Avenue
Duck River
Duck Creek
Louis Street
Blaxcell
Ivison Street
0
4 km

Groundwater Works Summary

For information on the meaning of fields please see Glossary
Document Generated on Tuesday, September 16, 2014

Print Report

Works Details Site Details Form A Licensed Construction Water Bearing Zones Drillers Log

Work Requested -- GW110396

Works Details (top)

GROUNDWATER NUMBER	GW110396
LIC-NUM	10BL160282
AUTHORISED-PURPOSES	MONITORING BORE
INTENDED-PURPOSES	MONITORING BORE
WORK-TYPE	Well
WORK-STATUS	
CONSTRUCTION-METHOD	Auger - Solid Flight
OWNER-TYPE	Private
COMMENCE-DATE	
COMPLETION-DATE	1996-06-26
FINAL-DEPTH (metres)	7.00
DRILLED-DEPTH (metres)	7.00
CONTRACTOR-NAME	
DRILLER-NAME	
PROPERTY	N/A
GWMA	-
GW-ZONE	-
STANDING-WATER-LEVEL	
SALINITY	
YIELD	

Site Details (top)

REGION	10 - SYDNEY SOUTH COAST
RIVER-BASIN	
AREA-DISTRICT	
CMA-MAP	
GRID-ZONE	
SCALE	
ELEVATION	
ELEVATION-SOURCE	
NORTHING	6255114.00
EASTING	315243.00
LATITUDE	33 49' 41"

LONGITUDE	151 0' 13"
GS-MAP	
AMG-ZONE	56
COORD-SOURCE	
REMARK	

Form-A (top)

COUNTY	CUMBERLAND
PARISH	LIBERTY PLAINS
PORTION-LOT-DP	10//808585

Licensed (top)

COUNTY	CUMBERLAND
PARISH	LIBERTY PLAINS
PORTION-LOT-DP	10 808585

Construction (top)

Negative depths indicate Above Ground Level;H-Hole;P-Pipe;OD-Outside Diameter;
ID-Inside Diameter;C-Cemented;SL-Slot Length;A-Aperture;GS-Grain Size;Q-Quantity

HOLE-NO	PIPE-NO	COMPONENT-CODE	COMPONENT-TYPE	DEPTH-FROM (metres)	DEPTH-TO (metres)	OD (mm)	ID (mm)	INTERVAL	DETAIL
1		Hole	Hole	0.00	7.00	125			Auger - Solid Flight
1	1	Casing	P.V.C.	0.00	7.00	60			Screwed; Seated on Bottom
1	1	Opening	Slots - Horizontal	4.00	7.00	60			PVC; SL: 3mm; A: .45mm
1		Annulus	Waterworn/Rounded	3.00	7.00				Graded; GS: 0-2mm

Water Bearing Zones (top)

no details

Drillers Log (top)

FROM	TO	THICKNESS	DESC	GEO-MATERIAL	COMMENT
0.00	0.30	0.30	FILL,LOOSE,BROWN,SANDY		

Groundwater Works Summary

For information on the meaning of fields please see Glossary
Document Generated on Tuesday, September 16, 2014

Print Report

Works Details Site Details Form A Licensed Construction Water Bearing Zones Drillers Log

Work Requested -- GW110397

Works Details (top)

GROUNDWATER NUMBER	GW110397
LIC-NUM	10BL160282
AUTHORISED-PURPOSES	MONITORING BORE
INTENDED-PURPOSES	MONITORING BORE
WORK-TYPE	Well
WORK-STATUS	
CONSTRUCTION-METHOD	Auger - Solid Flight
OWNER-TYPE	Private
COMMENCE-DATE	
COMPLETION-DATE	1996-03-06
FINAL-DEPTH (metres)	5.00
DRILLED-DEPTH (metres)	5.00
CONTRACTOR-NAME	
DRILLER-NAME	
PROPERTY	N/A
GWMA	-
GW-ZONE	-
STANDING-WATER-LEVEL	
SALINITY	
YIELD	

Site Details (top)

REGION	10 - SYDNEY SOUTH COAST
RIVER-BASIN	
AREA-DISTRICT	
CMA-MAP	
GRID-ZONE	
SCALE	
ELEVATION	
ELEVATION-SOURCE	
NORTHING	6255015.00
EASTING	315067.00
LATITUDE	33 49' 44"

LONGITUDE	151 0' 6"
GS-MAP	
AMG-ZONE	56
COORD-SOURCE	
REMARK	

Form-A (top)

COUNTY	CUMBERLAND
PARISH	LIBERTY PLAINS
PORTION-LOT-DP	10//808585

Licensed (top)

COUNTY	CUMBERLAND
PARISH	LIBERTY PLAINS
PORTION-LOT-DP	10 808585

Construction (top)

Negative depths indicate Above Ground Level;H-Hole;P-Pipe;OD-Outside Diameter;
ID-Inside Diameter;C-Cemented;SL-Slot Length;A-Aperture;GS-Grain Size;Q-Quantity

HOLE-NO	PIPE-NO	COMPONENT-CODE	COMPONENT-TYPE	DEPTH-FROM (metres)	DEPTH-TO (metres)	OD (mm)	ID (mm)	INTERVAL	DETAIL
1		Hole	Hole	0.00	5.00	125			Auger - Solid Flight
1	1	Casing	P.V.C.	0.00	5.00	60			Screwed; Seated on Bottom
1	1	Opening	Slots - Horizontal	2.00	5.00	60			PVC; SL: 3mm; A: .45mm
1		Annulus	Waterworn/Rounded	1.50	5.00				Graded; GS: 0-2mm

Water Bearing Zones (top)

no details

Drillers Log (top)

FROM	TO	THICKNESS	DESC	GEO-MATERIAL	COMMENT
0.00	1.50	1.50	FILL, CLAY,SOFT BROWN,PLASTIC		

Groundwater Works Summary

For information on the meaning of fields please see Glossary
Document Generated on Tuesday, September 16, 2014

Print Report

Works Details Site Details Form A Licensed Construction Water Bearing Zones Drillers Log

Work Requested -- GW110398

Works Details (top)

GROUNDWATER NUMBER	GW110398
LIC-NUM	10BL160282
AUTHORISED-PURPOSES	MONITORING BORE
INTENDED-PURPOSES	MONITORING BORE
WORK-TYPE	Well
WORK-STATUS	
CONSTRUCTION-METHOD	Auger - Solid Flight
OWNER-TYPE	Private
COMMENCE-DATE	
COMPLETION-DATE	1996-06-26
FINAL-DEPTH (metres)	6.00
DRILLED-DEPTH (metres)	6.00
CONTRACTOR-NAME	
DRILLER-NAME	
PROPERTY	N/A
GWMA	-
GW-ZONE	-
STANDING-WATER-LEVEL	
SALINITY	
YIELD	

Site Details (top)

REGION	10 - SYDNEY SOUTH COAST
RIVER-BASIN	
AREA-DISTRICT	
CMA-MAP	
GRID-ZONE	
SCALE	
ELEVATION	
ELEVATION-SOURCE	
NORTHING	6254988.00
EASTING	315109.00
LATITUDE	33 49' 45"

LONGITUDE	151 0' 7"
GS-MAP	
AMG-ZONE	56
COORD-SOURCE	
REMARK	

Form-A (top)

COUNTY	CUMBERLAND
PARISH	LIBERTY PLAINS
PORTION-LOT-DP	10//808585

Licensed (top)

COUNTY	CUMBERLAND
PARISH	LIBERTY PLAINS
PORTION-LOT-DP	10 808585

Construction (top)

Negative depths indicate Above Ground Level;H-Hole;P-Pipe;OD-Outside Diameter;
ID-Inside Diameter;C-Cemented;SL-Slot Length;A-Aperture;GS-Grain Size;Q-Quantity

HOLE-NO	PIPE-NO	COMPONENT-CODE	COMPONENT-TYPE	DEPTH-FROM (metres)	DEPTH-TO (metres)	OD (mm)	ID (mm)	INTERVAL	DETAIL
1		Hole	Hole	0.00	6.00	125			Auger - Solid Flight
1	1	Casing	P.V.C.	0.00	6.00	60			Screwed; Seated on Bottom
1	1	Opening	Slots - Horizontal	3.00	6.00	60			PVC; SL: 3mm; A: .45mm
1		Annulus	Waterworn/Rounded	2.50	6.00				Graded; GS: 0-2mm

Water Bearing Zones (top)

no details

Drillers Log (top)

FROM	TO	THICKNESS	DESC	GEO-MATERIAL	COMMENT
0.00	0.50	0.50	FILL, ROAD BASE		

Groundwater Works Summary

For information on the meaning of fields please see Glossary
Document Generated on Tuesday, September 16, 2014

Print Report

Works Details Site Details Form A Licensed Construction Water Bearing Zones Drillers Log

Work Requested -- GW110399

Works Details (top)

GROUNDWATER NUMBER	GW110399
LIC-NUM	10BL160282
AUTHORISED-PURPOSES	MONITORING BORE
INTENDED-PURPOSES	MONITORING BORE
WORK-TYPE	Well
WORK-STATUS	
CONSTRUCTION-METHOD	Auger - Solid Flight
OWNER-TYPE	Private
COMMENCE-DATE	
COMPLETION-DATE	1996-06-26
FINAL-DEPTH (metres)	5.30
DRILLED-DEPTH (metres)	5.30
CONTRACTOR-NAME	
DRILLER-NAME	
PROPERTY	N/A
GWMA	-
GW-ZONE	-
STANDING-WATER-LEVEL	
SALINITY	
YIELD	

Site Details (top)

REGION	10 - SYDNEY SOUTH COAST
RIVER-BASIN	
AREA-DISTRICT	
CMA-MAP	
GRID-ZONE	
SCALE	
ELEVATION	
ELEVATION-SOURCE	
NORTHING	6255074.00
EASTING	315306.00
LATITUDE	33 49' 42"

LONGITUDE	151 0' 15"
GS-MAP	
AMG-ZONE	56
COORD-SOURCE	
REMARK	

Form-A (top)

COUNTY	CUMBERLAND
PARISH	LIBERTY PLAINS
PORTION-LOT-DP	10//808585

Licensed (top)

COUNTY	CUMBERLAND
PARISH	LIBERTY PLAINS
PORTION-LOT-DP	10 808585

Construction (top)

Negative depths indicate Above Ground Level;H-Hole;P-Pipe;OD-Outside Diameter;
ID-Inside Diameter;C-Cemented;SL-Slot Length;A-Aperture;GS-Grain Size;Q-Quantity

HOLE-NO	PIPE-NO	COMPONENT-CODE	COMPONENT-TYPE	DEPTH-FROM (metres)	DEPTH-TO (metres)	OD (mm)	ID (mm)	INTERVAL	DETAIL
1		Hole	Hole	0.00	5.30	125			Auger - Solid Flight
1	1	Casing	P.V.C.	0.00	5.30	60			Screwed; Seated on Bottom
1	1	Opening	Slots - Horizontal	2.30	5.30	60			PVC; SL: 3mm; A: .45mm
1		Annulus	Waterworn/Rounded	1.50	5.30				Graded; GS: 0-2mm

Water Bearing Zones (top)

no details

Drillers Log (top)

FROM	TO	THICKNESS	DESC	GEO-MATERIAL	COMMENT
0.00	1.50	1.50	FILL,CLAY BROWN PLASTIC		

Groundwater Works Summary

For information on the meaning of fields please see Glossary
Document Generated on Tuesday, September 16, 2014

Print Report

Works Details Site Details Form A Licensed Construction Water Bearing Zones Drillers Log

Work Requested -- GW110400

Works Details (top)

GROUNDWATER NUMBER	GW110400
LIC-NUM	10BL160282
AUTHORISED-PURPOSES	MONITORING BORE
INTENDED-PURPOSES	MONITORING BORE
WORK-TYPE	Well
WORK-STATUS	
CONSTRUCTION-METHOD	Auger - Solid Flight
OWNER-TYPE	Private
COMMENCE-DATE	
COMPLETION-DATE	1996-03-06
FINAL-DEPTH (metres)	5.40
DRILLED-DEPTH (metres)	5.40
CONTRACTOR-NAME	
DRILLER-NAME	
PROPERTY	N/A
GWMA	-
GW-ZONE	-
STANDING-WATER-LEVEL	
SALINITY	
YIELD	

Site Details (top)

REGION	10 - SYDNEY SOUTH COAST
RIVER-BASIN	
AREA-DISTRICT	
CMA-MAP	
GRID-ZONE	
SCALE	
ELEVATION	
ELEVATION-SOURCE	
NORTHING	6255143.00
EASTING	315277.00
LATITUDE	33 49' 40"

LONGITUDE	151 0' 14"
GS-MAP	
AMG-ZONE	56
COORD-SOURCE	
REMARK	

Form-A (top)

COUNTY	CUMBERLAND
PARISH	LIBERTY PLAINS
PORTION-LOT-DP	10//808585

Licensed (top)

COUNTY	CUMBERLAND
PARISH	LIBERTY PLAINS
PORTION-LOT-DP	10 808585

Construction (top)

Negative depths indicate Above Ground Level;H-Hole;P-Pipe;OD-Outside Diameter;
ID-Inside Diameter;C-Cemented;SL-Slot Length;A-Aperture;GS-Grain Size;Q-Quantity

HOLE-NO	PIPE-NO	COMPONENT-CODE	COMPONENT-TYPE	DEPTH-FROM (metres)	DEPTH-TO (metres)	OD (mm)	ID (mm)	INTERVAL	DETAIL
1		Hole	Hole	0.00	5.40	125			Auger - Solid Flight
1	1	Casing	P.V.C.	0.00	5.40	60			Screwed; Seated
1	1	Opening	Slots - Horizontal	2.40	5.40	60			PVC; SL: 3mm; A: .45mm
1		Annulus	Waterworn/Rounded	1.50	5.40				Graded; GS: 0-2mm

Water Bearing Zones (top)

no details

Drillers Log (top)

FROM	TO	THICKNESS	DESC	GEO-MATERIAL	COMMENT
0.00	0.80	0.80	FILL,CLAY,GREY,SANDY,GRAVELLY		
0.80	4.30	3.50	FILL,CLAY,LT BROWN,SOFT , PLASTIC		
4.30	5.40	1.10	CLAY, LT BROWN,PINK,SOFT SILT		

Groundwater Works Summary

For information on the meaning of fields please see Glossary
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Print Report

Works Details Site Details Form A Licensed Construction Water Bearing Zones Drillers Log

Work Requested -- GW110401

Works Details (top)

GROUNDWATER NUMBER	GW110401
LIC-NUM	10BL160282
AUTHORISED-PURPOSES	MONITORING BORE
INTENDED-PURPOSES	MONITORING BORE
WORK-TYPE	Well
WORK-STATUS	
CONSTRUCTION-METHOD	Auger - Solid Flight
OWNER-TYPE	Private
COMMENCE-DATE	
COMPLETION-DATE	2001-05-18
FINAL-DEPTH (metres)	7.00
DRILLED-DEPTH (metres)	7.00
CONTRACTOR-NAME	
DRILLER-NAME	
PROPERTY	N/A
GWMA	-
GW-ZONE	-
STANDING-WATER-LEVEL	
SALINITY	
YIELD	

Site Details (top)

REGION	10 - SYDNEY SOUTH COAST
RIVER-BASIN	
AREA-DISTRICT	
CMA-MAP	
GRID-ZONE	
SCALE	
ELEVATION	
ELEVATION-SOURCE	
NORTHING	6255134.00
EASTING	315241.00
LATITUDE	33 49' 40"

LONGITUDE	151 0' 13"
GS-MAP	
AMG-ZONE	56
COORD-SOURCE	
REMARK	

Form-A (top)

COUNTY	CUMBERLAND
PARISH	LIBERTY PLAINS
PORTION-LOT-DP	10//808585

Licensed (top)

COUNTY	CUMBERLAND
PARISH	LIBERTY PLAINS
PORTION-LOT-DP	10 808585

Construction (top)

Negative depths indicate Above Ground Level;H-Hole;P-Pipe;OD-Outside Diameter;
ID-Inside Diameter;C-Cemented;SL-Slot Length;A-Aperture;GS-Grain Size;Q-Quantity

HOLE-NO	PIPE-NO	COMPONENT-CODE	COMPONENT-TYPE	DEPTH-FROM (metres)	DEPTH-TO (metres)	OD (mm)	ID (mm)	INTERVAL	DETAIL
1		Hole	Hole	0.00	7.00	100			Auger - Solid Flight
1	1	Casing	P.V.C.	-0.50	7.00	60			Screwed; Seated on Bottom
1	1	Opening	Slots - Horizontal	1.00	7.00	60			PVC; SL: 6mm; A: .45mm
1		Annulus	Waterworn/Rounded	0.50	7.00				Graded; GS: 0-2mm

Water Bearing Zones (top)

no details

Drillers Log (top)

FROM	TO	THICKNESS	DESC	GEO-MATERIAL	COMMENT
0.00	0.85	0.85	FILL,LOOSE SAND/GRAVEL		

Groundwater Works Summary

For information on the meaning of fields please see Glossary
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Print Report

Works Details Site Details Form A Licensed Construction Water Bearing Zones Drillers Log

Work Requested -- GW110402

Works Details (top)

GROUNDWATER NUMBER	GW110402
LIC-NUM	10BL160282
AUTHORISED-PURPOSES	MONITORING BORE
INTENDED-PURPOSES	MONITORING BORE
WORK-TYPE	Well
WORK-STATUS	
CONSTRUCTION-METHOD	Auger - Solid Flight
OWNER-TYPE	Private
COMMENCE-DATE	
COMPLETION-DATE	2001-05-18
FINAL-DEPTH (metres)	8.00
DRILLED-DEPTH (metres)	8.00
CONTRACTOR-NAME	
DRILLER-NAME	
PROPERTY	N/A
GWMA	-
GW-ZONE	-
STANDING-WATER-LEVEL	
SALINITY	
YIELD	

Site Details (top)

REGION	10 - SYDNEY SOUTH COAST
RIVER-BASIN	
AREA-DISTRICT	
CMA-MAP	
GRID-ZONE	
SCALE	
ELEVATION	
ELEVATION-SOURCE	
NORTHING	6255077.00
EASTING	315149.00
LATITUDE	33 49' 42"

LONGITUDE	151 0' 9"
GS-MAP	
AMG-ZONE	56
COORD-SOURCE	
REMARK	

Form-A (top)

COUNTY	CUMBERLAND
PARISH	LIBERTY PLAINS
PORTION-LOT-DP	10//808585

Licensed (top)

COUNTY	CUMBERLAND
PARISH	LIBERTY PLAINS
PORTION-LOT-DP	10 808585

Construction (top)

Negative depths indicate Above Ground Level;H-Hole;P-Pipe;OD-Outside Diameter;
ID-Inside Diameter;C-Cemented;SL-Slot Length;A-Aperture;GS-Grain Size;Q-Quantity

HOLE-NO	PIPE-NO	COMPONENT-CODE	COMPONENT-TYPE	DEPTH-FROM (metres)	DEPTH-TO (metres)	OD (mm)	ID (mm)	INTERVAL	DETAIL
1		Hole	Hole	0.00	8.00	100			Auger - Solid Flight
1	1	Casing	P.V.C.	-0.50	8.00	60			Screwed; Seated on Bottom
1	1	Opening	Slots - Horizontal	2.00	8.00	60			PVC; SL: 6mm; A: .45mm
1		Annulus	Waterworn/Rounded	0.50	8.00				Graded; GS: 0-2mm

Water Bearing Zones (top)

no details

Drillers Log (top)

FROM	TO	THICKNESS	DESC	GEO-MATERIAL	COMMENT
0.00	0.85	0.85	FILL.LOOSE SAND,W/GRAVEL		

Groundwater Works Summary

For information on the meaning of fields please see Glossary
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Print Report

Works Details Site Details Form A Licensed Construction Water Bearing Zones Drillers Log

Work Requested -- GW110403

Works Details (top)

GROUNDWATER NUMBER	GW110403
LIC-NUM	10BL160282
AUTHORISED-PURPOSES	MONITORING BORE
INTENDED-PURPOSES	MONITORING BORE
WORK-TYPE	Well
WORK-STATUS	
CONSTRUCTION-METHOD	Auger - Solid Flight
OWNER-TYPE	Private
COMMENCE-DATE	
COMPLETION-DATE	2001-05-18
FINAL-DEPTH (metres)	9.00
DRILLED-DEPTH (metres)	9.00
CONTRACTOR-NAME	
DRILLER-NAME	
PROPERTY	N/A
GWMA	-
GW-ZONE	-
STANDING-WATER-LEVEL	
SALINITY	
YIELD	

Site Details (top)

REGION	10 - SYDNEY SOUTH COAST
RIVER-BASIN	
AREA-DISTRICT	
CMA-MAP	
GRID-ZONE	
SCALE	
ELEVATION	
ELEVATION-SOURCE	
NORTHING	6255036.00
EASTING	315067.00
LATITUDE	33 49' 43"

LONGITUDE	151 0' 6"
GS-MAP	
AMG-ZONE	56
COORD-SOURCE	
REMARK	

Form-A (top)

COUNTY	CUMBERLAND
PARISH	LIBERTY PLAINS
PORTION-LOT-DP	10//808585

Licensed (top)

COUNTY	CUMBERLAND
PARISH	LIBERTY PLAINS
PORTION-LOT-DP	10 808585

Construction (top)

Negative depths indicate Above Ground Level;H-Hole;P-Pipe;OD-Outside Diameter;
ID-Inside Diameter;C-Cemented;SL-Slot Length;A-Aperture;GS-Grain Size;Q-Quantity

HOLE-NO	PIPE-NO	COMPONENT-CODE	COMPONENT-TYPE	DEPTH-FROM (metres)	DEPTH-TO (metres)	OD (mm)	ID (mm)	INTERVAL	DETAIL
1		Hole	Hole	0.00	9.00	100			Auger - Solid Flight
1	1	Casing	P.V.C.	-0.50	9.00	60			Screwed; Seated on Bottom
1	1	Opening	Slots - Horizontal	3.00	9.00	60			PVC; Sawn; SL: 6mm; A: .45mm
1		Annulus	Waterworn/Rounded	0.50	9.00				Graded; GS: 0-2mm

Water Bearing Zones (top)

no details

Drillers Log (top)

FROM	TO	THICKNESS	DESC	GEO-MATERIAL	COMMENT
0.00	0.10	0.10	TOPSOIL		

Groundwater Works Summary

For information on the meaning of fields please see Glossary
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Print Report

Works Details Site Details Form A Licensed Construction Water Bearing Zones Drillers Log

Work Requested -- GW110404

Works Details (top)

GROUNDWATER NUMBER	GW110404
LIC-NUM	10BL160282
AUTHORISED-PURPOSES	MONITORING BORE
INTENDED-PURPOSES	MONITORING BORE
WORK-TYPE	Well
WORK-STATUS	
CONSTRUCTION-METHOD	Auger - Solid Flight
OWNER-TYPE	Private
COMMENCE-DATE	
COMPLETION-DATE	2001-05-18
FINAL-DEPTH (metres)	9.00
DRILLED-DEPTH (metres)	9.00
CONTRACTOR-NAME	
DRILLER-NAME	
PROPERTY	N/A
GWMA	-
GW-ZONE	-
STANDING-WATER-LEVEL	
SALINITY	
YIELD	

Site Details (top)

REGION	10 - SYDNEY SOUTH COAST
RIVER-BASIN	
AREA-DISTRICT	
CMA-MAP	
GRID-ZONE	
SCALE	
ELEVATION	
ELEVATION-SOURCE	
NORTHING	6254993.00
EASTING	315010.00
LATITUDE	33 49' 45"

LONGITUDE	151 0' 3"
GS-MAP	
AMG-ZONE	56
COORD-SOURCE	
REMARK	

Form-A (top)

COUNTY	CUMBERLAND
PARISH	LIBERTY PLAINS
PORTION-LOT-DP	10//808585

Licensed (top)

COUNTY	CUMBERLAND
PARISH	LIBERTY PLAINS
PORTION-LOT-DP	10 808585

Construction (top)

Negative depths indicate Above Ground Level;H-Hole;P-Pipe;OD-Outside Diameter;
ID-Inside Diameter;C-Cemented;SL-Slot Length;A-Aperture;GS-Grain Size;Q-Quantity

HOLE-NO	PIPE-NO	COMPONENT-CODE	COMPONENT-TYPE	DEPTH-FROM (metres)	DEPTH-TO (metres)	OD (mm)	ID (mm)	INTERVAL	DETAIL
1		Hole	Hole	0.00	9.00	100			Auger - Solid Flight
1	1	Casing	P.V.C.	-0.50	9.00	60			Screwed; Seated on Bottom
1	1	Opening	Slots - Horizontal	3.00	9.00	60			PVC; Sawn; SL: 6mm; A: .45mm
1		Annulus	Waterworn/Rounded	0.50	9.00				Graded; GS: 0-2mm

Water Bearing Zones (top)

no details

Drillers Log (top)

FROM	TO	THICKNESS	DESC	GEO-MATERIAL	COMMENT
0.00	0.90	0.90	FILL,CLAYEY SAND,GRAVEL		

Groundwater Works Summary

For information on the meaning of fields please see Glossary
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Print Report

Works Details Site Details Form A Licensed Construction Water Bearing Zones Drillers Log

Work Requested -- GW111322

Works Details (top)

GROUNDWATER NUMBER	GW111322
LIC-NUM	10BL601807
AUTHORISED-PURPOSES	MONITORING BORE
INTENDED-PURPOSES	MONITORING BORE
WORK-TYPE	Bore
WORK-STATUS	Equipped - bore used for obs
CONSTRUCTION-METHOD	(Unknown)
OWNER-TYPE	Private
COMMENCE-DATE	
COMPLETION-DATE	2007-05-25
FINAL-DEPTH (metres)	3.60
DRILLED-DEPTH (metres)	3.60
CONTRACTOR-NAME	
DRILLER-NAME	
PROPERTY	MOBILE OIL AUSTRALIA PTY LTD
GWMA	-
GW-ZONE	-
STANDING-WATER-LEVEL	
SALINITY	
YIELD	

Site Details (top)

REGION	10 - SYDNEY SOUTH COAST
RIVER-BASIN	
AREA-DISTRICT	
CMA-MAP	
GRID-ZONE	
SCALE	
ELEVATION	
ELEVATION-SOURCE	
NORTHING	6254859.00
EASTING	315874.00
LATITUDE	33 49' 50"

LONGITUDE	151 0' 37"
GS-MAP	
AMG-ZONE	56
COORD-SOURCE	
REMARK	

Form-A (top)

COUNTY	CUMBERLAND
PARISH	LIBERTY PLAINS
PORTION-LOT-DP	21//1110662

Licensed (top)

COUNTY	CUMBERLAND
PARISH	LIBERTY PLAINS
PORTION-LOT-DP	1 805084

Construction (top)

Negative depths indicate Above Ground Level;H-Hole;P-Pipe;OD-Outside Diameter;
ID-Inside Diameter;C-Cemented;SL-Slot Length;A-Aperture;GS-Grain Size;Q-Quantity

HOLE-NO	PIPE-NO	COMPONENT-CODE	COMPONENT-TYPE	DEPTH-FROM (metres)	DEPTH-TO (metres)	OD (mm)	ID (mm)	INTERVAL	DETAIL
1		Hole	Hole	0.00	3.60	125			

Water Bearing Zones (top)

no details

Drillers Log (top)

FROM	TO	THICKNESS	DESC	GEO-MATERIAL	COMMENT
0.00	0.30	0.30	TOPSOIL,GRAVELLY SILTY SAND		
0.30	2.20	1.90	FILL,SILTY CLAY,MEDIUM DENSITY		
2.20	3.50	1.30	SAND,MEDIUM GRAIN,GREY,SOFT		
3.50	3.60	0.10	CLAY,LOW TO MODERATE PLASTICITY,GREY,SHALE		

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Groundwater Works Summary

For information on the meaning of fields please see Glossary
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Print Report

Works Details Site Details Form A Licensed Construction Water Bearing Zones Drillers Log

Work Requested -- GW111323

Works Details (top)

GROUNDWATER NUMBER	GW111323
LIC-NUM	10BL601807
AUTHORISED-PURPOSES	MONITORING BORE
INTENDED-PURPOSES	MONITORING BORE
WORK-TYPE	Bore
WORK-STATUS	Equipped - bore used for obs
CONSTRUCTION-METHOD	(Unknown)
OWNER-TYPE	Private
COMMENCE-DATE	
COMPLETION-DATE	2007-05-25
FINAL-DEPTH (metres)	4.10
DRILLED-DEPTH (metres)	4.10
CONTRACTOR-NAME	
DRILLER-NAME	
PROPERTY	MOBILE OIL AUSTRALIA PTY LTD
GWMA	-
GW-ZONE	-
STANDING-WATER-LEVEL	
SALINITY	
YIELD	

Site Details (top)

REGION	10 - SYDNEY SOUTH COAST
RIVER-BASIN	
AREA-DISTRICT	
CMA-MAP	
GRID-ZONE	
SCALE	
ELEVATION	
ELEVATION-SOURCE	
NORTHING	6254883.00
EASTING	315887.00
LATITUDE	33 49' 49"

LONGITUDE	151 0' 37"
GS-MAP	
AMG-ZONE	56
COORD-SOURCE	
REMARK	

Form-A (top)

COUNTY	CUMBERLAND
PARISH	LIBERTY PLAINS
PORTION-LOT-DP	21//1110662

Licensed (top)

COUNTY	CUMBERLAND
PARISH	LIBERTY PLAINS
PORTION-LOT-DP	1 805084

Construction (top)

Negative depths indicate Above Ground Level;H-Hole;P-Pipe;OD-Outside Diameter;
ID-Inside Diameter;C-Cemented;SL-Slot Length;A-Aperture;GS-Grain Size;Q-Quantity

HOLE-NO	PIPE-NO	COMPONENT-CODE	COMPONENT-TYPE	DEPTH-FROM (metres)	DEPTH-TO (metres)	OD (mm)	ID (mm)	INTERVAL DETAIL
1		Hole	Hole	0.00	4.10	125		

Water Bearing Zones (top)

no details

Drillers Log (top)

FROM	TO	THICKNESS	DESC	GEO-MATERIAL	COMMENT
0.00	0.30	0.30	TOPSOIL,SILTY SAND,FINE GRAIN		
0.30	2.50	2.20	FILL,SANDY CLAY,RED BROWN,GREY MOTTLING		
2.50	4.10	1.60	SHALE,WEATHERED,STIFF TO HARD,SOME CLAY		

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Groundwater Works Summary

For information on the meaning of fields please see Glossary
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Print Report

Works Details Site Details Form A Licensed Construction Water Bearing Zones Drillers Log

Work Requested -- GW111324

Works Details (top)

GROUNDWATER NUMBER	GW111324
LIC-NUM	10BL601807
AUTHORISED-PURPOSES	MONITORING BORE
INTENDED-PURPOSES	MONITORING BORE
WORK-TYPE	Bore
WORK-STATUS	Equipped - bore used for obs
CONSTRUCTION-METHOD	(Unknown)
OWNER-TYPE	Private
COMMENCE-DATE	
COMPLETION-DATE	2007-05-25
FINAL-DEPTH (metres)	8.10
DRILLED-DEPTH (metres)	8.10
CONTRACTOR-NAME	
DRILLER-NAME	
PROPERTY	MOBILE OIL AUSTRALIA PTY LTD
GWMA	-
GW-ZONE	-
STANDING-WATER-LEVEL	
SALINITY	
YIELD	

Site Details (top)

REGION	10 - SYDNEY SOUTH COAST
RIVER-BASIN	
AREA-DISTRICT	
CMA-MAP	
GRID-ZONE	
SCALE	
ELEVATION	
ELEVATION-SOURCE	
NORTHING	6254886.00
EASTING	315863.00
LATITUDE	33 49' 49"

LONGITUDE	151 0' 37"
GS-MAP	
AMG-ZONE	56
COORD-SOURCE	
REMARK	

Form-A (top)

COUNTY	CUMBERLAND
PARISH	LIBERTY PLAINS
PORTION-LOT-DP	20//1110662

Licensed (top)

COUNTY	CUMBERLAND
PARISH	LIBERTY PLAINS
PORTION-LOT-DP	1 805084

Construction (top)

Negative depths indicate Above Ground Level;H-Hole;P-Pipe;OD-Outside Diameter;
ID-Inside Diameter;C-Cemented;SL-Slot Length;A-Aperture;GS-Grain Size;Q-Quantity

HOLE-NO	PIPE-NO	COMPONENT-CODE	COMPONENT-TYPE	DEPTH-FROM (metres)	DEPTH-TO (metres)	OD (mm)	ID (mm)	INTERVAL	DETAIL
1		Hole	Hole	0.00	8.10	125			

Water Bearing Zones (top)

no details

Drillers Log (top)

FROM	TO	THICKNESS	DESC	GEO-MATERIAL	COMMENT
0.00	0.30	0.30	TOPSOIL,SILTY SAND,FINE GRAIN,BROWN		
0.30	5.50	5.20	FILL.GRAVELLY CLAY,MODERATE PLASTICITY,RED BROWN		
5.50	8.10	2.60	SHALE,DARK GREY,HARD,UNIFORM,WET		

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Groundwater Works Summary

For information on the meaning of fields please see Glossary
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Print Report

Works Details Site Details Form A Licensed Construction Water Bearing Zones Drillers Log

Work Requested -- GW114345

Works Details (top)

GROUNDWATER NUMBER	GW114345
LIC-NUM	10BL605004
AUTHORISED-PURPOSES	MONITORING BORE
INTENDED-PURPOSES	MONITORING BORE
WORK-TYPE	Bore
WORK-STATUS	Equipped - bore used for obs
CONSTRUCTION-METHOD	(Unknown)
OWNER-TYPE	Private
COMMENCE-DATE	
COMPLETION-DATE	2011-10-19
FINAL-DEPTH (metres)	6.00
DRILLED-DEPTH (metres)	6.00
CONTRACTOR-NAME	
DRILLER-NAME	
PROPERTY	ARISE HOLDINGS PTY LTD
GWMA	-
GW-ZONE	-
STANDING-WATER-LEVEL	5.50
SALINITY	
YIELD	

Site Details (top)

REGION	10 - SYDNEY SOUTH COAST
RIVER-BASIN	
AREA-DISTRICT	
CMA-MAP	
GRID-ZONE	
SCALE	
ELEVATION	
ELEVATION-SOURCE	
NORTHING	6254064.00
EASTING	315706.00
LATITUDE	33 50' 15"

LONGITUDE	151 0' 30"
GS-MAP	
AMG-ZONE	56
COORD-SOURCE	
REMARK	

Form-A (top)

no details

Licensed (top)

COUNTY	CUMBERLAND
PARISH	LIBERTY PLAINS
PORTION-LOT-DP	13 277

Construction (top)

Negative depths indicate Above Ground Level;H-Hole;P-Pipe;OD-Outside Diameter;
ID-Inside Diameter;C-Cemented;SL-Slot Length;A-Aperture;GS-Grain Size;Q-Quantity

HOLE-NO	PIPE-NO	COMPONENT-CODE	COMPONENT-TYPE	DEPTH-FROM (metres)	DEPTH-TO (metres)	OD (mm)	ID (mm)	INTERVAL	DETAIL
1		Hole	Hole	0.00	6.00	120			
1	1	Casing	PVC Class 18	0.00	3.00	50	44		Screwed; Seated on Bottom; End cap
1	1	Opening	Slots - Horizontal	3.00	6.00	50			PVC Class 18; Casing - Machine Slotted; SL: 20mm; A: .5mm; Screwed
1		Annulus	Bentonite/Grout	1.50	2.00				
1		Annulus	Waterworn/Rounded	2.00	6.00				Graded; GS: 1-2mm

Water Bearing Zones (top)

FROM-DEPTH (metres)	TO-DEPTH (metres)	THICKNESS (metres)	ROCK-CAT-DESC	S-W-L	D-D-L	YIELD	TEST-HOLE-DEPTH (metres)	DURATION	SALINITY
5.50	6.00	0.50		5.50					

Drillers Log (top)

FROM	TO	THICKNESS	DESC	GEO-MATERIAL	COMMENT
0.00	0.50	0.50	SHALE GRAVELS		

Groundwater Works Summary

For information on the meaning of fields please see Glossary
Document Generated on Tuesday, September 16, 2014

Print Report

Works Details Site Details Form A Licensed Construction Water Bearing Zones Drillers Log

Work Requested -- GW114346

Works Details (top)

GROUNDWATER NUMBER	GW114346
LIC-NUM	10BL605004
AUTHORISED-PURPOSES	MONITORING BORE
INTENDED-PURPOSES	MONITORING BORE
WORK-TYPE	Bore
WORK-STATUS	Equipped - bore used for obs
CONSTRUCTION-METHOD	(Unknown)
OWNER-TYPE	Private
COMMENCE-DATE	
COMPLETION-DATE	2011-10-19
FINAL-DEPTH (metres)	6.00
DRILLED-DEPTH (metres)	6.00
CONTRACTOR-NAME	
DRILLER-NAME	
PROPERTY	ARISE HOLDINGS PTY LTD
GWMA	-
GW-ZONE	-
STANDING-WATER-LEVEL	5.00
SALINITY	
YIELD	

Site Details (top)

REGION	10 - SYDNEY SOUTH COAST
RIVER-BASIN	
AREA-DISTRICT	
CMA-MAP	
GRID-ZONE	
SCALE	
ELEVATION	
ELEVATION-SOURCE	
NORTHING	6254074.00
EASTING	315711.00
LATITUDE	33 50' 15"

LONGITUDE	151 0' 30"
GS-MAP	
AMG-ZONE	56
COORD-SOURCE	
REMARK	

Form-A (top)

COUNTY	CUMBERLAND
PARISH	LIBERTY PLAINS
PORTION-LOT-DP	//88263

Licensed (top)

COUNTY	CUMBERLAND
PARISH	LIBERTY PLAINS
PORTION-LOT-DP	13 277

Construction (top)

Negative depths indicate Above Ground Level;H-Hole;P-Pipe;OD-Outside Diameter;
ID-Inside Diameter;C-Cemented;SL-Slot Length;A-Aperture;GS-Grain Size;Q-Quantity

HOLE-NO	PIPE-NO	COMPONENT-CODE	COMPONENT-TYPE	DEPTH-FROM (metres)	DEPTH-TO (metres)	OD (mm)	ID (mm)	INTERVAL	DETAIL
1		Hole	Hole	0.00	6.00	120			(Unknown)
1	1	Casing	PVC Class 18	0.00	3.00	50	49.4		Screwed; Seated on Bottom; End cap
1	1	Opening	Slots - Horizontal	3.00	6.00	50			PVC Class 18; Casing - Machine Slotted; SL: 20mm; A: .5mm; Screwed
1		Annulus	Bentonite/Grout	2.00	2.50				
1		Annulus	Waterworn/Rounded	3.00	6.00				Graded; GS: 1-2mm

Water Bearing Zones (top)

FROM-DEPTH (metres)	TO-DEPTH (metres)	THICKNESS (metres)	ROCK-CAT-DESC	S-W-L	D-D-L	YIELD	TEST-HOLE-DEPTH (metres)	DURATION	SALINITY
5.00	6.00	1.00		5.00					

Groundwater Works Summary

For information on the meaning of fields please see Glossary
Document Generated on Tuesday, September 16, 2014

Print Report

Works Details Site Details Form A Licensed Construction Water Bearing Zones Drillers Log

Work Requested -- GW114347

Works Details (top)

GROUNDWATER NUMBER	GW114347
LIC-NUM	10BL605004
AUTHORISED-PURPOSES	MONITORING BORE
INTENDED-PURPOSES	MONITORING BORE
WORK-TYPE	Bore
WORK-STATUS	Equipped - bore used for obs
CONSTRUCTION-METHOD	(Unknown)
OWNER-TYPE	Private
COMMENCE-DATE	
COMPLETION-DATE	2011-10-19
FINAL-DEPTH (metres)	5.90
DRILLED-DEPTH (metres)	5.90
CONTRACTOR-NAME	
DRILLER-NAME	
PROPERTY	ARISE HOLDINGS PTY LTD
GWMA	-
GW-ZONE	-
STANDING-WATER-LEVEL	5.50
SALINITY	
YIELD	

Site Details (top)

REGION	10 - SYDNEY SOUTH COAST
RIVER-BASIN	
AREA-DISTRICT	
CMA-MAP	
GRID-ZONE	
SCALE	
ELEVATION	
ELEVATION-SOURCE	
NORTHING	6254074.00
EASTING	315716.00
LATITUDE	33 50' 15"

LONGITUDE	151 0' 30"
GS-MAP	
AMG-ZONE	56
COORD-SOURCE	
REMARK	

Form-A (top)

COUNTY	CUMBERLAND
PARISH	LIBERTY PLAINS
PORTION-LOT-DP	//88263

Licensed (top)

COUNTY	CUMBERLAND
PARISH	LIBERTY PLAINS
PORTION-LOT-DP	13 277

Construction (top)

Negative depths indicate Above Ground Level;H-Hole;P-Pipe;OD-Outside Diameter;
ID-Inside Diameter;C-Cemented;SL-Slot Length;A-Aperture;GS-Grain Size;Q-Quantity

HOLE-NO	PIPE-NO	COMPONENT-CODE	COMPONENT-TYPE	DEPTH-FROM (metres)	DEPTH-TO (metres)	OD (mm)	ID (mm)	INTERVAL	DETAIL
1		Hole	Hole	0.00	5.90	120			(Unknown)
1	1	Casing	PVC Class 18	0.00	3.00	50	44		Screwed; Seated on Bottom; End cap
1	1	Opening	Slots	3.00	6.00	50	44		PVC Class 18; Casing - Machine Slotted; SL: 20mm; A: 4mm; Screwed
1		Annulus	Waterworn/Rounded	1.50	6.00	50	50		Graded; GS: 1-2mm; Q: 5m³

Water Bearing Zones (top)

FROM-DEPTH (metres)	TO-DEPTH (metres)	THICKNESS (metres)	ROCK-CAT-DESC	S-W-L	D-D-L	YIELD	TEST-HOLE-DEPTH (metres)	DURATION	SALINITY
5.50	6.00	0.50		5.50					

Drillers Log (top)

Groundwater Works Summary

For information on the meaning of fields please see Glossary
Document Generated on Tuesday, September 16, 2014

Print Report

Works Details Site Details Form A Licensed Construction Water Bearing Zones Drillers Log

Work Requested -- GW114348

Works Details (top)

GROUNDWATER NUMBER	GW114348
LIC-NUM	10BL605004
AUTHORISED-PURPOSES	MONITORING BORE
INTENDED-PURPOSES	MONITORING BORE
WORK-TYPE	Bore
WORK-STATUS	Equipped - bore used for obs
CONSTRUCTION-METHOD	(Unknown)
OWNER-TYPE	Private
COMMENCE-DATE	
COMPLETION-DATE	2011-10-19
FINAL-DEPTH (metres)	6.80
DRILLED-DEPTH (metres)	6.80
CONTRACTOR-NAME	
DRILLER-NAME	
PROPERTY	ARISE HOLDINGS PTY LTD
GWMA	-
GW-ZONE	-
STANDING-WATER-LEVEL	5.50
SALINITY	
YIELD	

Site Details (top)

REGION	10 - SYDNEY SOUTH COAST
RIVER-BASIN	
AREA-DISTRICT	
CMA-MAP	
GRID-ZONE	
SCALE	
ELEVATION	
ELEVATION-SOURCE	
NORTHING	6254050.00
EASTING	315727.00
LATITUDE	33 50' 16"

LONGITUDE	151 0' 31"
GS-MAP	
AMG-ZONE	56
COORD-SOURCE	
REMARK	

Form-A (top)

COUNTY	CUMBERLAND
PARISH	LIBERTY PLAINS
PORTION-LOT-DP	//88263

Licensed (top)

COUNTY	CUMBERLAND
PARISH	LIBERTY PLAINS
PORTION-LOT-DP	13 277

Construction (top)

Negative depths indicate Above Ground Level;H-Hole;P-Pipe;OD-Outside Diameter;
ID-Inside Diameter;C-Cemented;SL-Slot Length;A-Aperture;GS-Grain Size;Q-Quantity

HOLE-NO	PIPE-NO	COMPONENT-CODE	COMPONENT-TYPE	DEPTH-FROM (metres)	DEPTH-TO (metres)	OD (mm)	ID (mm)	INTERVAL	DETAIL
1		Hole	Hole	0.00	6.80	120			
1	1	Casing	PVC Class 18	0.00	3.00	50	44		Screwed; Seated on Bottom; End cap
1	1	Casing	PVC Class 18	6.00	6.80	50	44		Screwed; Seated on Bottom; End cap
1	1	Opening	Slots - Horizontal	3.00	6.00	50			PVC Class 18; Casing - Machine Slotted; SL: 20mm; A: .5mm; Screwed
1		Annulus	Bentonite/Grout	1.80	2.30				
1		Annulus	Waterworn/Rounded	2.30	6.80				Graded; GS: 1-2mm

Water Bearing Zones (top)

FROM-DEPTH (metres)	TO-DEPTH (metres)	THICKNESS (metres)	ROCK-CAT-DESC	S-W-L	D-D-L	YIELD	TEST-HOLE-DEPTH	DURATION	SALINITY

EIS

Appendix B: Site History Information

EIS

Land Title Records

PB

29 AUG 2014

ADVANCE LEGAL SEARCHERS PTY LTD

(ACN 147 943 842)
ABN 82 147 943 842

P.O. Box 149
Yagoona NSW 2199

Telephone: +612 9644 1679
Mobile: 0412 169 809
Facsimile: +612 8076 3026
Email: alsearch@optusnet.com.au

28th August, 2014

ENVIRONMENTAL INVESTIGATION SERVICES
PO BOX 976,
NORTH RYDE BC NSW 1670

Attention: Para Bokalawela,

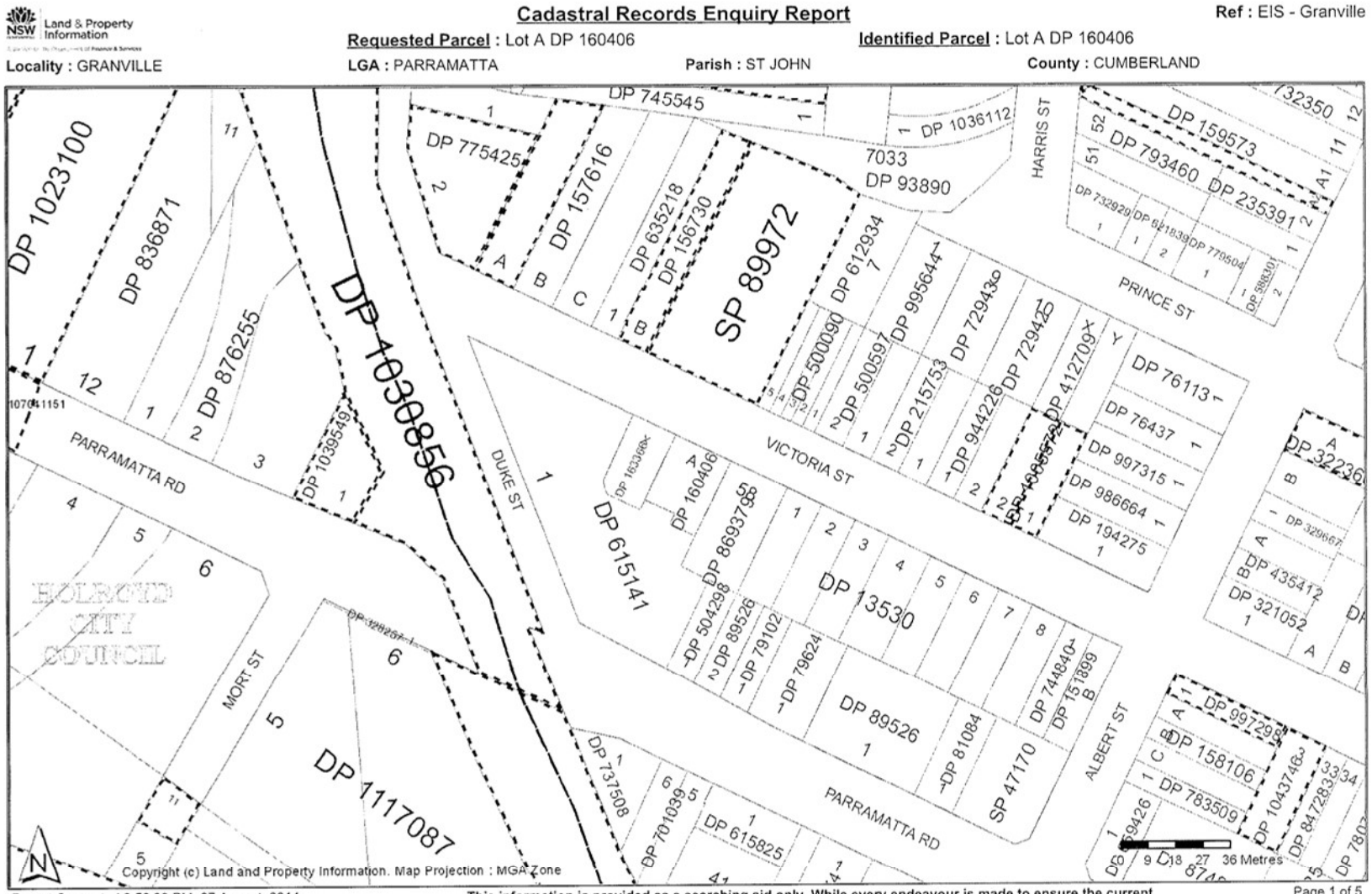
RE: **Parramatta Road, Granville**
Job No. E27710KG

Current Limited Search

REGISTERED PROPRIETOR: **BERACI PTY LIMITED**
(ALL 9 LOTS)

Lot	Date Acquired	Transfer Document No.
1/615141	1999	5566623
1/504298	1999	5566624
2/89526	1999	5566624
1/79102	1999	5566624
1/79624	1999	5566624
1/89526	2001	8102159
1/81084	2001	8102158
A/160406	2002	8741837
58/869379	1999	5566624

ALL LOTS WERE ACQUIRED PRIOR TO PREVIOUS SEARCH BY DEPARTMENT OF LANDS IN 2004


Land & Property Information
NSW
Cadastral Records Enquiry Report
Ref : EIS - Granville
Requested Parcel : Lot A DP 160406
Identified Parcel : Lot A DP 160406
Locality : GRANVILLE
LGA : PARRAMATTA
Parish : ST JOHN
County : CUMBERLAND
DP 1023100
DP 836871
DP 876255
DP 1039549
DP 1030856
DP 745545
DP 775425
DP 157616
DP 635218
DP 156730
SP 89972
DP 612934
7033
DP 93890
DP 1036112
HARRIS ST
DP 159573
DP 793460
DP 235391
DP 732929
DP 770504
DP 588301
PRINCE ST
DP 995644
DP 729439
DP 729425
DP 412709
DP 76113
DP 76437
DP 997315
DP 986664
DP 194275
DP 500090
DP 500597
DP 215753
DP 944226
DP 163368
DP 160406
VICTORIA ST
DUKE ST
DP 615141
DP 869378
DP 13530
DP 504298
DP 89526
DP 79102
DP 79624
DP 81084
DP 744840
DP 151899
SP 47170
ALBERT ST
DP 322360
DP 329667
DP 435412
DP 321052
DP 997298
DP 158106
DP 783509
DP 1043746
DP 847283
PARRAMATTA RD
PARRAMATTA RD
MORT ST
DP 328267
DP 1117087
DP 737508
DP 701039
DP 615825
HOLROYD CITY COUNCIL
1070411151
N
0 9 18 27 36 Metres
Copyright (c) Land and Property Information. Map Projection : MGA Zone
Report Generated 2:56:33 PM, 27 August, 2014
Copyright © Land and Property Information ABN: 84 104 377 806
This information is provided as a searching aid only. While every endeavour is made to ensure the current cadastral pattern is accurately reflected, the Registrar General cannot guarantee the information provided.
For all ACTIVITY PRIOR to SEPT 2002 you must refer to the RGs Charting and Reference Maps.
Page 1 of 5

Advance Legal Searchers Pty Ltd Phone: 02 9644 1679

LPI On-Line

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Information provided through Tri-Search an approved LPI*NSW* Information Broker

LAND AND PROPERTY INFORMATION NEW SOUTH WALES - TITLE SEARCH

FOLIO: 1/615141

SEARCH DATE	TIME	EDITION NO	DATE
27/8/2014	2:37 PM	4	15/11/2005

LAND

LOT 1 IN DEPOSITED PLAN 615141
AT GRANVILLE
LOCAL GOVERNMENT AREA PARRAMATTA
PARISH OF ST JOHN COUNTY OF CUMBERLAND
TITLE DIAGRAM DP615141

FIRST SCHEDULE

BERACI PTY LIMITED (T 5566623)

SECOND SCHEDULE (5 NOTIFICATIONS)

1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
2 BK 2052 NO 311 LAND EXCLUDES MINERALS AFFECTING THE LAND SHOWN SO BURDENED IN TITLE DIAGRAM
3 DP869379 RIGHT OF CARRIAGEWAY 3.515 WIDE APPURTENANT TO THE LAND ABOVE DESCRIBED
4 AB913270 MORTGAGE TO NATIONAL AUSTRALIA BANK LIMITED
* 5 AI836216 CAVEAT BY JANPEC PTY LTD

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

EIS - Granville PRINTED ON 27/8/2014

**ANY ENTRIES PRECEDED BY AN ASTERISK DO NOT APPEAR ON THE CURRENT EDITION OF THE CERTIFICATE OF TITLE. WARNING: THE INFORMATION APPEARING UNDER NOTATIONS HAS NOT BEEN FORMALLY RECORDED IN THE REGISTER.*

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Phone: 02 9644 1679

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LAND AND PROPERTY INFORMATION NEW SOUTH WALES - HISTORICAL SEARCH

SEARCH DATE
27/8/2014 2:36PM

FOLIO: 1/615141

First Title(s): SEE PRIOR TITLE(S)
Prior Title(s): VOL 14946 FOL 103

Recorded	Number	Type of Instrument	C.T. Issue
28/3/1988		TITLE AUTOMATION PROJECT	LOT RECORDED FOLIO NOT CREATED
20/9/1988		CONVERTED TO COMPUTER FOLIO	FOLIO CREATED CT NOT ISSUED
4/4/1989	Y271464	DISCHARGE OF MORTGAGE	
4/4/1989	Y271465	DISCHARGE OF MORTGAGE	EDITION 1
31/1/1990	Y797817	CAVEAT	
26/4/1990	Y956577	WITHDRAWAL OF CAVEAT	
14/8/1997	DP869379	DEPOSITED PLAN	EDITION 2
3/2/1999	5566623	TRANSFER ~~	
3/2/1999	5566625	MORTGAGE	EDITION 3
15/11/2005	AB913268	DISCHARGE OF MORTGAGE	
15/11/2005	AB913270	MORTGAGE	EDITION 4
10/8/2011	AG343875	REQUEST	
22/4/2014	AI506049	REQUEST	
22/8/2014	AI836216	CAVEAT	

*** END OF SEARCH ***

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Req:R095189 /Doc:DL 5566623 /Rev:06-Feb-1999 /Sts:NO.OK /Prt:27-Aug-2014 14:48 /Pgs:ALL /Seq:1 of 1
Ref:EIS - Granville /Src:T

Form: 97-01T
Licence: 026CN/0526/96

TRANSFER

New South Wales
Real Property Act 1900

5566623A

Instructions for filling out this form are available from the Land Titles Office

Office of State Revenue use only

N.S.W. STAMP DUTY
$2.00 1S1298 8511 04 402468307/03

(A) **LAND TRANSFERRED**
Show no more than 20 titles. If appropriate, specify the share or part transferred.

Folio Identifier 1/615141

(B) **LODGED BY**

LTO Box	Name, Address or DX and Telephone
61C	ABBOTT TOUT SOLICITORS LEVEL 42 MLC CENTRE 19-29 MARTIN PLACE, SYDNEY DX. 129 TEL: 334-8555 REFERENCE (15 character maximum):

(C) **TRANSFEROR** CORSARI (HOLDINGS) PTY LIMITED (ACN 000 561 740)

(D) acknowledges receipt of the consideration of $300,000.00

and as regards the land specified above transfers to the transferee an estate in fee simple.

(E) Encumbrances (if applicable) 1. 2. 3.

(F) **TRANSFEREE**

T TS (s713 LGA) TW (Sheriff)	BERACI PTY LIMITED (ACN 003 552 387)

(G) TENANCY:

(H) We certify this dealing correct for the purposes of the Real Property Act 1900. DATE 6-1-99

Signed in my presence by the transferor who is personally known to me.

The Common Seal of Corsari (Holdings) Pty Limited was hereunto affixed in the presence of:

~~Signature of Witness~~

Name of Witness (BLOCK LETTERS)

Address of Witness

CORSARI (HOLDINGS) PTY. LIMITED
Common Seal
A. C. N.
000 561 740

(S. Krass)
Director

Signature of Transferor

(T. Langsworth)
Secretary.

Signed in my presence by the transferee who is personally known to me.

Signature of Witness

Name of Witness (BLOCK LETTERS)

Address of Witness

Signature of Louis Wehbe Solicitor for Transferee

NB: if signed on the transferee's behalf by a solicitor or licensed conveyancer, show the signatory's full name in block letters.

Page 1 of 1 CHECKED BY (LTO use) .....

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LAND AND PROPERTY INFORMATION NEW SOUTH WALES - TITLE SEARCH

FOLIO: 1/504298

SEARCH DATE	TIME	EDITION NO	DATE
27/8/2014	2:39 PM	5	15/11/2005

LAND

LOT 1 IN DEPOSITED PLAN 504298
AT GRANVILLE
LOCAL GOVERNMENT AREA PARRAMATTA
PARISH OF ST JOHN COUNTY OF CUMBERLAND
TITLE DIAGRAM DP504298

FIRST SCHEDULE

BERACI PTY LIMITED (T 5566624)

SECOND SCHEDULE (3 NOTIFICATIONS)

1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
2 AB913269 MORTGAGE TO NATIONAL AUSTRALIA BANK LIMITED
* 3 AI836216 CAVEAT BY JANPEC PTY LTD

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

EIS - Granville PRINTED ON 27/8/2014

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Phone: 02 9644 1679
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LAND AND PROPERTY INFORMATION NEW SOUTH WALES - HISTORICAL SEARCH

SEARCH DATE
27/8/2014 2:40PM

FOLIO: 1/504298

First Title(s): SEE PRIOR TITLE(S)
Prior Title(s): VOL 10086 FOL 121

Recorded	Number	Type of Instrument	C.T. Issue
28/3/1988		TITLE AUTOMATION PROJECT	LOT RECORDED FOLIO NOT CREATED
23/6/1988		CONVERTED TO COMPUTER FOLIO	FOLIO CREATED CT NOT ISSUED
11/4/1989	Y271457	DISCHARGE OF MORTGAGE	EDITION 1
25/11/1992	E928140	LEASE	EDITION 2
3/2/1999	5566624	TRANSFER	
3/2/1999	5566625	MORTGAGE	EDITION 3
8/3/1999	5657202	DEPARTMENTAL DEALING	EDITION 4
15/11/2005	AB913268	DISCHARGE OF MORTGAGE	
15/11/2005	AB913269	MORTGAGE	EDITION 5
22/8/2014	AI836216	CAVEAT	

*** END OF SEARCH ***

EIS - Granville PRINTED ON 27/8/2014

**ANY ENTRIES PRECEDED BY AN ASTERISK DO NOT APPEAR ON THE CURRENT EDITION OF THE CERTIFICATE OF TITLE. WARNING: THE INFORMATION APPEARING UNDER NOTATIONS HAS NOT BEEN FORMALLY RECORDED IN THE REGISTER.*

Req:R095139 /Doc:DL 5566624 /Rev:06-Feb-1999 /Sts:NO.OK /Prt:27-Aug-2014 14:44 /Pgs:ALL /Seq:1 of 1
Ref:EIS - Granville /Src:T

Form 97-01T
Licence: 026CN/0526/96

TRANSFER

New South Wales
Real Property Act 1900

5566624X

Instructions for filling out this form are available from the Land Titles Office

Office of State Revenue use only

N.S.W. STAMP DUTY
$2.00 151298 7210 04 4024679719/03

(A) **LAND TRANSFERRED**
Show no more than 20 titles. If appropriate, specify the share or part transferred.

Folio Identifiers 1/79624, 2/89526, 1/504298, 1/79102 and 58/869379

(B) **LODGED BY**

LTO Box	Name, Address or DX and Telephone
61C	ABBOTT TOUT SOLICITORS LEVEL 42 MLC CENTRE 19-29 MARTIN PLACE, SYDNEY DX. 129 TEL: 334-8555 REFERENCE (15 character maximum):

(C) **TRANSFEROR** BONDS FURNISHINGS PTY LIMITED (ACN 000 386 691)

(D) acknowledges receipt of the consideration of $1,425,000.00

and as regards the land specified above transfers to the transferee an estate in fee simple.

(E) Encumbrances (if applicable) 1. 2. 3.

(F) **TRANSFEREE**

T TS (s713 LGA) TW (Sheriff)	BERACI PTY LIMITED (ACN 003 552 387)

(G) **TENANCY:**

(H) We certify this dealing correct for the purposes of the Real Property Act 1900. **DATE** 6-1-99

Signed in my presence by the transferor who is personally known to me.

The Common Seal of Bonds Furnishings Pty Limited was hereunto affixed in the presence of

BONDS FURNISHINGS PTY. LIMITED Common Seal A. C. N. 000 386 961

(S. Krass) Director.

Signature of Witness

Name of Witness (BLOCK LETTERS)

Address of Witness

Signature of Transferor

(J. Langsworth) Secretary

Signed in my presence by the transferee who is personally known to me.

Signature of Witness

Name of Witness (BLOCK LETTERS)

Address of Witness

Signature of Louis Wehbe Solicitor for Transferee

NB: if signed on the transferee's behalf by a solicitor or licensed conveyancer, show the signatory's full name in block letters.

Page 1 of 1 CHECKED BY (LTO use) .....

Advance Legal Searchers Pty Ltd Phone: 02 9644 1679

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LAND AND PROPERTY INFORMATION NEW SOUTH WALES - TITLE SEARCH

FOLIO: 2/89526

SEARCH DATE	TIME	EDITION NO	DATE
27/8/2014	2:43 PM	5	15/11/2005

LAND

LOT 2 IN DEPOSITED PLAN 89526
AT GRANVILLE
LOCAL GOVERNMENT AREA PARRAMATTA
PARISH OF ST JOHN COUNTY OF CUMBERLAND
TITLE DIAGRAM DP89526

FIRST SCHEDULE

BERACI PTY LIMITED (T 5566624)

SECOND SCHEDULE (3 NOTIFICATIONS)

1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
2 AB913269 MORTGAGE TO NATIONAL AUSTRALIA BANK LIMITED
* 3 AI836216 CAVEAT BY JANPEC PTY LTD

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

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LAND AND PROPERTY INFORMATION NEW SOUTH WALES - HISTORICAL SEARCH

SEARCH DATE
27/8/2014 2:42PM

FOLIO: 2/89526

First Title(s): OLD SYSTEM
Prior Title(s): VOL 8426 FOL 208

Recorded	Number	Type of Instrument	C.T. Issue
27/4/1989	Y271457	DISCHARGE OF MORTGAGE	FOLIO CREATED EDITION 1
21/2/1991		AMENDMENT: VOL FOL INDEX	
25/11/1992	E928140	LEASE	EDITION 2
3/2/1999	5566624	TRANSFER ~	
3/2/1999	5566625	MORTGAGE	EDITION 3
8/3/1999	5657202	DEPARTMENTAL DEALING	EDITION 4
15/11/2005	AB913268	DISCHARGE OF MORTGAGE	
15/11/2005	AB913269	MORTGAGE	EDITION 5
22/8/2014	AI836216	CAVEAT	

*** END OF SEARCH ***

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**ANY ENTRIES PRECEDED BY AN ASTERISK DO NOT APPEAR ON THE CURRENT EDITION OF THE CERTIFICATE OF TITLE. WARNING: THE INFORMATION APPEARING UNDER NOTATIONS HAS NOT BEEN FORMALLY RECORDED IN THE REGISTER.*

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Information provided through Tri-Search an approved LPI*NSW* Information Broker

LAND AND PROPERTY INFORMATION NEW SOUTH WALES - TITLE SEARCH

FOLIO: 1/79102

SEARCH DATE	TIME	EDITION NO	DATE
27/8/2014	2:49 PM	5	15/11/2005

LAND

LOT 1 IN DEPOSITED PLAN 79102
LOCAL GOVERNMENT AREA PARRAMATTA
PARISH OF ST JOHN COUNTY OF CUMBERLAND
TITLE DIAGRAM DP79102

FIRST SCHEDULE

BERACI PTY LIMITED (T 5566624)

SECOND SCHEDULE (3 NOTIFICATIONS)

1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
2 AB913269 MORTGAGE TO NATIONAL AUSTRALIA BANK LIMITED
* 3 AI836216 CAVEAT BY JANPEC PTY LTD

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

EIS - Granville PRINTED ON 27/8/2014

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Advance Legal Searchers Pty Ltd Phone: 02 9644 1679

LPI On-Line

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Information provided through Tri-Search an approved LPI*NSW* Information Broker

LAND AND PROPERTY INFORMATION NEW SOUTH WALES - TITLE SEARCH

FOLIO: 1/79624

SEARCH DATE	TIME	EDITION NO	DATE
27/8/2014	2:50 PM	4	15/11/2005

LAND

LOT 1 IN DEPOSITED PLAN 79624
AT GRANVILLE
LOCAL GOVERNMENT AREA PARRAMATTA
PARISH OF ST JOHN COUNTY OF CUMBERLAND
TITLE DIAGRAM DP79624

FIRST SCHEDULE

BERACI PTY LIMITED (T 5566624)

SECOND SCHEDULE (3 NOTIFICATIONS)

1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
2 AB913269 MORTGAGE TO NATIONAL AUSTRALIA BANK LIMITED
* 3 AI836216 CAVEAT BY JANPEC PTY LTD

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

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LAND AND PROPERTY INFORMATION NEW SOUTH WALES - TITLE SEARCH

FOLIO: 1/89526

SEARCH DATE	TIME	EDITION NO	DATE
27/8/2014	3:08 PM	8	11/11/2010

LAND

LOT 1 IN DEPOSITED PLAN 89526
LOCAL GOVERNMENT AREA PARRAMATTA
PARISH OF ST JOHN COUNTY OF CUMBERLAND
TITLE DIAGRAM DP89526

FIRST SCHEDULE

BERACI PTY LIMITED (T 8102159)

SECOND SCHEDULE (3 NOTIFICATIONS)

1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
2 AF871720 MORTGAGE TO NATIONAL AUSTRALIA BANK LIMITED
* 3 AI836216 CAVEAT BY JANPEC PTY LTD

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

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LAND AND PROPERTY INFORMATION NEW SOUTH WALES - HISTORICAL SEARCH

SEARCH DATE
27/8/2014 3:07PM

FOLIO: 1/89526

First Title(s): SEE PRIOR TITLE(S)
Prior Title(s): VOL 8426 FOL 209

Recorded	Number	Type of Instrument	C.T. Issue
1/12/1988		TITLE AUTOMATION PROJECT	LOT RECORDED FOLIO NOT CREATED
6/6/1989		CONVERTED TO COMPUTER FOLIO	FOLIO CREATED CT NOT ISSUED
28/5/1991	Z615790	LEASE	EDITION 1
18/6/1991	Z702755	DISCHARGE OF MORTGAGE	EDITION 2
19/7/1994	U452230	LEASE	EDITION 3
19/2/1997	2848223	LEASE	EDITION 4
6/3/2000	6618840	LEASE	EDITION 5
9/11/2001	8102159	TRANSFER	
9/11/2001	8102160	MORTGAGE	EDITION 6
1/10/2009	AF3130	DISCHARGE OF MORTGAGE	
1/10/2009	AF3131	MORTGAGE	EDITION 7
11/11/2010	AF871719	DISCHARGE OF MORTGAGE	
11/11/2010	AF871720	MORTGAGE	EDITION 8
22/8/2014	AI836216	CAVEAT	

*** END OF SEARCH ***

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LAND AND PROPERTY INFORMATION NEW SOUTH WALES - TITLE SEARCH

FOLIO: 1/81084

SEARCH DATE	TIME	EDITION NO	DATE
27/8/2014	2:55 PM	3	11/11/2010

LAND

LOT 1 IN DEPOSITED PLAN 81084
LOCAL GOVERNMENT AREA PARRAMATTA
PARISH OF ST JOHN COUNTY OF CUMBERLAND
TITLE DIAGRAM DP81084

FIRST SCHEDULE

BERACI PTY LIMITED (T 8102158)

SECOND SCHEDULE (3 NOTIFICATIONS)

1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
2 AF871685 MORTGAGE TO NATIONAL AUSTRALIA BANK LIMITED
* 3 AI836216 CAVEAT BY JANPEC PTY LTD

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

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LAND AND PROPERTY INFORMATION NEW SOUTH WALES - HISTORICAL SEARCH

SEARCH DATE
27/8/2014 2:58PM

FOLIO: 1/81084

First Title(s): SEE PRIOR TITLE(S)
Prior Title(s): VOL 4484 FOL 215

Recorded	Number	Type of Instrument	C.T. Issue
19/12/1988		TITLE AUTOMATION PROJECT	LOT RECORDED FOLIO NOT CREATED
21/7/1993		CONVERTED TO COMPUTER FOLIO	FOLIO CREATED CT NOT ISSUED
9/11/2001	8102158	TRANSFER	
9/11/2001	8102160	MORTGAGE	EDITION 1
1/10/2009	AF3130	DISCHARGE OF MORTGAGE	
1/10/2009	AF3131	MORTGAGE	EDITION 2
11/11/2010	AF871684	DISCHARGE OF MORTGAGE	
11/11/2010	AF871685	MORTGAGE	EDITION 3
22/8/2014	AI836216	CAVEAT	

*** END OF SEARCH ***

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LAND AND PROPERTY INFORMATION NEW SOUTH WALES - TITLE SEARCH

FOLIO: A/160406

SEARCH DATE	TIME	EDITION NO	DATE
27/8/2014	2:52 PM	4	11/11/2010

LAND

LOT A IN DEPOSITED PLAN 160406
LOCAL GOVERNMENT AREA PARRAMATTA
PARISH OF ST JOHN COUNTY OF CUMBERLAND
TITLE DIAGRAM DP160406

FIRST SCHEDULE

BERACI PTY LIMITED (T 8741837)

SECOND SCHEDULE (4 NOTIFICATIONS)

1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
2 LIMITED TITLE. LIMITATION PURSUANT TO SECTION 28T(4) OF THE REAL PROPERTY ACT, 1900. THE BOUNDARIES OF THE LAND COMPRISED HEREIN HAVE NOT BEEN INVESTIGATED BY THE REGISTRAR GENERAL.
3 AF871701 MORTGAGE TO NATIONAL AUSTRALIA BANK LIMITED
* 4 AI836216 CAVEAT BY JANPEC PTY LTD

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

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LAND AND PROPERTY INFORMATION NEW SOUTH WALES - HISTORICAL SEARCH

SEARCH DATE
27/8/2014 3:00PM

FOLIO: A/160406

First Title(s): OLD SYSTEM
Prior Title(s): CA72256

Recorded	Number	Type of Instrument	C.T. Issue
7/10/1997	CA72256	CONVERSION ACTION	FOLIO CREATED EDITION 1
4/7/2002	8741836	DISCHARGE OF MORTGAGE	
4/7/2002	8741837	TRANSFER	
4/7/2002	8741838	MORTGAGE	EDITION 2
8/10/2009	AF3111	DISCHARGE OF MORTGAGE	
8/10/2009	AF3112	MORTGAGE	EDITION 3
11/11/2010	AF871700	DISCHARGE OF MORTGAGE	
11/11/2010	AF871701	MORTGAGE	EDITION 4
22/8/2014	AI836216	CAVEAT	

*** END OF SEARCH ***

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LAND AND PROPERTY INFORMATION NEW SOUTH WALES - TITLE SEARCH

FOLIO: 58/869379

SEARCH DATE	TIME	EDITION NO	DATE
27/8/2014	3:05 PM	3	15/11/2005

LAND

LOT 58 IN DEPOSITED PLAN 869379
AT GRANVILLE
LOCAL GOVERNMENT AREA PARRAMATTA
PARISH OF ST JOHN COUNTY OF CUMBERLAND
TITLE DIAGRAM DP869379

FIRST SCHEDULE

BERACI PTY LIMITED (T 5566624)

SECOND SCHEDULE (5 NOTIFICATIONS)

1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
2 QUALIFIED TITLE. CAUTION PURSUANT TO SECTION 28J OF THE REAL PROPERTY ACT, 1900. ENTERED 25.7.1997 BK3419 NO425
3 DP869379 RIGHT OF CARRIAGEWAY 3.515 WIDE AFFECTING THE PART(S) SHOWN SO BURDENED IN THE TITLE DIAGRAM
4 AB913269 MORTGAGE TO NATIONAL AUSTRALIA BANK LIMITED
* 5 AI836216 CAVEAT BY JANPEC PTY LTD

NOTATIONS

UNREGISTERED DEALINGS: NIL

*** END OF SEARCH ***

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LAND AND PROPERTY INFORMATION NEW SOUTH WALES - HISTORICAL SEARCH

SEARCH DATE
27/8/2014 3:06PM

FOLIO: 58/869379

First Title(s): OLD SYSTEM
Prior Title(s): CA59026

Recorded	Number	Type of Instrument	C.T. Issue
25/7/1997	CA59026	CONVERSION ACTION	FOLIO CREATED EDITION 1
3/2/1999	5566624	TRANSFER	
3/2/1999	5566625	MORTGAGE	EDITION 2
15/11/2005	AB913268	DISCHARGE OF MORTGAGE	
15/11/2005	AB913269	MORTGAGE	EDITION 3
22/8/2014	AI836216	CAVEAT	

*** END OF SEARCH ***

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06 AUG 2004

Department of Lands

Land Administration & Management
Property & Spatial Information

www.lands.nsw.gov.au

1Prince Albert Road
Queens Square
SYDNEY NSW 2000

GPO Box 15
SYDNEY NSW 2001

DX 17 SYDNEY

Environmental Investigation Services
39 Buffalo Road
Gladesville NSW 2111

Attention: Tracey Nathan
Your Ref: E18756FK

5th August 2004

Search Reference: 1086
Contact Person : Mr T J Lowell

Subject Land: Folio Identifiers: 1/615141, 1/504298, 2/89526, 1/79102, 1/79624, 1/89526, 1/81084, A/160406, and 58/863379.

Dear Ms Nathan,

I refer to your facsimile dated 7th July 2004 requesting a search as above.

Folio Identifier 1/615141

Title Reference	Dealing No	Registered	Registered Proprietor
OLD SYSTEM LAND			
Primary Application Limited 55497			Mercantile Credits Limited -Applicant-
Vol 12591 Fol 7 Issued 24-10-1974			Mercantile Credits Limited
Vol 12591 Fol 7	P959252	24-11-1976	A.W.Booth (Equities) Pty Limited
Vol 12591 Fol 7	R288045	28-6-1979	Corsari (Holdings) Pty Limited

Title Reference	Dealing No	Registered	Registered Proprietor
OLD SYSTEM LAND			
Primary Application 55497			Mercantile Credits Limited -Applicant-
Vol 12591 Fol 9 Issued 24-10-1974			Mercantile Credits Limited
Vol 12591 Fol 9	P959252	P959252	A.W.Booth (Equities) Pty Limited
Vol 12591 Fol 9	R288045	28-6-1979	Corsari (Holdings) Pty Limited
Vol 12591 Fol 7 & 9			
Vol 14946 Fol 103			Corsari (Holdings) Pty Limited
Folio Identifier 1/615141 to date	5566623	3-2-1999	Beraci Pty Limited

Folio Identifier 1/504298

Title Reference	Dealing No	Registered	Registered Proprietor
OLD SYSTEM LAND			
Primary Application 43186			Bonds Furnishings Pty Limited -applicant-
Vol 10086 Fol 121 Issued 10-9-1965			Bonds Furnishings Pty Limited
Folio Identifier 1/504298 to date	5566624	3-2-1999	Beraci Pty Limited

Folio Identifier 2/89526

Title Reference	Dealing No	Registered	Registered Proprietor
OLD SYSTEM LAND			
Primary Application 39526			Julius Vilhelm Hansen -Applicant-
Vol 8266 Fol 179 Issued 27-7-1961			Julius Vilhelm Hansen -company director-
Title Reference	Dealing No	Registered	Registered Proprietor
Vol 8266	J176998	5-2-1963	Bonds Furnishings Pty Limited

Fol 179 of part of Lot 14 Section 2			
Vol 8426 Fol 208			Bonds Furnishings Pty Limited
Folio Identifier 2/89526 to date	5566624	3-2-1999	Beraci Pty Limited

Folio Identifier 1/79102

Title Reference	Dealing No	Registered	Registered Proprietor
OLD SYSTEM LAND			
Primary Application 29102			Norman Calder Malcolm -Applicant-
Vol 4849 Fol 156			Norman Calder Malcolm -Commercial Traveler-
Vol 4862 Fol 144	C556908	23-7-1937	John Adam -Inspector of Schools-
Vol 4862 Fol 144	C764730	14-3-1939	Edith Anderson
Vol 4862 Fol 144	D616237	5-6-1947	Julius Vilhelm Hansen -merchant-
Vol 4862 Fol 144	J176998	5-2-1963	Bonds Furnishings Pty Limited
Vol 12396 Fol 159			Bonds Furnishings Pty Limited
Folio Identifier 1/79102 to date	5566624	3-2-1999	Beraci Pty Limited

Folio Identifier 1/79624

Title Reference	Dealing No	Registered	Registered Proprietor
OLD SYSTEM LAND			
Primary Application 29624			Mary Stell -Applicant-
Vol 4369 Fol 126 Issued 17-1-1930			Mary Stell
Vol 4369 Fol 126	B948843	14-3-1930	The Main Roads Board of New South Wales
Vol 4369 Fol 126	D228065	7-9-1943	The Commissioner for Main Roads
Vol 4369 Fol 126	D672115	28-5-1947	John Alfred Witter -textile waster merchant-
Vol 4369 Fol 126	F172459	1-3-1950	Eric William Patten -electrical engineer-

Title Reference	Dealing No	Registered	Registered Proprietor
Vol 4369 Fol 126	K133814	27-10-1965	Laura May Patten
Vol 4369 Fol 126	K229014	28-1-1966	Bonds Furnishings Pty Limited
Vol 10252 Fol 2			Bonds Furnishings Pty Limited
Folio Identifier 1/79624 to date	5566624	3-2-1999	Beraci Pty Limited

Folio Identifier 1/89526

Title Reference	Dealing No	Registered	Registered Proprietor
OLD SYSTEM LAND			
Primary Application 39526			Julius Vilheim Hansen -Applicant-
Vol 8266 Fol 179 Issued 27-7-1961			Julius Vilheim Hansen -company director-
Vol 8426 Fol 209	P138303	10-2-1975	Trumpeter Pty Limited
Folio Identifier 1/89526 to date	8102159	9-11-2001	Beraci Pty Limited

Folio Identifier 1/81084

Title Reference	Dealing No	Registered	Registered Proprietor
OLD SYSTEM LAND			George Herbert Anderson
Primary Application No. 31084			George Herbert Anderson Applicant -engineer-
Vol 4484 Fol 215 Issued 25-5-1931			George Herbert Anderson -engineer-
Vol 4484 Fol 215	C372065	1-10-1935	James Alfred Thurston -hairdresser-
Vol 4484 Fol 215	F742789	23-10-1952	Evelyn Purcell & Ralph Erskine Coleman -solicitor-
Vol 4484 Fol 215	G209730	22-2-1956	Mary Elizabeth Davies
Vol 4484 Fol 215	J68311	20-6-1962	Julhan Pty Limited

Title Reference	Dealing No	Registered	Registered Proprietor
Folio Identifier 1/81084 to date	8102158	9-11-2001	Beraci Pty Limited

Folio Identifier A/160406

Title Reference	Dealing No	Registered	Registered Proprietor
OLD SYSTEM LAND			
Conversion Application 72256		7-10-1997	
A/160406			Luis Fernando Misas & Bertha Ines Misas
Folio Identifier A/160406 to date	8741837	4-7-2002	Beraci Pty Limited

Folio Identifier 58/869379

Title Reference	Dealing No	Registered	Registered Proprietor
OLD SYSTEM LAND			
Conversion Application 59026		25-7-1997	
Folio Identifier 58/869379 to date	5566624	3-2-1999	Beraci Pty Limited

An invoice will be sent under separate cover.

Please quote the above search reference number in any correspondence.

Yours faithfully

Doug Walsham,
Division Manager
Titling & Registry Services

EIS

NSW EPA Information

EPA

Healthy Environment, Healthy Community, Healthy Business

Home > Contaminated land > Record of notices

Search results

Your search for: Name (site, occupier, owner, recipient): 171 to 189 Parramatta Road Granville
Text: Any
LGA: Parramatta City Council

Search Again
Refine Search

did not find any records in our database.

If a site does not appear on the record it may still be affected by contamination. For example:

- Contamination may be present but the site has not been regulated by the EPA under the Contaminated Land Management Act 1997 or the Environmentally Hazardous Chemicals Act 1985.
- The EPA may be regulating contamination at the site through a licence or notice under the Protection of the Environment Operations Act 1997 (POEO Act).
- Contamination at the site may be being managed under the planning process.

Search TIP

To search for a specific site, search by LGA (local government area) and carefully review all sites listed.

... more search tips

More information about particular sites may be available from:

- The POEO public register
- The appropriate planning authority: for example, on a planning certificate issued by the local council under section 149 of the Environmental Planning and Assessment Act.

See What's in the record and What's not in the record.

16 September 2014

Connect Fe

We
Pul

EPA

Healthy Environment, Healthy Community, Healthy Business

Search results

Your search for: **General Search** with the following criteria

Suburb - 171 to 189 Parramatta Road Granville

returned 0 result

Search Again

EIS

Section 149 Certificates

EIS

24 SEP 2014

PLANNING CERTIFICATE

CERTIFICATE UNDER SECTION 149

Environmental Planning and Assessment Act, 1979 as amended

Environmental Investigation Services North Ryde
PO Box 976
NORTH RYDE NSW 1670

Certificate No:	2014/4607
Fee:	$133.00
Issue Date:	22 September 2014
Receipt No:	4231813
Applicant Ref:	E27710KG - GRANVILLE

DESCRIPTION OF LAND

Address:	187 Parramatta Road GRANVILLE NSW 2142
Lot Details:	Lot 1 DP 615141

SECTION A

The following Environmental Planning Instrument to which this certificate relates applies to the land:

Parramatta Local Environmental Plan 2011

For the purpose of **Section 149(2)** it is advised that as the date of this certificate the abovementioned land is affected by the matters referred to as follows:

PARRAMATTA CITY COUNCIL | 30 Darcy Street Parramatta NSW 2150 | PO Box 32 Parramatta NSW 2124 | Phone 02 9806 5000 Fax 02 9806 5917 DX 8279 Parramatta | ABN 49 907 174 773 www.parracity.nsw.gov.au

The land is zoned: B6 Enterprise Corridor PLEP2011

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act, 1979.
NOTE: This table is an excerpt from Parramatta Local Environmental Plan 2011 and must be read in conjunction with and subject to the other provisions of that instrument, and in force at that date.

1 Objectives of zone

- To promote businesses along main roads and to encourage a mix of compatible uses.
- To provide a range of employment uses (including business, office, retail and light industrial uses).
- To maintain the economic strength of centres by limiting retailing activity.

2 Permitted without consent

Nil

3 Permitted with consent

Building identification signs; Bulky goods premises; Business identification signs; Business premises; Community facilities; Food andor motel accommodation; Kiosks; Landscaping material supplies; Light industries; Neighbourhood shops; Passenger transport facilities; Plant nurseries; Roads; Self-storage units; Timber yards; Vehicle sales or hire premises; Warehouse or distribution centres; Water recycling facilities; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Amusement centres; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Entertainment facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Function centres; Heavy industrial storage establishments; Helipads; Highway service centres; Home-based child care; Home businesses; Home industries; Home occupations; Home occupations (sex services); Industrial retail outlets; Industries; Information and education facilities; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Port facilities; Recreation facilities (major); Research stations; Residential accommodation; Restricted premises; Retail premises; Rural industries; Sewerage systems; Sex services premises; Signage; Storage premises; Transport depots; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boating facilities

SECTION B

State Policies and Regional Environmental Plans

The land is affected by State Environmental Planning Policies and Regional Environmental Plans as detailed in Annexure "B1".

Draft Local Environmental Plan
The land is not affected by a Draft Local Environmental Plan which has been placed on Public Exhibition and has not yet been published.

Development Control Plan
The land is affected by Parramatta Development Control Plan 2011.

The Minister for Planning has issued directions that provisions of an EPI do not apply to certain Part 4 development where a concept plan has been approved under Part 3A.

Development Standards
The land is located within State Environmental Planning Policy (Urban Renewal) 2010.

Development Contribution Plan
The Parramatta Section 94A Development Contributions Plan applies to the land.

Heritage Item/Heritage Conservation Area
An item of environmental heritage is not situated on the land.

The land is not located in a heritage conservation area.

Road Widening
The land is not affected by road widening or road realignment under:

(a) Division 2 of Part 3 of the Roads Act 1993.
(b) Any Environmental Planning Instrument.
(c) Any Resolution of Council.

Land Reservation Acquisition
The land is not affected by Land Reservation Acquisition in Parramatta Local Environmental Plan 2011.

Site Compatibility Certificate (Seniors Housing, Infrastructure and Affordable Rental Housing)
At the date of issue of this certificate Council is not aware of any

a. Site compatibility certificate (affordable rental housing),
b. Site compatibility certificate (infrastructure),
c. Site compatibility certificate (seniors housing)

in respect to the land issued pursuant to the Environmental Planning & Assessment Amendment (Site Compatibility Certificates) Regulation 2009 (NSW).

Contamination
The land is not affected by any of the matters contained in Clause 59(2) as amended in the Contaminated Land Management Act 1997 – as listed

a. that the land to which the certificate relates is significantly contaminated land
b. that the land to which the certificate relates is subject to a management order

c. that the land to which the certificate relates is the subject of an approved voluntary management proposal
d. that the land to which the certificate relates is subject to an ongoing maintenance order
e. that the land to which the certificate relates is the subject of a site audit statement

Tree Preservation
The land is subject to Section 5.4 Preservation of Trees or Vegetation in Parramatta Development Control Plan 2011.

Council has not been notified of an order under the Trees (Disputes Between Neighbours) Act 2006 to carry out work in relation to a tree on the land.

Coastal Protection
The land is not affected by Section 38 or 39 of the Coastal Protection Act 1979.

Has an order been made under Part 4D of the Coastal Protection Act 1979 in relation to temporary coastal protection works (within the meaning of the Act) on the land (or on public land adjacent to that land)?
NO

Has Council been notified under section 55x of the Coastal Protection Act 1979 that temporary coastal protection works (within the meaning of the Act) have been placed on the land (or on public land adjacent to that land)?
NO

Has the owner (or any previous owner) of the land been consented in writing to the land being subject to annual charges under section 496B of the Local Government Act 1993 for coastal protection services that relate to existing coastal protection works (within the meaning of section 553B of that Act)?
NO

Council Policy
Council has not adopted a policy to restrict the development of the land by reason of the likelihood of projected sea level rise (coastal protection), tidal inundation, subsidence or any other risk.

Council has adopted a policy covering the entire City of Parramatta to restrict development of any land by reason of the likelihood of flooding.

Mine Subsidence
The land is not affected by Section 15 of the Mine Subsidence Compensation Act 1961 proclaiming land to be a Mine Subsidence District.

Bushfire Land
The land is not bushfire prone land.

Threatened Species
The Director General with responsibility for the Threatened Species Conservation Act 1995 has not advised Council that the land includes or comprises a critical habitat.

State Environmental Planning Policy (Exempt and Complying Development Codes) 2008

This does not constitute a Complying Development Certificate under section 85 of the EP&A Act

This information only addresses matters raised in **Clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1)(c3) and 1.19** of State Environmental Planning Policy (Exempt and Complying Development odes) 2008.

It is your responsibility to ensure that you comply with the general requirements of the State Environmental Planning Policy (Exempt and Complying Codes) 2008. Failure to comply with these provisions may mean that a Complying Development Certificate issued under the provisions of State Environmental Planning Policy (Exempt and Complying Codes) 2008 is invalid.

General Housing Code
Complying Development pursuant to the General Housing Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the General Housing Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Rural Housing Code
Complying Development pursuant to the Rural Housing Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Rural Housing Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Housing Alterations Code
Complying Development pursuant to the Housing Alterations Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Housing Alterations Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

General Development Code

Complying Development pursuant to the General Development Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1) (c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the General Development Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Demolition Code

Complying Development pursuant to the Demolition Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Demolition Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Commercial and Industrial (New Buildings and Additions) Code

Complying Development pursuant to the Commercial and Industrial (New Buildings and Additions) Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Commercial and Industrial (New Buildings and Additions) Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

General Commercial and Industrial (Alterations) Code

Complying Development pursuant to the General Commercial and Industrial (Alterations) Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the General Commercial and Industrial (Alterations) Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Subdivision Code

Complying Development pursuant to the Subdivision Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Subdivision Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Fire Safety Code

Complying Development pursuant to the Fire Safety Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Fire Safety Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

SPECIAL NOTES

The land is identified as Class 4 on the Acid Sulfate Soils map. Refer to Clause 6.1 of Parramatta Local Environmental Plan 2011.

The land is identified as Class 5 on the Acid Sulfate Soils map. Refer to Clause 6.1 of Parramatta Local Environmental Plan 2011.

Applicants for Sections 149 Certificates are advised that Council does not hold sufficient information to fully detail the effect of any encumbrances on the title of the subject land. The information available to Council is provided on the basis that neither Council nor its servants hold out advice or warrant to you in any way its accuracy, nor shall Council or its servants, be liable for any negligence in the preparation of that information. Further information should be sought from relevant Statutory Departments.

SECTION C

The following additional information is issued under Section 149(5)

Pursuant to S149(5) the Council supplies information as set out below on the basis that the Council takes no responsibility for the accuracy of the information. The information if material should be independently checked by the applicant.

Aboriginal Heritage – low sensitivity – limited potential to contain items of Aboriginal heritage. Contact Council's Customer Service/Duty Planner (02) 9806 5050 for more information.

The land is considered by Council TO BE ABOVE the 1 in 100 year mainstream flood level.

This information is based on data available to the Council. It is provided on the basis that neither Council nor its servants hold out advice or warrant to you in any way its accuracy, nor shall the Council or its servants, be liable for any negligence in the preparation of that information.

ANNEXURE "B1"

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act 1979. Note:The following information is supplied in respect of Section 149 and embodies the requirements of Department of Planning Circular No. A2 dated 17 March 1989 and the Ministerial Notification dated 15 December 1986.

STATE ENVIRONMENTAL PLANNING POLICY NO.1 - Development Standards

STATE ENVIRONMENTAL PLANNING POLICY NO.19 - Bushland in Urban Areas

STATE ENVIRONMENTAL PLANNING POLICY NO.21 – Caravan Parks

STATE ENVIRONMENTAL PLANNING POLICY NO.32 - Urban Consolidation (Redevelopment of Urban Land)

STATE ENVIRONMENTAL PLANNING POLICY NO.33 - Hazardous and Offensive Development

STATE ENVIRONMENTAL PLANNING POLICY NO.55 - Remediation of Land

STATE ENVIRONMENTAL PLANNING POLICY NO.64 - Advertising and Signage

STATE ENVIRONMENTAL PLANNING POLICY NO.65 – Design Quality of Residential Flat Development.

STATE ENVIRONMENTAL PLANNING POLICY NO.70 – Affordable Housing (Revised Schemes)

STATE ENVIRONMENTAL PLANNING POLICY – (Housing for Seniors or People with a Disability) 2004

STATE ENVIRONMENTAL PLANNING POLICY – (Building Sustainability Index: BASIX) 2004

STATE ENVIRONMENTAL PLANNING POLICY – (Major Development) 2005

STATE ENVIRONMENTAL PLANNING POLICY – (Mining, Petroleum Production and Extractive Industries) 2007

STATE ENVIRONMENTAL PLANNING POLICY – (Temporary Structures) 2007

STATE ENVIRONMENTAL PLANNING POLICY (Infrastructure) 2007

STATE ENVIRONMENTAL PLANNING POLICY (Exempt and Complying Development Codes) 2008

STATE ENVIRONMENTAL PLANNING POLICY (Affordable Rental Housing) 2009

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.9 (No.2) - Extractive Industries

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.24 - Homebush Bay Area

SYDNEY REGIONAL ENVIRONMENTAL PLAN – (Sydney Harbour Catchment) 2005

Printed Date: 22/09/2014

Certificate No. 2014/4607

N.B. All enquiries as to the application of Draft, State and Regional Environmental Planning Policies should be directed to The Department of Planning and Infrastructure – 23-33 Bridge Street Sydney NSW 2000.

Greg Dyer
Chief Executive Officer

per

dated 22 September 2014

Printed Date: 22/09/2014

Certificate No. 2014/4607

PLANNING CERTIFICATE

CERTIFICATE UNDER SECTION 149
Environmental Planning and Assessment Act, 1979 as amended

Environmental Investigation Services
PO Box 976
NORTH RYDE NSW 1670

Certificate No: 2014/4606

Fee: $133.00

Issue Date: 22 September 2014

Receipt No: 4231813

Applicant Ref: E27710KG - GRANVILLE

DESCRIPTION OF LAND

Address: 181-185 Parramatta Road
GRANVILLE NSW 2142

Lot Details: Lot 1 DP 504298, Lot 1 DP 79624, Lot 1 DP 79102, Lot 2 DP 89526

SECTION A

The following Environmental Planning Instrument to which this certificate relates applies to the land:

Parramatta Local Environmental Plan 2011

For the purpose of **Section 149(2)** it is advised that as the date of this certificate the abovementioned land is affected by the matters referred to as follows:

PARRAMATTA CITY COUNCIL
30 Darcy Street Parramatta NSW 2150 | PO Box 32 Parramatta NSW 2124
Phone 02 9806 5000 Fax 02 9806 5917 DX 8279 Parramatta
ABN 49 907 174 773 www.parracity.nsw.gov.au

Printed Date: 22/09/2014

The land is zoned: B6 Enterprise Corridor PLEP2011

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act, 1979.
NOTE: This table is an excerpt from Parramatta Local Environmental Plan 2011 and must be read in conjunction with and subject to the other provisions of that instrument, and in force at that date.

1 Objectives of zone

- To promote businesses along main roads and to encourage a mix of compatible uses.
- To provide a range of employment uses (including business, office, retail and light industrial uses).
- To maintain the economic strength of centres by limiting retailing activity.

2 Permitted without consent

Nil

3 Permitted with consent

Building identification signs; Bulky goods premises; Business identification signs; Business premises; Community facilities; Food andor motel accommodation; Kiosks; Landscaping material supplies; Light industries; Neighbourhood shops; Passenger transport facilities; Plant nurseries; Roads; Self-storage units; Timber yards; Vehicle sales or hire premises; Warehouse or distribution centres; Water recycling facilities; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Amusement centres; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Entertainment facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Function centres; Heavy industrial storage establishments; Helipads; Highway service centres; Home-based child care; Home businesses; Home industries; Home occupations; Home occupations (sex services); Industrial retail outlets; Industries; Information and education facilities; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Port facilities; Recreation facilities (major); Research stations; Residential accommodation; Restricted premises; Retail premises; Rural industries; Sewerage systems; Sex services premises; Signage; Storage premises; Transport depots; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boating facilities

SECTION B

State Policies and Regional Environmental Plans

The land is affected by State Environmental Planning Policies and Regional Environmental Plans as detailed in Annexure "B1".

Draft Local Environmental Plan
The land is not affected by a Draft Local Environmental Plan which has been placed on Public Exhibition and has not yet been published.

Development Control Plan
The land is affected by Parramatta Development Control Plan 2011.

The Minister for Planning has issued directions that provisions of an EPI do not apply to certain Part 4 development where a concept plan has been approved under Part 3A.

Development Standards
The land is located within State Environmental Planning Policy (Urban Renewal) 2010.

Development Contribution Plan
The Parramatta Section 94A Development Contributions Plan applies to the land.

Heritage Item/Heritage Conservation Area
An item of environmental heritage is not situated on the land.

The land is not located in a heritage conservation area.

Road Widening
The land is not affected by road widening or road realignment under:

(a) Division 2 of Part 3 of the Roads Act 1993.
(b) Any Environmental Planning Instrument.
(c) Any Resolution of Council.

Land Reservation Acquisition
The land is not affected by Land Reservation Acquisition in Parramatta Local Environmental Plan 2011.

Site Compatibility Certificate (Seniors Housing, Infrastructure and Affordable Rental Housing)
At the date of issue of this certificate Council is not aware of any

a. Site compatibility certificate (affordable rental housing),
b. Site compatibility certificate (infrastructure),
c. Site compatibility certificate (seniors housing)

in respect to the land issued pursuant to the Environmental Planning & Assessment Amendment (Site Compatibility Certificates) Regulation 2009 (NSW).

Contamination
The land is not affected by any of the matters contained in Clause 59(2) as amended in the Contaminated Land Management Act 1997 – as listed

a. that the land to which the certificate relates is significantly contaminated land
b. that the land to which the certificate relates is subject to a management order

c. that the land to which the certificate relates is the subject of an approved voluntary management proposal
d. that the land to which the certificate relates is subject to an ongoing maintenance order
e. that the land to which the certificate relates is the subject of a site audit statement

Tree Preservation
The land is subject to Section 5.4 Preservation of Trees or Vegetation in Parramatta Development Control Plan 2011.

Council has not been notified of an order under the Trees (Disputes Between Neighbours) Act 2006 to carry out work in relation to a tree on the land.

Coastal Protection
The land is not affected by Section 38 or 39 of the Coastal Protection Act 1979.

Has an order been made under Part 4D of the Coastal Protection Act 1979 in relation to temporary coastal protection works (within the meaning of the Act) on the land (or on public land adjacent to that land)?
NO

Has Council been notified under section 55x of the Coastal Protection Act 1979 that temporary coastal protection works (within the meaning of the Act) have been placed on the land (or on public land adjacent to that land)?
NO

Has the owner (or any previous owner) of the land been consented in writing to the land being subject to annual charges under section 496B of the Local Government Act 1993 for coastal protection services that relate to existing coastal protection works (within the meaning of section 553B of that Act)?
NO

Council Policy
Council has not adopted a policy to restrict the development of the land by reason of the likelihood of projected sea level rise (coastal protection), tidal inundation, subsidence or any other risk.

Council has adopted a policy covering the entire City of Parramatta to restrict development of any land by reason of the likelihood of flooding.

Mine Subsidence
The land is not affected by Section 15 of the Mine Subsidence Compensation Act 1961 proclaiming land to be a Mine Subsidence District.

Bushfire Land
The land is not bushfire prone land.

Threatened Species
The Director General with responsibility for the Threatened Species Conservation Act 1995 has not advised Council that the land includes or comprises a critical habitat.

State Environmental Planning Policy (Exempt and Complying Development Codes) 2008

This does not constitute a Complying Development Certificate under section 85 of the EP&A Act

This information only addresses matters raised in **Clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1)(c3) and 1.19** of State Environmental Planning Policy (Exempt and Complying Development odes) 2008.

It is your responsibility to ensure that you comply with the general requirements of the State Environmental Planning Policy (Exempt and Complying Codes) 2008. Failure to comply with these provisions may mean that a Complying Development Certificate issued under the provisions of State Environmental Planning Policy (Exempt and Complying Codes) 2008 is invalid.

General Housing Code
Complying Development pursuant to the General Housing Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the General Housing Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Rural Housing Code
Complying Development pursuant to the Rural Housing Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Rural Housing Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Housing Alterations Code
Complying Development pursuant to the Housing Alterations Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Housing Alterations Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

General Development Code

Complying Development pursuant to the General Development Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1) (c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the General Development Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Demolition Code

Complying Development pursuant to the Demolition Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Demolition Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Commercial and Industrial (New Buildings and Additions) Code

Complying Development pursuant to the Commercial and Industrial (New Buildings and Additions) Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Commercial and Industrial (New Buildings and Additions) Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

General Commercial and Industrial (Alterations) Code

Complying Development pursuant to the General Commercial and Industrial (Alterations) Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the General Commercial and Industrial (Alterations) Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Subdivision Code

Complying Development pursuant to the Subdivision Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Subdivision Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Fire Safety Code

Complying Development pursuant to the Fire Safety Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Fire Safety Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

SPECIAL NOTES

The land is identified as Class 4 on the Acid Sulfate Soils map. Refer to Clause 6.1 of Parramatta Local Environmental Plan 2011.

The land is identified as Class 5 on the Acid Sulfate Soils map. Refer to Clause 6.1 of Parramatta Local Environmental Plan 2011.

Applicants for Sections 149 Certificates are advised that Council does not hold sufficient information to fully detail the effect of any encumbrances on the title of the subject land. The information available to Council is provided on the basis that neither Council nor its servants hold out advice or warrant to you in any way its accuracy, nor shall Council or its servants, be liable for any negligence in the preparation of that information. Further information should be sought from relevant Statutory Departments.

SECTION C

The following additional information is issued under Section 149(5)

Pursuant to S149(5) the Council supplies information as set out below on the basis that the Council takes no responsibility for the accuracy of the information. The information if material should be independently checked by the applicant.

Aboriginal Heritage – low sensitivity – limited potential to contain items of Aboriginal heritage. Contact Council's Customer Service/Duty Planner (02) 9806 5050 for more information.

The land is considered by Council TO BE ABOVE the 1 in 100 year mainstream flood level.

This information is based on data available to the Council. It is provided on the basis that neither Council nor its servants hold out advice or warrant to you in any way its accuracy, nor shall the Council or its servants, be liable for any negligence in the preparation of that information.

ANNEXURE "B1"

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act 1979. Note:The following information is supplied in respect of Section 149 and embodies the requirements of Department of Planning Circular No. A2 dated 17 March 1989 and the Ministerial Notification dated 15 December 1986.

STATE ENVIRONMENTAL PLANNING POLICY NO.1 - Development Standards

STATE ENVIRONMENTAL PLANNING POLICY NO.19 - Bushland in Urban Areas

STATE ENVIRONMENTAL PLANNING POLICY NO.21 – Caravan Parks

STATE ENVIRONMENTAL PLANNING POLICY NO.32 - Urban Consolidation (Redevelopment of Urban Land)

STATE ENVIRONMENTAL PLANNING POLICY NO.33 - Hazardous and Offensive Development

STATE ENVIRONMENTAL PLANNING POLICY NO.55 - Remediation of Land

STATE ENVIRONMENTAL PLANNING POLICY NO.64 - Advertising and Signage

STATE ENVIRONMENTAL PLANNING POLICY NO.65 – Design Quality of Residential Flat Development.

STATE ENVIRONMENTAL PLANNING POLICY NO.70 – Affordable Housing (Revised Schemes)

STATE ENVIRONMENTAL PLANNING POLICY – (Housing for Seniors or People with a Disability) 2004

STATE ENVIRONMENTAL PLANNING POLICY – (Building Sustainability Index: BASIX) 2004

STATE ENVIRONMENTAL PLANNING POLICY – (Major Development) 2005

STATE ENVIRONMENTAL PLANNING POLICY – (Mining, Petroleum Production and Extractive Industries) 2007

STATE ENVIRONMENTAL PLANNING POLICY – (Temporary Structures) 2007

STATE ENVIRONMENTAL PLANNING POLICY (Infrastructure) 2007

STATE ENVIRONMENTAL PLANNING POLICY (Exempt and Complying Development Codes) 2008

STATE ENVIRONMENTAL PLANNING POLICY (Affordable Rental Housing) 2009

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.9 (No.2) - Extractive Industries

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.24 - Homebush Bay Area

SYDNEY REGIONAL ENVIRONMENTAL PLAN – (Sydney Harbour Catchment) 2005

Printed Date: 22/09/2014

Certificate No. 2014/4606

N.B. All enquiries as to the application of Draft, State and Regional Environmental Planning Policies should be directed to The Department of Planning and Infrastructure – 23-33 Bridge Street Sydney NSW 2000.

Greg Dyer
Chief Executive Officer

per

dated 22 September 2014

Printed Date: 22/09/2014

Certificate No. 2014/4606



PLANNING CERTIFICATE

CERTIFICATE UNDER SECTION 149

Environmental Planning and Assessment Act, 1979 as amended

Environmental Investigation Services
PO Box 976
NORTH RYDE NSW 1670

Certificate No: 2014/4608

Fee: $133.00

Issue Date: 22 September 2014

Receipt No: 4231813

Applicant Ref: E27710KG - GRANVILE

DESCRIPTION OF LAND

Address: 60 Victoria Street
GRANVILLE NSW 2142

Lot Details: Lot A DP 160406

SECTION A

The following Environmental Planning Instrument to which this certificate relates applies to the land:

Parramatta Local Environmental Plan 2011

For the purpose of **Section 149(2)** it is advised that as the date of this certificate the abovementioned land is affected by the matters referred to as follows:

PARRAMATTA CITY COUNCIL
30 Darcy Street Parramatta NSW 2150 | Phone 02 9806 5000 Fax 02 9806 5917 DX 8279 Parramatta
PO Box 32 Parramatta NSW 2124 | ABN 49 907 174 773 www.parracity.nsw.gov.au

The land is zoned: R3 Medium Density Residential PLEP2011

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act, 1979.
NOTE: This table is an excerpt from Parramatta Local Environmental Plan 2011 and must be read in conjunction with and subject to the other provisions of that instrument, and in force at that date.

1 Objectives of zone
- To provide for the housing needs of the community within a medium density residential environment.
- To provide a variety of housing types within a medium density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To provide opportunities for people to carry out a reasonable range of activities from their homes if such activities will not adversely affect the amenity of the neighbourhood.
- To allow for a range of community facilities to be provided to serve the needs of residents, workers and visitors in residential neighbourhoods.

2 Permitted without consent
Home occupations

3 Permitted with consent
Attached dwellings; Bed and breakfast accommodation; Boarding houses; Building identification signs; Business identification signs; Child care centres; Community facilities; Dual occupancies; Dwelling houses; Educational establishments; Emergency services facilities; Environmental facilities; Environmental protection works; Exhibition homes; Flood mitigation works; Group homes; Home-based child care; Home businesses; Hostels; Information and education facilities; Multi dwelling housing; Neighbourhood shops; Places of public worship; Public administration buildings; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Respite day care centres; Roads; Semi-detached dwellings; Seniors housing; Water recycling facilities

4 Prohibited
Any development not specified in item 2 or 3

SECTION B
State Policies and Regional Environmental Plans
The land is affected by State Environmental Planning Policies and Regional Environmental Plans as detailed in Annexure "B1".

Draft Local Environmental Plan
The land is not affected by a Draft Local Environmental Plan which has been placed on Public Exhibition and has not yet been published.

Development Control Plan
The land is affected by Parramatta Development Control Plan 2011.

The Minister for Planning has issued directions that provisions of an EPI do not apply to certain Part 4 development where a concept plan has been approved under Part 3A.

Development Standards
The land is affected by a minimum lot size of 600 square metres on the Minimum Lot Size for Dual Occupancy map of Parramatta Local Environmental Plan 2011.

The land is affected by a minimum lot size of 550 square metres on the Minimum Lot Size map of Parramatta Local Environmental Plan 2011.

The land is located within State Environmental Planning Policy (Urban Renewal) 2010.

Development Contribution Plan
The Parramatta Section 94A Development Contributions Plan applies to the land.

Heritage Item/Heritage Conservation Area
An item of environmental heritage is not situated on the land.

The land is not located in a heritage conservation area.

Road Widening
The land is not affected by road widening or road realignment under:

(a) Division 2 of Part 3 of the Roads Act 1993.
(b) Any Environmental Planning Instrument.
(c) Any Resolution of Council.

Land Reservation Acquisition
The land is not affected by Land Reservation Acquisition in Parramatta Local Environmental Plan 2011.

Site Compatibility Certificate (Seniors Housing, Infrastructure and Affordable Rental Housing)
At the date of issue of this certificate Council is not aware of any

a. Site compatibility certificate (affordable rental housing),
b. Site compatibility certificate (infrastructure),
c. Site compatibility certificate (seniors housing)

in respect to the land issued pursuant to the Environmental Planning & Assessment Amendment (Site Compatibility Certificates) Regulation 2009 (NSW).

Contamination
The land is not affected by any of the matters contained in Clause 59(2) as amended in the Contaminated Land Management Act 1997 – as listed

a. that the land to which the certificate relates is significantly contaminated land
b. that the land to which the certificate relates is subject to a management order
c. that the land to which the certificate relates is the subject of an approved voluntary management proposal

d. that the land to which the certificate relates is subject to an ongoing maintenance order
e. that the land to which the certificate relates is the subject of a site audit statement

Tree Preservation
The land is subject to Section 5.4 Preservation of Trees or Vegetation in Parramatta Development Control Plan 2011.

Council has not been notified of an order under the Trees (Disputes Between Neighbours) Act 2006 to carry out work in relation to a tree on the land.

Coastal Protection
The land is not affected by Section 38 or 39 of the Coastal Protection Act 1979.

Has an order been made under Part 4D of the Coastal Protection Act 1979 in relation to temporary coastal protection works (within the meaning of the Act) on the land (or on public land adjacent to that land)?
NO

Has Council been notified under section 55x of the Coastal Protection Act 1979 that temporary coastal protection works (within the meaning of the Act) have been placed on the land (or on public land adjacent to that land)?
NO

Has the owner (or any previous owner) of the land been consented in writing to the land being subject to annual charges under section 496B of the Local Government Act 1993 for coastal protection services that relate to existing coastal protection works (within the meaning of section 553B of that Act)?
NO

Council Policy
Council has not adopted a policy to restrict the development of the land by reason of the likelihood of projected sea level rise (coastal protection), tidal inundation, subsidence or any other risk.

Council has adopted a policy covering the entire City of Parramatta to restrict development of any land by reason of the likelihood of flooding.

Mine Subsidence
The land is not affected by Section 15 of the Mine Subsidence Compensation Act 1961 proclaiming land to be a Mine Subsidence District.

Bushfire Land
The land is not bushfire prone land.

Threatened Species
The Director General with responsibility for the Threatened Species Conservation Act 1995 has not advised Council that the land includes or comprises a critical habitat.

State Environmental Planning Policy
(Exempt and Complying Development Codes) 2008

This does not constitute a Complying Development Certificate under section 85 of the EP&A Act

This information only addresses matters raised in **Clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1)(c3) and 1.19** of State Environmental Planning Policy (Exempt and Complying Development odes) 2008.

It is your responsibility to ensure that you comply with the general requirements of the State Environmental Planning Policy (Exempt and Complying Codes) 2008. Failure to comply with these provisions may mean that a Complying Development Certificate issued under the provisions of State Environmental Planning Policy (Exempt and Complying Codes) 2008 is invalid.

General Housing Code

Complying Development pursuant to the General Housing Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the General Housing Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Rural Housing Code

Complying Development pursuant to the Rural Housing Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Rural Housing Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Housing Alterations Code

Complying Development pursuant to the Housing Alterations Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Housing Alterations Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

General Development Code

Complying Development pursuant to the General Development Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18**

(1) (c3) of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the General Development Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Demolition Code

Complying Development pursuant to the Demolition Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Demolition Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Commercial and Industrial (New Buildings and Additions) Code

Complying Development pursuant to the Commercial and Industrial (New Buildings and Additions) Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Commercial and Industrial (New Buildings and Additions) Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

General Commercial and Industrial (Alterations) Code

Complying Development pursuant to the General Commercial and Industrial (Alterations) Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the General Commercial and Industrial (Alterations) Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Subdivision Code

Complying Development pursuant to the Subdivision Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Subdivision Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Fire Safety Code

Complying Development pursuant to the Fire Safety Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of

State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Fire Safety Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

SPECIAL NOTES

The land is identified as Class 4 on the Acid Sulfate Soils map. Refer to Clause 6.1 of Parramatta Local Environmental Plan 2011.

Applicants for Sections 149 Certificates are advised that Council does not hold sufficient information to fully detail the effect of any encumbrances on the title of the subject land. The information available to Council is provided on the basis that neither Council nor its servants hold out advice or warrant to you in any way its accuracy, nor shall Council or its servants, be liable for any negligence in the preparation of that information. Further information should be sought from relevant Statutory Departments.

SECTION C

The following additional information is issued under Section 149(5)

Pursuant to S149(5) the Council supplies information as set out below on the basis that the Council takes no responsibility for the accuracy of the information. The information if material should be independently checked by the applicant.

Aboriginal Heritage – low sensitivity – limited potential to contain items of Aboriginal heritage. Contact Council's Customer Service/Duty Planner (02) 9806 5050 for more information.

The land is considered by Council TO BE ABOVE the 1 in 100 year mainstream flood level.

This information is based on data available to the Council. It is provided on the basis that neither Council nor its servants hold out advice or warrant to you in any way its accuracy, nor shall the Council or its servants, be liable for any negligence in the preparation of that information.

ANNEXURE "B1"

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act 1979. Note:The following information is supplied in respect of Section 149 and embodies the requirements of Department of Planning Circular No. A2 dated 17 March 1989 and the Ministerial Notification dated 15 December 1986.

STATE ENVIRONMENTAL PLANNING POLICY NO.1 - Development Standards

STATE ENVIRONMENTAL PLANNING POLICY NO.19 - Bushland in Urban Areas

STATE ENVIRONMENTAL PLANNING POLICY NO.21 – Caravan Parks

STATE ENVIRONMENTAL PLANNING POLICY NO.32 - Urban Consolidation (Redevelopment of Urban Land)

STATE ENVIRONMENTAL PLANNING POLICY NO.33 - Hazardous and Offensive Development

STATE ENVIRONMENTAL PLANNING POLICY NO.55 - Remediation of Land

STATE ENVIRONMENTAL PLANNING POLICY NO.64 - Advertising and Signage

STATE ENVIRONMENTAL PLANNING POLICY NO.65 – Design Quality of Residential Flat Development.

STATE ENVIRONMENTAL PLANNING POLICY NO.70 – Affordable Housing (Revised Schemes)

STATE ENVIRONMENTAL PLANNING POLICY – (Housing for Seniors or People with a Disability) 2004

STATE ENVIRONMENTAL PLANNING POLICY – (Building Sustainability Index: BASIX) 2004

STATE ENVIRONMENTAL PLANNING POLICY – (Major Development) 2005

STATE ENVIRONMENTAL PLANNING POLICY – (Mining, Petroleum Production and Extractive Industries) 2007

STATE ENVIRONMENTAL PLANNING POLICY – (Temporary Structures) 2007

STATE ENVIRONMENTAL PLANNING POLICY (Infrastructure) 2007

STATE ENVIRONMENTAL PLANNING POLICY (Exempt and Complying Development Codes) 2008

STATE ENVIRONMENTAL PLANNING POLICY (Affordable Rental Housing) 2009

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.9 (No.2) - Extractive Industries

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.24 - Homebush Bay Area

SYDNEY REGIONAL ENVIRONMENTAL PLAN – (Sydney Harbour Catchment) 2005

N.B. All enquiries as to the application of Draft, State and Regional Environmental Planning Policies should be directed to The Department of Planning and Infrastructure – 23-33 Bridge Street Sydney NSW 2000.

Greg Dyer
Chief Executive Officer

per

dated 22 September 2014

Printed Date: 22/09/2014

Certificate No. 2014/4608

PLANNING CERTIFICATE

CERTIFICATE UNDER SECTION 149
Environmental Planning and Assessment Act, 1979 as amended

Environmental Investigation Services
PO Box 976
NORTH RYDE NSW 1670

Certificate No: 2014/4609

Fee: $133.00

Issue Date: 22 September 2014

Receipt No: 4231813

Applicant Ref: E27710KG - GRANVILLE

DESCRIPTION OF LAND

Address: 58 Victoria Street
GRANVILLE NSW 2142

Lot Details: Lot 58 DP 869379

SECTION A

The following Environmental Planning Instrument to which this certificate relates applies to the land:

Parramatta Local Environmental Plan 2011

For the purpose of **Section 149(2)** it is advised that as the date of this certificate the abovementioned land is affected by the matters referred to as follows:

The land is zoned: R3 Medium Density Residential PLEP2011

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act, 1979.
NOTE: This table is an excerpt from Parramatta Local Environmental Plan 2011 and must be read in conjunction with and subject to the other provisions of that instrument, and in force at that date.

1 Objectives of zone
- To provide for the housing needs of the community within a medium density residential environment.
- To provide a variety of housing types within a medium density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To provide opportunities for people to carry out a reasonable range of activities from their homes if such activities will not adversely affect the amenity of the neighbourhood.
- To allow for a range of community facilities to be provided to serve the needs of residents, workers and visitors in residential neighbourhoods.

2 Permitted without consent
Home occupations

3 Permitted with consent
Attached dwellings; Bed and breakfast accommodation; Boarding houses; Building identification signs; Business identification signs; Child care centres; Community facilities; Dual occupancies; Dwelling houses; Educational establishments; Emergency services facilities; Environmental facilities; Environmental protection works; Exhibition homes; Flood mitigation works; Group homes; Home-based child care; Home businesses; Hostels; Information and education facilities; Multi dwelling housing; Neighbourhood shops; Places of public worship; Public administration buildings; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Respite day care centres; Roads; Semi-detached dwellings; Seniors housing; Water recycling facilities

4 Prohibited
Any development not specified in item 2 or 3

SECTION B
State Policies and Regional Environmental Plans
The land is affected by State Environmental Planning Policies and Regional Environmental Plans as detailed in Annexure "B1".

Draft Local Environmental Plan
The land is not affected by a Draft Local Environmental Plan which has been placed on Public Exhibition and has not yet been published.

Development Control Plan
The land is affected by Parramatta Development Control Plan 2011.

The Minister for Planning has issued directions that provisions of an EPI do not apply to certain Part 4 development where a concept plan has been approved under Part 3A.

Development Standards
The land is affected by a minimum lot size of 600 square metres on the Minimum Lot Size for Dual Occupancy map of Parramatta Local Environmental Plan 2011.

The land is affected by a minimum lot size of 550 square metres on the Minimum Lot Size map of Parramatta Local Environmental Plan 2011.

The land is located within State Environmental Planning Policy (Urban Renewal) 2010.

Development Contribution Plan
The Parramatta Section 94A Development Contributions Plan applies to the land.

Heritage Item/Heritage Conservation Area
An item of environmental heritage is not situated on the land.

The land is not located in a heritage conservation area.

Road Widening
The land is not affected by road widening or road realignment under:

(a) Division 2 of Part 3 of the Roads Act 1993.
(b) Any Environmental Planning Instrument.
(c) Any Resolution of Council.

Land Reservation Acquisition
The land is not affected by Land Reservation Acquisition in Parramatta Local Environmental Plan 2011.

Site Compatibility Certificate (Seniors Housing, Infrastructure and Affordable Rental Housing)
At the date of issue of this certificate Council is not aware of any

a. Site compatibility certificate (affordable rental housing),
b. Site compatibility certificate (infrastructure),
c. Site compatibility certificate (seniors housing)

in respect to the land issued pursuant to the Environmental Planning & Assessment Amendment (Site Compatibility Certificates) Regulation 2009 (NSW).

Contamination
The land is not affected by any of the matters contained in Clause 59(2) as amended in the Contaminated Land Management Act 1997 – as listed

a. that the land to which the certificate relates is significantly contaminated land
b. that the land to which the certificate relates is subject to a management order
c. that the land to which the certificate relates is the subject of an approved voluntary management proposal

d. that the land to which the certificate relates is subject to an ongoing maintenance order
e. that the land to which the certificate relates is the subject of a site audit statement

Tree Preservation
The land is subject to Section 5.4 Preservation of Trees or Vegetation in Parramatta Development Control Plan 2011.

Council has not been notified of an order under the Trees (Disputes Between Neighbours) Act 2006 to carry out work in relation to a tree on the land.

Coastal Protection
The land is not affected by Section 38 or 39 of the Coastal Protection Act 1979.

Has an order been made under Part 4D of the Coastal Protection Act 1979 in relation to temporary coastal protection works (within the meaning of the Act) on the land (or on public land adjacent to that land)?
NO

Has Council been notified under section 55x of the Coastal Protection Act 1979 that temporary coastal protection works (within the meaning of the Act) have been placed on the land (or on public land adjacent to that land)?
NO

Has the owner (or any previous owner) of the land been consented in writing to the land being subject to annual charges under section 496B of the Local Government Act 1993 for coastal protection services that relate to existing coastal protection works (within the meaning of section 553B of that Act)?
NO

Council Policy
Council has not adopted a policy to restrict the development of the land by reason of the likelihood of projected sea level rise (coastal protection), tidal inundation, subsidence or any other risk.

Council has adopted a policy covering the entire City of Parramatta to restrict development of any land by reason of the likelihood of flooding.

Mine Subsidence
The land is not affected by Section 15 of the Mine Subsidence Compensation Act 1961 proclaiming land to be a Mine Subsidence District.

Bushfire Land
The land is not bushfire prone land.

Threatened Species
The Director General with responsibility for the Threatened Species Conservation Act 1995 has not advised Council that the land includes or comprises a critical habitat.

State Environmental Planning Policy
(Exempt and Complying Development Codes) 2008

This does not constitute a Complying Development Certificate under section 85 of the EP&A Act

This information only addresses matters raised in **Clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1)(c3) and 1.19** of State Environmental Planning Policy (Exempt and Complying Development odes) 2008.

It is your responsibility to ensure that you comply with the general requirements of the State Environmental Planning Policy (Exempt and Complying Codes) 2008. Failure to comply with these provisions may mean that a Complying Development Certificate issued under the provisions of State Environmental Planning Policy (Exempt and Complying Codes) 2008 is invalid.

General Housing Code
Complying Development pursuant to the General Housing Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the General Housing Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Rural Housing Code
Complying Development pursuant to the Rural Housing Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Rural Housing Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Housing Alterations Code
Complying Development pursuant to the Housing Alterations Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Housing Alterations Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

General Development Code
Complying Development pursuant to the General Development Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18**

(1) (c3) of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the General Development Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Demolition Code

Complying Development pursuant to the Demolition Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Demolition Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Commercial and Industrial (New Buildings and Additions) Code

Complying Development pursuant to the Commercial and Industrial (New Buildings and Additions) Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Commercial and Industrial (New Buildings and Additions) Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

General Commercial and Industrial (Alterations) Code

Complying Development pursuant to the General Commercial and Industrial (Alterations) Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the General Commercial and Industrial (Alterations) Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Subdivision Code

Complying Development pursuant to the Subdivision Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Subdivision Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Fire Safety Code

Complying Development pursuant to the Fire Safety Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of

State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Fire Safety Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

SPECIAL NOTES

The land is identified as Class 4 on the Acid Sulfate Soils map. Refer to Clause 6.1 of Parramatta Local Environmental Plan 2011.

Applicants for Sections 149 Certificates are advised that Council does not hold sufficient information to fully detail the effect of any encumbrances on the title of the subject land. The information available to Council is provided on the basis that neither Council nor its servants hold out advice or warrant to you in any way its accuracy, nor shall Council or its servants, be liable for any negligence in the preparation of that information. Further information should be sought from relevant Statutory Departments.

SECTION C

The following additional information is issued under Section 149(5)

Pursuant to S149(5) the Council supplies information as set out below on the basis that the Council takes no responsibility for the accuracy of the information. The information if material should be independently checked by the applicant.

Aboriginal Heritage – low sensitivity – limited potential to contain items of Aboriginal heritage. Contact Council's Customer Service/Duty Planner (02) 9806 5050 for more information.

The land is considered by Council TO BE ABOVE the 1 in 100 year mainstream flood level.

This information is based on data available to the Council. It is provided on the basis that neither Council nor its servants hold out advice or warrant to you in any way its accuracy, nor shall the Council or its servants, be liable for any negligence in the preparation of that information.

ANNEXURE "B1"

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act 1979. Note:The following information is supplied in respect of Section 149 and embodies the requirements of Department of Planning Circular No. A2 dated 17 March 1989 and the Ministerial Notification dated 15 December 1986.

STATE ENVIRONMENTAL PLANNING POLICY NO.1 - Development Standards

STATE ENVIRONMENTAL PLANNING POLICY NO.19 - Bushland in Urban Areas

STATE ENVIRONMENTAL PLANNING POLICY NO.21 – Caravan Parks

STATE ENVIRONMENTAL PLANNING POLICY NO.32 - Urban Consolidation (Redevelopment of Urban Land)

STATE ENVIRONMENTAL PLANNING POLICY NO.33 - Hazardous and Offensive Development

STATE ENVIRONMENTAL PLANNING POLICY NO.55 - Remediation of Land

STATE ENVIRONMENTAL PLANNING POLICY NO.64 - Advertising and Signage

STATE ENVIRONMENTAL PLANNING POLICY NO.65 – Design Quality of Residential Flat Development.

STATE ENVIRONMENTAL PLANNING POLICY NO.70 – Affordable Housing (Revised Schemes)

STATE ENVIRONMENTAL PLANNING POLICY – (Housing for Seniors or People with a Disability) 2004

STATE ENVIRONMENTAL PLANNING POLICY – (Building Sustainability Index: BASIX) 2004

STATE ENVIRONMENTAL PLANNING POLICY – (Major Development) 2005

STATE ENVIRONMENTAL PLANNING POLICY – (Mining, Petroleum Production and Extractive Industries) 2007

STATE ENVIRONMENTAL PLANNING POLICY – (Temporary Structures) 2007

STATE ENVIRONMENTAL PLANNING POLICY (Infrastructure) 2007

STATE ENVIRONMENTAL PLANNING POLICY (Exempt and Complying Development Codes) 2008

STATE ENVIRONMENTAL PLANNING POLICY (Affordable Rental Housing) 2009

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.9 (No.2) - Extractive Industries

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.24 - Homebush Bay Area

SYDNEY REGIONAL ENVIRONMENTAL PLAN – (Sydney Harbour Catchment) 2005

N.B. All enquiries as to the application of Draft, State and Regional Environmental Planning Policies should be directed to The Department of Planning and Infrastructure – 23-33 Bridge Street Sydney NSW 2000.

Greg Dyer
Chief Executive Officer

per

dated 22 September 2014

Printed Date: 22/09/2014

Certificate No. 2014/4609

PLANNING CERTIFICATE

CERTIFICATE UNDER SECTION 149

Environmental Planning and Assessment Act, 1979 as amended

Environmental Investigation Services North Ryde
PO Box 976
NORTH RYDE NSW 1670

Certificate No: 2014/4610

Fee: $133.00

Issue Date: 22 September 2014

Receipt No: 4231813

Applicant Ref: E27710KG - GRANVILLE

DESCRIPTION OF LAND

Address: 173 Parramatta Road
GRANVILLE NSW 2142

Lot Details: Lot 1 DP 89526

SECTION A

The following Environmental Planning Instrument to which this certificate relates applies to the land:

Parramatta Local Environmental Plan 2011

For the purpose of **Section 149(2)** it is advised that as the date of this certificate the abovementioned land is affected by the matters referred to as follows:

PARRAMATTA CITY COUNCIL
Printed Date: 22/09/2014
30 Darcy Street Parramatta NSW 2150 | PO Box 32 Parramatta NSW 2124
Phone 02 9806 5000 Fax 02 9806 5917 DX 8279 Parramatta
ABN 49 907 174 773 www.parracity.nsw.gov.au

The land is zoned: B6 Enterprise Corridor PLEP2011

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act, 1979.
NOTE: This table is an excerpt from Parramatta Local Environmental Plan 2011 and must be read in conjunction with and subject to the other provisions of that instrument, and in force at that date.

1 Objectives of zone

- To promote businesses along main roads and to encourage a mix of compatible uses.
- To provide a range of employment uses (including business, office, retail and light industrial uses).
- To maintain the economic strength of centres by limiting retailing activity.

2 Permitted without consent

Nil

3 Permitted with consent

Building identification signs; Bulky goods premises; Business identification signs; Business premises; Community facilities; Food andor motel accommodation; Kiosks; Landscaping material supplies; Light industries; Neighbourhood shops; Passenger transport facilities; Plant nurseries; Roads; Self-storage units; Timber yards; Vehicle sales or hire premises; Warehouse or distribution centres; Water recycling facilities; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Amusement centres; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Entertainment facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Function centres; Heavy industrial storage establishments; Helipads; Highway service centres; Home-based child care; Home businesses; Home industries; Home occupations; Home occupations (sex services); Industrial retail outlets; Industries; Information and education facilities; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Port facilities; Recreation facilities (major); Research stations; Residential accommodation; Restricted premises; Retail premises; Rural industries; Sewerage systems; Sex services premises; Signage; Storage premises; Transport depots; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boating facilities

SECTION B

State Policies and Regional Environmental Plans

The land is affected by State Environmental Planning Policies and Regional Environmental Plans as detailed in Annexure "B1".

Draft Local Environmental Plan
The land is not affected by a Draft Local Environmental Plan which has been placed on Public Exhibition and has not yet been published.

Development Control Plan
The land is affected by Parramatta Development Control Plan 2011.

The Minister for Planning has issued directions that provisions of an EPI do not apply to certain Part 4 development where a concept plan has been approved under Part 3A.

Development Standards
The land is located within State Environmental Planning Policy (Urban Renewal) 2010.

Development Contribution Plan
The Parramatta Section 94A Development Contributions Plan applies to the land.

Heritage Item/Heritage Conservation Area
An item of environmental heritage is not situated on the land.

The land is not located in a heritage conservation area.

Road Widening
The land is not affected by road widening or road realignment under:
(a) Division 2 of Part 3 of the Roads Act 1993.
(b) Any Environmental Planning Instrument.
(c) Any Resolution of Council.

Land Reservation Acquisition
The land is not affected by Land Reservation Acquisition in Parramatta Local Environmental Plan 2011.

Site Compatibility Certificate (Seniors Housing, Infrastructure and Affordable Rental Housing)
At the date of issue of this certificate Council is not aware of any
a. Site compatibility certificate (affordable rental housing),
b. Site compatibility certificate (infrastructure),
c. Site compatibility certificate (seniors housing)
in respect to the land issued pursuant to the Environmental Planning & Assessment Amendment (Site Compatibility Certificates) Regulation 2009 (NSW).

Contamination
The land is not affected by any of the matters contained in Clause 59(2) as amended in the Contaminated Land Management Act 1997 – as listed

a. that the land to which the certificate relates is significantly contaminated land
b. that the land to which the certificate relates is subject to a management order

c. that the land to which the certificate relates is the subject of an approved voluntary management proposal
d. that the land to which the certificate relates is subject to an ongoing maintenance order
e. that the land to which the certificate relates is the subject of a site audit statement

Tree Preservation
The land is subject to Section 5.4 Preservation of Trees or Vegetation in Parramatta Development Control Plan 2011.

Council has not been notified of an order under the Trees (Disputes Between Neighbours) Act 2006 to carry out work in relation to a tree on the land.

Coastal Protection
The land is not affected by Section 38 or 39 of the Coastal Protection Act 1979.

Has an order been made under Part 4D of the Coastal Protection Act 1979 in relation to temporary coastal protection works (within the meaning of the Act) on the land (or on public land adjacent to that land)?
NO

Has Council been notified under section 55x of the Coastal Protection Act 1979 that temporary coastal protection works (within the meaning of the Act) have been placed on the land (or on public land adjacent to that land)?
NO

Has the owner (or any previous owner) of the land been consented in writing to the land being subject to annual charges under section 496B of the Local Government Act 1993 for coastal protection services that relate to existing coastal protection works (within the meaning of section 553B of that Act)?
NO

Council Policy
Council has not adopted a policy to restrict the development of the land by reason of the likelihood of projected sea level rise (coastal protection), tidal inundation, subsidence or any other risk.

Council has adopted a policy covering the entire City of Parramatta to restrict development of any land by reason of the likelihood of flooding.

Mine Subsidence
The land is not affected by Section 15 of the Mine Subsidence Compensation Act 1961 proclaiming land to be a Mine Subsidence District.

Bushfire Land
The land is not bushfire prone land.

Threatened Species
The Director General with responsibility for the Threatened Species Conservation Act 1995 has not advised Council that the land includes or comprises a critical habitat.

State Environmental Planning Policy (Exempt and Complying Development Codes) 2008

This does not constitute a Complying Development Certificate under section 85 of the EP&A Act

This information only addresses matters raised in **Clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1)(c3) and 1.19** of State Environmental Planning Policy (Exempt and Complying Development odes) 2008.

It is your responsibility to ensure that you comply with the general requirements of the State Environmental Planning Policy (Exempt and Complying Codes) 2008. Failure to comply with these provisions may mean that a Complying Development Certificate issued under the provisions of State Environmental Planning Policy (Exempt and Complying Codes) 2008 is invalid.

General Housing Code
Complying Development pursuant to the General Housing Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

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SPECIAL NOTES

The land is identified as Class 4 on the Acid Sulfate Soils map. Refer to Clause 6.1 of Parramatta Local Environmental Plan 2011.

The land is identified as Class 5 on the Acid Sulfate Soils map. Refer to Clause 6.1 of Parramatta Local Environmental Plan 2011.

Applicants for Sections 149 Certificates are advised that Council does not hold sufficient information to fully detail the effect of any encumbrances on the title of the subject land. The information available to Council is provided on the basis that neither Council nor its servants hold out advice or warrant to you in any way its accuracy, nor shall Council or its servants, be liable for any negligence in the preparation of that information. Further information should be sought from relevant Statutory Departments.

SECTION C

The following additional information is issued under Section 149(5)

Pursuant to S149(5) the Council supplies information as set out below on the basis that the Council takes no responsibility for the accuracy of the information. The information if material should be independently checked by the applicant.

Aboriginal Heritage – low sensitivity – limited potential to contain items of Aboriginal heritage. Contact Council's Customer Service/Duty Planner (02) 9806 5050 for more information.

The land is considered by Council TO BE ABOVE the 1 in 100 year mainstream flood level.

This information is based on data available to the Council. It is provided on the basis that neither Council nor its servants hold out advice or warrant to you in any way its accuracy, nor shall the Council or its servants, be liable for any negligence in the preparation of that information.

ANNEXURE "B1"

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act 1979. Note:The following information is supplied in respect of Section 149 and embodies the requirements of Department of Planning Circular No. A2 dated 17 March 1989 and the Ministerial Notification dated 15 December 1986.

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STATE ENVIRONMENTAL PLANNING POLICY NO.19 - Bushland in Urban Areas

STATE ENVIRONMENTAL PLANNING POLICY NO.21 – Caravan Parks

STATE ENVIRONMENTAL PLANNING POLICY NO.32 - Urban Consolidation (Redevelopment of Urban Land)

STATE ENVIRONMENTAL PLANNING POLICY NO.33 - Hazardous and Offensive Development

STATE ENVIRONMENTAL PLANNING POLICY NO.55 - Remediation of Land

STATE ENVIRONMENTAL PLANNING POLICY NO.64 - Advertising and Signage

STATE ENVIRONMENTAL PLANNING POLICY NO.65 – Design Quality of Residential Flat Development.

STATE ENVIRONMENTAL PLANNING POLICY NO.70 – Affordable Housing (Revised Schemes)

STATE ENVIRONMENTAL PLANNING POLICY – (Housing for Seniors or People with a Disability) 2004

STATE ENVIRONMENTAL PLANNING POLICY – (Building Sustainability Index: BASIX) 2004

STATE ENVIRONMENTAL PLANNING POLICY – (Major Development) 2005

STATE ENVIRONMENTAL PLANNING POLICY – (Mining, Petroleum Production and Extractive Industries) 2007

STATE ENVIRONMENTAL PLANNING POLICY – (Temporary Structures) 2007

STATE ENVIRONMENTAL PLANNING POLICY (Infrastructure) 2007

STATE ENVIRONMENTAL PLANNING POLICY (Exempt and Complying Development Codes) 2008

STATE ENVIRONMENTAL PLANNING POLICY (Affordable Rental Housing) 2009

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.9 (No.2) - Extractive Industries

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.24 - Homebush Bay Area

SYDNEY REGIONAL ENVIRONMENTAL PLAN – (Sydney Harbour Catchment) 2005

Printed Date: 22/09/2014

Certificate No. 2014/4610

N.B. All enquiries as to the application of Draft, State and Regional Environmental Planning Policies should be directed to The Department of Planning and Infrastructure – 23-33 Bridge Street Sydney NSW 2000.

Greg Dyer
Chief Executive Officer

per

dated 22 September 2014

Printed Date: 22/09/2014

Certificate No. 2014/4610

EIS

NSW WorkCover Records

PB.

25 SEP 2014

NSW GOVERNMENT | WorkCover

WorkCover NSW
92-100 Donnison Street, Gosford, NSW 2250
Locked Bag 2906, Lisarow, NSW 2252
T 02 4321 5000 F 02 4325 4145
WorkCover Assistance Service 13 10 50
DX 731 Sydney workcover.nsw.gov.au

Our Ref: D14/116145
Your Ref: Para Bokalawela

22nd September 2014

Attention: Para Bokalawela
Environmental Investigation Services
115 Wicks Road,
MACQUARIE PARK NSW 2113

Dear Mr Para Bokalawela,

RE SITE: 171-189 Parramatta Road, Granville, NSW, 2142

I refer to your site search request received by WorkCover NSW on 9th September 2014 requesting information on licences to keep dangerous goods for the above site.

A search of the Stored Chemical Information Database (SCID) and the microfiche records held by WorkCover NSW has not located any records pertaining to the above mentioned premises.

If you have any further queries please contact the Dangerous Goods Licensing Team on (02) 4321 5500.

Yours Sincerely

M. P. Kidd

Michelle Kidd
Customer Service Officer
Dangerous Goods Team

ENVIRONMENTAL INVESTIGATION SERVICES

7 November 2014
Ref: E27710KGlet

Attention: Richard Wykes

ADDENDUM TO STAGE 1 DESKTOP ENVIRONMENTAL SITE ASSESSMENT REPORT PROPOSED MIXED-USE DEVELOPMENT 171-189 PARRAMATTA ROAD, GRANVILLE, NSW 2142

1. Introduction:

This letter forms an addendum to the EIS report titled *'Catylis Properties Pty Ltd on Stage 1 Desktop Environmental Site Assessment for Proposed Mixed-Use Development at 171-189 Parramatta Road, Granville'*, Ref: E27710KGrpt, dated 18 September 2014, and should be read in conjunction with and attached to the above report.

EIS reviewed the s149 (2 and 5) planning certificates on 24 September 2014. Copies of the certificates are attached. Based on the review, the site is not deemed to be:

- significantly contaminated;
- subject to a management order;
- subject of an approved voluntary management proposal;
- subject to an on-going management order under the provisions of the CLM Act 1997;
- subject to a Site Audit Statement (SAS);
- located within a Class 1 or 2 ASS risk area; and
- located in a heritage conservation area.

EIS reviewed the WorkCover records on 25 September 2014. A copy of the certificate is attached. The search did not identify any licences to store dangerous goods including underground fuel storage tanks (USTs) or above ground storage tanks (ASTs) at the site.

2. Conclusion:

The findings presented in this addendum do not alter the conclusions presented in the Stage 1 Desktop Environmental Site Assessment report.

AS/NZS ISO 9001 Certified
Davis Langdon Certification Services

Postal Address: PO Box 976, North Ryde BC NSW 1670
Tel: 02 9888 5000 • Fax: 9888 5004
EIS is a division of Jeffery and Katauskas Pty Ltd • ABN 17 003 550 801

3. Limitations

The findings presented in this letter are based on site conditions that existed at the time of the assessment and subsequent remediation. The conclusions are based on the investigation of conditions at specific locations, chosen to be as representative as possible under the given circumstances.

This letter has been prepared for the particular project described and no responsibility is accepted for the use of any part of this letter in any other context or for any other purpose. Copyright in this letter is the property of EIS. EIS has used a degree of care, skill and diligence normally exercised by consulting engineers in similar circumstances and locality. No other warranty expressed or implied is made or intended. Subject to payment of all fees due for the investigation, the client alone shall have a licence to use this letter.

Should you require any further information regarding the above please do not hesitate to contact the undersigned.

Yours faithfully

Para Bokalawela
Senior Environmental Engineer

Adrian Kingswell
Principal

EIS

24 SEP 2014

PLANNING CERTIFICATE

CERTIFICATE UNDER SECTION 149

Environmental Planning and Assessment Act, 1979 as amended

Environmental Investigation Services North Ryde
PO Box 976
NORTH RYDE NSW 1670

Certificate No:	2014/4607
Fee:	$133.00
Issue Date:	22 September 2014
Receipt No:	4231813
Applicant Ref:	E27710KG - GRANVILLE

DESCRIPTION OF LAND

Address:	187 Parramatta Road GRANVILLE NSW 2142
Lot Details:	Lot 1 DP 615141

SECTION A

The following Environmental Planning Instrument to which this certificate relates applies to the land:

Parramatta Local Environmental Plan 2011

For the purpose of **Section 149(2)** it is advised that as the date of this certificate the abovementioned land is affected by the matters referred to as follows:

PARRAMATTA CITY COUNCIL | 30 Darcy Street Parramatta NSW 2150 | PO Box 32 Parramatta NSW 2124 | Phone 02 9806 5000 Fax 02 9806 5917 DX 8279 Parramatta | ABN 49 907 174 773 www.parracity.nsw.gov.au

The land is zoned: B6 Enterprise Corridor PLEP2011

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act, 1979.
NOTE: This table is an excerpt from Parramatta Local Environmental Plan 2011 and must be read in conjunction with and subject to the other provisions of that instrument, and in force at that date.

1 Objectives of zone

- To promote businesses along main roads and to encourage a mix of compatible uses.
- To provide a range of employment uses (including business, office, retail and light industrial uses).
- To maintain the economic strength of centres by limiting retailing activity.

2 Permitted without consent

Nil

3 Permitted with consent

Building identification signs; Bulky goods premises; Business identification signs; Business premises; Community facilities; Food andor motel accommodation; Kiosks; Landscaping material supplies; Light industries; Neighbourhood shops; Passenger transport facilities; Plant nurseries; Roads; Self-storage units; Timber yards; Vehicle sales or hire premises; Warehouse or distribution centres; Water recycling facilities; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Amusement centres; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Entertainment facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Function centres; Heavy industrial storage establishments; Helipads; Highway service centres; Home-based child care; Home businesses; Home industries; Home occupations; Home occupations (sex services); Industrial retail outlets; Industries; Information and education facilities; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Port facilities; Recreation facilities (major); Research stations; Residential accommodation; Restricted premises; Retail premises; Rural industries; Sewerage systems; Sex services premises; Signage; Storage premises; Transport depots; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boating facilities

SECTION B

State Policies and Regional Environmental Plans

The land is affected by State Environmental Planning Policies and Regional Environmental Plans as detailed in Annexure "B1".

Printed Date: 22/09/2014

Certificate No. 2014/4607

Draft Local Environmental Plan
The land is not affected by a Draft Local Environmental Plan which has been placed on Public Exhibition and has not yet been published.

Development Control Plan
The land is affected by Parramatta Development Control Plan 2011.

The Minister for Planning has issued directions that provisions of an EPI do not apply to certain Part 4 development where a concept plan has been approved under Part 3A.

Development Standards
The land is located within State Environmental Planning Policy (Urban Renewal) 2010.

Development Contribution Plan
The Parramatta Section 94A Development Contributions Plan applies to the land.

Heritage Item/Heritage Conservation Area
An item of environmental heritage is not situated on the land.

The land is not located in a heritage conservation area.

Road Widening
The land is not affected by road widening or road realignment under:

(a) Division 2 of Part 3 of the Roads Act 1993.
(b) Any Environmental Planning Instrument.
(c) Any Resolution of Council.

Land Reservation Acquisition
The land is not affected by Land Reservation Acquisition in Parramatta Local Environmental Plan 2011.

Site Compatibility Certificate (Seniors Housing, Infrastructure and Affordable Rental Housing)
At the date of issue of this certificate Council is not aware of any

a. Site compatibility certificate (affordable rental housing),
b. Site compatibility certificate (infrastructure),
c. Site compatibility certificate (seniors housing)

in respect to the land issued pursuant to the Environmental Planning & Assessment Amendment (Site Compatibility Certificates) Regulation 2009 (NSW).

Contamination
The land is not affected by any of the matters contained in Clause 59(2) as amended in the Contaminated Land Management Act 1997 – as listed

a. that the land to which the certificate relates is significantly contaminated land
b. that the land to which the certificate relates is subject to a management order

c. that the land to which the certificate relates is the subject of an approved voluntary management proposal
d. that the land to which the certificate relates is subject to an ongoing maintenance order
e. that the land to which the certificate relates is the subject of a site audit statement

Tree Preservation
The land is subject to Section 5.4 Preservation of Trees or Vegetation in Parramatta Development Control Plan 2011.

Council has not been notified of an order under the Trees (Disputes Between Neighbours) Act 2006 to carry out work in relation to a tree on the land.

Coastal Protection
The land is not affected by Section 38 or 39 of the Coastal Protection Act 1979.

Has an order been made under Part 4D of the Coastal Protection Act 1979 in relation to temporary coastal protection works (within the meaning of the Act) on the land (or on public land adjacent to that land)?
NO

Has Council been notified under section 55x of the Coastal Protection Act 1979 that temporary coastal protection works (within the meaning of the Act) have been placed on the land (or on public land adjacent to that land)?
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Has the owner (or any previous owner) of the land been consented in writing to the land being subject to annual charges under section 496B of the Local Government Act 1993 for coastal protection services that relate to existing coastal protection works (within the meaning of section 553B of that Act)?
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Council has adopted a policy covering the entire City of Parramatta to restrict development of any land by reason of the likelihood of flooding.

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The land is not affected by Section 15 of the Mine Subsidence Compensation Act 1961 proclaiming land to be a Mine Subsidence District.

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The land is not bushfire prone land.

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STATE ENVIRONMENTAL PLANNING POLICY – (Building Sustainability Index: BASIX) 2004

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STATE ENVIRONMENTAL PLANNING POLICY (Exempt and Complying Development Codes) 2008

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Printed Date: 22/09/2014

Certificate No. 2014/4607

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Greg Dyer
Chief Executive Officer

per

dated 22 September 2014

Printed Date: 22/09/2014

Certificate No. 2014/4607

PLANNING CERTIFICATE

CERTIFICATE UNDER SECTION 149
Environmental Planning and Assessment Act, 1979 as amended

Environmental Investigation Services
PO Box 976
NORTH RYDE NSW 1670

Certificate No: 2014/4606

Fee: $133.00

Issue Date: 22 September 2014

Receipt No: 4231813

Applicant Ref: E27710KG - GRANVILLE

DESCRIPTION OF LAND

Address: 181-185 Parramatta Road
GRANVILLE NSW 2142

Lot Details: Lot 1 DP 504298, Lot 1 DP 79624, Lot 1 DP 79102, Lot 2 DP 89526

SECTION A

The following Environmental Planning Instrument to which this certificate relates applies to the land:

Parramatta Local Environmental Plan 2011

For the purpose of **Section 149(2)** it is advised that as the date of this certificate the abovementioned land is affected by the matters referred to as follows:

PARRAMATTA CITY COUNCIL | 30 Darcy Street Parramatta NSW 2150 | PO Box 32 Parramatta NSW 2124 | Phone 02 9806 5000 Fax 02 9806 5917 DX 8279 Parramatta | ABN 49 907 174 773 www.parracity.nsw.gov.au

Printed Date: 22/09/2014

The land is zoned: B6 Enterprise Corridor PLEP2011

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act, 1979.
NOTE: This table is an excerpt from Parramatta Local Environmental Plan 2011 and must be read in conjunction with and subject to the other provisions of that instrument, and in force at that date.

1 Objectives of zone

- To promote businesses along main roads and to encourage a mix of compatible uses.
- To provide a range of employment uses (including business, office, retail and light industrial uses).
- To maintain the economic strength of centres by limiting retailing activity.

2 Permitted without consent

Nil

3 Permitted with consent

Building identification signs; Bulky goods premises; Business identification signs; Business premises; Community facilities; Food andor motel accommodation; Kiosks; Landscaping material supplies; Light industries; Neighbourhood shops; Passenger transport facilities; Plant nurseries; Roads; Self-storage units; Timber yards; Vehicle sales or hire premises; Warehouse or distribution centres; Water recycling facilities; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Amusement centres; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Entertainment facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Function centres; Heavy industrial storage establishments; Helipads; Highway service centres; Home-based child care; Home businesses; Home industries; Home occupations; Home occupations (sex services); Industrial retail outlets; Industries; Information and education facilities; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Port facilities; Recreation facilities (major); Research stations; Residential accommodation; Restricted premises; Retail premises; Rural industries; Sewerage systems; Sex services premises; Signage; Storage premises; Transport depots; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boating facilities

SECTION B

State Policies and Regional Environmental Plans

The land is affected by State Environmental Planning Policies and Regional Environmental Plans as detailed in Annexure "B1".

Draft Local Environmental Plan
The land is not affected by a Draft Local Environmental Plan which has been placed on Public Exhibition and has not yet been published.

Development Control Plan
The land is affected by Parramatta Development Control Plan 2011.

The Minister for Planning has issued directions that provisions of an EPI do not apply to certain Part 4 development where a concept plan has been approved under Part 3A.

Development Standards
The land is located within State Environmental Planning Policy (Urban Renewal) 2010.

Development Contribution Plan
The Parramatta Section 94A Development Contributions Plan applies to the land.

Heritage Item/Heritage Conservation Area
An item of environmental heritage is not situated on the land.

The land is not located in a heritage conservation area.

Road Widening
The land is not affected by road widening or road realignment under:

(a) Division 2 of Part 3 of the Roads Act 1993.
(b) Any Environmental Planning Instrument.
(c) Any Resolution of Council.

Land Reservation Acquisition
The land is not affected by Land Reservation Acquisition in Parramatta Local Environmental Plan 2011.

Site Compatibility Certificate (Seniors Housing, Infrastructure and Affordable Rental Housing)
At the date of issue of this certificate Council is not aware of any

a. Site compatibility certificate (affordable rental housing),
b. Site compatibility certificate (infrastructure),
c. Site compatibility certificate (seniors housing)

in respect to the land issued pursuant to the Environmental Planning & Assessment Amendment (Site Compatibility Certificates) Regulation 2009 (NSW).

Contamination
The land is not affected by any of the matters contained in Clause 59(2) as amended in the Contaminated Land Management Act 1997 – as listed

a. that the land to which the certificate relates is significantly contaminated land
b. that the land to which the certificate relates is subject to a management order

c. that the land to which the certificate relates is the subject of an approved voluntary management proposal
d. that the land to which the certificate relates is subject to an ongoing maintenance order
e. that the land to which the certificate relates is the subject of a site audit statement

Tree Preservation
The land is subject to Section 5.4 Preservation of Trees or Vegetation in Parramatta Development Control Plan 2011.

Council has not been notified of an order under the Trees (Disputes Between Neighbours) Act 2006 to carry out work in relation to a tree on the land.

Coastal Protection
The land is not affected by Section 38 or 39 of the Coastal Protection Act 1979.

Has an order been made under Part 4D of the Coastal Protection Act 1979 in relation to temporary coastal protection works (within the meaning of the Act) on the land (or on public land adjacent to that land)?
NO

Has Council been notified under section 55x of the Coastal Protection Act 1979 that temporary coastal protection works (within the meaning of the Act) have been placed on the land (or on public land adjacent to that land)?
NO

Has the owner (or any previous owner) of the land been consented in writing to the land being subject to annual charges under section 496B of the Local Government Act 1993 for coastal protection services that relate to existing coastal protection works (within the meaning of section 553B of that Act)?
NO

Council Policy
Council has not adopted a policy to restrict the development of the land by reason of the likelihood of projected sea level rise (coastal protection), tidal inundation, subsidence or any other risk.

Council has adopted a policy covering the entire City of Parramatta to restrict development of any land by reason of the likelihood of flooding.

Mine Subsidence
The land is not affected by Section 15 of the Mine Subsidence Compensation Act 1961 proclaiming land to be a Mine Subsidence District.

Bushfire Land
The land is not bushfire prone land.

Threatened Species
The Director General with responsibility for the Threatened Species Conservation Act 1995 has not advised Council that the land includes or comprises a critical habitat.

State Environmental Planning Policy (Exempt and Complying Development Codes) 2008

This does not constitute a Complying Development Certificate under section 85 of the EP&A Act

This information only addresses matters raised in **Clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1)(c3) and 1.19** of State Environmental Planning Policy (Exempt and Complying Development odes) 2008.

It is your responsibility to ensure that you comply with the general requirements of the State Environmental Planning Policy (Exempt and Complying Codes) 2008. Failure to comply with these provisions may mean that a Complying Development Certificate issued under the provisions of State Environmental Planning Policy (Exempt and Complying Codes) 2008 is invalid.

General Housing Code
Complying Development pursuant to the General Housing Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the General Housing Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Rural Housing Code
Complying Development pursuant to the Rural Housing Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Rural Housing Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Housing Alterations Code
Complying Development pursuant to the Housing Alterations Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Housing Alterations Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

General Development Code

Complying Development pursuant to the General Development Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1) (c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the General Development Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Demolition Code

Complying Development pursuant to the Demolition Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Demolition Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Commercial and Industrial (New Buildings and Additions) Code

Complying Development pursuant to the Commercial and Industrial (New Buildings and Additions) Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Commercial and Industrial (New Buildings and Additions) Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

General Commercial and Industrial (Alterations) Code

Complying Development pursuant to the General Commercial and Industrial (Alterations) Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the General Commercial and Industrial (Alterations) Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Subdivision Code

Complying Development pursuant to the Subdivision Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Subdivision Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Fire Safety Code

Complying Development pursuant to the Fire Safety Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Fire Safety Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

SPECIAL NOTES

The land is identified as Class 4 on the Acid Sulfate Soils map. Refer to Clause 6.1 of Parramatta Local Environmental Plan 2011.

The land is identified as Class 5 on the Acid Sulfate Soils map. Refer to Clause 6.1 of Parramatta Local Environmental Plan 2011.

Applicants for Sections 149 Certificates are advised that Council does not hold sufficient information to fully detail the effect of any encumbrances on the title of the subject land. The information available to Council is provided on the basis that neither Council nor its servants hold out advice or warrant to you in any way its accuracy, nor shall Council or its servants, be liable for any negligence in the preparation of that information. Further information should be sought from relevant Statutory Departments.

SECTION C

The following additional information is issued under Section 149(5)

Pursuant to S149(5) the Council supplies information as set out below on the basis that the Council takes no responsibility for the accuracy of the information. The information if material should be independently checked by the applicant.

Aboriginal Heritage – low sensitivity – limited potential to contain items of Aboriginal heritage. Contact Council's Customer Service/Duty Planner (02) 9806 5050 for more information.

The land is considered by Council TO BE ABOVE the 1 in 100 year mainstream flood level.

This information is based on data available to the Council. It is provided on the basis that neither Council nor its servants hold out advice or warrant to you in any way its accuracy, nor shall the Council or its servants, be liable for any negligence in the preparation of that information.

ANNEXURE "B1"

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act 1979. Note:The following information is supplied in respect of Section 149 and embodies the requirements of Department of Planning Circular No. A2 dated 17 March 1989 and the Ministerial Notification dated 15 December 1986.

STATE ENVIRONMENTAL PLANNING POLICY NO.1 - Development Standards

STATE ENVIRONMENTAL PLANNING POLICY NO.19 - Bushland in Urban Areas

STATE ENVIRONMENTAL PLANNING POLICY NO.21 – Caravan Parks

STATE ENVIRONMENTAL PLANNING POLICY NO.32 - Urban Consolidation (Redevelopment of Urban Land)

STATE ENVIRONMENTAL PLANNING POLICY NO.33 - Hazardous and Offensive Development

STATE ENVIRONMENTAL PLANNING POLICY NO.55 - Remediation of Land

STATE ENVIRONMENTAL PLANNING POLICY NO.64 - Advertising and Signage

STATE ENVIRONMENTAL PLANNING POLICY NO.65 – Design Quality of Residential Flat Development.

STATE ENVIRONMENTAL PLANNING POLICY NO.70 – Affordable Housing (Revised Schemes)

STATE ENVIRONMENTAL PLANNING POLICY – (Housing for Seniors or People with a Disability) 2004

STATE ENVIRONMENTAL PLANNING POLICY – (Building Sustainability Index: BASIX) 2004

STATE ENVIRONMENTAL PLANNING POLICY – (Major Development) 2005

STATE ENVIRONMENTAL PLANNING POLICY – (Mining, Petroleum Production and Extractive Industries) 2007

STATE ENVIRONMENTAL PLANNING POLICY – (Temporary Structures) 2007

STATE ENVIRONMENTAL PLANNING POLICY (Infrastructure) 2007

STATE ENVIRONMENTAL PLANNING POLICY (Exempt and Complying Development Codes) 2008

STATE ENVIRONMENTAL PLANNING POLICY (Affordable Rental Housing) 2009

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.9 (No.2) - Extractive Industries

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.24 - Homebush Bay Area

SYDNEY REGIONAL ENVIRONMENTAL PLAN – (Sydney Harbour Catchment) 2005

Printed Date: 22/09/2014

Certificate No. 2014/4606

N.B. All enquiries as to the application of Draft, State and Regional Environmental Planning Policies should be directed to The Department of Planning and Infrastructure – 23-33 Bridge Street Sydney NSW 2000.

Greg Dyer
Chief Executive Officer

per

dated 22 September 2014

Printed Date: 22/09/2014

Certificate No. 2014/4606



PLANNING CERTIFICATE

CERTIFICATE UNDER SECTION 149

Environmental Planning and Assessment Act, 1979 as amended

Environmental Investigation Services
PO Box 976
NORTH RYDE NSW 1670

Certificate No: 2014/4608

Fee: $133.00

Issue Date: 22 September 2014

Receipt No: 4231813

Applicant Ref: E27710KG - GRANVILE

DESCRIPTION OF LAND

Address: 60 Victoria Street
GRANVILLE NSW 2142

Lot Details: Lot A DP 160406

SECTION A

The following Environmental Planning Instrument to which this certificate relates applies to the land:

Parramatta Local Environmental Plan 2011

For the purpose of **Section 149(2)** it is advised that as the date of this certificate the abovementioned land is affected by the matters referred to as follows:

PARRAMATTA CITY COUNCIL
30 Darcy Street Parramatta NSW 2150 | Phone 02 9806 5000 Fax 02 9806 5917 DX 8279 Parramatta
PO Box 32 Parramatta NSW 2124 | ABN 49 907 174 773 www.parracity.nsw.gov.au

The land is zoned: R3 Medium Density Residential PLEP2011

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act, 1979.
NOTE: This table is an excerpt from Parramatta Local Environmental Plan 2011 and must be read in conjunction with and subject to the other provisions of that instrument, and in force at that date.

1 Objectives of zone
- To provide for the housing needs of the community within a medium density residential environment.
- To provide a variety of housing types within a medium density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To provide opportunities for people to carry out a reasonable range of activities from their homes if such activities will not adversely affect the amenity of the neighbourhood.
- To allow for a range of community facilities to be provided to serve the needs of residents, workers and visitors in residential neighbourhoods.

2 Permitted without consent
Home occupations

3 Permitted with consent
Attached dwellings; Bed and breakfast accommodation; Boarding houses; Building identification signs; Business identification signs; Child care centres; Community facilities; Dual occupancies; Dwelling houses; Educational establishments; Emergency services facilities; Environmental facilities; Environmental protection works; Exhibition homes; Flood mitigation works; Group homes; Home-based child care; Home businesses; Hostels; Information and education facilities; Multi dwelling housing; Neighbourhood shops; Places of public worship; Public administration buildings; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Respite day care centres; Roads; Semi-detached dwellings; Seniors housing; Water recycling facilities

4 Prohibited
Any development not specified in item 2 or 3

SECTION B
State Policies and Regional Environmental Plans
The land is affected by State Environmental Planning Policies and Regional Environmental Plans as detailed in Annexure "B1".

Draft Local Environmental Plan
The land is not affected by a Draft Local Environmental Plan which has been placed on Public Exhibition and has not yet been published.

Development Control Plan
The land is affected by Parramatta Development Control Plan 2011.

The Minister for Planning has issued directions that provisions of an EPI do not apply to certain Part 4 development where a concept plan has been approved under Part 3A.

Development Standards
The land is affected by a minimum lot size of 600 square metres on the Minimum Lot Size for Dual Occupancy map of Parramatta Local Environmental Plan 2011.

The land is affected by a minimum lot size of 550 square metres on the Minimum Lot Size map of Parramatta Local Environmental Plan 2011.

The land is located within State Environmental Planning Policy (Urban Renewal) 2010.

Development Contribution Plan
The Parramatta Section 94A Development Contributions Plan applies to the land.

Heritage Item/Heritage Conservation Area
An item of environmental heritage is not situated on the land.

The land is not located in a heritage conservation area.

Road Widening
The land is not affected by road widening or road realignment under:

(a) Division 2 of Part 3 of the Roads Act 1993.
(b) Any Environmental Planning Instrument.
(c) Any Resolution of Council.

Land Reservation Acquisition
The land is not affected by Land Reservation Acquisition in Parramatta Local Environmental Plan 2011.

Site Compatibility Certificate (Seniors Housing, Infrastructure and Affordable Rental Housing)
At the date of issue of this certificate Council is not aware of any

a. Site compatibility certificate (affordable rental housing),
b. Site compatibility certificate (infrastructure),
c. Site compatibility certificate (seniors housing)

in respect to the land issued pursuant to the Environmental Planning & Assessment Amendment (Site Compatibility Certificates) Regulation 2009 (NSW).

Contamination
The land is not affected by any of the matters contained in Clause 59(2) as amended in the Contaminated Land Management Act 1997 – as listed

a. that the land to which the certificate relates is significantly contaminated land
b. that the land to which the certificate relates is subject to a management order
c. that the land to which the certificate relates is the subject of an approved voluntary management proposal

d. that the land to which the certificate relates is subject to an ongoing maintenance order
e. that the land to which the certificate relates is the subject of a site audit statement

Tree Preservation
The land is subject to Section 5.4 Preservation of Trees or Vegetation in Parramatta Development Control Plan 2011.

Council has not been notified of an order under the Trees (Disputes Between Neighbours) Act 2006 to carry out work in relation to a tree on the land.

Coastal Protection
The land is not affected by Section 38 or 39 of the Coastal Protection Act 1979.

Has an order been made under Part 4D of the Coastal Protection Act 1979 in relation to temporary coastal protection works (within the meaning of the Act) on the land (or on public land adjacent to that land)?
NO

Has Council been notified under section 55x of the Coastal Protection Act 1979 that temporary coastal protection works (within the meaning of the Act) have been placed on the land (or on public land adjacent to that land)?
NO

Has the owner (or any previous owner) of the land been consented in writing to the land being subject to annual charges under section 496B of the Local Government Act 1993 for coastal protection services that relate to existing coastal protection works (within the meaning of section 553B of that Act)?
NO

Council Policy
Council has not adopted a policy to restrict the development of the land by reason of the likelihood of projected sea level rise (coastal protection), tidal inundation, subsidence or any other risk.

Council has adopted a policy covering the entire City of Parramatta to restrict development of any land by reason of the likelihood of flooding.

Mine Subsidence
The land is not affected by Section 15 of the Mine Subsidence Compensation Act 1961 proclaiming land to be a Mine Subsidence District.

Bushfire Land
The land is not bushfire prone land.

Threatened Species
The Director General with responsibility for the Threatened Species Conservation Act 1995 has not advised Council that the land includes or comprises a critical habitat.

State Environmental Planning Policy
(Exempt and Complying Development Codes) 2008

This does not constitute a Complying Development Certificate under section 85 of the EP&A Act

This information only addresses matters raised in **Clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1)(c3) and 1.19** of State Environmental Planning Policy (Exempt and Complying Development odes) 2008.

It is your responsibility to ensure that you comply with the general requirements of the State Environmental Planning Policy (Exempt and Complying Codes) 2008. Failure to comply with these provisions may mean that a Complying Development Certificate issued under the provisions of State Environmental Planning Policy (Exempt and Complying Codes) 2008 is invalid.

General Housing Code
Complying Development pursuant to the General Housing Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the General Housing Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Rural Housing Code
Complying Development pursuant to the Rural Housing Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Rural Housing Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Housing Alterations Code
Complying Development pursuant to the Housing Alterations Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Housing Alterations Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

General Development Code
Complying Development pursuant to the General Development Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18**

(1) (c3) of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the General Development Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Demolition Code

Complying Development pursuant to the Demolition Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Demolition Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Commercial and Industrial (New Buildings and Additions) Code

Complying Development pursuant to the Commercial and Industrial (New Buildings and Additions) Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Commercial and Industrial (New Buildings and Additions) Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

General Commercial and Industrial (Alterations) Code

Complying Development pursuant to the General Commercial and Industrial (Alterations) Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the General Commercial and Industrial (Alterations) Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Subdivision Code

Complying Development pursuant to the Subdivision Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Subdivision Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Fire Safety Code

Complying Development pursuant to the Fire Safety Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of

State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Fire Safety Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

SPECIAL NOTES

The land is identified as Class 4 on the Acid Sulfate Soils map. Refer to Clause 6.1 of Parramatta Local Environmental Plan 2011.

Applicants for Sections 149 Certificates are advised that Council does not hold sufficient information to fully detail the effect of any encumbrances on the title of the subject land. The information available to Council is provided on the basis that neither Council nor its servants hold out advice or warrant to you in any way its accuracy, nor shall Council or its servants, be liable for any negligence in the preparation of that information. Further information should be sought from relevant Statutory Departments.

SECTION C

The following additional information is issued under Section 149(5)

Pursuant to S149(5) the Council supplies information as set out below on the basis that the Council takes no responsibility for the accuracy of the information. The information if material should be independently checked by the applicant.

Aboriginal Heritage – low sensitivity – limited potential to contain items of Aboriginal heritage. Contact Council's Customer Service/Duty Planner (02) 9806 5050 for more information.

The land is considered by Council TO BE ABOVE the 1 in 100 year mainstream flood level.

This information is based on data available to the Council. It is provided on the basis that neither Council nor its servants hold out advice or warrant to you in any way its accuracy, nor shall the Council or its servants, be liable for any negligence in the preparation of that information.

ANNEXURE "B1"

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act 1979. Note:The following information is supplied in respect of Section 149 and embodies the requirements of Department of Planning Circular No. A2 dated 17 March 1989 and the Ministerial Notification dated 15 December 1986.

STATE ENVIRONMENTAL PLANNING POLICY NO.1 - Development Standards

STATE ENVIRONMENTAL PLANNING POLICY NO.19 - Bushland in Urban Areas

STATE ENVIRONMENTAL PLANNING POLICY NO.21 – Caravan Parks

STATE ENVIRONMENTAL PLANNING POLICY NO.32 - Urban Consolidation (Redevelopment of Urban Land)

STATE ENVIRONMENTAL PLANNING POLICY NO.33 - Hazardous and Offensive Development

STATE ENVIRONMENTAL PLANNING POLICY NO.55 - Remediation of Land

STATE ENVIRONMENTAL PLANNING POLICY NO.64 - Advertising and Signage

STATE ENVIRONMENTAL PLANNING POLICY NO.65 – Design Quality of Residential Flat Development.

STATE ENVIRONMENTAL PLANNING POLICY NO.70 – Affordable Housing (Revised Schemes)

STATE ENVIRONMENTAL PLANNING POLICY – (Housing for Seniors or People with a Disability) 2004

STATE ENVIRONMENTAL PLANNING POLICY – (Building Sustainability Index: BASIX) 2004

STATE ENVIRONMENTAL PLANNING POLICY – (Major Development) 2005

STATE ENVIRONMENTAL PLANNING POLICY – (Mining, Petroleum Production and Extractive Industries) 2007

STATE ENVIRONMENTAL PLANNING POLICY – (Temporary Structures) 2007

STATE ENVIRONMENTAL PLANNING POLICY (Infrastructure) 2007

STATE ENVIRONMENTAL PLANNING POLICY (Exempt and Complying Development Codes) 2008

STATE ENVIRONMENTAL PLANNING POLICY (Affordable Rental Housing) 2009

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.9 (No.2) - Extractive Industries

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.24 - Homebush Bay Area

SYDNEY REGIONAL ENVIRONMENTAL PLAN – (Sydney Harbour Catchment) 2005

N.B. All enquiries as to the application of Draft, State and Regional Environmental Planning Policies should be directed to The Department of Planning and Infrastructure – 23-33 Bridge Street Sydney NSW 2000.

Greg Dyer
Chief Executive Officer

per

dated 22 September 2014

Printed Date: 22/09/2014

Certificate No. 2014/4608

PLANNING CERTIFICATE

CERTIFICATE UNDER SECTION 149
Environmental Planning and Assessment Act, 1979 as amended

Environmental Investigation Services
PO Box 976
NORTH RYDE NSW 1670

Certificate No: 2014/4609

Fee: $133.00

Issue Date: 22 September 2014

Receipt No: 4231813

Applicant Ref: E27710KG - GRANVILLE

DESCRIPTION OF LAND

Address: 58 Victoria Street
GRANVILLE NSW 2142

Lot Details: Lot 58 DP 869379

SECTION A

The following Environmental Planning Instrument to which this certificate relates applies to the land:

Parramatta Local Environmental Plan 2011

For the purpose of **Section 149(2)** it is advised that as the date of this certificate the abovementioned land is affected by the matters referred to as follows:

PARRAMATTA CITY COUNCIL
30 Darcy Street Parramatta NSW 2150 | Phone 02 9806 5000 Fax 02 9806 5917 DX 8279 Parramatta
PO Box 32 Parramatta NSW 2124 | ABN 49 907 174 773 www.parracity.nsw.gov.au
Printed Date 22/09/2014

The land is zoned: R3 Medium Density Residential PLEP2011

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act, 1979.
NOTE: This table is an excerpt from Parramatta Local Environmental Plan 2011 and must be read in conjunction with and subject to the other provisions of that instrument, and in force at that date.

1 Objectives of zone
- To provide for the housing needs of the community within a medium density residential environment.
- To provide a variety of housing types within a medium density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To provide opportunities for people to carry out a reasonable range of activities from their homes if such activities will not adversely affect the amenity of the neighbourhood.
- To allow for a range of community facilities to be provided to serve the needs of residents, workers and visitors in residential neighbourhoods.

2 Permitted without consent
Home occupations

3 Permitted with consent
Attached dwellings; Bed and breakfast accommodation; Boarding houses; Building identification signs; Business identification signs; Child care centres; Community facilities; Dual occupancies; Dwelling houses; Educational establishments; Emergency services facilities; Environmental facilities; Environmental protection works; Exhibition homes; Flood mitigation works; Group homes; Home-based child care; Home businesses; Hostels; Information and education facilities; Multi dwelling housing; Neighbourhood shops; Places of public worship; Public administration buildings; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Respite day care centres; Roads; Semi-detached dwellings; Seniors housing; Water recycling facilities

4 Prohibited
Any development not specified in item 2 or 3

SECTION B
State Policies and Regional Environmental Plans
The land is affected by State Environmental Planning Policies and Regional Environmental Plans as detailed in Annexure "B1".

Draft Local Environmental Plan
The land is not affected by a Draft Local Environmental Plan which has been placed on Public Exhibition and has not yet been published.

Development Control Plan
The land is affected by Parramatta Development Control Plan 2011.

The Minister for Planning has issued directions that provisions of an EPI do not apply to certain Part 4 development where a concept plan has been approved under Part 3A.

Development Standards
The land is affected by a minimum lot size of 600 square metres on the Minimum Lot Size for Dual Occupancy map of Parramatta Local Environmental Plan 2011.

The land is affected by a minimum lot size of 550 square metres on the Minimum Lot Size map of Parramatta Local Environmental Plan 2011.

The land is located within State Environmental Planning Policy (Urban Renewal) 2010.

Development Contribution Plan
The Parramatta Section 94A Development Contributions Plan applies to the land.

Heritage Item/Heritage Conservation Area
An item of environmental heritage is not situated on the land.

The land is not located in a heritage conservation area.

Road Widening
The land is not affected by road widening or road realignment under:

(a) Division 2 of Part 3 of the Roads Act 1993.
(b) Any Environmental Planning Instrument.
(c) Any Resolution of Council.

Land Reservation Acquisition
The land is not affected by Land Reservation Acquisition in Parramatta Local Environmental Plan 2011.

Site Compatibility Certificate (Seniors Housing, Infrastructure and Affordable Rental Housing)
At the date of issue of this certificate Council is not aware of any

a. Site compatibility certificate (affordable rental housing),
b. Site compatibility certificate (infrastructure),
c. Site compatibility certificate (seniors housing)

in respect to the land issued pursuant to the Environmental Planning & Assessment Amendment (Site Compatibility Certificates) Regulation 2009 (NSW).

Contamination
The land is not affected by any of the matters contained in Clause 59(2) as amended in the Contaminated Land Management Act 1997 – as listed

a. that the land to which the certificate relates is significantly contaminated land
b. that the land to which the certificate relates is subject to a management order
c. that the land to which the certificate relates is the subject of an approved voluntary management proposal

d. that the land to which the certificate relates is subject to an ongoing maintenance order
e. that the land to which the certificate relates is the subject of a site audit statement

Tree Preservation
The land is subject to Section 5.4 Preservation of Trees or Vegetation in Parramatta Development Control Plan 2011.

Council has not been notified of an order under the Trees (Disputes Between Neighbours) Act 2006 to carry out work in relation to a tree on the land.

Coastal Protection
The land is not affected by Section 38 or 39 of the Coastal Protection Act 1979.

Has an order been made under Part 4D of the Coastal Protection Act 1979 in relation to temporary coastal protection works (within the meaning of the Act) on the land (or on public land adjacent to that land)?
NO

Has Council been notified under section 55x of the Coastal Protection Act 1979 that temporary coastal protection works (within the meaning of the Act) have been placed on the land (or on public land adjacent to that land)?
NO

Has the owner (or any previous owner) of the land been consented in writing to the land being subject to annual charges under section 496B of the Local Government Act 1993 for coastal protection services that relate to existing coastal protection works (within the meaning of section 553B of that Act)?
NO

Council Policy
Council has not adopted a policy to restrict the development of the land by reason of the likelihood of projected sea level rise (coastal protection), tidal inundation, subsidence or any other risk.

Council has adopted a policy covering the entire City of Parramatta to restrict development of any land by reason of the likelihood of flooding.

Mine Subsidence
The land is not affected by Section 15 of the Mine Subsidence Compensation Act 1961 proclaiming land to be a Mine Subsidence District.

Bushfire Land
The land is not bushfire prone land.

Threatened Species
The Director General with responsibility for the Threatened Species Conservation Act 1995 has not advised Council that the land includes or comprises a critical habitat.

State Environmental Planning Policy
(Exempt and Complying Development Codes) 2008

This does not constitute a Complying Development Certificate under section 85 of the EP&A Act

This information only addresses matters raised in **Clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1)(c3) and 1.19** of State Environmental Planning Policy (Exempt and Complying Development odes) 2008.

It is your responsibility to ensure that you comply with the general requirements of the State Environmental Planning Policy (Exempt and Complying Codes) 2008. Failure to comply with these provisions may mean that a Complying Development Certificate issued under the provisions of State Environmental Planning Policy (Exempt and Complying Codes) 2008 is invalid.

General Housing Code
Complying Development pursuant to the General Housing Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the General Housing Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Rural Housing Code
Complying Development pursuant to the Rural Housing Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Rural Housing Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Housing Alterations Code
Complying Development pursuant to the Housing Alterations Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Housing Alterations Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

General Development Code
Complying Development pursuant to the General Development Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18**

(1) (c3) of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the General Development Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Demolition Code

Complying Development pursuant to the Demolition Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Demolition Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Commercial and Industrial (New Buildings and Additions) Code

Complying Development pursuant to the Commercial and Industrial (New Buildings and Additions) Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Commercial and Industrial (New Buildings and Additions) Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

General Commercial and Industrial (Alterations) Code

Complying Development pursuant to the General Commercial and Industrial (Alterations) Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the General Commercial and Industrial (Alterations) Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Subdivision Code

Complying Development pursuant to the Subdivision Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Subdivision Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Fire Safety Code

Complying Development pursuant to the Fire Safety Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of

State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Fire Safety Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

SPECIAL NOTES

The land is identified as Class 4 on the Acid Sulfate Soils map. Refer to Clause 6.1 of Parramatta Local Environmental Plan 2011.

Applicants for Sections 149 Certificates are advised that Council does not hold sufficient information to fully detail the effect of any encumbrances on the title of the subject land. The information available to Council is provided on the basis that neither Council nor its servants hold out advice or warrant to you in any way its accuracy, nor shall Council or its servants, be liable for any negligence in the preparation of that information. Further information should be sought from relevant Statutory Departments.

SECTION C

The following additional information is issued under Section 149(5)

Pursuant to S149(5) the Council supplies information as set out below on the basis that the Council takes no responsibility for the accuracy of the information. The information if material should be independently checked by the applicant.

Aboriginal Heritage – low sensitivity – limited potential to contain items of Aboriginal heritage. Contact Council's Customer Service/Duty Planner (02) 9806 5050 for more information.

The land is considered by Council TO BE ABOVE the 1 in 100 year mainstream flood level.

This information is based on data available to the Council. It is provided on the basis that neither Council nor its servants hold out advice or warrant to you in any way its accuracy, nor shall the Council or its servants, be liable for any negligence in the preparation of that information.

ANNEXURE "B1"

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act 1979. Note:The following information is supplied in respect of Section 149 and embodies the requirements of Department of Planning Circular No. A2 dated 17 March 1989 and the Ministerial Notification dated 15 December 1986.

STATE ENVIRONMENTAL PLANNING POLICY NO.1 - Development Standards

STATE ENVIRONMENTAL PLANNING POLICY NO.19 - Bushland in Urban Areas

STATE ENVIRONMENTAL PLANNING POLICY NO.21 – Caravan Parks

STATE ENVIRONMENTAL PLANNING POLICY NO.32 - Urban Consolidation (Redevelopment of Urban Land)

STATE ENVIRONMENTAL PLANNING POLICY NO.33 - Hazardous and Offensive Development

STATE ENVIRONMENTAL PLANNING POLICY NO.55 - Remediation of Land

STATE ENVIRONMENTAL PLANNING POLICY NO.64 - Advertising and Signage

STATE ENVIRONMENTAL PLANNING POLICY NO.65 – Design Quality of Residential Flat Development.

STATE ENVIRONMENTAL PLANNING POLICY NO.70 – Affordable Housing (Revised Schemes)

STATE ENVIRONMENTAL PLANNING POLICY – (Housing for Seniors or People with a Disability) 2004

STATE ENVIRONMENTAL PLANNING POLICY – (Building Sustainability Index: BASIX) 2004

STATE ENVIRONMENTAL PLANNING POLICY – (Major Development) 2005

STATE ENVIRONMENTAL PLANNING POLICY – (Mining, Petroleum Production and Extractive Industries) 2007

STATE ENVIRONMENTAL PLANNING POLICY – (Temporary Structures) 2007

STATE ENVIRONMENTAL PLANNING POLICY (Infrastructure) 2007

STATE ENVIRONMENTAL PLANNING POLICY (Exempt and Complying Development Codes) 2008

STATE ENVIRONMENTAL PLANNING POLICY (Affordable Rental Housing) 2009

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.9 (No.2) - Extractive Industries

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.24 - Homebush Bay Area

SYDNEY REGIONAL ENVIRONMENTAL PLAN – (Sydney Harbour Catchment) 2005

N.B. All enquiries as to the application of Draft, State and Regional Environmental Planning Policies should be directed to The Department of Planning and Infrastructure – 23-33 Bridge Street Sydney NSW 2000.

Greg Dyer
Chief Executive Officer

per

dated 22 September 2014

Printed Date: 22/09/2014

Certificate No. 2014/4609

PLANNING CERTIFICATE

CERTIFICATE UNDER SECTION 149

Environmental Planning and Assessment Act, 1979 as amended

Environmental Investigation Services North Ryde
PO Box 976
NORTH RYDE NSW 1670

Certificate No: 2014/4610

Fee: $133.00

Issue Date: 22 September 2014

Receipt No: 4231813

Applicant Ref: E27710KG - GRANVILLE

DESCRIPTION OF LAND

Address: 173 Parramatta Road
GRANVILLE NSW 2142

Lot Details: Lot 1 DP 89526

SECTION A

The following Environmental Planning Instrument to which this certificate relates applies to the land:

Parramatta Local Environmental Plan 2011

For the purpose of **Section 149(2)** it is advised that as the date of this certificate the abovementioned land is affected by the matters referred to as follows:

PARRAMATTA CITY COUNCIL
30 Darcy Street Parramatta NSW 2150 | Phone 02 9806 5000 Fax 02 9806 5917 DX 8279 Parramatta
PO Box 32 Parramatta NSW 2124 | ABN 49 907 174 773 www.parracity.nsw.gov.au
Printed Date: 22/09/2014

The land is zoned: B6 Enterprise Corridor PLEP2011

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act, 1979.
NOTE: This table is an excerpt from Parramatta Local Environmental Plan 2011 and must be read in conjunction with and subject to the other provisions of that instrument, and in force at that date.

1 Objectives of zone

- To promote businesses along main roads and to encourage a mix of compatible uses.
- To provide a range of employment uses (including business, office, retail and light industrial uses).
- To maintain the economic strength of centres by limiting retailing activity.

2 Permitted without consent

Nil

3 Permitted with consent

Building identification signs; Bulky goods premises; Business identification signs; Business premises; Community facilities; Food andor motel accommodation; Kiosks; Landscaping material supplies; Light industries; Neighbourhood shops; Passenger transport facilities; Plant nurseries; Roads; Self-storage units; Timber yards; Vehicle sales or hire premises; Warehouse or distribution centres; Water recycling facilities; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Amusement centres; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Entertainment facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Function centres; Heavy industrial storage establishments; Helipads; Highway service centres; Home-based child care; Home businesses; Home industries; Home occupations; Home occupations (sex services); Industrial retail outlets; Industries; Information and education facilities; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Port facilities; Recreation facilities (major); Research stations; Residential accommodation; Restricted premises; Retail premises; Rural industries; Sewerage systems; Sex services premises; Signage; Storage premises; Transport depots; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boating facilities

SECTION B

State Policies and Regional Environmental Plans

The land is affected by State Environmental Planning Policies and Regional Environmental Plans as detailed in Annexure "B1".

Printed Date: 22/09/2014

Certificate No. 2014/4610

Draft Local Environmental Plan
The land is not affected by a Draft Local Environmental Plan which has been placed on Public Exhibition and has not yet been published.

Development Control Plan
The land is affected by Parramatta Development Control Plan 2011.

The Minister for Planning has issued directions that provisions of an EPI do not apply to certain Part 4 development where a concept plan has been approved under Part 3A.

Development Standards
The land is located within State Environmental Planning Policy (Urban Renewal) 2010.

Development Contribution Plan
The Parramatta Section 94A Development Contributions Plan applies to the land.

Heritage Item/Heritage Conservation Area
An item of environmental heritage is not situated on the land.

The land is not located in a heritage conservation area.

Road Widening
The land is not affected by road widening or road realignment under:
(a) Division 2 of Part 3 of the Roads Act 1993.
(b) Any Environmental Planning Instrument.
(c) Any Resolution of Council.

Land Reservation Acquisition
The land is not affected by Land Reservation Acquisition in Parramatta Local Environmental Plan 2011.

Site Compatibility Certificate (Seniors Housing, Infrastructure and Affordable Rental Housing)
At the date of issue of this certificate Council is not aware of any
a. Site compatibility certificate (affordable rental housing),
b. Site compatibility certificate (infrastructure),
c. Site compatibility certificate (seniors housing)
in respect to the land issued pursuant to the Environmental Planning & Assessment Amendment (Site Compatibility Certificates) Regulation 2009 (NSW).

Contamination
The land is not affected by any of the matters contained in Clause 59(2) as amended in the Contaminated Land Management Act 1997 – as listed

a. that the land to which the certificate relates is significantly contaminated land
b. that the land to which the certificate relates is subject to a management order

c. that the land to which the certificate relates is the subject of an approved voluntary management proposal
d. that the land to which the certificate relates is subject to an ongoing maintenance order
e. that the land to which the certificate relates is the subject of a site audit statement

Tree Preservation
The land is subject to Section 5.4 Preservation of Trees or Vegetation in Parramatta Development Control Plan 2011.

Council has not been notified of an order under the Trees (Disputes Between Neighbours) Act 2006 to carry out work in relation to a tree on the land.

Coastal Protection
The land is not affected by Section 38 or 39 of the Coastal Protection Act 1979.

Has an order been made under Part 4D of the Coastal Protection Act 1979 in relation to temporary coastal protection works (within the meaning of the Act) on the land (or on public land adjacent to that land)?
NO

Has Council been notified under section 55x of the Coastal Protection Act 1979 that temporary coastal protection works (within the meaning of the Act) have been placed on the land (or on public land adjacent to that land)?
NO

Has the owner (or any previous owner) of the land been consented in writing to the land being subject to annual charges under section 496B of the Local Government Act 1993 for coastal protection services that relate to existing coastal protection works (within the meaning of section 553B of that Act)?
NO

Council Policy
Council has not adopted a policy to restrict the development of the land by reason of the likelihood of projected sea level rise (coastal protection), tidal inundation, subsidence or any other risk.

Council has adopted a policy covering the entire City of Parramatta to restrict development of any land by reason of the likelihood of flooding.

Mine Subsidence
The land is not affected by Section 15 of the Mine Subsidence Compensation Act 1961 proclaiming land to be a Mine Subsidence District.

Bushfire Land
The land is not bushfire prone land.

Threatened Species
The Director General with responsibility for the Threatened Species Conservation Act 1995 has not advised Council that the land includes or comprises a critical habitat.

State Environmental Planning Policy (Exempt and Complying Development Codes) 2008

This does not constitute a Complying Development Certificate under section 85 of the EP&A Act

This information only addresses matters raised in **Clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1)(c3) and 1.19** of State Environmental Planning Policy (Exempt and Complying Development odes) 2008.

It is your responsibility to ensure that you comply with the general requirements of the State Environmental Planning Policy (Exempt and Complying Codes) 2008. Failure to comply with these provisions may mean that a Complying Development Certificate issued under the provisions of State Environmental Planning Policy (Exempt and Complying Codes) 2008 is invalid.

General Housing Code
Complying Development pursuant to the General Housing Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the General Housing Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Rural Housing Code
Complying Development pursuant to the Rural Housing Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Rural Housing Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Housing Alterations Code
Complying Development pursuant to the Housing Alterations Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Housing Alterations Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

General Development Code

Complying Development pursuant to the General Development Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1) (c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the General Development Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Demolition Code

Complying Development pursuant to the Demolition Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Demolition Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Commercial and Industrial (New Buildings and Additions) Code

Complying Development pursuant to the Commercial and Industrial (New Buildings and Additions) Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Commercial and Industrial (New Buildings and Additions) Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

General Commercial and Industrial (Alterations) Code

Complying Development pursuant to the General Commercial and Industrial (Alterations) Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the General Commercial and Industrial (Alterations) Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Subdivision Code

Complying Development pursuant to the Subdivision Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Subdivision Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Fire Safety Code

Complying Development pursuant to the Fire Safety Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Fire Safety Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

SPECIAL NOTES

The land is identified as Class 4 on the Acid Sulfate Soils map. Refer to Clause 6.1 of Parramatta Local Environmental Plan 2011.

The land is identified as Class 5 on the Acid Sulfate Soils map. Refer to Clause 6.1 of Parramatta Local Environmental Plan 2011.

Applicants for Sections 149 Certificates are advised that Council does not hold sufficient information to fully detail the effect of any encumbrances on the title of the subject land. The information available to Council is provided on the basis that neither Council nor its servants hold out advice or warrant to you in any way its accuracy, nor shall Council or its servants, be liable for any negligence in the preparation of that information. Further information should be sought from relevant Statutory Departments.

SECTION C

The following additional information is issued under Section 149(5)

Pursuant to S149(5) the Council supplies information as set out below on the basis that the Council takes no responsibility for the accuracy of the information. The information if material should be independently checked by the applicant.

Aboriginal Heritage – low sensitivity – limited potential to contain items of Aboriginal heritage. Contact Council's Customer Service/Duty Planner (02) 9806 5050 for more information.

The land is considered by Council TO BE ABOVE the 1 in 100 year mainstream flood level.

This information is based on data available to the Council. It is provided on the basis that neither Council nor its servants hold out advice or warrant to you in any way its accuracy, nor shall the Council or its servants, be liable for any negligence in the preparation of that information.

ANNEXURE "B1"

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act 1979. Note:The following information is supplied in respect of Section 149 and embodies the requirements of Department of Planning Circular No. A2 dated 17 March 1989 and the Ministerial Notification dated 15 December 1986.

STATE ENVIRONMENTAL PLANNING POLICY NO.1 - Development Standards

STATE ENVIRONMENTAL PLANNING POLICY NO.19 - Bushland in Urban Areas

STATE ENVIRONMENTAL PLANNING POLICY NO.21 – Caravan Parks

STATE ENVIRONMENTAL PLANNING POLICY NO.32 - Urban Consolidation (Redevelopment of Urban Land)

STATE ENVIRONMENTAL PLANNING POLICY NO.33 - Hazardous and Offensive Development

STATE ENVIRONMENTAL PLANNING POLICY NO.55 - Remediation of Land

STATE ENVIRONMENTAL PLANNING POLICY NO.64 - Advertising and Signage

STATE ENVIRONMENTAL PLANNING POLICY NO.65 – Design Quality of Residential Flat Development.

STATE ENVIRONMENTAL PLANNING POLICY NO.70 – Affordable Housing (Revised Schemes)

STATE ENVIRONMENTAL PLANNING POLICY – (Housing for Seniors or People with a Disability) 2004

STATE ENVIRONMENTAL PLANNING POLICY – (Building Sustainability Index: BASIX) 2004

STATE ENVIRONMENTAL PLANNING POLICY – (Major Development) 2005

STATE ENVIRONMENTAL PLANNING POLICY – (Mining, Petroleum Production and Extractive Industries) 2007

STATE ENVIRONMENTAL PLANNING POLICY – (Temporary Structures) 2007

STATE ENVIRONMENTAL PLANNING POLICY (Infrastructure) 2007

STATE ENVIRONMENTAL PLANNING POLICY (Exempt and Complying Development Codes) 2008

STATE ENVIRONMENTAL PLANNING POLICY (Affordable Rental Housing) 2009

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.9 (No.2) - Extractive Industries

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.24 - Homebush Bay Area

SYDNEY REGIONAL ENVIRONMENTAL PLAN – (Sydney Harbour Catchment) 2005

Printed Date: 22/09/2014

Certificate No. 2014/4610

N.B. All enquiries as to the application of Draft, State and Regional Environmental Planning Policies should be directed to The Department of Planning and Infrastructure – 23-33 Bridge Street Sydney NSW 2000.

Greg Dyer
Chief Executive Officer

per

dated 22 September 2014

Printed Date: 22/09/2014

Certificate No. 2014/4610

PB.

25 SEP 2014

NSW GOVERNMENT | WorkCover

WorkCover NSW
92-100 Donnison Street, Gosford, NSW 2250
Locked Bag 2906, Lisarow, NSW 2252
T 02 4321 5000 F 02 4325 4145
WorkCover Assistance Service 13 10 50
DX 731 Sydney workcover.nsw.gov.au

Our Ref: D14/116145
Your Ref: Para Bokalawela

22nd September 2014

Attention: Para Bokalawela
Environmental Investigation Services
115 Wicks Road,
MACQUARIE PARK NSW 2113

Dear Mr Para Bokalawela,

RE SITE: 171-189 Parramatta Road, Granville, NSW, 2142

I refer to your site search request received by WorkCover NSW on 9th September 2014 requesting information on licences to keep dangerous goods for the above site.

A search of the Stored Chemical Information Database (SCID) and the microfiche records held by WorkCover NSW has not located any records pertaining to the above mentioned premises.

If you have any further queries please contact the Dangerous Goods Licensing Team on (02) 4321 5500.

Yours Sincerely

M. P. Kidd

Michelle Kidd
Customer Service Officer
Dangerous Goods Team

SULLIVAN
environmental sciences

Final Report

Phase 1 Contamination Assessment

167 Parramatta Road (and adjoining residential lands), Granville NSW

17 OCTOBER 2016

Prepared for:

Pacific Planning Pty Ltd

Level 20 Suite 2025
1 Alfred Street
Sydney NSW 2000

Proj # SES_457

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Approval:



Adam Sullivan
Principal Scientist
BSc, PG Cert. Env. Law

Sullivan Environmental Sciences Pty Ltd

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Date: **17 October 2016**
Reference: SES_457
Status: Final

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Executive Summary

Pacific Planning Pty Ltd (Pacific Planning) engaged Sullivan Environmental Sciences Pty Ltd (Sullivan-ES) to undertake a Phase 1 Contamination Assessment (the Phase 1) on the commercial property located at 167 Parramatta Road and the adjoining residential lands at 38-56 Victoria Street, Granville NSW. The Phase 1 is an addendum to a previous contamination assessment (EIS, Nov 2014) on the neighbouring property (171-189 Parramatta Road, Granville) and is required as part of the planning proposal to rezone from commercial uses to residential. The Phase 1 is needed to satisfy the requirements under State Environmental Planning Policy (SEPP) 55 - Remediation of Land to demonstrate that the land is or can be made suitable for rezoning to the proposed zone.

The focus of this Phase 1 is the main commercial site at 167 Parramatta Road as it is currently zoned for commercial use therefore will require assessment under SEPP55 for the proposed rezoning. The residential properties along Victoria Street are currently zoned for residential use, as such, assessment for rezoning under SEPP 55 will not be required.

The objective of the Phase 1 was to conduct an appraisal of the current and historical site activities, and assess the potential for contamination from those activities. The scope of work for the Phase 1 consisted of conducting a review of the previous environmental investigation; conducting an historical aerial imagery search; conducting web-based searches of: local registered groundwater bores, NSW EPA contaminated sites and protection licensing registers, NSW Planning Portal site specific hazards and risks and soil and geological landscape maps; review of the relevant Local Environmental Plan (LEP) and State Environmental Planning Policy (SEPP) and local Council development controls and policies; conducting a site inspection to document current conditions and surrounds; and preparing a Phase 1 contamination assessment report.

Sullivan-ES make the following conclusions based on the findings of this Phase 1 at 167 Parramatta Road and adjoining residential land on Victoria Street, Granville NSW, subject to the Limitations of the report as stated in Section 6:

- The general region of Granville is highly urbanised and commercial land with some pockets of residential housing setback from Parramatta Road.
- The main commercial site at 167 Parramatta Road is currently occupied by a double storey building and a concrete sealed carpark. The Victoria Street residential land contains 10 adjoining residential lots.
- The main commercial site at 167 Parramatta Road was used as residential land for many decades until the late 1980s when a commercial building was constructed on the land.
- The Victoria Street residential lands have only been used for residential purposes and pose limited contamination risks.
- Past activities that have the potential to cause contamination, include:
    - Commercial uses on 167 Parramatta Road since the late 1980s.
    - Potential imported materials used as fill on all sites.
    - Potential hazardous materials used in historical buildings on all sites.
- We consider the potential contamination risk posed by these activities to be moderate on the main commercial site at 167 Parramatta Road. The risk of contamination from past activities on the Victoria Street residential land is considered low.

It is recommended that a Phase 2 contamination investigation is conducted at 167 Parramatta Road in accordance with guidelines made or approved by the NSW EPA, including the Sampling Design

Guidelines (1995), and the National Environment Protection (Assessment of Site Contamination) Measure (2013) to assess the land suitability for proposed residential purposes considering the potential contamination issues identified in this Phase 1.

Although considered a low potential risk on the Victoria Street residential lands, any additional sampling on the main commercial site at 167 Parramatta Road should broadly include locations on the Victoria Street residential lands to assess filling material quality and potential surface soil impacts from hazardous building materials such as asbestos and lead-based paints.

1 Introduction

Pacific Planning Pty Ltd (Pacific Planning) engaged Sullivan Environmental Sciences Pty Ltd (Sullivan-ES) to undertake a Phase 1 Contamination Assessment (the Phase 1) on the commercial property located at 167 Parramatta Road and the adjoining residential lands at 38-56 Victoria Street, Granville NSW.

The Phase 1 is an addendum to a previous contamination assessment (EIS, Nov 2014)[1] on the neighbouring property (171-189 Parramatta Road, Granville) and is required as part of the planning proposal to rezone the land from commercial uses to residential uses. The Phase 1 is needed to satisfy the requirements under State Environmental Planning Policy (SEPP) 55 - Remediation of Land to demonstrate that the land is or can be made suitable for rezoning to the proposed zone.

The focus of this Phase 1 is the main commercial site at 167 Parramatta Road as it is currently zoned for commercial use therefore will require assessment under SEPP55 for the proposed rezoning. The residential properties along Victoria Street are currently zoned for residential use, as such, assessment for rezoning under SEPP 55 will not be required. **Figure 1** presents the locality of the sites and **Figure 2** presents the general area and layout (**Appendix A**).

1.1 Objective

The objective of the Phase 1 was to assess for potential contamination from past and present activities in relation to historical and current land uses, and provide recommendations for further detailed work, if required.

1.2 Scope of Work

The scope of work for the Phase 1 consisted of:

- Reviewing the previous contamination assessment report (EIS, Nov 2014).
- Conducting an historical aerial imagery search.
- Conducting web-based searches of:
    - local registered groundwater bores
    - NSW EPA contaminated sites and protection licensing registers
    - NSW Planning Portal site specific hazards and risks
    - soil and geological landscape maps
    - the relevant Local Environmental Plan (LEP) and State Environmental Planning Policy (SEPP) and local Council development controls and policies.
- Conducting a detailed onsite inspection of the main commercial site at 167 Parramatta Road, and a street view inspection of the Victoria Street properties, to document current conditions and surrounds.
- Preparing a Phase 1 Contamination Assessment report.

1.3 Regulatory Framework

The Phase 1 was prepared in accordance with the following regulatory framework:

- Contaminated Land Management Act 1997 (NSW) (CLM Act).
- State Environmental Planning Policy No.55 – Remediation of Land 1998 (SEPP55).

[1] Stage 1 Desktop Environmental Site Assessment 171-189 Parramatta Road, Granville NSW, Environmental Investigation Services, 24 November 2014 (EIS, Nov 2014).

1 Introduction

- NSW OEH Guidelines for Consultants Reporting on Contaminated Sites, 2011 (OEH, 2011).
- National Environment Protection (Assessment of Site Contamination) Measure 2013 (ASC NEPM 2013).

2

Site Information

The following sections were compiled from:

- The previous report (EIS, Nov 2014).
- The detailed site inspection undertaken by Sullivan-ES on 5 October 2016.
- Published Australian geology and topographic maps.
- NSW Department of Primary Industries - Office of Water groundwater database.
- NSW Planning Portal website (www.planningportal.nsw.gov.au).
- Parramatta Local Environmental Plan (LEP) 2011.

2.1 Site Identification

The main commercial site at 167 Parramatta Road is a square shape with an area of approximately 920m^2 and is legally identified as SP 47170. In accordance with the Parramatta LEP (2011), the main commercial site is zoned as B6 Enterprise Corridor under which commercial use of the land is permitted.

The residential lands along Victoria Street are a long rectangular shape with an area of approximately 4,600m^2 and legally identified as Lot 1 to Lot 8 in DP13530, Lot 1 in DP744840 and Lot B in DP151899. In accordance with the Parramatta LEP (2011), the residential lands are zoned as R3 Medium Density Residential.

2.2 Site Features

A general site layout figure of the existing site features is presented on **Figure 2** in **Appendix A**.

Site Descriptions

Site photographs are presented in **Appendix B**. The sites were inspected on 5 October 2016.

167 Parramatta Road

The site is located on Parramatta Road in a commercial and residential area. Albert street runs immediately to the east of the site.

The site is generally a square shape with a flat gradient. A double storey brick, glass and cement sheeting commercial building is located in the southern portion of the site, while a carpark is located in the northern portion of the site. The carpark is sealed with concrete.

The building is sign posted as a Samsung Customer Service Centre. Two skip bins were located at the rear of the building.

The site does not appear securely fenced. A fence separates the site from the residential properties to the north. A fence is located at the entrance to the northern carpark however it appeared to be broken.

A small amount of vegetation comprising a tree and some grasses were located in the north east corner of the site. These appeared to be in good condition.

Stormwater grates were observed along the entrance to the northern carpark.

Residential land – Victoria Street

The sites were inspected from the roadside. The sites comprise 10 adjoining residential lots facing north onto Victoria Street.

The sites were observed to consist of single story dwellings constructed of either brick, fibro or wood panels. Each dwelling featured a tiled roof and single driveway entry to a rear parking/garage area.

2 Site Information

Surrounding Land

The sites bordered by the following land uses:

- **North** – Victoria Street then residential land.
- **South** – Parramatta Road then commercial/industrial land beyond.
- **East** – Albert Street and then residential and commercial properties beyond.
- **West** – Commercial land (171-189 Parramatta Road proposed to be rezoned) then railway land.

2.3 Environmental Setting

Topography and Hydrology

The site is situated at approximately 10m above sea level (AHD – Australian Height Datum). Surface drainage is governed by a topography that is generally flat to gently sloping down in either an eastern direction in the northern carpark or southerly direction in the western carpark of the commercial site. The commercial site is fully sealed with all runoff being directed into street stormwater infrastructure.

The closest surface water receptor is A'becketts Creek located approximately 215 m to the north. The creek appears to be a concrete lined canal.

Geology

The site is located on Middle Triassic period Ashfield Shale of the Wianamatta Group lithology. This geological material consists of black to dark grey shale and laminite (Sydney 1:100,000 Geological Series Sheet 9130 (edition 1) 1983, Department of Minerals and Energy).

Soil Type

The soil landscape map shows that the underlying soils at the site are of the Blacktown soil landscape group (NSW OEH website – eSPADE). This type of soil group has the following traits:

- ***Landscape*** *- gently undulating rises on Wianamatta Group shales. Local relief to 30 m, slopes usually >5%. Broad rounded crests and ridges with gently inclined slopes. Cleared Eucalypt woodland and tall open-forest.*
- ***Soils*** *- shallow to moderately deep (>100 cm) hardsetting mottled texture contrast soils, red and brown podzolic soils on crests grading to yellow podzolic soils on lower slopes and in drainage lines.*
- ***Limitations*** *- localised seasonal waterlogging, localised water erosion hazard, moderately reactive highly plastic subsoil, localised surface movement potential.*

Groundwater

A review of the NSW Department of Primary Industries - Office of Water groundwater database (accessed on 5 October 2016) showed that there are 12 registered groundwater bore licences within a 500m radius of the site. These 12 bores are located on the service station located approximately 80 m to the south east. Registered bore locations and details are provided in **Appendix C**. Three bores included information sheets (GW111322, GW111323 and GW111324) generally reporting that the bores were installed in fill, sand, clay and shale. Standing water levels were not recorded.

2 Site Information

Acid Sulfate Soils (ASS)

The site is located on land categorised as Class 4 and Class 5. Class 4 land is categorised as works that will be more than 2 metres below the natural ground surface; and works by which the watertable is likely to be lowered more than 2 metres below the natural ground surface. Class 5 land is categorised as works within 500 metres of adjacent Class 1, 2, 3, or 4 land which are likely to lower the watertable below 1 metre AHD on adjacent Class 1, 2, 3 or 4 land. Class 4 and Class 5 works on the site presents an ASS risk that requires consideration for planning purposes (**Appendix D**).

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3

Site History

The following was sourced from information provided by:

- Historical aerial imagery.
- NSW EPA Contaminated Lands Register, Notifications and Licensing.
- Parramatta City Council.

3.1 Aerial Imagery

The table below presents the details of observations made from each aerial photograph reviewed. In general, the main commercial site was used for residential up until the late 1980s. The Victoria Street lands have only been used for residential purposes. Historical aerial imagery is presented in **Appendix E**.

Table 3-1 Historical Aerial Imagery

Year	Details
1943 (black & white)	The main commercial site appears to contain three buildings with the central portion vacant. The buildings appear residential. Residential homes have been established along Victoria Street. Surrounding areas are predominately residential. Parramatta Road, Albert Street and the railway line are all present.
1951 (black & white)	The main commercial site appears similar to the 1943 photograph except a building has been constructed within the central portion of the site. The site still appears residential. Victoria Street remains residential dwellings. Surrounding areas remain predominately unchanged, with the exception of the adjoining property (western portion) which appears to contain industrial buildings.
1961 (black & white)	The main commercial site appears similar to the previous aerial photograph, with the exception of the eastern most portion of the site which appears to contain several small outbuildings (sheds). Victoria Street remains residential dwellings. The site further to the western boundary appears to have been developed for commercial/industrial use. A large warehouse has been built. The site to the east of the site appears to have been cleared and now appears to have cars stored on it. The remaining areas around the site still appear to be residential buildings.
1970 (black & white)	The main commercial site remains similar to the previous photograph with the exception of the property to the west of the site which has been cleared. The eastern portion of the site does not appear to contain as many outbuildings. Victoria Street remains residential dwellings.

3 Site History

Year	Details
	The surrounding areas appear to be becoming more commercial/industrial uses along Parramatta Road, with residential uses still located to the north of the site.
1982 (colour)	The main commercial site remains similar to the previous photograph. Cars appear to be parked in the property immediately to the west. Victoria Street remains residential dwellings. The surrounding areas appear unchanged. The site to the east of Albert Street appears to be a pool shop.
1991 (colour)	The main commercial site appears to have been redeveloped with the present day building having been constructed. The rear carpark is also visible. Victoria Street remains residential dwellings. The surrounding areas appear predominately unchanged.
2002 (colour)	The main commercial site and Victoria Street lands appear the same as in the previous photograph. The surround areas appear predominately unchanged.
2015 (colour)	The main commercial site exists as it does today, containing one building and a concrete sealed carpark. The Victoria Street lands remain unchanged residential dwellings. Surrounding areas remain predominately unchanged.

3.2 Contaminated Land Register and Notifications

A review of the NSW EPA list of sites declared under section 58 of the CLM Act 1997 as well as the list of sites notified to the EPA under the duty to report requirements (section 60) (accessed on 5 October 2016) showed that the site is not registered as a contaminated site or notified as a potentially contaminated site (**Appendix F**).

3.3 Environmental Protection Licences

A review of the NSW EPA register for Environment Protection Licences (EPL) shows that the site does not hold or is regulated by the NSW EPA under an EPL (**Appendix F**).

3.4 Council Records

A copy of the s149 Planning Certificate for SP 47170 was obtained from Parramatta City Council and is included in **Appendix G**. Relevant information for the site is summarised below:

- Under Parramatta Local Environmental Plan 2011 (PLEP 2011) the site cannot be developed without consent.
- The site is zoned B6 Enterprise corridor under the PLEP2011.
- The land is affected by Parramatta Development Control Plan 2011.
- The land is located within State Environmental Planning Policy (Urban Renewal) 2010.

3 Site History

- An item of environmental heritage is not situated on the land.
- The land is not located in a heritage conservation area.
- The land is not affected by road widening or realignment.
- The land is not affected by any contamination matters contained in Clause 59(2) of the Contaminated Land Management Act 1997.
- The land is subject to Parramatta City Council tree preservation.
- The land is not affected by the Coastal Protection Act 1979.
- Council has adopted a policy covering areas subject to the Parramatta Local Environmental Plan 2011 to restrict development of any land by reason of the likelihood of flooding.
- Council has adopted by resolution a policy on contaminated land that applies to areas subject to the Parramatta Local Environmental Plan 2011. The Policy will restrict the development of the land if the circumstances set out in the policy prevail.
- The land is not affected by the Mine Subsidence Compensation Act 1961.
- The land is not bushfire prone.
- The land does not include or comprise critical habitat.
- The land is identified as Class 4 on the Acid Sulfate Soils map.
- The land is identified as Class 5 on the Acid Sulfate Soils map.
- Aboriginal Heritage – low sensitivity – limited potential to contain items of Aboriginal heritage.
- The land is considered by Council TO BE ABOVE the 1 in 100 year mainstream flood level.
- Research undertaken by the Loose-Fill Asbestos Insulation Taskforce has determined that there is a potential for loose-fill asbestos insulation to be found in residential dwellings constructed prior to 1980 in 28 local government areas including the City of Parramatta.

3.4.1 Historical Development Applications

Information obtained from the Parramatta City Council website (accessed on 6 October 2016) and the Joint Regional Planning Committee (JRPP 2011[2]) (**Appendix H**) indicated the adjoining site (171-187 Parramatta Road Granville, excluding SP47170) has been proposed for development on two previous occasions, as summarised below:

- 2005 – DA/1071/2005 – Refused on 13 June 2006. DA for Demolition and construction of mixed use development comprising an 8 storey building fronting Parramatta Road containing 2 retail tenancies and 128 apartments over 2 levels of basement carparking. Approval also sought for 4 dual occupancies (containing 8 dwellings) fronting Victoria Street.
- 2007 – 82a Review of DA/1071/2005 refused on 10 December 2007.
- 2007 – Appeal 10538/2007 lodged in Land and Environment Court. Appeal dismissed on 4 July 2008.
- 2010- DA/76/2010 - Demolition, tree removal and construction of a part 4, and part 8 storey mixed use development containing 93 residential apartments, 1705 sqm of ground level retail floor space over two levels of basement car parking accessed from Parramatta and Duke Roads. Approval is also sought for the construction of 4 dual occupancies (containing 8 dwellings) along the Victoria Street frontage of the site. The application is integrated development as an Aquifer interference approval is required under the Water Management Act 2000. The application is also required to be determined by the Western Sydney Joint Regional Planning Panel - 2011 Refused by JRPP:

[2] *Joint Regional Planning Committee (Sydney West Region) Business Paper – (item 1) (JRPPSYW011)* 23 June 2011 (JRPP 2011).

- The proposal was inconsistent with the proposed zoning of the site under Draft LEP 2010, the residential component of the proposed mixed use development is prohibited under Draft LEP 2010, the dual occupancies 5-8 are prohibited under Draft LEP 2010, the development is inconsistent with the maximum height permissible on the subject site under Draft LEP 2010, the development is inconsistent with the development context in which it is proposed to be located, the development is inconsistent with controls contained within existing Parramatta DCP 2005 including rear setbacks, height of the tower, streetscape character, building form and massing, building envelope and visual privacy, the development is inconsistent with controls contained within the Residential Flat Design Code for deep soil and internal circulation, and the development would result in adverse environmental impacts on neighbouring properties including privacy and overlooking and visual bulk and scale.

3.5 Previous Environmental Assessment Reports

3.5.1 Stage 1 Desktop Environmental Site Assessment (EIS 2014)

EIS were engaged by Catylis Properties Pty Ltd to prepare a Stage 1 Environmental Site Assessment for the adjoining site located at 171-189 Parramatta Road Granville.

EIS Nov 2014 reported the proposed development includes demolition of all existing structures and construction of mixed-use (commercial and residential) apartments. Details of the proposed development were not available to EIS at the time of the preparation of the report.

The objectives of the assessment were to identify areas of environmental concern; prepare a preliminary conceptual site model; conclude if a Stage 2 Environmental Site Assessment (ESA) was required; and comment on the suitability of the site for the proposed landuse.

A summary of the findings are as follows:

- WorkCover records were reviewed for the assessment. The search did not identify any licences to store dangerous goods including underground fuel storage tanks (USTs) or above ground storage tanks (ASTs) at the site.
- The aerial photographs indicate that the part of the site may have been used for commercial/industrial since at least 1943. In particular the west section of the site, that is currently used as a storage yard, appears to have been used as a yard since at least 1943.
- The land title data did not suggest any particular land use that may have resulted in contamination of land or groundwater.
- NSW EPA records did not indicate any notices for the site.
- The site appears to have been historically filled to achieve existing levels. The fill may have been imported from various sources and can contain elevated concentrations of contaminants.
- The buildings on the site have been constructed prior to 1990's. In addition, the west section of the site appears to have been used as a storage yard since at least 1943. Hazardous building materials were used for construction purposes during this period. The material can pose a potential contamination source during demolition/development.

Overall, EIS (Nov 2014) concluded the site does pose a potential contamination risk and recommended a Stage 2 ESA, waste classification assessment, acid sulfate soil assessment and salinity assessment to be completed.

3.6 Preliminary Conceptual Site Model

A Preliminary Conceptual Site Model (CSM) has been developed in consideration of the findings of this Phase 1. The CSM takes into account the existing and intended future use of the land as well offsite receptors that may be subjected to exposure.

Potentially Contaminating Activities

- Commercial activities on 167 Parramatta Road.
- Historically imported filling materials (all sites).
- Historical use of hazardous building materials (all sites).

Contaminants of Potential Concern

- Asbestos (imported materials, building materials).
- Heavy Metals (imported materials, lead-based paint systems).
- Hydrocarbons (imported fill, leaks/spills).
- PCBs (imported fill).
- Pesticides (spraying).

Contaminated Media

- Onsite soils and groundwater (predominately 167 Parramatta Road).
- Onsite soil vapour (limited risk).
- Offsite waterways (limited risk).

Exposure and Receptors

- Direct contact to construction workers, future residents and maintenance workers.
- Runoff into local aquatic ecosystems (limited risk).
- Infiltration into site groundwater.

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4

Conclusions

Sullivan-ES make the following conclusions based on the findings of this Phase 1 at 167 Parramatta Road and adjoining residential land on Victoria Street, Granville NSW:

- The general region of Granville is highly urbanised and commercial land with some pockets of residential housing setback from Parramatta Road.
- The main commercial site at 167 Parramatta Road is currently occupied by a double storey building and a concrete sealed carpark. The Victoria Street residential land contains 10 adjoining residential lots.
- The main commercial site at 167 Parramatta Road was used as residential land for many decades until the late 1980s when a commercial building was constructed on the land.
- The Victoria Street residential lands have only been used for residential purposes and pose limited contamination risks.
- Past activities that have the potential to cause contamination, include:
    - Commercial uses on 167 Parramatta Road since the late 1980s.
    - Potential imported materials used as fill on all sites.
    - Potential hazardous materials used in historical buildings on all sites.
- We consider the potential contamination risk posed by these activities to be moderate on the main commercial site at 167 Parramatta Road. The risk of contamination from past activities on the Victoria Street residential land is considered low.

It is recommended that a Phase 2 contamination investigation is conducted at 167 Parramatta Road in accordance with guidelines made or approved by the NSW EPA, including the Sampling Design Guidelines (1995), and the National Environment Protection (Assessment of Site Contamination) Measure (2013) to assess the land suitability for proposed residential purposes considering the potential contamination issues identified in this Phase 1.

Although considered a low potential risk on the Victoria Street residential lands, any additional sampling on the main commercial site at 167 Parramatta Road should broadly include locations on the Victoria Street residential lands to assess filling material quality and potential surface soil impacts from hazardous building materials such as asbestos and lead-based paints.

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5

References

Contaminated Land Management Act 1997 (NSW).

Department of Urban Affairs and Planning, Managing Land Contamination: Planning Guidelines: SEPP55 - Remediation of Land, 1998.

Environmental Investigation Services, Stage 1 Desktop Environmental Site Assessment 171-189 Parramatta Road, Granville NSW, 24 November 2014.

Parramatta Local Environmental Plan 2011.

National Environment Protection (Assessment of Site Contamination) Measure (ASC NEPM 2013).

NSW OEH, Guidelines for Consultants Reporting on Contaminated Sites, 2011.

NSW EPA, 2006, Guidelines for the NSW Site Auditor Scheme (2nd Edition).

NSW OEH Nature Conservation – Soils data online (http://www.environment.nsw.gov.au/soils/data.htm)

NSW DPI Office of Water – Continuous water monitoring network database (www.allwaterdata.water.nsw.gov.au).

Protection of the Environment Operations Act 1997.

State Environmental Planning Policy No.55 – Remediation of Land 1998.

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6 Limitations

Sullivan Environmental Sciences Pty Ltd (Sullivan-ES) has prepared this report in accordance with the usual care and thoroughness of the consulting profession for the use of Pacific Planning Pty Ltd and only those third parties who have been authorised in writing by Sullivan-ES to rely on this Report.

It is based on generally accepted practices and standards at the time it was prepared. No other warranty, expressed or implied, is made as to the professional advice included in this Report.

Where this Report indicates that information has been provided to Sullivan-ES by third parties, Sullivan-ES has made no independent verification of this information except as expressly stated in the Report. Sullivan-ES assumes no liability for any inaccuracies in or omissions to that information.

This Report was prepared between 4 October and 17 October 2016 and is based on the conditions encountered and information reviewed at the time of preparation. Sullivan-ES disclaims responsibility for any changes that may have occurred after this time.

Investigations undertaken in respect of this Report are constrained by the particular site conditions, such as the location of buildings, services and vegetation. As a result, not all relevant site features and contamination may have been identified in this Report.

Subsurface conditions can vary across a particular site and cannot be exhaustively defined by the investigations described in this Report.

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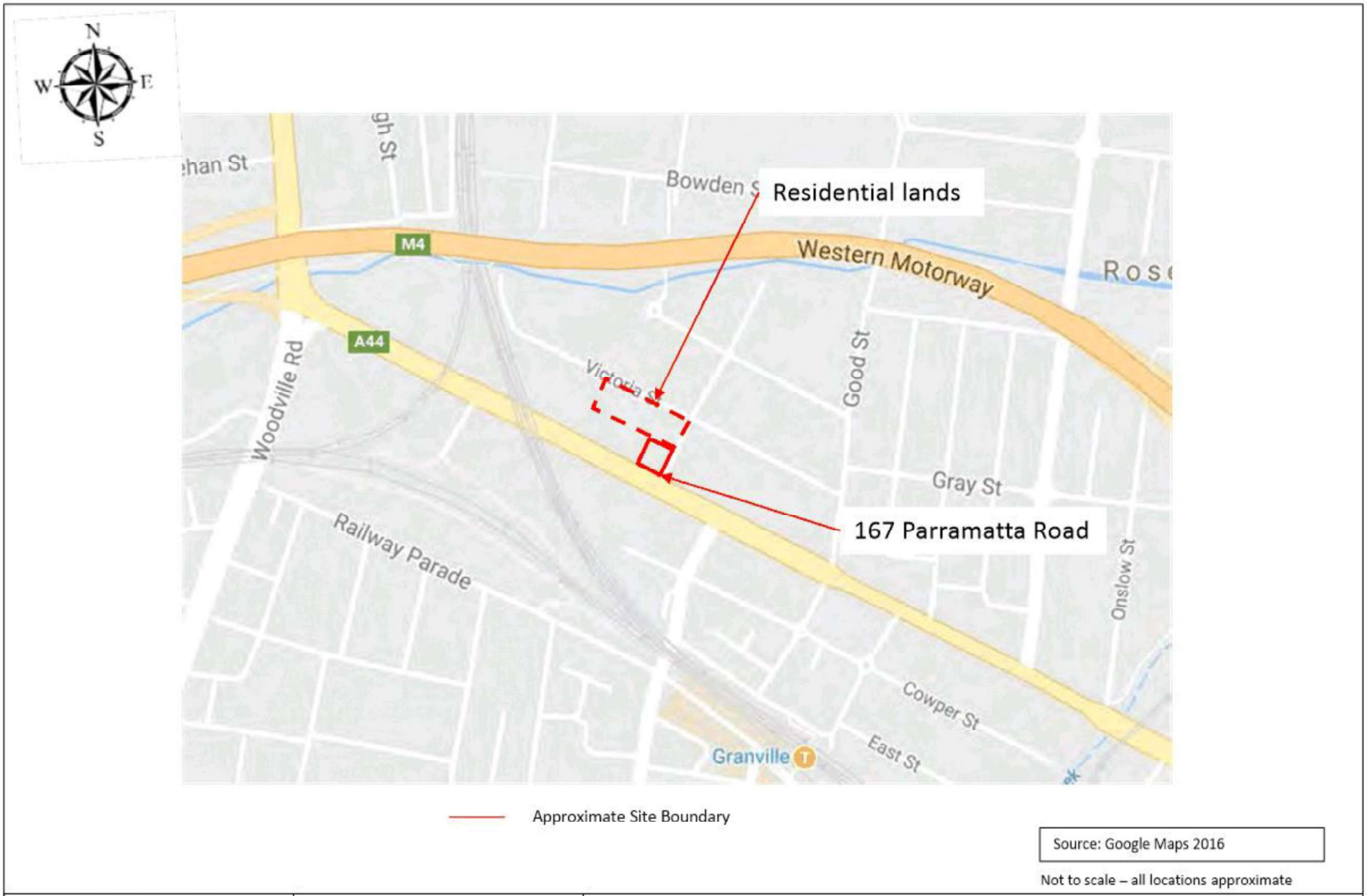
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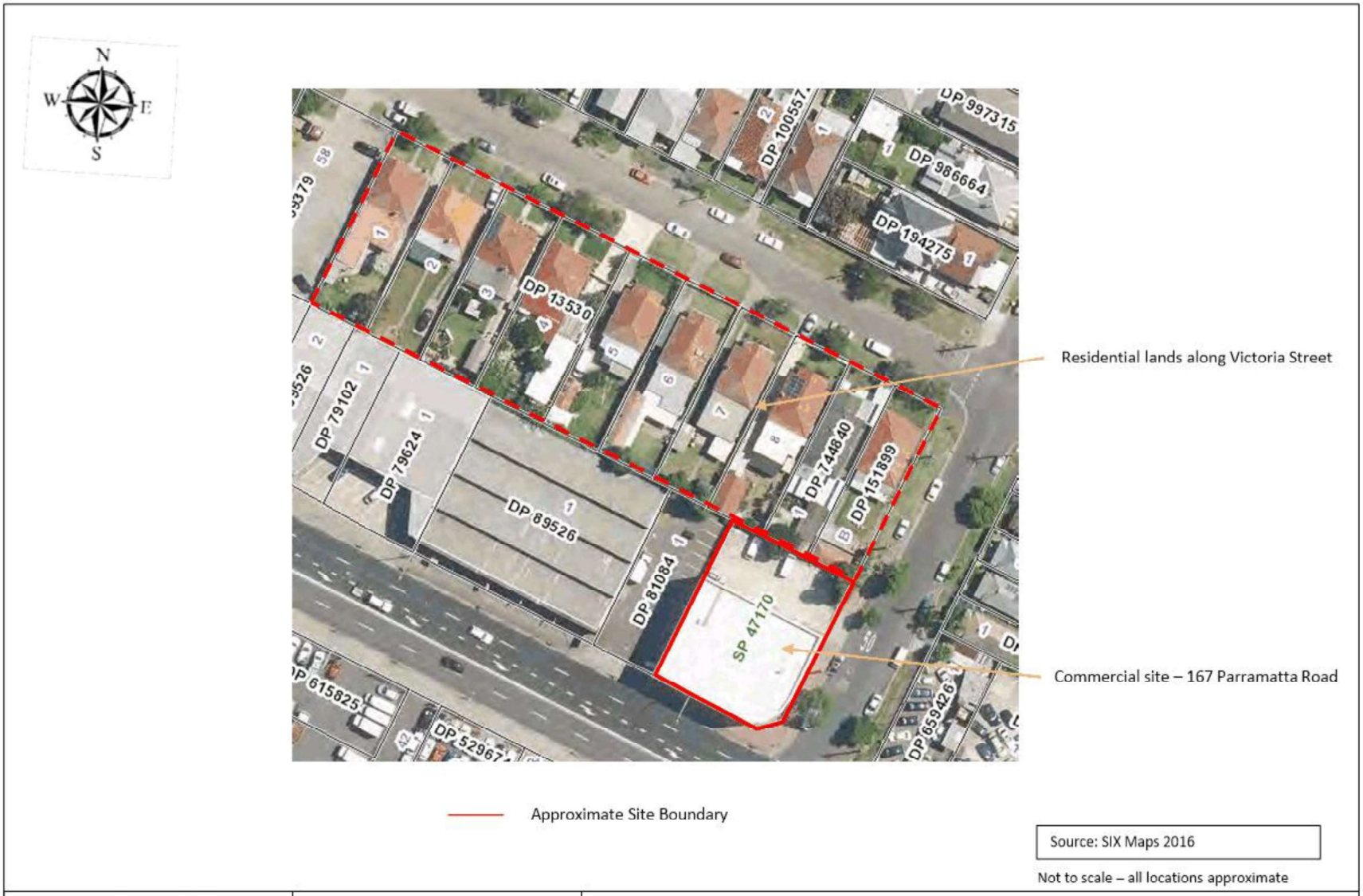
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A

Appendix A Figures



SULLIVAN environmental sciences	Project: SES_457	Title:	**Site Location**
	Figure: 1	Address:	**167 Parramatta Road (and adjoining residential lands), Granville NSW**



SULLIVAN environmental sciences	Project:	**SES_457**	Title: **Site Layout**
	Figure:	**2**	Address: **167 Parramatta Road (and adjoining residential lands), Granville NSW**

B

Appendix B Site Photographs



Photo 1: View west of the northern car park located to the north of the building. Noted gate and bins.

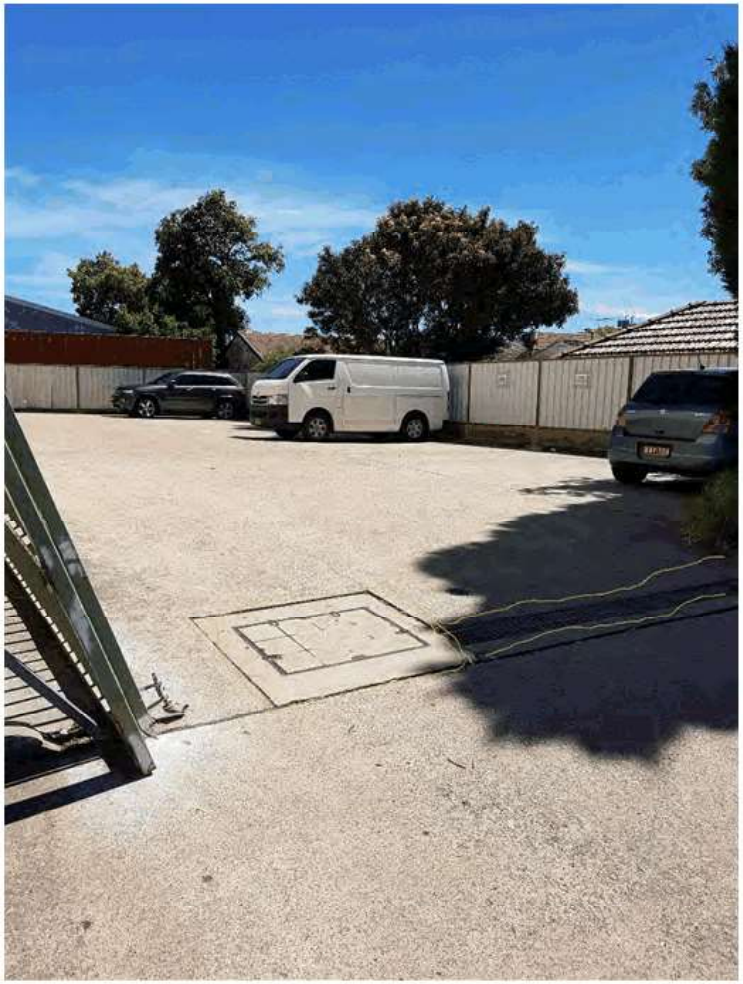


Photo 2: View west of the northern car park. Noted stormwater infrastructure.

Not to scale

SULLIVAN environmental sciences	Project: **SES_457**	Title:	**Photo Log – 5 October 2016**
		Address:	**167 Parramatta Road and adjoining residential lands, Granville NSW**

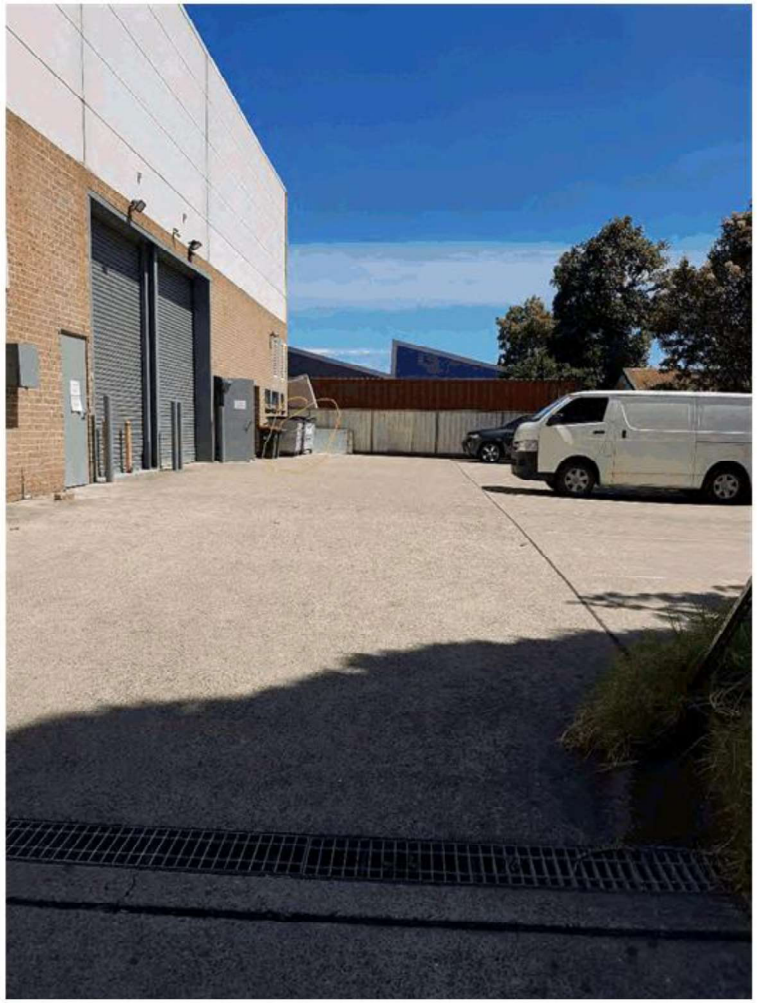


Photo 3: View south west across the northern car park. Noted bins.

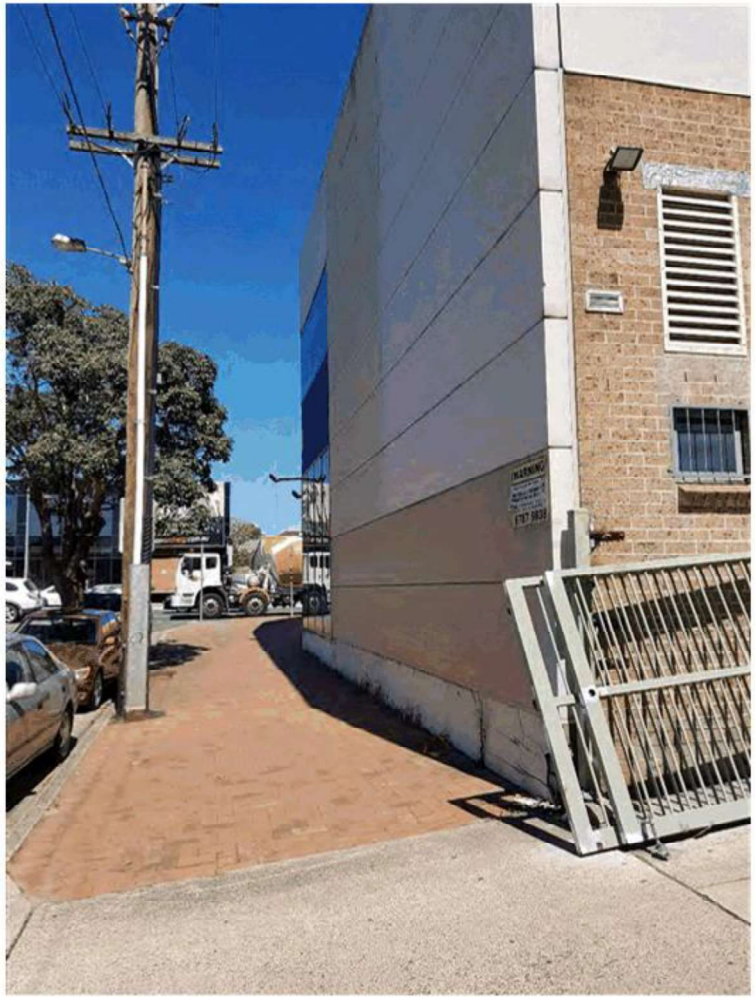


Photo 4: View south along Albert street.

Not to scale

SULLIVAN environmental sciences	Project: SES_457	Title:	**Photo Log – 5 October 2016**
		Address:	**167 Parramatta Road and adjoining residential lands, Granville NSW**

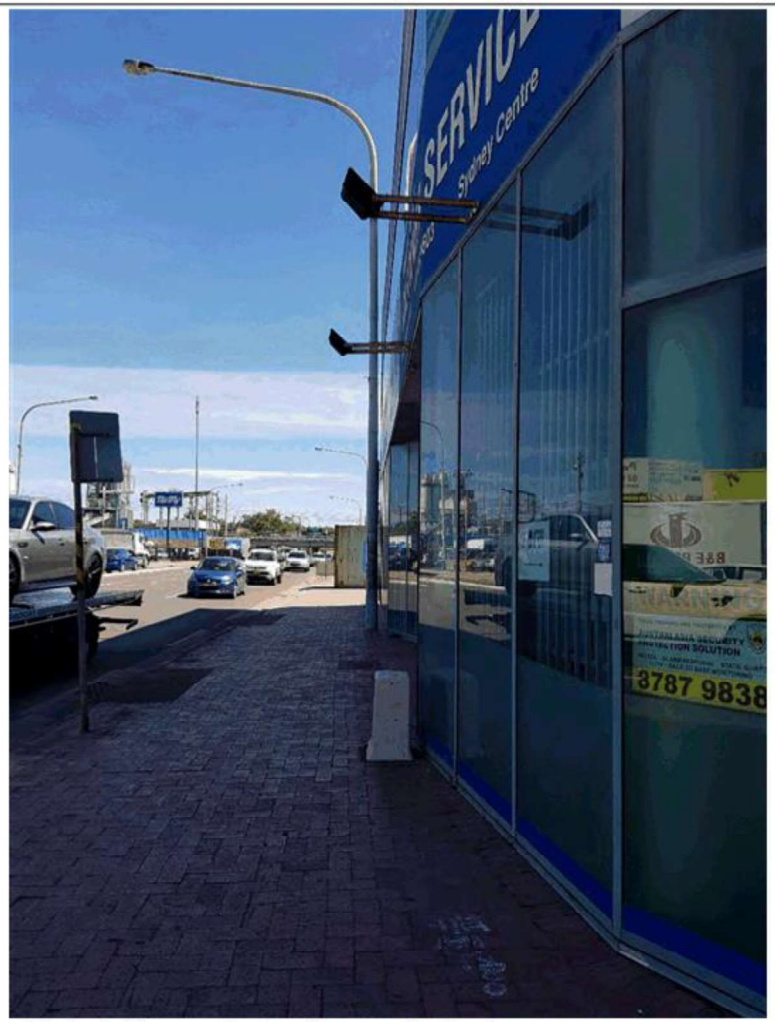


Photo 5: View west along Parramatta Road.

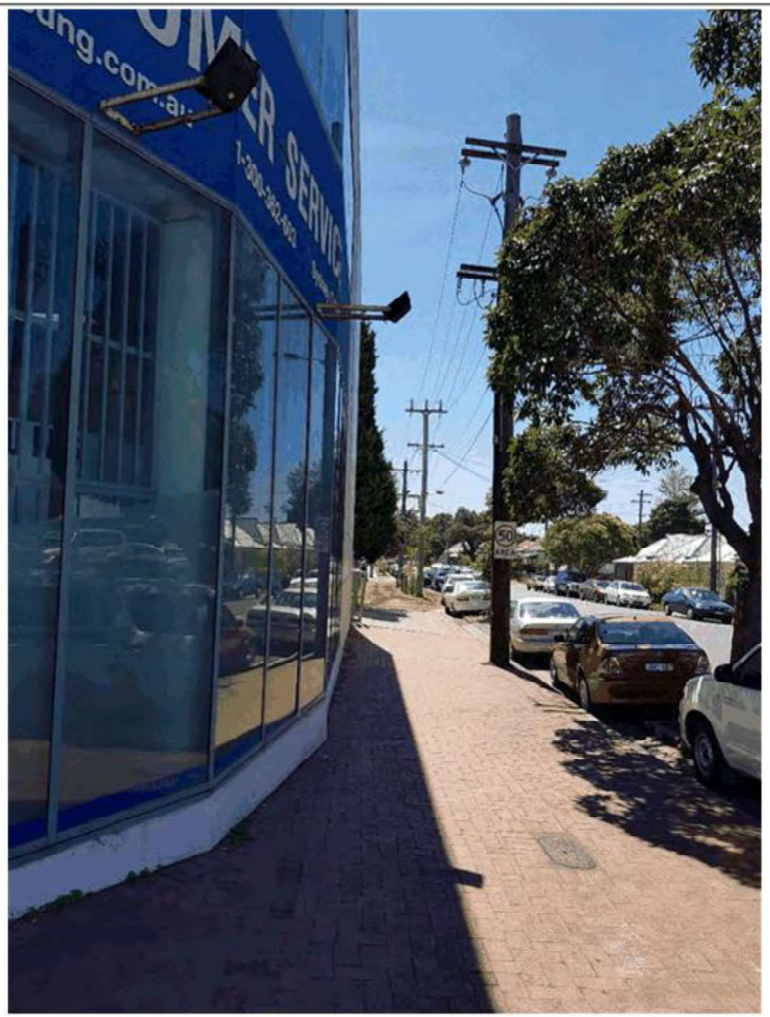


Photo 6: View north along Albert Street

Not to scale

SULLIVAN environmental sciences	Project: SES_457	Title:	**Photo Log – 5 October 2016**
		Address:	**167 Parramatta Road and adjoining residential lands, Granville NSW**

C

Appendix C Groundwater Search

Department of Primary Industries
Office of Water

Home About us Water Management Water Licensing Urban Water Real-time data

close this window

home · help · login
customise

All Groundwater
find a site
- All Groundwater Map
  - North Coast Region
    - Tweed River Basin
    - Brunswick River Basin
    - Richmond River Basin
    - Clarence River Basin
    - Bellinger River Basin
    - Macleay River Basin
    - Hastings River Basin
    - Manning River Basin
  - Hunter Region
    - Karuah River Basin
    - Hunter River Basin
    - Macquarie Tuggerah Lakes B
  - Greater Sydney Region
    - Hawkesbury River Basin
    - **Georges River Basin**
    - Wollongong Basin
  - South Coast Region
  - Northwest Region
  - Central West Region
  - Southwest Region
  - Far West Region
  - Great Artesian Basin
  - Coal Basins

bandwidth ◉ high ○ low

glossary and metadata

All Groundwater > All Groundwater Map > Greater Sydney Region

bookmark this page

Georges River Basin

All data times are Eastern Standard Time

Map



Scale = 1 : 1693 | 151.010, -33.828 | 315844, 6255134, 56

NSW Government | jobs.nsw

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NSW Office of Water
Work Summary

GW111322

Licence: 10BL601807 **Licence Status:** ACTIVE

Authorised Purpose(s): MONITORING BORE
Intended Purpose(s): MONITORING BORE

Work Type: Bore
Work Status: Equipped
Construct.Method:
Owner Type: Private

Commenced Date:
Completion Date: 25/05/2007
Final Depth: 3.60 m
Drilled Depth: 3.60 m

Contractor Name:
Driller: Unkown Unknown
Assistant Driller:

Property: MOBILE OIL AUSTRALIA PTY LTD CNR PARRAMATTA RD & BOLD ST GRANVILLE 2142 NSW
Standing Water Level:
GWMA:
GW Zone:
Salinity:
Yield:

Site Details

Site Chosen By:

	County	Parish	Cadastre
Form A:	CUMBE	CUMBE,26	21//1110662
Licensed:			

Region: 10 - Sydney South Coast
CMA Map:
River Basin: - Unknown
Area/District:
Grid Zone:
Scale:

Elevation: 0.00 m (A.H.D.)
Elevation Source: Unknown
Northing: 6254859.0
Easting: 315874.0
Latitude: 33°49'49.7"S
Longitude: 151°00'37.0"E

GS Map: -
MGA Zone: 0
Coordinate Source: Unknown

Construction

Negative depths indicate Above Ground Level; C-Cemented; SL-Slot Length; A-Aperture; GS-Grain Size; Q-Quantity; PL-Placement of Gravel Pack; PC-Pressure Cemented; S-Sump; CE-Centralisers

Hole	Pipe	Component	Type	From (m)	To (m)	Outside Diameter (mm)	Inside Diameter (mm)	Interval	Details
1		Hole	Hole	0.00	3.60	125			Unknown

Water Bearing Zones

From (m)	To (m)	Thickness (m)	WBZ Type	S.W.L. (m)	D.D.L. (m)	Yield (L/s)	Hole Depth (m)	Duration (hr)	Salinity (mg/L)

Geologists Log
Drillers Log

From (m)	To (m)	Thickness (m)	Drillers Description	Geological Material	Comments
0.00	0.30	0.30	TOPSOIL,GRAVELLY SILTY SAND	Topsoil	
0.30	2.20	1.90	FILL,SILTY CLAY,MEDIUM DENSITY	Fill	
2.20	3.50	1.30	SAND,MEDIUM GRAIN,GREY,SOFT	Sand	
3.50	3.60	0.10	CLAY,LOW TO MODERATE PLASTICITY,GREY,SHALE	Clay	

Remarks

*** End of GW111322 ***

Warning To Clients: This raw data has been supplied to the NSW Office of Water by drillers, licensees and other sources. The NOW does not verify the accuracy of this data. The data is presented for use by you at your own risk. You should consider verifying this data before relying on it. Professional hydrogeological advice should be sought in interpreting and using this data.

NSW Office of Water
Work Summary

GW111323

Licence: 10BL601807 **Licence Status:** ACTIVE

Authorised Purpose(s): MONITORING BORE
Intended Purpose(s): MONITORING BORE

Work Type: Bore
Work Status: Equipped
Construct.Method:
Owner Type: Private

Commenced Date:
Completion Date: 25/05/2007
Final Depth: 4.10 m
Drilled Depth: 4.10 m

Contractor Name:
Driller: Unkown Unknown
Assistant Driller:

Property: MOBILE OIL AUSTRALIA PTY LTD CNR PARRAMATTA RD & BOLD ST GRANVILLE 2142 NSW
Standing Water Level:
GWMA:
GW Zone:
Salinity:
Yield:

Site Details

Site Chosen By:

	County	Parish	Cadastre
Form A:	CUMBE	CUMBE,26	21//1110662
Licensed:			

Region: 10 - Sydney South Coast
CMA Map:
River Basin: - Unknown
Area/District:
Grid Zone:
Scale:

Elevation: 0.00 m (A.H.D.)
Elevation Source: Unknown
Northing: 6254883.0
Easting: 315887.0
Latitude: 33°49'49.0"S
Longitude: 151°00'37.5"E

GS Map: -
MGA Zone: 0
Coordinate Source: Unknown

Construction

Negative depths indicate Above Ground Level; C-Cemented; SL-Slot Length; A-Aperture; GS-Grain Size; Q-Quantity; PL-Placement of Gravel Pack; PC-Pressure Cemented; S-Sump; CE-Centralisers

Hole	Pipe	Component	Type	From (m)	To (m)	Outside Diameter (mm)	Inside Diameter (mm)	Interval	Details
1		Hole	Hole	0.00	4.10	125			Unknown

Water Bearing Zones

From (m)	To (m)	Thickness (m)	WBZ Type	S.W.L. (m)	D.D.L. (m)	Yield (L/s)	Hole Depth (m)	Duration (hr)	Salinity (mg/L)

Geologists Log
Drillers Log

From (m)	To (m)	Thickness (m)	Drillers Description	Geological Material	Comments
0.00	0.30	0.30	TOPSOIL,SILTY SAND,FINE GRAIN	Topsoil	
0.30	2.50	2.20	FILL,SANDY CLAY,RED BROWN,GREY MOTTLING	Fill	
2.50	4.10	1.60	SHALE,WEATHERED,STIFF TO HARD,SOME CLAY	Shale	

Remarks

*** End of GW111323 ***

Warning To Clients: This raw data has been supplied to the NSW Office of Water by drillers, licensees and other sources. The NOW does not verify the accuracy of this data. The data is presented for use by you at your own risk. You should consider verifying this data before relying on it. Professional hydrogeological advice should be sought in interpreting and using this data.

NSW Office of Water
Work Summary

GW111324

Licence: 10BL601807 **Licence Status:** ACTIVE

Authorised Purpose(s): MONITORING BORE
Intended Purpose(s): MONITORING BORE

Work Type: Bore
Work Status: Equipped
Construct.Method:
Owner Type: Private

Commenced Date:
Completion Date: 25/05/2007
Final Depth: 8.10 m
Drilled Depth: 8.10 m

Contractor Name:
Driller: Unkown Unknown
Assistant Driller:

Property: MOBILE OIL AUSTRALIA PTY LTD CNR PARRAMATTA RD & BOLD ST GRANVILLE 2142 NSW
Standing Water Level:
GWMA:
GW Zone:
Salinity:
Yield:

Site Details

Site Chosen By:

	County	Parish	Cadastre
Form A:	CUMBE	CUMBE,26	20//1110662
Licensed:			

Region: 10 - Sydney South Coast
CMA Map:
River Basin: - Unknown
Area/District:
Grid Zone:
Scale:

Elevation: 0.00 m (A.H.D.)
Elevation Source: Unknown
Northing: 6254886.0
Easting: 315863.0
Latitude: 33°49'48.9"S
Longitude: 151°00'36.5"E

GS Map: -
MGA Zone: 0
Coordinate Source: Unknown

Construction

Negative depths indicate Above Ground Level; C-Cemented; SL-Slot Length; A-Aperture; GS-Grain Size; Q-Quantity; PL-Placement of Gravel Pack; PC-Pressure Cemented; S-Sump; CE-Centralisers

Hole	Pipe	Component	Type	From (m)	To (m)	Outside Diameter (mm)	Inside Diameter (mm)	Interval	Details
1		Hole	Hole	0.00	8.10	125			Unknown

Water Bearing Zones

From (m)	To (m)	Thickness (m)	WBZ Type	S.W.L. (m)	D.D.L. (m)	Yield (L/s)	Hole Depth (m)	Duration (hr)	Salinity (mg/L)

Geologists Log
Drillers Log

From (m)	To (m)	Thickness (m)	Drillers Description	Geological Material	Comments
0.00	0.30	0.30	TOPSOIL,SILTY SAND,FINE GRAIN,BROWN	Topsoil	
0.30	5.50	5.20	FILL,GRAVELLY CLAY,MODERATE PLASTICITY,RED BROWN	Fill	
5.50	8.10	2.60	SHALE,DARK GREY,HARD,UNIFORM,WET	Shale	

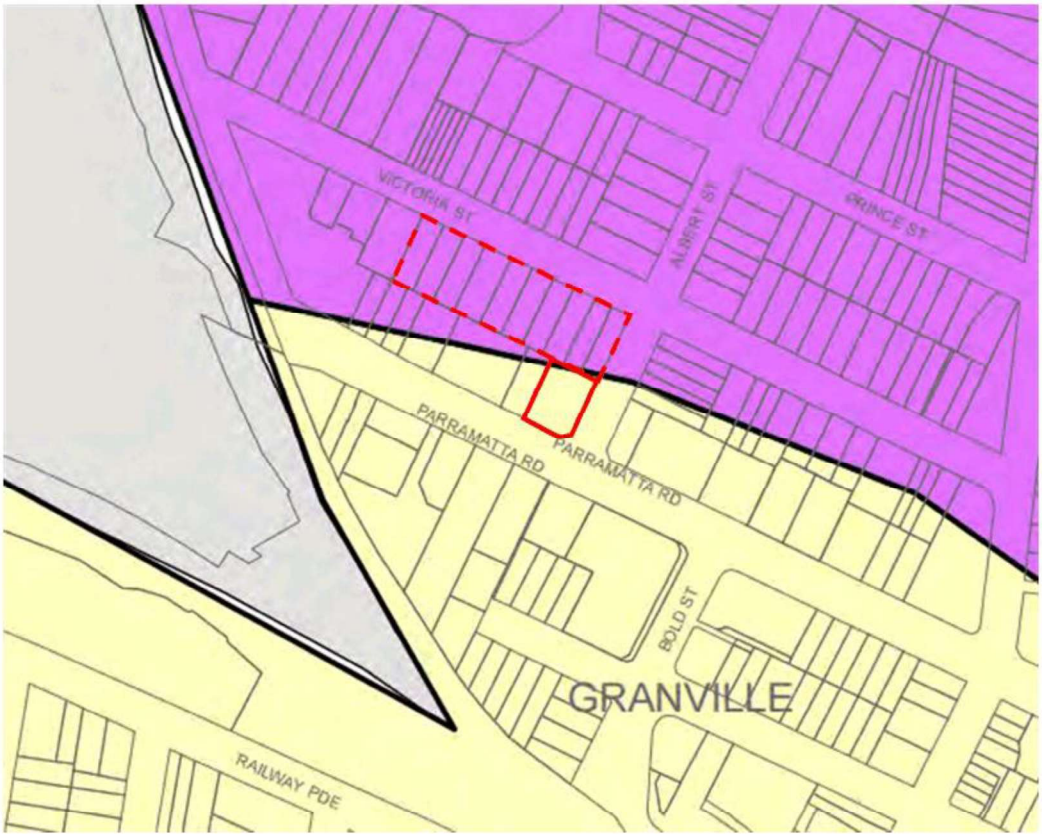
Remarks

*** End of GW111324 ***

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Appendix D NSW Planning Portal Results and Acid Sulfate Soils

D



Parramatta Local Environmental Plan 2011

Acid Sulfate Soils Map-
Sheet ASS_010

Acid Sulfate Soils

- 1 Class 1
- 2 Class 2
- 3 Class 3
- 4 Class 4
- 5 Class 5

Parramatta Local Environmental Plan 2011

Current version for 23 September 2016 to date (accessed 5 October 2016 at 16:51)

Part 6 > Clause 6.1

6.1 Acid sulfate soils

(1) The objective of this clause is to ensure that development does not disturb, expose or drain acid sulfate soils and cause environmental damage.

(2) Development consent is required for the carrying out of works described in the Table to this subclause on land shown on the Acid Sulfate Soils Map as being of the class specified for those works.

Class of land	Works
1	Any works.
2	Works below the natural ground surface. Works by which the watertable is likely to be lowered.
3	Works more than 1 metre below the natural ground surface. Works by which the watertable is likely to be lowered more than 1 metre below the natural ground surface.
4	Works more than 2 metres below the natural ground surface. Works by which the watertable is likely to be lowered more than 2 metres below the natural ground surface.
5	Works within 500 metres of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum and by which the watertable is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land.

(3) Development consent must not be granted under this clause for the carrying out of works unless an acid sulfate soils management plan has been prepared for the proposed works in accordance with the *Acid Sulfate Soils Manual* and has been provided to the consent authority.

(4) Despite subclause (2), development consent is not required under this clause for the carrying out of works if:

(a) a preliminary assessment of the proposed works prepared in accordance with the *Acid Sulfate Soils Manual* indicates that an acid sulfate soils management plan is not required for the works, and

(b) the preliminary assessment has been provided to the consent authority and the consent authority has confirmed the assessment by notice in writing to the person proposing to carry out the works.

(5) Despite subclause (2), development consent is not required under this clause for the carrying out of any of the following works by a public authority (including ancillary work such as excavation, construction of access ways or the supply of power):

(a) emergency work, being the repair or replacement of the works of the public authority required to be carried out urgently because the works have been damaged, have ceased to function or pose a risk to the environment or to public health and safety,

(b) routine maintenance work, being the periodic inspection, cleaning, repair or replacement of the works of the public authority (other than work that involves the disturbance of more than 1 tonne of soil),

(c) minor work, being work that costs less than $20,000 (other than drainage work).

(6) Despite subclause (2), development consent is not required under this clause to carry out any works if:

(a) the works involve the disturbance of less than 1 tonne of soil, and

(b) the works are not likely to lower the watertable.

E

Appendix E Historical Aerial Photographs

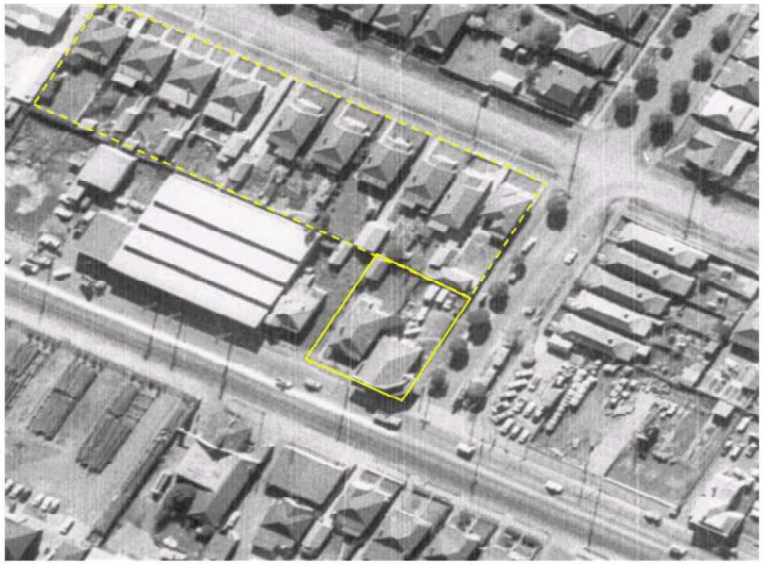
1943



1951



1961



1970



1982



1991



2002



2015



F

Appendix F EPA Public Register Search Results

Healthy Environment, Healthy Community, Healthy Business

Home Contaminated land Record of notices

Search results

Your search for:Suburb: GRANVILLE

Matched 7 notices relating to 2 sites.

Search Again

Refine Search

Suburb	Address	Site Name	Notices related to this site
GRANVILLE	2B Factory STREET	Evans Deacon Ind	1 current and 2 former
GRANVILLE	2 Blaxcell STREET	Shore Petroleum	4 current

Page 1 of 1

5 October 2016

Suburb	Site Name	Site Address	Contamination Activity Type	Management Class	Latitude	Longitude
GLENDALE	Coles Express Glendale	593 Main ROAD	Service Station	Under assessment	-32.92709242	151.637946
GLENDALE	Woolworths Service Station	Stockland DRIVE	Service Station	Regulation under CLM Act not required	-32.93250548	151.6404097
GLENDENNING	7-Eleven (former Mobil) Service Station	1 Dublin STREET	Service Station	Under assessment	-33.73988232	150.8603323
GLENORIE	Glenorie Caltex Service Station	912 Old Northern ROAD	Service Station	Under assessment	-33.60550946	151.0126731
GLOUCESTER	Caltex Service Station	141 Church STREET	Service Station	Under assessment	-32.01222514	151.9579521
GOONELLABAH	Invercauld Road Cattle Dip	161 Invercauld ROAD	Cattle Dip	Under assessment	-28.8308417	153.3098878
GOSFORD	Mobil Depot	Corner Merinee Road and Bowen CRESCENT	Other Petroleum	Under assessment	-33.41523225	151.3257069
GOULBURN	Former Goulburn Gasworks	1 Blackshaw ROAD	Gasworks	Contamination currently regulated under CLM Act	-34.75237525	149.725507
GOULBURN	Mobil Service Station	129 Lagoon STREET	Service Station	Contamination currently regulated under CLM Act	-34.74618793	149.7330484
GOULBURN	Goulburn Tannery	13 Gibson STREET	Other Industry	Regulation under CLM Act not required	-34.73756525	149.72059
GOULBURN	Caltex Depot	13 Sloane STREET	Service Station	Under assessment	-34.77423152	149.7088626
GOULBURN	Mobil Depot	23 Braidwood ROAD	Other Petroleum	Under assessment	-34.76217302	149.7170897
GOULBURN	Caltex Service Station	315 Auburn STREET	Service Station	Under assessment	-34.74942293	149.7232692
GOULBURN	Former Mobil Service Station	422-426 Auburn STREET	Service Station	Under assessment	-34.74869879	149.7229392
GOULBURN	Caltex Service Station	68 Goldsmith STREET	Service Station	Under assessment	-34.75054432	149.7192098
GOULBURN	Caltex Service Station	72-74 Clinton STREET	Service Station	Regulation under CLM Act not required	-34.75728157	149.7135824
GOULBURN	Coles Express Service Station	90 Cowper (Corner Clinton Street) STREET	Service Station	Regulation under CLM Act not required	-34.75566648	149.7107831
GOULBURN	Former Shell Autoport Service Station	Corner Bruce Street and Lagoon STREET	Service Station	Under assessment	-34.74807885	149.7266246
GRAFTON	BP Grafton Depot (Reliance Petroleum)	13 Orara STREET	Other Petroleum	Under assessment	-29.67016421	152.918161
GRAFTON	Turf Street Shop	161 Turf STREET	Service Station	Under assessment	-29.67412811	152.9336609
GRAFTON	Caltex Service Station	179 Prince STREET	Service Station	Under assessment	-29.68600117	152.9371093
GRAFTON	Former Shell Depot	2 Milton STREET	Other Petroleum	Regulation under CLM Act not required	-29.67723019	152.9205374
GRAFTON	Former BP Service Station (Reliance Petroleum)	202 Queen STREET	Service Station	Under assessment	-29.67645469	152.9423977
GRAFTON	Mobil Depot	2-16 Bruce STREET	Other Petroleum	Under assessment	-29.68093591	152.9231289
GRAFTON	Grafton Works Depot	26-28 Bruce STREET	Other Petroleum	Regulation under CLM Act not required	-29.67975507	152.9249357
GRAFTON	BP Service Station (Reliance Petroleum)	58 Fitzroy STREET	Service Station	Under assessment	-29.69345456	152.9373123
GRAFTON	Caltex Service Station	72 Swallow ROAD	Service Station	Under assessment	-29.73168549	152.944024
GRAFTON	Woolworths Petrol	75 - 77 Fitzroy Street Cnr of Duke STREET	Service Station	Under assessment	-29.69221713	152.9343562
GRAFTON	Shell Coles Express Service Station	91 Bent STREET	Service Station	Under assessment	-29.70605829	152.9400329
GRAFTON	Caltex Service Station	Corner Villiers St and Fitzroy STREET	Service Station	Regulation under CLM Act not required	-29.69296308	152.9366431
GRAFTON	Caltex Service Station	Pacific Hwy Cnr Gwyder HIGHWAY	Service Station	Under assessment	-29.70739015	152.9425508
GRANVILLE	Caltex Service Station	144 Parramatta ROAD	Service Station	Under assessment	-33.83039605	151.0109216
GRANVILLE	Australand	15-17 Berry STREET	Other Industry	Contamination being managed via the planning process (EP&A Act)	-33.83600073	151.0211988

List current as of 30 August 2016

Suburb	Site Name	Site Address	Contamination Activity Type	Management Class	Latitude	Longitude
GRANVILLE	7-Eleven Service Station	154-160 Parramatta ROAD	Service Station	Regulation under CLM Act not required	-33.83022685	151.0101322
GRANVILLE	Old Granville Depot	23 Elizabeth STREET	Unclassified	Regulation under CLM Act not required	-33.83765925	151.008528
GRANVILLE	Evans Deacon Ind	28 Factory STREET	Other Industry	Ongoing maintenance required to manage residual contamination (CLM Act)	-33.84173556	151.0165687
GREENACRE	Former Plating Works	12 Claremont STREET	Unclassified	Regulation under CLM Act not required	-33.89992254	151.0386128
GREENACRE	7-Eleven (former Mobil) Service Station	301-305 Hume HIGHWAY	Service Station	Under assessment	-33.90524488	151.0419971
GREENACRE	Caltex Service Station	87 - 91 Roberts ROAD	Service Station	Regulation under CLM Act not required	-33.90461089	151.0648581
GREENWICH	Gore Creek Reserve - Drainage Line	St Vincents ROAD	Other Industry	Under assessment	-33.82888693	151.1819101
GRENFELL	Grenfell Gasworks	Corner Gooloogong Road & Bourke STREET	Gasworks	Regulation under CLM Act not required	-33.89006016	148.1615443
GRENFELL	Former SRA Fuel Depot	Grafton STREET	Other Petroleum	Regulation under CLM Act not required	-33.89351237	148.1560188
GRETA	redevelopment site	112-114 High STREET	Other Industry	Regulation under CLM Act not required	-32.67706709	151.3876682
GRETA	Coles Express Greta	122 New England HIGHWAY	Service Station	Under assessment	-32.67656357	151.3872818
GRETA	Former landfill	Hollingshed ROAD	Landfill	Regulation under CLM Act not required	-32.66705287	151.3923474
GREYSTANES	Mobil Service Station	73 Ettalong ROAD	Service Station	Under assessment	-33.81822648	150.9513946
GRIFFITH	Landmark Fertiliser Storage	2 - 8 Jensen ROAD	Chemical Industry	Under assessment	-34.29365599	146.0536413
GRIFFITH	Caltex Service Station	2-4 Mackay AVENUE	Service Station	Under assessment	-34.2908766	146.0630815
GRIFFITH	Mobil Depot	30 Banna AVENUE	Other Petroleum	Under assessment	-34.29042827	146.0595497
GRIFFITH	Caltex Service Station	32-34 Mackay AVENUE	Service Station	Under assessment	-34.2933331	146.0679503
GRIFFITH	Former Murrumbidgee Irrigation Depot	55-77 Banna AVENUE	Other Industry	Regulation under CLM Act not required	-34.28858242	146.0567509
GRIFFITH	Shell Griffith CVRO	6-10 Mackay AVENUE	Other Petroleum	Under assessment	-34.2910045	146.063824
GRIFFITH	BP Service Station (Reliance Petroleum)	81 Banna AVENUE	Service Station	Under assessment	-34.28851251	146.0540815
GRIFFITH	Mobil Depot - Griffith Airport	Off Rememberance DRIVE	Other Petroleum	Under assessment	-34.25618872	146.0620449
GUILDFORD	Rawson Road Service Station	2 Rawson ROAD	Service Station	Under assessment	-33.86366193	151.0088768
GUILDFORD WEST	7-Eleven Service Station	176 Fowler ROAD	Service Station	Under assessment	-33.85149493	150.9722491
GULGONG	BP Gulgong Depot (Reliance Petroleum)	6 Railway STREET	Other Petroleum	Under assessment	-32.35950625	149.5461499
GULGONG	The Oval Site	Queen STREET	Unclassified	Under assessment	-32.36169815	149.531075
GUMLY GUMLY	Caltex Service Station	3723 Sturt HIGHWAY	Service Station	Regulation under CLM Act not required	-35.13590309	147.4424551
GUMLY GUMLY	Brick Kiln Reserve	Eunony Bridge ROAD	Landfill	Regulation under CLM Act not required	-35.12098411	147.4196309
GUNDAGAI	Mobil Depot	98 Mount STREET	Other Petroleum	Under assessment	-35.08206783	148.096221
GUNNEDAH	Mobil Gunnedah Depot	16-24 Wentworth STREET	Other Petroleum	Regulation under CLM Act not required	-30.98428725	150.260609
GUNNEDAH	Caltex Service Station	21 Abbott STREET	Service Station	Under assessment	-30.98021001	150.2561856
GUNNEDAH	Mobil Service Station	341 Conadilly STREET	Service Station	Contamination currently regulated under CLM Act	-30.9807394	150.2578428
GUNNEDAH	State Property Authority Site	35 -37 Abbott STREET	Other Petroleum	Under assessment	-30.9789841	150.25737
GUNNEDAH	Former Caltex Depot	61 Railway AVENUE	Other Petroleum	Contamination formerly regulated under the CLM Act	-30.97953242	150.2494457

Number	Name	Location
1178	BORAL RESOURCES (NSW) PTY LTD	MORT STREET, GRANVILLE, NSW 2142
3085773424	BORAL RESOURCES (NSW) PTY LTD	MORT STREET, GRANVILLE, NSW 2142
1074	BRITISH AMERICAN TOBACCO AUSTRALIA LIMITED	26 FERNDELL STREET, GRANVILLE, NSW 2142
2020	CAPRAL LIMITED	UNWIN STREET, GRANVILLE, NSW 2142
1003974	CAPRAL LIMITED	UNWIN STREET, GRANVILLE, NSW 2142
499	EMOLEUM ROAD SERVICES PTY LTD	GATE 1, UNWIN STREET, GRANVILLE, NSW 2142
1017359	EMOLEUM ROAD SERVICES PTY LTD	GATE 1, UNWIN STREET, GRANVILLE, NSW 2142
1553	HANDYMIX AUSTRALIA PTY LTD	1 TENNYSON STREET, GRANVILLE, NSW
3906	HELIPORT DEVELOPERS PTY LIMITED	25 WENTWORTH STREET, GRANVILLE, NSW 2142
1004305	HELIPORT DEVELOPERS PTY LIMITED	25 WENTWORTH STREET, GRANVILLE, NSW 2142
1525399	HELIPORT DEVELOPERS PTY LIMITED	25 WENTWORTH STREET, GRANVILLE, NSW 2142
20443	Laing O'Rourke Australia Construction Pty Ltd	Within the rail corridor of the Western Rail Line between Auburn Junction and Granville, GRANVILLE, NSW 2142
2170	MERCK SHARP & DOHME (AUSTRALIA) PTY LTD	54-68 FERNDELL STREET (SOUTH GRANVILLE), GRANVILLE, NSW 2142
1012833	MERCK SHARP & DOHME (AUSTRALIA) PTY LTD	54-68 FERNDELL STREET (SOUTH GRANVILLE), GRANVILLE, NSW 2142
1018949	MERCK SHARP & DOHME (AUSTRALIA) PTY LTD	54-68 FERNDELL STREET (SOUTH GRANVILLE), GRANVILLE, NSW 2142
1057370	MERCK SHARP & DOHME (AUSTRALIA) PTY LTD	54-68 FERNDELL STREET (SOUTH GRANVILLE), GRANVILLE, NSW 2142
1072489	MERCK SHARP & DOHME (AUSTRALIA) PTY LTD	54-68 FERNDELL STREET (SOUTH GRANVILLE), GRANVILLE, NSW 2142
1106707	MERCK SHARP & DOHME (AUSTRALIA) PTY LTD	54-68 FERNDELL STREET (SOUTH GRANVILLE), GRANVILLE, NSW 2142
2000	SIBELCO AUSTRALIA LIMITED	CNR UNWIN & SHIRLEY STREETS, GRANVILLE, NSW 2142
12013	VIP STEEL PACKAGING PTY LTD	11A Ferndell Street, GRANVILLE, NSW 2142
1037042	VIP STEEL PACKAGING PTY LTD	11A Ferndell Street, GRANVILLE, NSW 2142
1058756	VIP STEEL PACKAGING PTY LTD	11A Ferndell Street, GRANVILLE, NSW 2142

Type	Status	Issued
POEO licence	No longer in	22-Aug-00
Penalty Notice	Issued	5-Mar-14
POEO licence	Surrendered	9-May-00
POEO licence	Surrendered	4-Apr-00
s.58 Licence	Issued	14-Nov-02
POEO licence	No longer in force	16-May-00
s.58 Licence Variation	Issued	12-Jun-03
POEO licence	Surrendered	19-Jan-01
POEO licence	Issued	19-Jun-00
s.58 Licence Variation	Issued	8-Mar-02
s.58 Licence Variation	Issued	23-Oct-14
POEO licence	Issued	20-May-14
POEO licence	Surrendered	21-Jun-00
s.58 Licence Variation	Issued	15-Nov-01
s.58 Licence Variation	Issued	19-Sep-02
s.58 Licence Variation	Issued	17-May-06
s.58 Licence Variation	Issued	15-Oct-07
s.58 Licence Variation	Issued	1-Oct-09
POEO licence	Surrendered	11-Aug-00
POEO licence	No longer in	16-Dec-03
s.58 Licence	Issued	25-May-04
s.58 Licence	Issued	21-Apr-06

G

Appendix G Section 149

PLANNING CERTIFICATE

CERTIFICATE UNDER SECTION 149
Environmental Planning and Assessment Act, 1979 as amended

Certificate No: 2016/5260

Fee: $133.00

Issue Date: 30 September 2016

Receipt No: 4778132

Applicant Ref: SES_457:51857

DESCRIPTION OF LAND

Address: 167 Parramatta Road
GRANVILLE NSW 2142

Lot Details: CP SP 47170

SECTION A

The following Environmental Planning Instrument to which this certificate relates applies to the land:

Parramatta Local Environmental Plan 2011

For the purpose of **Section 149(2)** it is advised that as the date of this certificate the abovementioned land is affected by the matters referred to as follows:

The land is zoned: B6 Enterprise Corridor PLEP2011

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act, 1979.
NOTE: This table is an excerpt from Parramatta Local Environmental Plan 2011 and must be read in conjunction with and subject to the other provisions of that instrument, and in force at that date.

1 Objectives of zone

• To promote businesses along main roads and to encourage a mix of compatible uses.
• To provide a range of employment uses (including business, office, retail and light industrial uses).
• To maintain the economic strength of centres by limiting retailing activity.

2 Permitted without consent

Nil

3 Permitted with consent

Building identification signs; Bulky goods premises; Business identification signs; Business premises; Community facilities; Food andor motel accommodation; Kiosks; Landscaping material supplies; Light industries; Neighbourhood shops; Passenger transport facilities; Plant nurseries; Roads; Self-storage units; Timber yards; Vehicle sales or hire premises; Warehouse or distribution centres; Water recycling facilities; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Amusement centres; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Entertainment facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Function centres; Heavy industrial storage establishments; Helipads; Highway service centres; Home-based child care; Home businesses; Home industries; Home occupations; Home occupations (sex services); Industrial retail outlets; Industries; Information and education facilities; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Port facilities; Recreation facilities (major); Research stations; Residential accommodation; Restricted premises; Retail premises; Rural industries; Sewerage systems; Sex services premises; Signage; Storage premises; Transport depots; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boating facilities

SECTION B

State Policies and Regional Environmental Plans

The land is affected by State Environmental Planning Policies and Regional Environmental Plans as detailed in Annexure "B1".

Printed Date: 30/09/2016

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Draft Local Environmental Plan
The land is not affected by a Draft Local Environmental Plan which has been placed on Public Exhibition and has not yet been published.

Development Control Plan
The land is affected by Parramatta Development Control Plan 2011.

The Minister for Planning has issued directions that provisions of an EPI do not apply to certain Part 4 development where a concept plan has been approved under Part 3A.

Development Standards
The land is located within State Environmental Planning Policy (Urban Renewal) 2010.

Development Contribution Plan
The Parramatta Section 94A Development Contributions Plan (Amendment No. 4) applies to the land.

Heritage Item/Heritage Conservation Area
An item of environmental heritage is not situated on the land.

The land is not located in a heritage conservation area.

Road Widening
The land is not affected by road widening or road realignment under:
(a) Division 2 of Part 3 of the Roads Act 1993.
(b) Any Environmental Planning Instrument.
(c) Any Resolution of Council.

Land Reservation Acquisition
The land is not affected by Land Reservation Acquisition in Parramatta Local Environmental Plan 2011.

Site Compatibility Certificate (Seniors Housing, Infrastructure and Affordable Rental Housing)
At the date of issue of this certificate Council is not aware of any
a. Site compatibility certificate (affordable rental housing),
b. Site compatibility certificate (infrastructure),
c. Site compatibility certificate (seniors housing)
in respect to the land issued pursuant to the Environmental Planning & Assessment Amendment (Site Compatibility Certificates) Regulation 2009 (NSW).

Contamination
The land is not affected by any of the matters contained in Clause 59(2) as amended in the Contaminated Land Management Act 1997 – as listed

a. that the land to which the certificate relates is significantly contaminated land
b. that the land to which the certificate relates is subject to a management order

c. that the land to which the certificate relates is the subject of an approved voluntary management proposal
d. that the land to which the certificate relates is subject to an ongoing maintenance order
e. that the land to which the certificate relates is the subject of a site audit statement

Tree Preservation
The land is subject to Section 5.4 Preservation of Trees or Vegetation in Parramatta Development Control Plan 2011.

Council has not been notified of an order under the Trees (Disputes Between Neighbours) Act 2006 to carry out work in relation to a tree on the land.

Coastal Protection
The land is not affected by Section 38 or 39 of the Coastal Protection Act 1979.

Has an order been made under Part 4D of the Coastal Protection Act 1979 in relation to temporary coastal protection works (within the meaning of the Act) on the land (or on public land adjacent to that land)?
NO

Has Council been notified under section 55x of the Coastal Protection Act 1979 that temporary coastal protection works (within the meaning of the Act) have been placed on the land (or on public land adjacent to that land)?
NO

Has the owner (or any previous owner) of the land been consented in writing to the land being subject to annual charges under section 496B of the Local Government Act 1993 for coastal protection services that relate to existing coastal protection works (within the meaning of section 553B of that Act)?
NO

Council Policy
Council has not adopted a policy to restrict the development of the land by reason of the likelihood of projected sea level rise (coastal protection), tidal inundation, subsidence or any other risk on land subject to the Parramatta Local Environmental Plan 2011.

Council has adopted a policy covering areas subject to the Parramatta Local Environmental Plan 2011 to restrict development of any land by reason of the likelihood of flooding.

Council has adopted by resolution a policy on contaminated land that applies to areas subject to the Parramatta Local Environmental Plan 2011. The Policy will restrict the development of the land if the circumstances set out in the policy prevail. A copy of the policy is available on Councils website at www.parracity.nsw.gov.au or from the Customer Service Centre.

Mine Subsidence
The land is not affected by Section 15 of the Mine Subsidence Compensation Act 1961 proclaiming land to be a Mine Subsidence District.

Bushfire Land
The land is not bushfire prone land.

Threatened Species
The Director General with responsibility for the Threatened Species Conservation Act 1995 has not advised Council that the land includes or comprises a critical habitat.

State Environmental Planning Policy (Exempt and Complying Development Codes) 2008

This does not constitute a Complying Development Certificate under section 85 of the EP&A Act

This information only addresses matters raised in **Clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1)(c3) and 1.19** of State Environmental Planning Policy (Exempt and Complying Development odes) 2008.

It is your responsibility to ensure that you comply with the general requirements of the State Environmental Planning Policy (Exempt and Complying Codes) 2008. Failure to comply with these provisions may mean that a Complying Development Certificate issued under the provisions of State Environmental Planning Policy (Exempt and Complying Codes) 2008 is invalid.

General Housing Code
Complying Development pursuant to the General Housing Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the General Housing Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Rural Housing Code
Complying Development pursuant to the Rural Housing Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Rural Housing Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Housing Alterations Code

Complying Development pursuant to the Housing Alterations Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Housing Alterations Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

General Development Code

Complying Development pursuant to the General Development Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1) (c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the General Development Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Demolition Code

Complying Development pursuant to the Demolition Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Demolition Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Commercial and Industrial (New Buildings and Additions) Code

Complying Development pursuant to the Commercial and Industrial (New Buildings and Additions) Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Commercial and Industrial (New Buildings and Additions) Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

General Commercial and Industrial (Alterations) Code

Complying Development pursuant to the General Commercial and Industrial (Alterations) Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the General Commercial and Industrial (Alterations) Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Subdivision Code

Complying Development pursuant to the Subdivision Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Subdivision Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Fire Safety Code

Complying Development pursuant to the Fire Safety Code **may** be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Fire Safety Code **may** be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

SPECIAL NOTES

The land is identified as Class 4 on the Acid Sulfate Soils map. Refer to Clause 6.1 of Parramatta Local Environmental Plan 2011.

The land is identified as Class 5 on the Acid Sulfate Soils map. Refer to Clause 6.1 of Parramatta Local Environmental Plan 2011.

Applicants for Sections 149 Certificates are advised that Council does not hold sufficient information to fully detail the effect of any encumbrances on the title of the subject land. The information available to Council is provided on the basis that neither Council nor its servants hold out advice or warrant to you in any way its accuracy, nor shall Council or its servants, be liable for any negligence in the preparation of that information. Further information should be sought from relevant Statutory Departments.

SECTION C

The following additional information is issued under Section 149(5)

Pursuant to S149(5) the Council supplies information as set out below on the basis that the Council takes no responsibility for the accuracy of the information. The information if material should be independently checked by the applicant.

Aboriginal Heritage – low sensitivity – limited potential to contain items of Aboriginal heritage. Contact Council's Customer Service/Duty Planner (02) 9806 5050 for more information.

The land is considered by Council TO BE ABOVE the 1 in 100 year mainstream flood level.

This information is based on data available to the Council. It is provided on the basis that neither Council nor its servants hold out advice or warrant to you in any way its accuracy, nor shall the Council or its servants, be liable for any negligence in the preparation of that information.

Note: Advisory Information regarding Loose-Fill asbestos Insulation

Research undertaken by the Loose-Fill Asbestos Insulation Taskforce has determined that there is a potential for loose-fill asbestos insulation to be found in residential dwellings constructed prior to 1980 in 28 local government areas including the City of Parramatta.

Some residential homes located in the City of Parramatta may contain loose-fill asbestos insulation, for example in the roof space. NSW Fair Trading maintains a Register of homes that are affected by loose-fill asbestos insulation.

You should make your own enquiries as to the age of the buildings on the land to which this certificate relates and, if it contains a building constructed prior to 1980, the council strongly recommends that any potential purchaser obtain advice from a licensed asbestos assessor to determine whether loose fill asbestos is present in any building on the land and, if so, the health risks (if any) this may pose for the building's occupants.

Please Contact NSW Fair Trading for further information.

This information has been provided pursuant to section 149(5) of the Environmental Planning and Assessment Act, 1979 as amended.

ANNEXURE "B1"

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act 1979. Note:The following information is supplied in respect of Section 149 and embodies the requirements of Department of Planning Circular No. A2 dated 17 March 1989 and the Ministerial Notification dated 15 December 1986.

STATE ENVIRONMENTAL PLANNING POLICY NO.1 - Development Standards

STATE ENVIRONMENTAL PLANNING POLICY NO.19 - Bushland in Urban Areas

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STATE ENVIRONMENTAL PLANNING POLICY NO.21 – Caravan Parks

STATE ENVIRONMENTAL PLANNING POLICY NO.33 - Hazardous and Offensive Development

STATE ENVIRONMENTAL PLANNING POLICY NO.55 - Remediation of Land

STATE ENVIRONMENTAL PLANNING POLICY NO.64 - Advertising and Signage

STATE ENVIRONMENTAL PLANNING POLICY NO.65 – Design Quality of Residential Flat Development.

STATE ENVIRONMENTAL PLANNING POLICY NO.70 – Affordable Housing (Revised Schemes)

STATE ENVIRONMENTAL PLANNING POLICY – (Housing for Seniors or People with a Disability) 2004

STATE ENVIRONMENTAL PLANNING POLICY – (Building Sustainability Index: BASIX) 2004

STATE ENVIRONMENTAL PLANNING POLICY – (Major Development) 2005

STATE ENVIRONMENTAL PLANNING POLICY – (Mining, Petroleum Production and Extractive Industries) 2007

STATE ENVIRONMENTAL PLANNING POLICY – (Temporary Structures) 2007

STATE ENVIRONMENTAL PLANNING POLICY (Infrastructure) 2007

STATE ENVIRONMENTAL PLANNING POLICY (Exempt and Complying Development Codes) 2008

STATE ENVIRONMENTAL PLANNING POLICY (Affordable Rental Housing) 2009

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.9 (No.2) - Extractive Industries

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.24 - Homebush Bay Area

SYDNEY REGIONAL ENVIRONMENTAL PLAN – (Sydney Harbour Catchment) 2005

N.B. All enquiries as to the application of Draft, State and Regional Environmental Planning Policies should be directed to The Department of Planning and Infrastructure – 23-33 Bridge Street Sydney NSW 2000.

Greg Dyer
Interim General Manager

per



dated 30 September 2016

Printed Date: 30/09/2016

Certificate No. 2016/5260

H

Appendix H JRPP Report

JRPP No:	2010SYW011
DA No:	DA/76/2010
Assessment Officer:	Helena Miller (Independent Planning Consultant – MG Planning Pty Ltd)
Property:	Lot 1 DP 81084, Lot 1 DP 89526, Lot 1 DP 504298, Lot 1 DP 79624, Lot 1 DP 79102, Lot 2 DP 89526, Lot 1 DP 615141, Lot 58 DP 869379 subject to right of carriageway, Lot A DP 160406, 171-187 Parramatta Road & 58-60 Victoria Street, GRANVILLE NSW 2142
Amended Proposal:	Demolition, tree removal and construction of a part 4, and part 8 storey mixed use development containing 93 residential apartments, 1705 sqm of ground level retail floor space over two levels of basement carparking accessed from Parramatta and Duke Roads. Approval is also sought for the construction of 4 dual occupancies (containing 8 dwellings) along the Victoria Street frontage of the site. The application is integrated development as an Aquifer interference approval is required under the Water Management Act 2000. The application is also required to be determined by the Western Sydney Joint Regional Planning Panel
Date of receipt:	09 February 2010 3 August 2010 (amended plans received)
Applicant:	Beraci Pty Limited
Owner:	Beraci Pty Limited
Submissions received:	39 in relation to initial plans 147 in relation to amended plans
Property owned by a Council employee or Councillor	No
Issues:	Permissibility of residential land use under Draft Parramatta LEP 2010 (new comprehensive EPI), bulk height and scale, compatibility with surrounding context, privacy and overlooking, boundary interface issues, access traffic and parking, landscaping, private and communal open space, residential amenity, and noise and air quality
Recommendation:	Refusal

Assessment Report and Recommendation

Legislative requirements

Existing Zoning: Residential 2(a) and Mixed Use 10 (Parramatta LEP 2001)

Permissible



Figure 1: Subject site shown with green outline under Parramatta LEP 2001

Draft Zoning: B6 Enterprise Corridor and R3 Medium Density Residential (Draft Parramatta LEP 2010)

Prohibited (residential development in B6 zone)



Figure 2: Subject site shown with blue outline under Draft Parramatta LEP 2010

Other relevant legislation / policies:	Parramatta DCP 2005 Sydney REP 28 – Parramatta SEPP 55 – Remediation of Land Draft Parramatta DCP 2010
Variations:	Nil
Integrated development:	Yes – Water Management Act 2000 (aquifer interference activity)
Crown development:	No

The site

Site Area:	Total Site: 8,294 m² Mixed Use part of site: 5611.5m² Duplex part of site: 2673m² (Note: 9.5m² not included in MU or duplex site)
Easements/rights of way:	Nil
Heritage item:	No
In the vicinity of a heritage item:	Yes
Heritage conservation area:	No
Site History:	2005 – pre lodgement application – proposal for 12 town houses and RFB containing 156 units – not lodged 2005 – DA/1071/2005 – Refused on 13 June 2006. DA for Demolition and construction of mixed use development comprising an 8 storey building fronting Parramatta Road containing 2 retail tenancies and 128 apartments over 2 levels of basement carparking. Approval also sought for 4 dual occupancies (containing 8 dwellings) fronting Victoria Street. 2007 – 82a Review of DA/1071/2005 refused on 10 December 2007. 2007 – Appeal 10538/2007 lodged in Land and Environment Court. Appeal dismissed on 4 July 2008.

Subject DA History

Date – 9 February 2010	Application lodged with Council
Date – 15 February 2010	Letter sent to applicant requesting SEPP 65 review panel fees, amended acoustic report, masterplan or masterplan waiver, Arts plan, details of external finishes for dual occupancies, details of waste removal contractor, revised waste management plan, details of private open space for dual occupancies (duplex) 8, a revised Statement of Environmental Effects and revised architectural plans.

Date – 26 February 2010	"Stop the clock" letter sent to applicant requesting payment of integrated development processing fees (Office of Water) and Air Quality report within 14 days.
Date – 5 March 2010	Letter from applicant in response to Council's letters of 15 February and 26 February 2010. Note: applicant advised that no air quality report necessary.
Date – 17 April 2010	On site meeting held.
Date – 6 May 2010	Applicant attended meeting at Council with Sue Weatherley to discuss progress of application. Compliance summary prepared by MG Planning provided to applicant.
Date – 24 May 2010	Sue Weatherley sent email to Nexus Environmental Planning Pty Ltd (applicant's town planner) outlining concerns identified in relation to the project.
Date - 28 May 2010	Letter from applicant's town planner clarifying a number of matters raised in compliance summary.
Date – 10 June 2010	Meeting held at Council with applicant and consultants, Sue Weatherley of Council and Helena Miller independent planning consultant. Major concerns with current application outlined to applicant including (1) height of ground floor and elongated part of the mixed use building, (2) access to communal open space, (3) privacy and overlooking, (4) setback to rear and (5) height of car park access on rear boundary. Applicant undertook to amend plans and resubmit. Council advised application would be readvertised.
Date - 1 July 2010	Applicant submitted preliminary amended plans for review by Council and independent assessment planner.
Date - 3 August 2010	Amended Plans formally submitted to Council.
Date – Aug. 2010 to Jan 2011	Air quality report submitted by applicant and assessed by external consultant, outstanding RTA concurrence fee paid by applicant, amended plans submitted, further information requests made by RTA and Railcorp to the applicant, further traffic and engineering information submitted by applicant to RTA and Railcorp.

Date – Feb 2010 to April 2011	Applicant in liaison with Railcorp to address their requirements having regard to proposed excavation greater than 2m within 25m of the railway corridor. No final advice has been received from Railcorp at the date of writing.
Date - 10 February 2011	Letter received from RTA providing concurrence and raising no objections to the application.
Date – 15 February 2011	Council wrote to applicant advising that Draft LEP 2010 had been forwarded to the Minister for gazettal and is now considered imminent and certain. The letter also requested an amended SEE addressing the implications of the LEP particularly in relation to prohibition of residential development in B6 Enterprise Corridor zone.
Date – 4 March 2011	Council emailed applicant following up on request for amended SoEE addressing Draft LEP 2010.
Date – March – April 2011	Various correspondence between applicant and Railcorp including submission of additional information to address Railcorp requirements.
Date – 28 March 2011	Meeting held between Council and applicant.
Date – 1 April 2011	Applicant submitted letter addressing non compliance of the proposal with the Draft LEP 2010.
Date – 15 April 2011	Railcorp requested further information to address vertical settlement and impact of proposal on rail assets.
Date – 27 April 2011	Additional information submitted by applicant.
Date – 4 and 9 May 2011	Council followed up with Railcorp re: comments.
Date –10 - 11 May 2011	Various emails advising that application would be considered at JRPP meeting of 23 June 2011.

SECTION 79C EVALUATION

SITE & SURROUNDS

The site is an irregularly shaped block bounded by Parramatta Road to the south, the unformed road Duke Street to the west, residential development fronting Victoria Street and commercial development fronting Parramatta Road to the east and Victoria Street to the north. The western half of the site has dual frontages to both Parramatta Road and Victoria Street whilst the eastern half backs onto detached residential housing fronting Victoria Street. The site also surrounds a single detached dwelling house (64 Victoria Street) generally in the north western corner.

The site has a frontage of approximately 136m to Parramatta Road, 101m to the unformed Duke Street road reservation and two frontages of 60m and 40.1m to Victoria Street respectively. The site has a total area of 8,294m². It is generally flat with a minimal fall across the site to the south.

The site currently accommodates 5 detached dwelling houses fronting Victoria Street, a single storey furniture showroom fronting Parramatta Road at the eastern end of the site and a part one and part two storey furniture showroom ("Living in Style" Furniture) adjoining to the west, also fronting Parramatta Road. The remainder of the site is vacant and either grassed or covered by hardstand. A bitumen area is located centrally within the site accessed off Victoria Street that serves as a car park and rear entry / loading dock for the furniture showroom. In addition a second parking area is located off Parramatta Road to the east of the single storey furniture showroom.

Development surrounding the site is primarily single storey detached residential development in Victoria Street (with one two storey house) with commercial development comprising predominantly bulky good retail (furniture showrooms, car dealerships, smash repair, car rental etc) fronting Parramatta Road. The predominant built form is single and two storey with some higher rise commercial and residential development located outside of the site's immediate surrounds (i.e. to the east along Goode Street).

THE PROPOSAL

The original development application was submitted seeking development consent for:

- Construction of 8 x two storey duplex dwellings with maximum FSR ranging from 0.40:1 to 0.50:1 (min. floor area of 140 m^2 and maximum of 150m^2) at the rear of the property fronting Victoria Street. The proposed allotments have a minimum lot size of 301m^2 and maximum lot size of 368m^2 (Note: Initially no subdivision plan was submitted - presumably in error);
- A mixed use building of part 8 storeys and part 4/5 storeys comprising:
  - 2005m^2 of commercial floor space plus 182m^2 in a mezzanine level;

  - 104 residential units including 15 x 1 bedroom units, 70 x 2 bedroom units, 19 x 3 bedroom units;
  - Basement car parking over 2 levels for 180 cars including 138 residential spaces and 42 commercial spaces (including 17 disabled spaces);
- Communal open space area at the rear of the mixed use building; and
- Construction of part of Duke Street to access the site.

Following public exhibition of the original application a number of significant concerns were identified through the initial assessment, in submissions and by the Joint Regional Planning Panel. These issues were discussed with the applicant and amended plans were subsequently submitted. The primary changes made in the amended plans were:

- Ground floor retail space height reduced to 4.5m from previous height of 6m;
- Height of the component of the building with long frontage to Parramatta Road (elongated part of the building) reduced from 4 residential levels to 3 residential levels (note total height now proposed is 4 storeys including 1 retail level at ground floor with 3 residential levels above);
- The tower component of the building has been moved 1.5m closer to Parramatta Road to increase the setback to rear adjacent to the private allotment (64 Victoria Street);
- The ground floor retail was split into two tenancies and residential lobbies reconfigured to provide improved access to the rear communal open space;
- The former mezzanine level was deleted (which previously provided only for access to the rear communal open space);
- The slab over the vehicular access ramp was lowered and the roof landscaped;
- Fixed horizontal privacy louvres were added to all rear (north) facing balconies;
- Skylights were added to the top level residential units (as a result of deletion of 1 level);
- Details were provided of division of storage spaces in the basement levels;
- Planter boxes were added / widened on Level 1 and additional fence and landscaping provided; and
- Seating and a children's playground area was added to the ground floor communal open space at the rear of the building.

The proposal (as amended) therefore seeks consent for the construction of a new mixed use building fronting Parramatta Road which is part 4 storeys (eastern part) and part 8 storeys (tower to the west) in height. The development comprises a total of 93 residential apartments on levels 1-3 of the eastern wing of the building and on levels 1-7 in the tower element to the west of the site. It also provides for 1705m^2 of retail floor space on the ground floor in the form of two tenancies with pedestrian access from a lobby off Parramatta Road and internal access from the basement car park. In addition 4 dual occupancies (comprising 8 new dwelling in attached two storey form) are proposed with access off Victoria Street. Car parking for 180 cars is

proposed in two basement levels accessed off Parramatta Road beneath the mixed use building and a driveway proposed off Duke Street (to be constructed).

Details of the proposal (as amended) are therefore as follows:

- Construction and subdivision of 8 x two storey duplex dwellings (dual occupancy) with maximum FSR ranging from 0.40:1 to 0.50:1 (min. floor area of 140m^2 and maximum of 150m^2) at the rear of the property fronting Victoria Street. Proposed allotments have a minimum lot size of 301m^2 and maximum lot size of 368m^2;
- A mixed use building of part 8 storeys and part 4 storeys comprising:
  - 1705m^2 of commercial floor space;
  - 93 residential units including 14 x 1 bedroom units, 63 x 2 bedroom units, 16 x 3 bedroom units;
  - Basement car parking over 2 levels for 180 cars including 138 residential spaces and 42 commercial spaces (including 17 disabled spaces). Note: maximum number of spaces permissible 196;
- Communal open space area comprising 1125m^2 including tables and seats and children's playground; and
- Construction of part of Dukes Road to access the site.

PERMISSIBILITY

Parramatta LEP 2001

The proposed uses are defined as mixed use development (main building) and dual occupancy (development fronting Victoria Street) development under Parramatta LEP 2001.

The relevant definitions are as follows:

> *"mixed use development" means one or more dwellings attached to or on the same parcel of land as a building used or intended to be used for a non-residential purpose permissible on the land, whether or not the dwelling or dwellings will be used in conjunction with that non-residential use; and*
>
> *"dual occupancy" means two separate self-contained dwellings on a single allotment of land.*

The proposal satisfies the definitions outlined above and is permissible in the respective zones with dual occupancy development being proposed within the Residential 2(a) zone and mixed use development being proposed within the Mixed Use 10 zone under Parramatta LEP 2001.

Draft Parramatta LEP 2010

At the time of the lodgement of the subject application Draft LEP 2010 was under preparation. However in the interim period the draft instrument has been publicly advertised and was adopted by Council on 13 December 2010 to be forwarded to the Minister for gazettal. The Draft LEP has now been submitted to the Department

of Planning and Infrastructure and it is understood that gazettal is likely in June 2011.

Draft LEP 2010 zones the majority of the subject site B6 Enterprise Corridor, including notably that part of the site which fronts Victoria Street in the north western corner which is currently zoned Residential 2(a) under Parramatta LEP 2001 (refer Figure 3 below). Residential development is not permissible in the B6 Zone. In addition under the Draft LEP the maximum permissible height on that part of the site zoned B6 is 15m with a maximum permissible FSR of 2.0:1. Accordingly the proposed residential development is not permissible under the Draft LEP.



Figure 3: Zoning under Draft LEP 2010

It is considered that the Draft LEP indicates that Council has determined that residential development fronting Parramatta Road is not appropriate and has accordingly acted to prohibit the use and to allow commercial development only fronting the roadway. Similarly Council has decided to reduce the scale of development permissible on the subject site allowing a maximum height of 15m rather than the currently permissible 5-6 storeys (notwithstanding that the current proposal exceeds this limit and proposes a maximum of 8 storeys on part of the site). The draft instrument also applies a maximum FSR of 2:1 where no maximum FSR currently applies to land within Zone 10 Mixed Use.

A small part of the site (north eastern corner fronting Victoria Street and to the east of the privately owned allotment) is zoned R3 Medium Density Residential under Draft LEP 2010. Under the Draft LEP a minimum allotment size of 550m^2 applies to this land, with a maximum height of 11m and maximum FSR of 0.6:1. Notwithstanding the minimum allotment size Council can consent to subdivision of dual occupancy development (refer Clause 4.1(4C)). The current proposal provides for four (4) dual occupancies (8 dwellings) on this land to be subdivided down to a minimum allotment size of 301m^2 (ranging between 301m^2 and 368m^2). This part of the development is permissible under the Draft LEP.

Under Section 79C of the Environmental Planning and Assessment Act 1979, in determining a development application, a consent authority is to take into consideration the range of matters outlined therein including the provisions of:

> *(ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority…*

As noted above Draft LEP 2010 has been publicly exhibited and has been forwarded to the Minister to be made. Having regard to this it is considered that the draft LEP is now "certain and imminent" and will be made in its current form. This view was confirmed by the Land and Environment Court in its ruling in *Global Organisation for Divinity v Parramatta City Council [2011] NSWLEC 1027*. In the case the assessor specifically noted that the LEP is now "certain and imminent as a whole". There is now no uncertainty about the future zoning or planning provisions that will apply to the subject site.

In determining the application consideration must therefore be given to (1) the imminence and certainty of the LEP in its current form; and (2) the fact that once the LEP is gazetted the proposed use will be prohibited and therefore in the future no other similar developments will be allowed.

The weight given the Draft LEP must now therefore be much more than a draft instrument that is in the early stages of preparation and which is not viewed as either certain or imminent in its current form.

Section 79C requires the consent authority to consider a proposed instrument that has been the subject of public consultation. In determining how much weight to give to the draft LEP it is noted that the draft instrument will put in place zoning and development controls that differ radically from those currently in place. The changes do not relate to minor matters of merit but rather the permissibility of the development itself. It is therefore considered that if weight is given to the draft LEP provisions this would necessitate the refusal of the application as following gazettal the development would be prohibited. This reflects Council's view that residential development along the Parramatta Road Corridor is clearly not appropriate.

In addition to the implications of Draft LEP 2010, the proposed development should also be considered in its context. If the context of the site were such that the proposal were surrounded by existing development of a similar form and scale then it may be appropriate for the development to be allowed notwithstanding the imminent prohibition. However the surrounding development comprises primarily single storey detached residential development in Victoria Street and commercial development fronting Parramatta Road. The predominant built form is single and two storey with some higher rise commercial and residential development located outside of the site's immediate surrounds (i.e. to the east along Goode Street). The immediately surrounding context does not include high rise residential apartments / mixed use development fronting Parramatta Road. Accordingly it is considered that the proposed development is not consistent with the existing site context.

Having regard to the above it is considered that the proposed development is not permissible in the proposed zone under Draft LEP 2010 nor is it consistent with the existing development context. If approved the development would be inconsistent with both the existing and future character of the area. Notwithstanding that the proposed development is currently permissible under Parramatta LEP 2001, having regard to Council's intentions for the future of the area as set out in the imminent new LEP, Parramatta Draft LEP 2010, it is considered that the application should be refused.

It is noted that Draft LEP 2010 includes a savings provisions in the form of clause 1.8A as follows:

> ***1.8A Savings provisions relating to development applications***
>
> *If a development application has been made before the commencement of this Plan in relation to land to which this Plan applies and the application has not been finally determined before that commencement, the application must be determined as if this Plan had been exhibited but had not commenced.*

This provision enables the application to be determined, regardless of whether Draft LEP 2010 is made at the time of determining the subject application.

REFERRALS

Note: In considering the referrals below, it should be noted that the development assessment process has been long and protracted given delays in gaining RTA and Railcorp concurrences. The referrals below do not therefore give consideration to the land use permissibility issue arising from the imminent gazettal of Draft LEP 2010 as outlined above.

EXTERNAL REFERRALS

Office of Water

The application is 'integrated development' as an Aquifer Interference approval is required under the Water Management Act 2000. Accordingly the application was referred to the Office of Water which advised that it determined that:

- A Licence under Part 5 (section 112) of the Water Act 1912 (for temporary construction dewatering) is **not required** in relation to this development as it is currently proposed, and
- An Approval under Part 3 (section 91) of the Water Management Act 2000 (for a controlled activity) is **not required** in relation to this development as it is currently proposed.

However the advice notes:

> *However Council may wish to apply a requirement for the subject development to incorporate a tanked basement design for other reasons not considered by the*

NSW Office of Water (such as potential ground surface settlement or geotechnical engineering issues).

Care should be applied in disposing of any tailwater generated from the dewatering pumping (approvals from other agencies or the consent authority may be required) and the potential impacts of potentially aggressive groundwater on the building and at discharge locations should be carefully considered before excavation commences.

Should the application be recommended for approval a condition of consent could be applied in this regard.

Sydney Regional Development Advisory Committee (Roads and Traffic Authority)

The subject site has frontage to a classified road and proposes more than 75 dwellings and has therefore been referred to the Sydney Regional Development Advisory Committee (SRDAC) for review in accordance with the requirements of State Environmental Planning Policy (Infrastructure) 2007 (SEPP Infrastructure 2007). The Committee identified a number of outstanding issues in relation to the proposed driveway which it required to be resolved prior to it issuing its concurrence to the proposed vehicular crossing off Parramatta Road. These matters have been resolved to the satisfaction of the RTA (confirmed by letter dated 10 February 2011). The Committee therefore granted its concurrence to the proposed driveway crossing subject to the inclusion of recommended conditions of consent. Should the matter be recommended for approval these conditions could be incorporated into any development consent.

Railcorp

The proposed development includes excavation greater than 2m in depth within 25m of a rail corridor and as such has been referred to the rail authority (Railcorp) for concurrence in accordance with Clause 86 (2) and (3) of the SEPP Infrastructure 2007. Under the SEPP approval of the application cannot be granted without Railcorp's concurrence.

The requirement for Railcorp concurrence has been the subject of protracted negotiations between the applicant and Railcorp. At the date of writing Railcorp has not yet issued its concurrence to the proposal and has advised as at 18 March 2011 that further engineering information is required to address their concerns. However, in light of the proposed refusal of the application it is considered that it not necessary to await Railcorp concurrence prior to determining the subject application.

Parramatta Council SEPP 65 Design Review Panel

The original proposal was referred to Council's SEPP 65 Design Review Panel for comment. The Panel provided the following comments:

1. *A proposal of this scale in this location is generally supported by the Panel. It could provide an example of how higher density development might be achieved along Parramatta Road.*
2. *The proposal is based on a discussion with Council officers of an envelope for the development. The Panel supports the envelope proposed.*
3. *It is noted that overlooking will be prevented by the provision of horizontal louvres on balconies on all levels.*
4. *The Panel would support the provision of (moveable) shutters on the balconies to the south to further ameliorate noise impacts. The Panel considers that balconies enclosed in this way should not be included in the calculated floor space.*
5. *The Panel considers that the 25% requirement for deep soil on this site is excessive given the highly urban nature of the site, but that the area that is avoidable [sic] for deep soil planting should be planted with canopy trees.*

The Panel concluded by noting that the application did not need to be reviewed by the Panel again.

INTERNAL REFERRALS

Development Engineer

The proposal was referred to Council's Development Engineer for review. The following comments were provided:

> *The proposal satisfies the requirements of Council's controls and can be supported, subject to standard and/or special conditions of consent.*

Traffic and Transport Investigations Engineer

The proposal was referred to Council's Traffic and Transport Investigations Engineer for review. In summary the following comments were provided:

- *The proposed number of parking spaces is acceptable,*
- *Dimensions etc of car parking levels comply with relevant Australian Standards,*
- *The information contained in the traffic and Parking Assessment Report is noted and is considered acceptable ,*
- *Access arrangements off Duke Street and Parramatta Road considered acceptable,*
- *In conclusion based on the analysis and information submitted with the DA, the proposal is not expected to have a significant impact on this section of Parramatta Road, Duke Street & Victoria Street and its surround road network. The proposed development can be supported on traffic and parking grounds provided that the disabled parking spaces on 2 basements levels should be widened to comply [with] AS2890.6-2009.*

Conditions have been proposed should the application be recommended for approval.

Landscape

The application was referred to Council's Tree Management and Landscape Officer for review. The referral indicated that the proposal satisfies Council's controls and can be supported subject to imposition of conditions of consent in relation to tree removal, advanced tree planting, replacement street trees, alternate tree species (as specified), grass verge reinstatement, final inspection of completed landscape works by a qualified Landscape Architect/Designer, and landscaping to be completed prior to occupation.

Council's landscape architect also provided advice on the appropriate paving treatment and conditions have been recommended in this regard should the application be recommended for approval.

Heritage

The application was referred to Council's Heritage Advisor as the site is within the vicinity of the following heritage items listed under Parramatta LEP 1996 (Heritage and Conservation):

- 20 Victoria Street, Granville – a single storey residence
- 22 and 24 Victoria Street, Granville – semi detached dwellings
- 53,55,57,59 & 61 Victoria Street, Granville – a row of single storey terraces
- 1,3,5,7,9 Albert Street, Granville – a group of detached dwellings
- 12 Albert Street, Granville – a detached residence
- 20 and 22 Albert Street, Granville – semi detached dwellings
- 24 and 26 Albert Street, Granville - semi detached dwellings
- 178 (also known as176A) Parramatta Road, Granville – a substation
- 138 Parramatta Road, Granville – a commercial building
- 57 Good Street (cnr Parramatta Road, Granville) - shops

The following comments were provided:

The following heritage matters were considered:

- *The relatively large proposal affects several properties, none of which contain heritage items;*
- *The site is in the relative proximity of several listed heritage items, however, none are immediately adjoining or immediately across the road from the site. It will be possible to see the newly proposed development from the direction of various heritage items in the area, however, the impact on the views to these significant items is not considered critical;*
- *The buildings to be demolished as part of the proposal are not of heritage interest in their own right;*
- *The Aboriginal sensitivity of grounds is low;*

- *The Archaeological potential of the affected grounds is considered low and should any relics be discovered, the significance of those relics is not likely to exceed the local level;*
- *The site is not within any of the Conservation Areas, and it is out of and at some distance from the Harris Park Area of National Significance, but this impact is not seen as important or overly detrimental given that main significant views from the area are to the north, while the proposal is to the south of the Area.*
- *The Parramatta City Council's Heritage Committee has reviewed the proposal at its meeting of the 17 February 2010 and raised no objection to the proposal.*

In summary the heritage advisor concluded:

1. *It is considered that from the strictly heritage perspective the proposal is within the acceptable limits of potential impact and there is no objection to it;*
2. *It is recommended to contact the Heritage Branch of the NSW Department of Planning and establish whether a Permit to disturb grounds will be sought before works can be approved.*
3. *Given the size and nature of the proposed development, it is recommended to refer the proposal to Council's Urban Design advisors.*

Urban Design

The original application was referred to Council's Senior Urban Design advisor for review. In addition to detailed comments addressed in the body of this report the follow improvements were recommended:

- *At least some of the lobbies and entrances are to provide continuous views and access from Parramatta Road to the outside communal area to improve the access between common space and apartments above and provide better address for the common open space.*
- *The provision of deep soil should be clarified*
- *The dog leg hall to the lobby should be redesigned to have clear direct views along it and be more directly linked to the street entrance.*
- *Much greater resolution should be provided for the common open space and the public spaces surrounding the building, including the footpaths and driveways.*
- *The width of the paired drives in Victoria Street should be reduced to a single driveway entrance 3.5 m wide at the kerb line and expanding to 6 m (double driveway entrance) at the property boundary.*
- *The drive areas on the private duplex properties should be paved with permeable materials to soften the large paved expanse.*
- *The wide garage door to Parramatta Road should be of high quality materials, and include some transparency and lighting to improve street surveillance and appearance.*
- *The applicant should state how noise attenuation is being achieved for the windows directly abutting Parramatta Road and for the balconies with both louvres (i.e. are the louvres of sufficient closure to stop noise/) and the glass fronted balconies.*

- *The figured dimension of the setback from Parramatta Road should be provided.*

The amended proposal was subsequently referred back to Council's Senior Urban Design advisor who noted that it addresses a number of concerns raised and those that are not addressed are not major. It was also noted that the reduced building height in the amended proposal is more compatible with the height in the Draft LEP 2010 and the existing houses to the north.

Council's urban design advisor's recommendations included conditions relating to materials and transparency of the garage door on Parramatta Road, provision of permeable paving to duplex driveways and requirement for further detail of driveway crossover on Parramatta Road. These conditions should be included if the application is recommended for approval.

Environmental Health

The application was referred to Council's Environmental Health Officer for review in relation to acoustic impacts. Conditions of consent were proposed should the application be recommended for approval including the imposition of recommendations contained in the Noise Assessment submitted with the application in relation to construction components and operational conditions re: noise levels emitted from mechanical plant.

Air Quality

An air quality assessment prepared by PAE Holmes was submitted by the applicant at the request of Council given the location of the site adjacent to Parramatta Road and having regard to issues raised in public submissions and the initial assessment of the original application. This report was independently reviewed by AECOM on behalf of the Council. The review concluded that the report prepared by PAE Holmes was generally appropriate and that the proposed development is not likely to be impacted by adjacent road activity. However it was recommended that additional information be sought from PAE Holmes in relation to:

- *Justification for background NO2 and PM10 concentrations;*
- *Slower vehicle speed modelling due to congestion during peak hour; and*
- *Clarification of the number of non-electric trains passing the site and the potential impact that these trains may have on the development.*

These matters were referred to the applicant and a supplementary report was prepared by PAE Holmes. This report was considered by Council's consultant AECOM who advised that:

> *AECOM generally concur with the findings of the original report that the proposed facility is not likely to be impacted by adjacent road activity. The additional information provided by PAE Holmes in response to AECOMs letter further clarifies issues raised by AECOM. Although further clarification of the issues raised by this current review would strengthen the report it is unlikely that this would change PAE Holmes findings.*

Contamination

The application was referred internally for advice on contamination. The referral did not raise any issues in relation to contamination rather conditions of consent were proposed should the application be recommended for approval.

Catchment Management

The application was referred to Council's Supervisor Catchment Management for review in relation to flooding impacts. The referral noted that the site is not affected by the 100 year ARI flood. The referral did not raise any objection to the proposal but recommended conditions of consent should the application be recommended for approval.

Arts Plan

The Arts Plan submitted with the application was referred to the City Culture, Tourism and Recreation Unit for comment. The advice indicated that the initial framework is commendable and that the initial site analysis identifies a number of strong site specific concepts and opportunities to integrate artworks with the building. The referral notes that all artworks generated / commissioned for the site should be site specific and evidence supporting this should be made available with the submission of additional documentation to Council. Conditions of consent were proposed that would ensure completion of the Arts Plan prior to construction should the application be recommended for approval.

Crime Prevention

The application was referred to Council's Community Crime Prevention Officer for comment in consultation with the NSW Police Local Area Command. The referral indicated that no objection is raised to the development from a crime prevention perspective. It also states that the development will improve the streetscape at the subject location. While the referral raised no objection to the proposal it notes that the application does not include any details in relation to security and design features such as lighting in the car park, security alarms and surveillance cameras to be installed within the complex, access control or graffiti resistant external finishes. Accordingly conditions of consent were recommended in this regard should the application be recommended for approval.

PUBLIC CONSULTATION

In accordance with Council's Notification DCP, owners and occupiers of surrounding properties were given notice of the original application for a 14 day period between 24 February 2010 and 17 March 2010. In response 39 submissions were received, many in the form of proforma letter. The issues raised within those submissions are summarised below.

- The proposal is not consistent with the zone objectives,

- The proposal is not in keeping with character of the local area particularly in relation to the low density nature of Victoria Street,
- The proposal is an overdevelopment of the site in terms of bulk, height and scale
- Traffic, parking and noise impacts in Victoria Street,
- The site is not a corner site and therefore the prevailing maximum FSR in the mixed use zone is 2:1 and not 2.5:1 and therefore the development does not comply with the maximum FSR,
- Overlooking of, and privacy impacts on, adjoining properties in Victoria Street,
- Air quality concerns given site located on Parramatta Road,
- Poor quality and lack of communal open space,
- The proposal does not comply with Council maximum height limit (8 storeys proposed, maximum 5 or 6 storeys permissible),
- Overshadowing and safety and security concerns, and
- Flooding.

As noted above, subsequent to exhibition of the original application amendments were made to address concerns raised through the assessment, in the public submissions and by the JRPP. Amended plans were submitted on 3 August 2010. These amended plans were placed on public exhibition from 11 August 2010 to 1 September 2010. 147 submissions were received. Issues raised in these submissions were generally consistent with the comments made on the original application and in addition included:

- The proposal is not consistent with the zone objectives,
- Inconsistent with character of the local area particularly in relation to the low density nature of Victoria Street,
- Traffic and parking,
- Crime and pollution, safety concerns,
- Non compliance with planning controls including LEP, DCP and SEPP 65,
- Impact of Land and Environment Court decision,
- Air Quality,
- Lack of Open space,
- Impact on infrastructure,
- Privacy and overlooking,
- Overshadowing,
- Loss of ventilation, air flow, and
- Pollution.

These issues and issues raised in relation to the original proposal have all been addressed in this report.

Amended Plans **Yes**

Summary of amendments **Below**

Amendments made to the original application are as follows:

- Ground floor retail space height reduced to 4.5m from previous height of 6m,
- Height of the component of the building with long frontage to Parramatta Road has been reduced from 4 residential levels to 3 residential levels (note total height 4 storeys including 1 retail level with 3 residential levels above),
- The tower component of the build has been moved 1.5m closer to Parramatta Road to increase setback to rear adjacent to private allotment,
- Split ground floor retail into two tenancies and reconfigure residential lobbies to provide improved access to rear communal open space,
- Deletion of mezzanine level (which previously only provided for access to rear communal open space),
- Slab over vehicular access ramp lowered and landscaping provided above,
- Addition of fixed horizontal privacy louvres to all rear facing balconies,
- Addition of skylights to top level residential units,
- Division of storage spaces in basement levels,
- Addition of / widening of planter boxes on Level 1, and
- Addition of seating to ground floor communal open space.

Amended Plans re-advertised or re notified **Yes**

Reason amended plans were not re-advertised or re notified: **N/A**

An on-site meeting was held in relation to the original development proposal on 17 April 2010. The meeting was attended by members of the public, Councillors, Council planning staff, the independent assessment planner and the applicant and their representatives. Issues raised by members of the public at the meeting were consistent with the issues raised in formal submissions as outlined above.

ENVIRONMENTAL PLANNING INSTRUMENTS

STATE ENVIRONMENTAL PLANNING POLICY 55 – REMEDIATION OF LAND

In accordance with the provisions of SEPP No. 55, as the site has a history of commercial, industrial and residential uses, a preliminary site audit investigation and statement was completed. The investigation identified that contaminant levels at concentrations higher than the site assessment criteria were encountered in soil samples obtained at 2 separate sample locations on the site and that further investigation and testing would be required.

The preliminary site audit was referred to Council's environmental health officer who advised that the application was appropriate subject to conditions of consent requiring further investigations / remediation etc. prior to issue of the construction certificate should the application be recommended for approval. Conditions would require a detailed contaminated site investigation, a site Remedial Action Plan (RAP), a site validation report following remediation, groundwater assessment, an assessment of water in relation to dewatering, controls on collection, transportation and disposal of contaminated waste, controls on cut and fill material and compliance with the Protection of the Environment Operations Act 1997 in relation to pollution etc.

STATE ENVIRONMENTAL PLANNING POLICY – BASIX

The application is accompanied by a BASIX certificate that lists commitments proposed by the applicant. The requirements outlined in the BASIX certificate have been satisfied in the design of the proposal.

STATE ENVIRONMENTAL PLANNING POLICY (URBAN RENEWAL) 2010

On 15 December 2010, the NSW Government published State Environmental Planning Policy (Urban Renewal) 2010 (Urban Renewal SEPP). The Urban Renewal SEPP outlines the necessary criteria and steps for identifying an existing urban precinct as a potential candidate for renewal and revitalisation. The first three precincts identified under the SEPP are Redfern-Waterloo, Granville town centre and the Newcastle CBD.

The key principle of the SEPP is to integrate land use planning with existing or planned infrastructure to create revitalised local communities, greater access to public transport and a broader range of housing and employment options. This is also sometimes referred to as transit oriented development.

The subject site falls under the Granville Potential Precinct Map. In accordance with Clause 10 of the SEPP, the proposed development is consistent with the objective of developing the potential precinct for the purposes of urban renewal as the proposed development provides for:

(a) development of higher density housing or commercial or mixed development,

and is unlikely to restrict or prevent the following:

(c) access to, or development of, infrastructure, other facilities and public domain areas associated with existing and future public transport in the potential precinct.

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO. 28 - PARRAMATTA

The parking requirements on the subject land are controlled under SREP 28 with the site being land outside of the City Centre Precinct and not being within 400m of a railway station or transit corridor (Note: Parramatta Road in this location is not

considered to be a transit corridor). The maximum number of car parking spaces that may be allowed on the subject site under SREP 28 is as follows:

Control	Requirement	Compliance
Parking **(not within 400m of transit corridor or railway station)** 1 space per 1 bdrm 1.2 spaces per 2 bdrm 1.5 spaces per 3 bdrm Plus 0.25 visitor space / dwelling 1 space per $30m^2$ for retail	Maximum allowed: 14 75.6 24 23.25 56.83 Total maximum permitted 193 spaces Provided: 180 spaces 138 – residential 42 - commercial	Yes

The proposed parking provision is less than the maximum allowed for under SREP 28 therefore the proposal complies with this requirement.

PARRAMATTA LOCAL ENVIRONMENTAL PLAN 2001

The relevant matters to be considered under Parramatta Local Environmental Plan 2001 for the proposed development are outlined below.

(a) General Requirements

Development standard	Comment	Discussion
Cl 16 Permissible within zone?	Yes	Land zoned part Res. 2(a) and Part Mixed Use 10. Proposed uses permissible in respective zones.
Cl 21 Is the site flood affected? If yes will the development satisfy Cl 2 (a)-(e)?	No	Not applicable
Cl 22 Is the site contaminated?	Yes	Site assessment report prepared and conditions of consent recommended should approval be recommended
Cl 23 Is excavation or filling of land proposed?	Yes	Excavation required to construct basement carpark. Relevant matters have been considered.
Cl 30 Is the site subject to a masterplan?	No	Site greater than $5000m^2$ in area. MP not required if site analysis study to Council's satisfaction is submitted with DA. Site analysis prepared and considered acceptable.

Cl 31	Is the site adjacent to the Parramatta River foreshore	No	Not applicable
Cl 32	Affected by a Foreshore Building Line	No	Not applicable
Cl 33	Is tree removal proposed	Yes	Consent sought for tree removal. Appropriate replacement planting proposed subject to conditions
Cl 34	Will the proposal have any impact on Acid Sulphate Soils?	No	Not applicable
Cl 36	Is Dual Occupancy development prohibited on the land?	No	Not applicable
Cl 37	Is terrace development permissible on the subject land	Yes	Not applicable as no terrace development proposed.
Cl 38	Does the land size for dual occupancy comply with 600m^2 minimum?	Yes	All allotments created by subdivision of the dual occupancies will be greater than 300m^2 as required.
Cl 39	Does the development comply with the maximum permissible height	Yes	Maximum height permissible in 2(a) zone 2 storeys. Development complies. No maximum height in LEP for Zone 10 (refer DCP).
Cl 40	Does the development comply with the maximum FSR	Yes	Maximum FSR for dual occupancy development 0.6:1. All dual occupancies 0.4:1 – 0.5:1 FSR therefore comply. No max FSR specified for Zone 10.
Cl 47	Does the land abut Zone 7 or 9(d)?	No	Not applicable
Cl 48	Is the land along or adjoining a public transport corridor?	Yes	Development consistent with requirements of SREP 18 and will not impact on public transport provision.

PARRAMATTA LOCAL ENVIRONMENTAL PLAN 1996 (HERITAGE & CONSERVATION) (PLEP 1996)

The site is not listed as a heritage item under PLEP1996.

The site is within the vicinity of the following heritage items listed under PLEP1996:

- 20 Victoria Street, Granville – a single storey residence
- 22 and 24 Victoria Street, Granville – semi detached dwellings
- 53,55,57,59 & 61 Victoria Street, Granville – a row of single storey terraces
- 1,3,5,7,9 Albert Street, Granville – a group of detached dwellings
- 12 Albert Street, Granville – a detached residence
- 20 and 22 Albert Street, Granville – semi detached dwellings
- 24 and 26 Albert Street, Granville - semi detached dwellings
- 178 (also known as176A) Parramatta Road, Granville – a substation
- 138 Parramatta Road, Granville – a commercial building
- 57 Good Street (cnr Parramatta Road, Granville) - shops

The site is not located within a Conservation Area identified under LEP1996.

The site has a low sensitivity rating for aboriginal heritage significance under the Parramatta Aboriginal Heritage Study 2004.

Council's heritage advisor has indicated that from a heritage perspective the proposal is within the acceptable limits of potential impact and there is no objection to it.

Draft Parramatta LEP 2010

As noted above the subject site is zoned part B6 Enterprise Corridor and part R3 Medium Density Residential under Draft LEP 2010.

Residential uses (defined using the overarching definition of "residential accommodation") are prohibited in the B6 Enterprise Corridor zone. This zoning applies to the majority of the site including that part of the site fronting Victoria Street in the north west currently zoned Residential 2(a) under Parramatta LEP 2001.

The dual occupancy part of the development is **permissible** in the R3 zone however only a small part of the site is zoned R3 under the LEP. The proposed subdivision is permissible "dual occupancy development".

In terms of height the Draft LEP contains a maximum height of 15m for development on land zoned B6 and a maximum height of 11m for land zoned R3. The long frontage of the mixed use building (eastern end) fronting Parramatta Road (as amended) and the development fronting Victoria Street complies with this provision. However the tower component of the development (8 storeys or 25.2m in height) does not comply.



Figure 4: Maximum Height under Draft LEP 2010

In regard to FSR the Draft LEP contains a maximum FSR of 0.6:1 (as existing) for land zoned R3 and introduces a maximum FSR of 2:1 for land zoned B6. The overall FSR of the mixed use component of the proposed development is 1.91:1 which complies with the maximum FSR of 2:1.

Compliance with Draft LEP 2010 is outlined below in addition to the discussion above.

	CONTROL	PROPOSED	COMPLIES
Zoning	Part Zone B6 Enterprise Corridor – residential accommodation prohibited Part Zone R3 – Medium Density Residential (rear on Victoria Street)	Mixed Use Mixed use development including residential proposed Dual Occupancies	No – residential not permissible Yes
Height	15m (4 storeys) (fronting Parramatta Road) 11m (fronting Victoria Street)	Long frontage to Parramatta Road (13.2m / 4 storeys) Tower - 26.9m / 8 storeys 5.7m	Yes No Yes
FSR	2:1 (fronting Parramatta Road) 0.6:1 (fronting Victoria Street)	Overall max FSR 1.91:1 Max 0.5:1	Yes Yes
Min Lot Size in R3 Zone	550m^2 However subdivision of dual occupancy development permitted	Allotments proposed range from 301- 368m^2	Yes

The majority of the proposal is not permissible under Draft LEP 2010 and the tower component does not comply with the maximum height.

DEVELOPMENT CONTROL PLANS

Although it has been concluded above that the proposed development is not acceptable having regard to Draft Parramatta LEP 2010, an assessment has been undertaken against DCP 2005 for completeness and is provided at Appendix 1.

In summary, the proposal does not comply with DCP requirements for rear setbacks (one dual occupancy and mixed use building), height of the tower, streetscape character, building form and massing, building envelope and visual privacy.

RESIDENTIAL FLAT DESIGN CODE

An assessment of the proposal against the provisions of the Residential Flat Design Code is provided at Appendix 1. In summary, the residential component of the Mixed Use building does not comply with requirements of the Residential Flat Code for deep soil and internal circulation as outlined above. It generally complies with other requirements.

PARRAMATTA S94A DEVELOPMENT CONTRIBUTIONS PLAN 2008

The proposal, if approved, is subject to S94A development contributions as the value of works exceeds $200,000. The value of the proposed works is $24,174,643 (levy 1% total cost).

PLANNING AGREEMENTS

The proposed development is not subject to a planning agreement entered into under section 93F, or any draft planning agreement that a developer has offered to enter into under section 93F.

REGULATIONS

There are no specific regulations that apply to the land to which the development application relates.

LIKELY IMPACTS

The compliance of the proposed development against numerical controls is outlined in detail above. In general the development complies with the majority of numerical controls currently applicable to the site. However most significantly the proposed residential land use **is not permissible** on that part of the subject land that is proposed to be zoned B6 under Draft Parramatta LEP 2010 which is currently with the Minister to be made. In addition the development is not consistent with the site context with existing development in the area being primarily single and two storey residential development on the Victoria Street frontage and commercial development fronting Parramatta Road. Further, given the proposed zoning change, the development will not be consistent with the future character, nature or scale of development in the vicinity.

The development also gives rise to a variety of potential impacts. The main issues associated with the proposed development are height, bulk and scale, privacy and overlooking, boundary interface issues, access, traffic and parking, noise and air quality and setbacks. These matters are discussed in further detail below.

Consistency with character of area

The proposed development is a form of development (mixed use with commercial development at ground floor and residential development above) which does not currently exist in the immediate vicinity and which will be prohibited upon gazettal of Draft LEP 2010. Accordingly the development is currently out of character with the immediate neighbourhood, and will be inconsistent with the desired future character of the area as articulated in the future planning controls for the site.

The dual occupancies proposed with frontage to Victoria Street are considered to be consistent with the existing height, bulk and scale of development in the immediate area however the four allotments proposed at the north western extent of the site are not permissible under Draft LEP 2010. As noted above this land is proposed to be rezoned to Zone B6 Enterprise Corridor and residential development is not permissible within the zone.

Height, Bulk and Scale

The proposed mixed use building as amended is 4 storeys (ground floor retail plus 3 levels of residential above) in that part of the building with the long frontage to Parramatta Road (eastern end). The tower component at the western end of the site is 8 storeys in height (ground floor retail plus 7 levels of residential above) and exceeds the maximum 5-6 storey height limit under the Parramatta DCP 2005.

The mixed use building is considerably higher, more dense and bulkier than existing development in the immediate locality and exceeds the height limit of 15m which will be imposed following the gazettal of Draft LEP 2010.

Given the imminent planning controls to be introduced for the site, it is considered that notwithstanding that the development is currently permitted it is inconsistent with both the existing and future height, bulk and scale of development in the locality.

Privacy and Overlooking

As noted above the part of the mixed use building with long frontage to Parramatta Road (eastern end) was previously proposed as 5 storeys (ground plus 4 storeys of residential above). In an attempt to address concerns raised in regard to privacy and overlooking one residential storey was deleted from the development in the amended plans submitted 3 August 2010. In addition privacy screens and/or planter boxes were added to all north (rear) facing balconies to prevent direct overlooking of the neighbours rear yards.

The tower component of the development is similarly proposed to have all balconies screened to prevent overlooking however it is noted that this component of the development is closer to the rear boundary (minimum of approximately 6.5m in the north western corner). Overlooking as a result of this part of the development primarily affects the new dual occupancies which are proposed as part of the subject development and the existing (recently constructed) privately owned dwelling at 64 Victoria Street. These dwellings would be negatively impacted by the proposal with an 8 storey building a minimum of 6.58 – 6.86 metres from their rear boundary. Although overshadowing will not be an issue these dwellings will be affected by building bulk and height as well as potential overlooking from north facing windows.

It is therefore concluded that the proposal will result in an adverse privacy and overlooking impact on properties to the north including 64 Victoria Street.

Boundary Interface Issues

Following on from the height issue discussed above, it is noted that the subject site currently has a split zoning Zone 10 Mixed Use fronting Parramatta Road and Zone 2(a) Residential fronting Victoria Street to the north. The location of a low density residential zone immediately adjacent to a mixed use zone which allows development to a height of 5-6 storeys and a maximum FSR of up to 2.5:1 is fundamentally the most significant concern with the subject site. The location of a high density commercial / residential use immediately adjacent to detached residential dwellings will necessarily give rise to significant land use conflicts.

Through Parramatta Draft LEP 2010 Council has proposed to rectify this existing issue by rezoning the majority of the site to Zone B6 Enterprise Corridor. Residential development is not permissible in this zone and the maximum height permissible is reduced to 15m (generally 4 storeys). Part of the site fronting Victoria Street will also be rezoned to R3 Medium Density residential thus creating a buffer zone between the commercial development fronting Parramatta Road. These changes will minimise the potential for land use conflicts that currently exists.

Having regard to the potential land use conflicts that would arise from the proposed development and considering the impact of Draft LEP 2010 which is now considered to be certain and imminent it is considered that the proposed development is not acceptable in its context and should therefore be refused.

Access, Traffic and Parking

The subject development proposes access off Parramatta Road for commercial traffic and off Duke Street (to be constructed) via Victoria Street for residential traffic. The proposal provides for 180 car parking spaces and concerns have been raised by local residents that Victoria Street and the surrounding road network does not have the capacity to accommodate the additional traffic generated by the development.

The traffic report submitted with the application was referred to Council's traffic engineer who provided advice that the proposed parking numbers and car park layout are acceptable, that access arrangements are appropriate and that the proposal is not expected to have a significant impact on the surrounding road network. Notwithstanding it is considered for other zoning and land use compatibility reasons that the proposed development is not acceptable in the circumstances.

Noise and Air Quality

The subject site is located immediately adjacent to Parramatta Road and the railway line and is within close proximity to the M4 Motorway. To ensure the site is suitable for residential development an air quality assessment report has been prepared by the applicant's consultants which indicates that the air quality at the site is acceptable for residential development notwithstanding the impact of Parramatta Road, the railway and the M4. Given the large number of public submissions that raised the issue of air quality on the site, an independent review of the air quality assessment was commissioned by Council. AECOM undertook an assessment of the report submitted by the applicant and concurred with the findings that the

proposed development is not likely to be impacted by adjacent road activity. AECOM did however recommend that additional information be sought from the applicant's air quality consultant on a number of matters. This information has been provided and AECOM have provided further advice that they are now satisfied with the report.

In terms of noise impacts, a noise impact assessment report has similarly been prepared which makes recommendations about construction materials and noise emissions from mechanical plant to ensure an appropriate noise environment within the development. Council specialist officers have reviewed the noise impact assessment and concur with its finding and recommendations. It is considered that the recommendations of the noise impact assessment should be included as conditions of consent should the application be recommended for approval.

Setbacks

Parramatta DCP 2005 requires that the rear setback for mixed use development in North Granville shall be 40% of the length of the site with the setback for corner sites being 40% of the length and width of the site. As the site depth varies from 34 to 41.5m, rear setbacks of between 13.6 and 16.6m would be required to comply with this requirement. The proposed mixed use component of the development does not comply with this requirement having a rear setback of between generally between 9-15.5m and down to approximately 6.5m for the tower component.

Given that the proposal is located adjacent to single storey detached residential development and will be 4 and 8 storeys in height it is considered that the proposed setbacks are unacceptable. The reduced setback will give rise to issues of overlooking to the rear yards of properties to the north (notwithstanding proposed screens) and visual bulk. This is not considered appropriate and is proposed to be rectified by the change in maximum height proposed by Draft LEP 2010. Accordingly it is considered that the proposal is not appropriate in terms of setbacks.

SUITABILITY OF THE SITE

The potential constraints of the site have been assessed and it is considered that the site is unsuitable for the proposed development having regard to all relevant matters.

SUBMISSIONS & PUBLIC INTEREST

186 submissions in total (39 initially and 147 in response to amended plans) were received in response to the notification of the application. The issues raised within these submissions have been discussed within this report.

Having regard to all relevant matters it is considered that the proposed development is contrary to the public interest, being inconsistent with both the existing and future character of the area having regard to Draft LEP 2010 which has been prepared by Council and which is now considered to be imminent and certain. Upon gazettal of the Draft LEP the proposed development would be prohibited.

Conclusion

After consideration of the development against Section 79C of the Environmental Planning and Assessment Act 1979, and the relevant statutory and policy provisions, it is concluded that on balance the proposal is unsuitable for the site and is contrary to the public interest.

Having regard to all relevant matters, the proposed rezoning of the site under Draft LEP 2010 clearly demonstrates that Council has reconsidered the appropriateness of residential development on the subject site and has considered it to be inappropriate. The proposed zoning and development standards embodied within Draft LEP 2010 indicate a clear decision by Council to alter the zoning to allow only commercial development fronting Parramatta Road with a reduced maximum height of 15m.

In addition it is considered that the proposal is not consistent with the current site context which is primarily low scale commercial development fronting Parramatta Road and single and two storey detached residential development fronting Victoria Street. Accordingly notwithstanding the existing zoning, it is considered that the application should be refused as:

- it is inconsistent with the proposed zoning of the site under Draft LEP 2010,
- the proposed residential development is prohibited under Draft LEP 2010,
- the development is inconsistent with the maximum height permissible on the subject site under Draft LEP 2010,
- the development is inconsistent with the development context in which it is proposed to be located,
- the development is inconsistent with controls contained within existing Parramatta DCP 2005 including rear setbacks, height of the tower, streetscape character, building form and massing, building envelope and visual privacy,
- the development is inconsistent with controls contained within the Residential Flat Design Code for deep soil and internal circulation, and
- the development would result in adverse environmental impacts on neighbouring properties including privacy and overlooking and visual bulk and scale.

Recommendation

Pursuant to Section 80(1) of the Environmental Planning and Assessment Act, 1979 it is recommended that the Joint Regional Planning Panel as the consent authority REFUSE Development Application No. 76/2010 for the following reasons:

- the proposal is inconsistent with the proposed zoning of the site under Draft LEP 2010,
- the residential component of the proposed mixed use development is prohibited under Draft LEP 2010,
- the dual occupancies 5-8 are prohibited under Draft LEP 2010,

- the development is inconsistent with the maximum height permissible on the subject site under Draft LEP 2010,
- the development is inconsistent with the development context in which it is proposed to be located,
- the development is inconsistent with controls contained within existing Parramatta DCP 2005 including rear setbacks, height of the tower, streetscape character, building form and massing, building envelope and visual privacy,
- the development is inconsistent with controls contained within the Residential Flat Design Code for deep soil and internal circulation, and
- the development would result in adverse environmental impacts on neighbouring properties including privacy and overlooking and visual bulk and scale.

Report prepared by:

Helena Miller
Independent Planning Consultant, Director, MG Planning Pty Ltd

Signature: 

Peer Review:

I have read the Section 79C assessment worksheet and endorse the manner in which the development application has been assessed. I concur with the recommendation.

Mark Leotta
Service Manager
Development Assessment Services

Signature: .....

Date: .....

Peer Review:

I have read the Section 79C assessment worksheet and endorse the manner in which the development application has been assessed. I concur with the recommendation and determine this application under Delegated Authority PB002 (DA with NO submissions).

I authorise the Development Assessment Officer whose name appears above to sign all plans and paperwork in relation to this determination.

Sue Weatherley
Group Manager
Outcomes and Development

Signature: .....

Date: .....

APPENDIX 1

COMPLIANCE TABLES

PARRAMATTA DEVELOPMENT CONTROL PLAN 2005

Development Control	Proposal	Compliance
Preliminary Building Envelope		
DUPLEX (DUAL OCCUPANCY) COMPONENT OF THE DEVELOPMENT		
Frontage Minimum 15m	17.75 – 36.5m	Yes
Height Maximum of 2 storeys and a maximum building height of 9m	Max. 2 storeys and 5.85m	Yes
Street Setback Is the setback consistent with the prevailing setback within the range of 5-9m	5.2m	Yes
Rear Setback Minimum 30% of the length of site or 6m (small lot)	Duplex 1 – 53% (20m) Duplex 2 – 45% (16.8m) Duplex 3 – 40% (12m) Duplex 4 – 34% (9.2m) Duplex 5 – 39% (11.8m) Duplex 6 – 41% (12.2m) Duplex 7 – 39% (11.8m) Duplex 8 – 20-27% (4.5-6m)	Yes Yes Yes Yes Yes Yes Yes No
Side Setback Minimum 1.5m	Zero lot line and: Duplex 1 – 1.5m Duplex 2 – 3.1m Duplex 3 – 3.9m Duplex 4 – 3.1m Duplex 5 – 4.0m Duplex 6 – 3.7m Duplex 7 – 3.7m Duplex 8 – 4-9.2m	 Yes Yes Yes Yes Yes Yes Yes Yes
Deep Soil 30% of site deep soil zone (min 50% at rear of site and 15% at front of site). Minimum dimension 4m x 4m. Requirement m^2	Duplex 1 – 64% (199m^2) Duplex 2 – 61% (226m^2) Duplex 3 – 67% (230m^2) Duplex 4 – 57% (172m^2) Duplex 5 – 62% (223m^2) Duplex 6 – 63% (220m^2) Duplex 7 – 61% (200m^2) Duplex 8 – 62% (192m^2)	Yes Yes Yes Yes Yes Yes Yes Yes
Landscaping Minimum of 40% of the site to be landscaped (inclusive of deep soil zone)	Duplex 1 – 64% (199m^2) Duplex 2 – 61% (226m^2) Duplex 3 – 67% (230m^2) Duplex 4 – 57% (172m^2) Duplex 5 – 62% (223m^2) Duplex 6 – 63% (220m^2) Duplex 7 – 61% (200m^2) Duplex 8 – 62% (192m^2)	Yes Yes Yes Yes Yes Yes Yes Yes

Dual Occupancies Attached dual occupancies should not be in form of paired, mirror image housing	Variation in built form (window placement, materials etc.) provided. Dual occupancies not mirror images.	Yes
Private Open Space Minimum of 100m^2 and min. dimension of 6m	Duplex 1 – 160m^2 Duplex 2 – 228m^2 Duplex 3 – 185m^2 Duplex 4 – 145 m^2 Duplex 5 – 202m^2 Duplex 6 – 192m^2 Duplex 7 – 176m^2 Duplex 8 – <100m^2	Yes Yes Yes Yes Yes Yes Yes No
Parking 2 spaces for dwellings > 125m^2 Garages max 6.3m wide or 50% of street elevation of building whichever is lesser Garages a min. 300mm behind front building line Separate residential from commercial	1 garage and one hard stand (stacked) provided 3m and less than 50% of frontage 300mm recess Separated	Yes Yes Yes Yes
Dual Occupancy Minimum site area of 600m^2 and minimum frontage of 15m For subdivision equal or similar proportions of site area to be provided and minimum frontage of 7.5m for each dwelling	DO 1-2 - 681m^2 DO 3-4 – 645m^2 DO 5-6 – 707m^2 DO 7-8 – 640m^2 Minimum frontage approx. 8.9m	Yes Yes Yes Yes Yes
MIXED USE COMPONENT OF THE DEVELOPMENT		
Height Maximum of 5 Storeys – additional storey (i.e. 6 storeys) may be permitted on corner lots to reinforce the corner element	Long frontage to Parramatta Road (eastern end) - 4 storeys Tower element – 8 storeys	Yes No
Street Setback Nil – non residential 2m - residential	Min 2 – 8m	Yes
Rear Setback 40% length of site Corner sites 4% of length and width of site	Site depth varies from 34 – 41.5m. Required setback 13.6 – 16.6m. 9 - 15.5m setback proposed	No
Side Setback Nil	N/A	N/A
Minimum Site Frontage Minimum 18m	136m to Parramatta Road	Yes
Landscaping Rear Setback is to be landscaped	Rear setback landscaped	Yes
Ground Floor Uses To be non residential	Ground floor use retail	Yes
FSR		

Max 2:1 and 2.5:1 on corner sites in North Granville	Overall Max FSR of 1.91:1 proposed 2.43:1 on corner part of site and 1.53:1 on remainder (although not separate site)	Yes Yes Yes
Private Open Space Minimum of 10m^2 per dwelling and min. dimension of 2m Minimum 10m^2 of communal open space per dwelling (930m^2 required)	All dwellings have at least 10m^2 of private open space in form of balconies (min dimension of 2m complied with) 1525m^2 of communal open space provided	Yes Yes
Minimum Floor to Ceiling Height Minimum 3.3m for non residential on ground floor and 2.7m above ground floor	Ground floor 4.5m Upper levels 3.0m	Yes Yes
Dwelling Mix 3 bdrm – 10-20% 2 bdrm – 60-75% 1 bdrm – 10-20%	**3 bdrm – 17%** **2 bdrm – 68%** **1 bdrm – 15%**	Yes Yes Yes
Adaptable dwellings 10% of dwellings to be adaptable (comply with AS4299)	9 units (9.7% or approximately 10%) adaptable. Technically 9.3 units required – round down to 9 units.	Yes
General Site Planning Controls		
Views and Vistas Does the development preserve views of significant topographical features such as ridges and natural corridors, the urban skyline, landmark buildings, sites of historical significance and areas of high visibility, particularly those identified in Appendix 3. Does the building design, location and landscaping encourage view sharing between properties?	No significant views or topographical features evident.	N/A
Water Management **Flooding or Grey Area** Is the site flood affected or within a grey area?	No	N/A
Stormwater Disposal Is stormwater to be directed to Council's stormwater network? If not, where is it directed?	Dual Occupancies (Duplex) directed to OSD basins provided. Rear drains to pipe and connect to council stormwater network in street. Mixed Use – to be drained to OSD tank and connect to street.	Yes – Ccl Engineer commented acceptable
Soil Management Are there adequate erosion control measures?	Site detention drawing provided	Yes – Ccl Engineer commented acceptable

Development on Sloping Land Does the design of the dwelling respond to the slope of the site? *(Generally speaking FFL should not exceed 500mm above existing NGL)*	Not applicable	N/A
Biodiversity Does the proposal minimise impact on indigenous vegetation and naturally occurring soils? Is there additional native vegetation to be planted?	Not applicable	N/A
Landscaping Are natural features on the site, such as existing trees, rock outcrops, cliffs, ledges, indigenous species and vegetation communities retained and incorporated into the design of development? Are trees planted at the front and rear of the site to encourage tree canopy to soften the built environment, to encourage the continuity of the landscape pattern and to minimise overlooking opportunities between properties?	No natural features to be retained Yes – landscape designer commented on type of trees. Conditions proposed	N/A Yes
Building Elements		
Streetscape Does the development respond to the existing character and urban context of the surrounding area in terms of setback, design, landscape and bulk and scale?	Yes – Victoria St Parramatta Road – No	Yes No
Fences Is the front fence a maximum height of 1.2m? Are front fences a common element in the locality? Is sheet metal fencing proposed to be used forward of the building line or on boundaries that have an interface with the public domain?	Yes – max. 1.2m timber fence Yes – low fences common Yes - Side boundaries only. Acceptable as side fences only	Yes Yes Yes
Building Form and Massing Is the height, bulk and scale of the proposed building consistent with the building patterns in the street?	Victoria St – Yes Parramatta Road – No	Yes No
Attics Is the attic floor area greater than 25m²? Does the attic comply with the definition of attic contain in PLEP 2001?	No attics proposed	Not applicable
Building Façade and Articulation Are the building facades modulated in plan and elevation and articulated to reduce the appearance of building bulk and to express the elements of the building's architecture? Does the building exceed the building envelope? If yes, by more than: • 800mm for balconies and eaves; • 600mm for Juliet balconies and bay windows	Yes – good articulation in both dual occupancies and mixed use part of development. Yes – tower element 8 storeys where 6 storeys allowed	Yes No
Environmental Amenity		
Visual Privacy Are windows, balconies and decks designed to	Dual Occupancies	Yes

minimise overlooking of living areas and private open spaces of adjoining dwellings?	(Duplex) – Yes Residential in mixed use part of development – all balconies screened to prevent overlooking to north. Residential development on long frontage reduced to 3 storeys to reduce overlooking to private development to north. Windows to tower will have privacy impact.	Partly
Acoustic Privacy Is the dwelling located within proximity to noise-generating land uses such as major roads and rail corridors?	Yes – noise impact assessment prepared which indicates noise will not negatively impact on resident amenity subject to imposition of report recommendations as conditions of consent.	Yes – subject to conditions
Solar Access Does this dwelling and adjoining properties receive a minimum of 3 hours sunlight to habitable rooms and in at least 50% of the private open space areas between 9am and 3pm on 21 June? Are living areas, such as kitchens and family rooms located on the northern side of dwelling with service areas such as laundries and bathrooms to the south or west?	Yes – development does not result in any significant shadow impacts given site orientation DO – east and north where possible Apartments – Majority of units have north orientation	Yes Yes Yes – as far as possible
Cross Ventilation Is the minimum floor to ceiling height 2.7m on the ground floor and 2.4m on the first floor? Is the minimum window head height 2.4m on the ground floor and 2.1m on the first floor?	DO – Ground 3.0m, 1st floor 2.7m Mixed Use - Yes – Ground 4.5m, above 3.0m Yes	Yes Yes Yes
Waste Management Is the waste management plan satisfactory?	In response to a request from Council an amended Waste Management Plan was submitted. This is considered satisfactory.	Yes
Social Amenity		
Safety and Security Have the principles of CPTED been satisfied within the design?	Council's Community Crime Prevention Officer has provided advice that no objection is raised to the development.	Yes - Condition

	Recommendations re: car park security, building security and external finishes provided which can be included as conditions in any consent.	
Special Character Areas		
Is the site within a Special Character Area? Is the proposal consistent with the controls in Part 5 of the DCP?	No	N/A

RESIDENTIAL FLAT DESIGN CODE

ASPECT	CONTROL	PROPOSAL	COMPLIES?
Building Depth	Depth should be between 10-18m	Building depth ranges from 12 – 22m	Yes – generally, minor non compliance where greater than 18m
Storage	1 bedroom $6m^3$ 2 bedroom $8m^3$ 3 bedroom $10m^3$	Storage provided in each unit plus additional storage in car park. Condition could be applied to require that minimum requirement for each unit be met.	Yes - Condition
Balconies	Provide primary balconies for all apartments with a minimum depth of 2m.	All balconies comply with minimum 2m dimension	Yes
Ceiling heights	Minimum 2.7m	Floor to floor height of 3000mm proposed therefore complies. Ground floor 4.5m.	Yes
Open Space	The area of communal open space should be between 25-30% of the site area (25%=1402.75m^2).	Combined area of 1830m^2 proposed	Yes
Deep Soil	A minimum of 25% of the open space area should be a deep soil zone	Communal open space at ground level totals 1525m^2. Deep soil part of MU site area calculated at not more than 468m^2 (8% based on site area of 5611.5m^2).	No
Internal circulation	A maximum of 8 units should be provided off a double loaded corridor	The 4 storey component of the development complies. The 8 storey part of the building does not comply having 10 units accessed off a corridor. The lift core is also located at one end therefore providing long distance to units furthest from the lift.	Yes No
Daylight Access	Living rooms and private open spaces for at least 70% of apartments should receive 3 hours direct solar access on winter solstice	82% of units have an aspect that allows for more than 3 hours solar access.	Yes
Natural ventilation	60% of units should be naturally cross ventilated	64% are cross ventilated.	Yes
Natural ventilation	At least 25% of kitchens should have access to natural ventilation	All kitchens are located in rooms which have windows	Yes
Natural ventilation	The back of a kitchen should be no more than 8m from a window	Yes	Yes

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Prepared for

PACIFIC PLANNING

Traffic Impact Assessment

Planning Proposal
Land located between Parramatta Road, Victoria Street, Albert Street and the Western Railway line, Granville

Ref: 0288r03
6/10/2017

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Document Control

Project No: 0288

Project: Land located between Parramatta Road, Victoria Street, Albert Street and the Western Railway line– Planning Proposal

Client: Pacific Planning

File Reference: *0288r03 AG PP TIA_Land located between Parramatta Road, Victoria Street, Albert Street and the Western Railway line, Granville*

Revision History

Revision	Date	Details	Author	Approved by
	22-09-2017	Draft	T. Lewis	T. Lewis
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Appendices

Appendix A: Response to Transport Strategy Principles Summary

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1 Introduction

Ason Group has been engaged by Pacific Planning to prepare a Traffic Impact Assessment (TIA) report to support a planning proposal gateway submission in relation to the Land located between Parramatta Road, Victoria Street, Albert Street and the Western Railway line, Granville, with a view to amend the *Parramatta Local Environmental Plan 2011* (PLEP 2011).

This report has been prepared to provide a high-level assessment of the traffic and transport implications of the proposal. The assessment undertaken thus far, takes into consideration the planning context and objectives for the Site and locality.

As part of the submission, this report seeks to address the following key matters required by the *Parramatta Road Corridor Urban Transportation Strategy Precinct Transport Report*. A summary of the requirements and relevant sections of this report as summarised in **Table 1**.

Table 1: Planning Proposal Considerations

Planning Proposal Submission Requirement	Report Section
Demonstrate consistency with the transport principles and Strategic Actions outlined in the Strategy, including any transport targets identified for the relevant Precinct or Frame Area	Section 8
Outline existing traffic and parking conditions	Section 2
Assess the traffic generating qualities of the proposal(s)	Section 5.1
Consider existing and committed transport provision and its capacity to support the proposal(s)	Section 5.2
Identify mitigation measures to address transport impacts of the proposal(s).	Section 3.2

1.1 Overview of Proposal

The intended outcome of the proposal is to amend the permitted land use applicable to the Site under PLEP 2011 to achieve the following development scenarios:

- A mix of retail/commercial land uses on the first floor, residential units at the upper floors and basement car parking.
- Amendment of the zoning of the land within the Site from R3 – Medium Density Residential and B6 – Enterprise Corridor to B4 – Mixed Use.
- Provision of a floor-to-space ratio (FSR) of 6:1.

- For the purpose of assessing the implications of the proposal – including a high-level assessment of traffic impacts – a conceptual mixed-use scheme (the Concept Plan) consisting of:
  - Approximately 957 residential units
  - Approximately 4,190m^2 GFA of commercial floor space

The indicative Concept Plan is provided, of which the traffic and transport implications has been assessed, is shown in **Figure 1**.



Figure 1: Indicative Concept Plan

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1.2 Site Overview

The Site is located approximately 1.5km south of the Parramatta CBD and 20km to the west of the Sydney CBD. It comprises the Land located between Parramatta Road, Victoria Street, Albert Street and the Western Railway line at Granville, as shown in **Figure 2** (the Site).

Vehicular access for the existing retail developments is provided from Parramatta Road whilst the residential developments are accessed from Victoria Street.

The site forms part of the Parramatta Road Urban Transformation Strategy Area envisaged by UrbanGrowth and, more specifically, lies with the Granville Precinct. Existing land uses on-site include detached dwellings and bulky goods retailers.

Within short walking distance to the southeast is the Granville Railway Station and the Granville Local Centre, which consists of a range of uses including small scale retail, dining and entertainment venues.

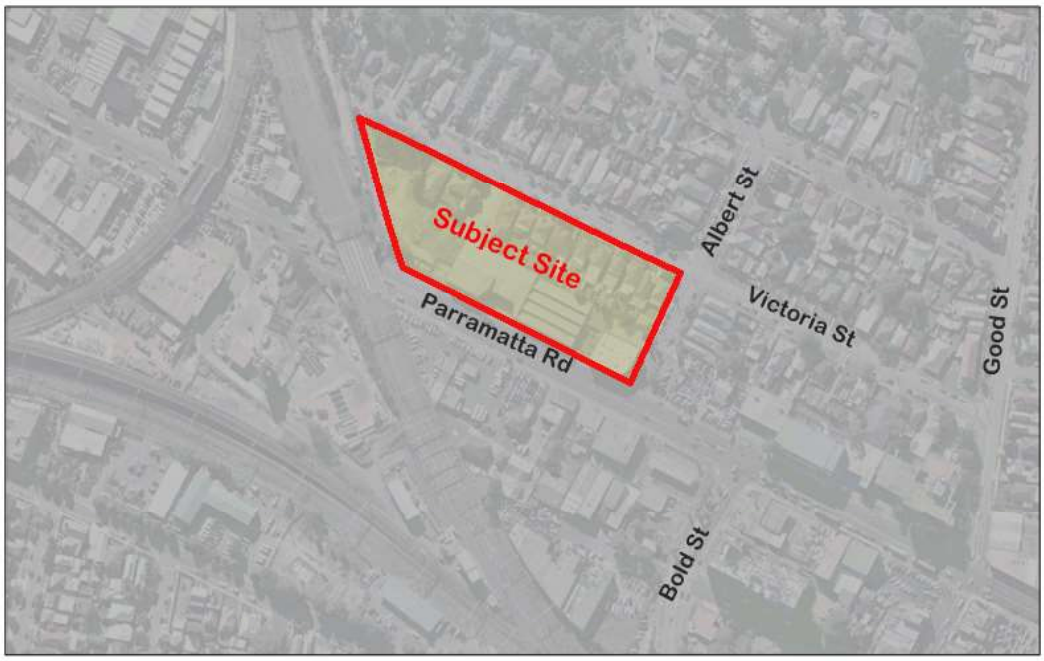


Figure 2: Site Plan

1.3 Document References

In the preparation of this report, reference is made to the following documents:

- Parramatta City Council Development Control Plan 2011 (PCC DCP2011),
- Parramatta Road Corridor Urban Transformation Strategy, November 2016 (PRUTS),
- Parramatta Road Corridor Urban Transformation Strategy Precinct Transport Report, November 2016 (PRPTR),
- RMS (formerly RTA) *Guide to Traffic Generating Developments* (RMS Guide),
- RMS *Technical Direction 2013/04a – Guide to Traffic Generating Developments; Updated traffic surveys* (RMS TDT/04a),
- Integrated Public Transport Service Planning Guidelines, Sydney Metropolitan Area (TfNSW, December 2013), and
- Australian Standards 2890 (AS2890).

2 Existing Traffic and Transport Conditions

2.1 Existing Land Use and Zoning

The Site is currently zoned as B6 – Enterprise Corridor along the southern portion of the Site and R3 – Medium Density Residential along the northern portion of the Site.

The existing land uses encompassing the Site primarily consists of some 12 low-density residential dwellings along the Victoria Street frontage and bulky goods/specialty retail along the Parramatta Road frontage. For the purposes of this assessment and based on a conservative estimate, it is assumed that the currently retail land use yields approximately 3,200m^2 of bulky goods gross leasable floor area.

2.2 Road Hierarchy

With reference to **Figure 3**, the surrounding roads that are of particular interest to this assessment include:

- M4 Western Motorway – an RMS classified road that generally runs in an east-west direction to the north of the site. The M4 carries in the order of 90,000 vehicles per day. It forms an interchange with Woodville Road (approximately 450 metres to the north west of the Site), and James Ruse Drive (approximately 1 kilometre to the east of the Site).
- Parramatta Road – a classified arterial road (MR 5) that generally runs in an east-west direction, and forms the southern site boundary. Within the vicinity of the Site, Parramatta Road carries in the order of 45,000 vehicles per day, provides consists of 4 lanes of traffic (2 lanes in each direction divided by a concrete median) with and 'No Parking' and 'No Stopping' restrictions on both sides of the road. It forms a priority (Give-way) intersection with Albert Street at the southeast corner of the site. Having regard for the median within Parramatta Road, access is restricted to left in/left out movements only at this intersection.
- Good Street – a local collector road that runs in north-south direction to the east of the site.
- Victoria Street – a local road that generally runs in an east-west direction, and forms the northern Site boundary. It forms a priority intersection with Albert Street.
- Albert Street – a local road the generally runs in a north-south direction and forms the eastern Site boundary.

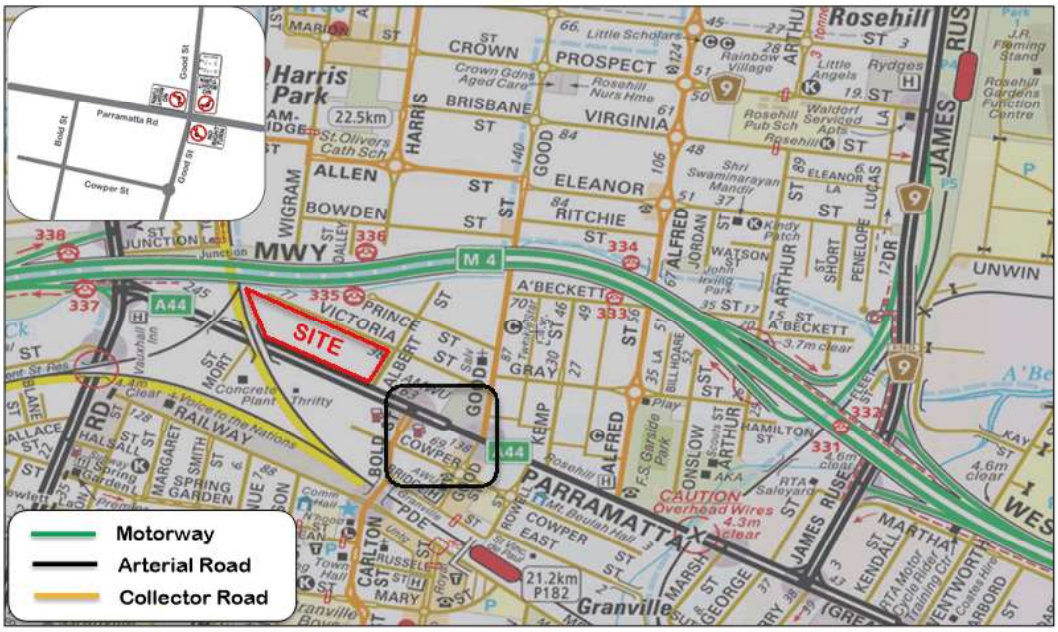


Figure 3: Surrounding Road Hierarchy

2.3 Public Transport

2.3.1 Rail Services

The Site is located within 800m of both Granville Railway Station and Harris Park Railway Station. Granville Railway Station is serviced by both the T1 Western Line and T2 Inner West Line. Harris Park Railway Station is serviced by both the T1 Western Line and T5 Cumberland Line. As such, future residents and employees will have convenient direct rail access to major regional/employment centres, such as the Sydney CBD, Parramatta, Liverpool, Campbelltown and Burwood.

Frequent services are provided at the abovementioned stations, as demonstrated by the hourly train frequencies shown in **Table 2**.

Table 2: Train Frequencies

Station / Line	No. Trains		Total
Granville Station - via Western Line	*To City*	*To Emu Plains/Richmond*	
Morning Peak Hour (7:30-8:30am)	4	8	12
Off Peak Hour	2	2	4
Afternoon Peak Hour (5:00-6:00pm)	4	8	12
Granville Station - via Inner West Line	*To City*	*To Campbelltown/Leppington*	
Morning Peak Hour (7:30-8:30am)	8	4	12
Off Peak Hour	2	3	5
Afternoon Peak Hour (5:00-6:00pm)	4	5	9
Harris Park Station – via Western Line	*To City*	*To Emu Plains/Richmond*	
Morning Peak Hour (7:30am-8:30am)	6	4	10
Off Peak Hour	4	3	7
Afternoon Peak Hour (5:00-6:00pm)	6	6	12
Harris Park Station – via Cumberland Line	*To Schofields*	*To Campbelltown*	
Morning Peak Hour (7:30am-8:30am)	2	2	4
Off Peak Hour	2	2	4
Afternoon Peak Hour (5:00-6:00pm)	2	2	4

2.3.2 Bus Services

The *Integrated Public Transport Service Planning Guidelines*, Sydney Metropolitan Area (Transport for NSW (**TfNSW**), December 2013), states that bus services influence the travel mode choices of areas within 400m (approximately a 5 minute walk) of a bus stop. Therefore, it is noteworthy that there are a number of bus stops within 400m of the Site and additional bus stops within 800m (at Granville Railway Station). These bus stops are serviced by the following bus services:

- Route 906 (Parramatta to Fairfield) – operates from Monday to Saturday at 30-minute intervals during the weekday morning and afternoon peak periods.
- Route 909 (Parramatta to Bankstown) – operates 7 days a week at 30-minute intervals during the weekday morning and afternoon peak periods.
- Route M91 (Parramatta to Hurstville via Padstow and Chester Hill)) – operates 7 days a week at 10-20 minute intervals during the weekday morning and afternoon peak periods.

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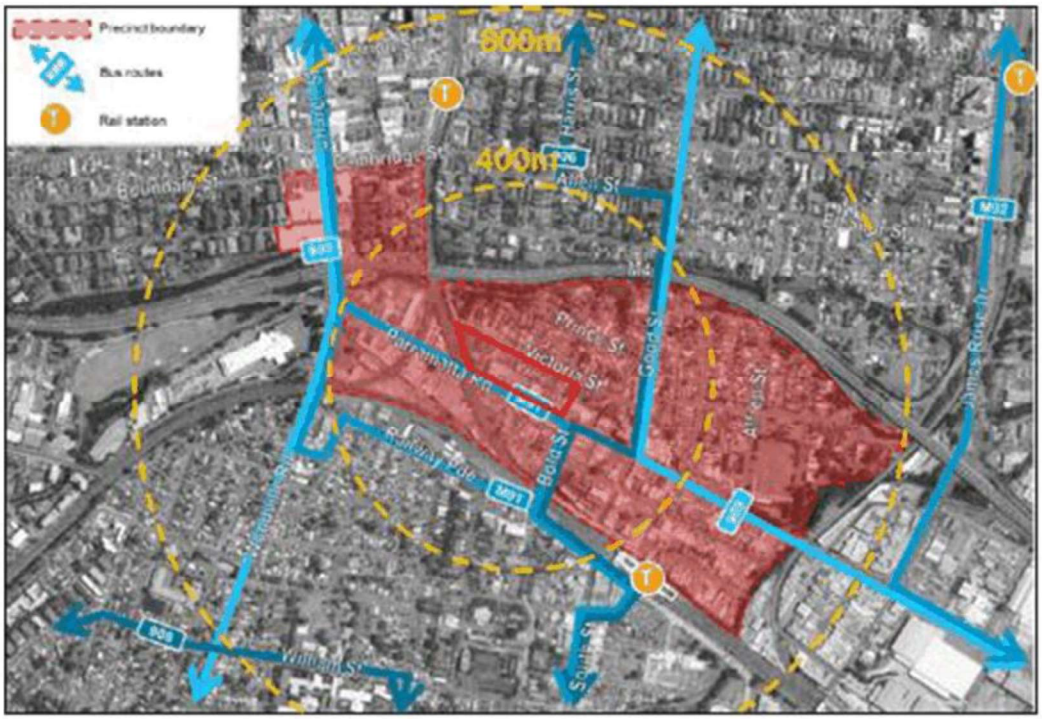


Figure 4: Bus Routes Within Granville Precinct

Source: UrbanGrowth NSW, 2016

2.4 Active Transport Networks

The Granville Precinct offers paved footpath on most roads. There are two crossing opportunities across Parramatta Road within the Precinct at Bold Street and Good Street, which are within 150 meters of each other. The primary walking movement occurs from the residential areas of the Precinct to the mixed use areas and transport services in the vicinity of Granville Station.

The Granville Precinct is provided with cycle paths along Parramatta Road and the Western Motorway (M4) off-road cycleways, which provide the primary east-west cycleway connections. North-south cycle connectivity is provided via the on-road cycleway on Good Street, to the east of the site

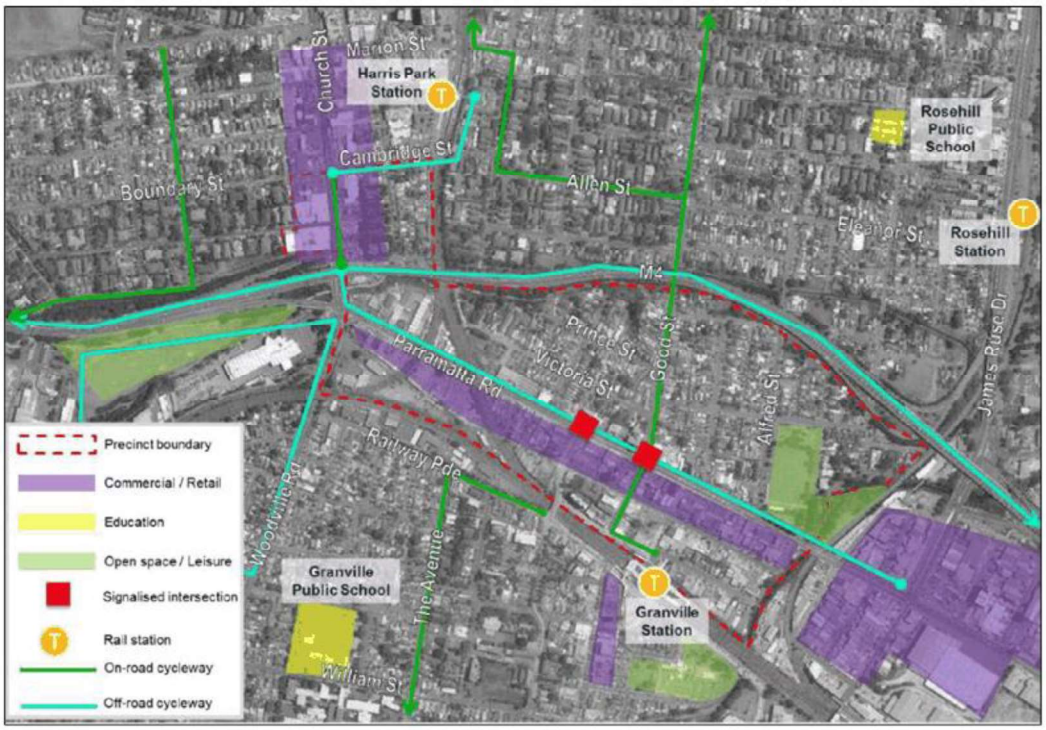


Figure 5: Active Transport Routes Within Granville Precinct

Source: UrbanGrowth NSW, 2015

2.5 Existing Travel Mode Share

The existing travel patterns of residents and employees within the surrounding locality was surveyed within the 2011 Census and presented in the Journey-to-Work (JTW) data provided by the Bureau of Transport Statistics. A summary of key travel modes for both residents and persons employed within the locality (Travel Zones 1220– refer **Figure 6**) is presented in **Table 3** below.

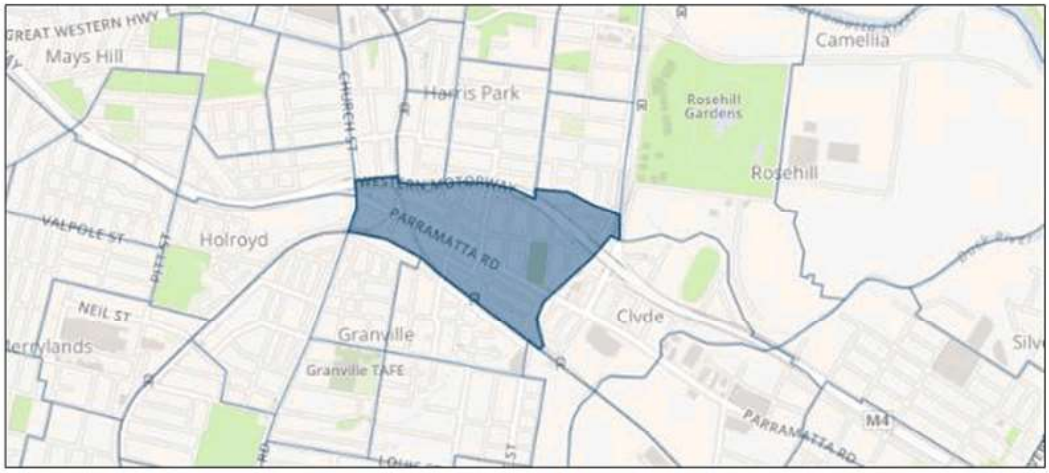


Figure 6: Travel Zone 1220

Table 3: Existing Travel Mode Summary

Travel Mode	Employees	Residents
Train	11%	38%
Bus	1%	2%
Walked only	3%	4%
Vehicle passenger	5%	7%
Vehicle driver	76%	47%
Other mode	1%	2%
Mode not stated	2%	1%

It can be seen from above that a high proportion of residents in the locality rely on public transport to commute to their workplace. This is particularly relevant to persons residing in close proximity to Granville Railway Station with 40% of employees relying on trains or buses, and a further 4% relying only on walking.

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3 Future Traffic and Transport Conditions

3.1 Parramatta Road Study Area and Corridor – Granville Precinct

The Site is located at the western end of the Parramatta Road Study Area and Corridor (the Corridor), as shown in **Figure 7**. *A Plan for Growing Sydney* identifies the Corridor as an urban renewal corridor focusing on increased housing, economic activity and social infrastructure. It is divided into 8 precincts (including the Granville Precinct) which are identified as having the potential to support growth in recognition of the relatively high levels of access to public transport, services, and jobs.

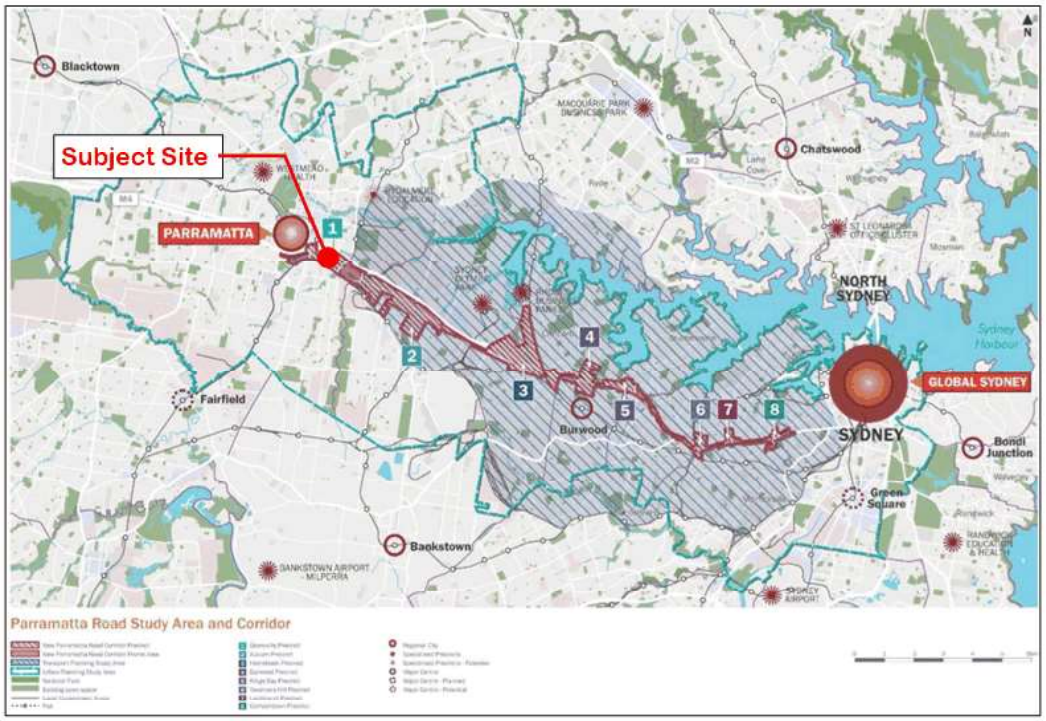


Figure 7: Parramatta Road Study Area and Corridor

Source: UrbanGrowth NSW, 2015

The Granville Precinct (The Precinct) lies within the Parramatta Road Study Area and Corridor. The Precinct, as shown in **Figure 8,** is bounded by the Carlingford-Clyde Railway Line to the east, Cabramatta-Granville Railway Line to the south, M4 Western Motorway to the north and generally by Woodville Road to the west, as shown in Granville Precinct Structure Plan.

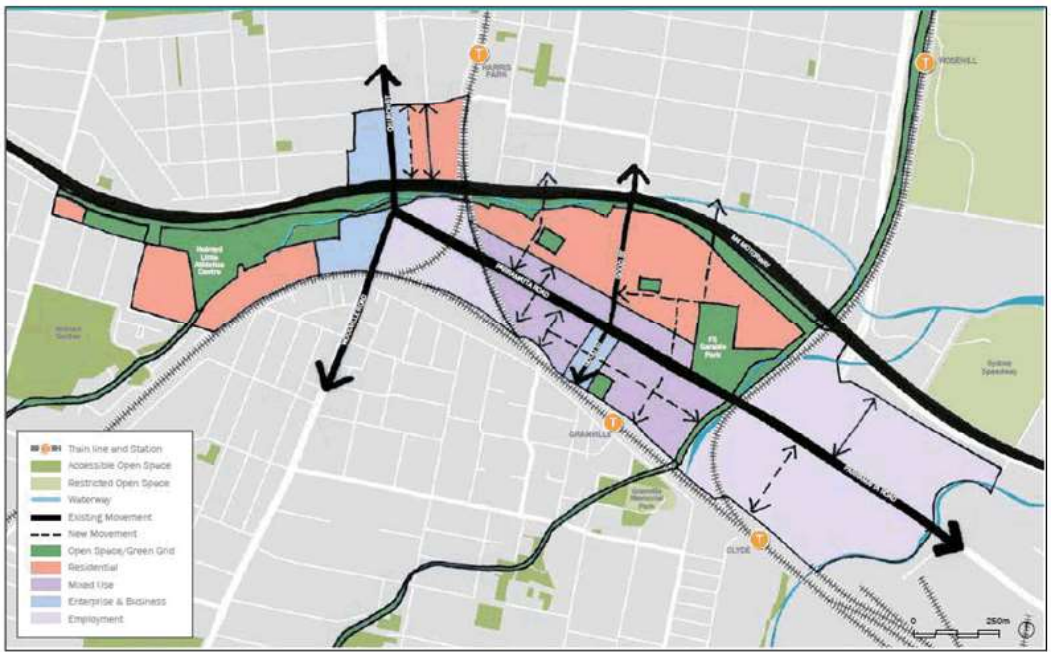


Figure 8: Granville Precinct Structure Plan

Source: UrbanGrowth NSW, 2015

The northern portion of the Precinct primarily contains residential dwellings, with industrial and commercial properties fronting Parramatta Road. To the south of Parramatta Road is generally characterised by retail and commercial uses that is supported by light industrial and a limited element of residential. As shown in the Structure Plan, these existing uses will be changed to allow for mixed use and residential developments with increased density and height.

As a result of the land use changes, the forecast growth for the Granville Precinct, as stated in PRUTS, is provided in **Table 4**

Table 4: Projected Growth for Granville Precinct

Demographic	Existing[1]	2050	Change
Population	836	10,700	9,864
Homes	294	5,390	5,096
Jobs	2,751	7,190	4,439

Note: 1) Existing figures obtained from *Draft Parramatta Road Urban Transformation Strategy*, September 2015

2) 2050 figures from *Parramatta Road Corridor Urban Transformation Planning and Design Guidelines*, November 2016

3.2 Transport Infrastructure Upgrades

A number of transport infrastructure improvements have been proposed as part of the PRUTS and documented within the PRPTR. The improvements are required to cater for the increase in development and the expected increase in travel demands arising from uplift of the Precinct generally. To decrease the reliance on private vehicles, the improvements will also improve active and public transport mode options for future residents and employees, and also satisfy the following precinct transport planning principles of the PRPTR:

- improve north-south connectivity across Parramatta Road for all road users
- Improve street network permeability across the Corridor, particularly for pedestrians and cyclists
- Improve the quality of public transport, walking and cycling networks, access and connectivity to and within Precincts and Frame Areas
- Support an improved urban environment with areas designed for greater levels of street activity
- Facilitate local access needs for new development to support the needs of residents and businesses
- Encourage travel behaviour change to discourage car use and support more sustainable travel choices

Having regard for the above, the PRPTR has identified potential improvements for proposed Granville Precinct, which are presented in **Table 5**. These improvements are those that have already been identified by State Government, Parramatta Council and Holroyd Council. As such, further studies are required to validate the adequacy of the improvements and for the future land uses. Based on consultation undertaken with RMS and TfNSW, it is understood that a precinct-wide traffic study is required to support the future development of the Precinct.

Table 5: Transport Infrastructure and Service Improvements

ID	Type	Potential Improvement
G1	Road / Intersection Improvements	• Parramatta Road / Woodville Road – Provision of additional westbound right turn bay to increase capacity and relieve Parramatta Road congestion. This treatment is already planned as part of measures related to WestConnext and could assist in reducing queueing and freeing up capacity to allow additional Precinct access and north-south movement.
G2		• M4 / James Ruse Drive – Consider removing the toll for vehicle trips that currently travel from James Ruse Drive (north) to the M4 Motorway (west) to encourage use of the existing James Ruse Drive westbound on-ramp rather than travel on Parramatta Road.
G3		• Bold Street / Parramatta Road – Provision of an additional eastbound right turn bay on Parramatta Road to improve access into the Precinct.
G4		• Bold Street / Cowper Street – Provision of right turn bay northbound on Bold Street into Cowper Street. This will provide access into the Precinct for trips coming from the southern side of the railway line. Right turns from Bridge and Cowper Street should not be permitted with access out of the precinct available from Good Street.
G5		• Good Street / Parramatta Road – Allow all turns out of Good Street to improve local access into the Precinct.
G6		• Alfred Street / Parramatta Road – Provide new signals with pedestrian and cycle crossing to improve local walking and cycling access.
G7	Active Transport Improvements (refer to Figure 9 below)	• Prioritised walking links
G8		• Desired through site lines
G10		• Proposed strategic cycle links
G11	Public Transport Improvements	• Improve rail frequencies at Granville Station to support growth in the Precinct. Demand modelling will be required to ascertain the exact needs
G12		• Investigate provision of a new bus route connecting Parramatta to Burwood via Parramatta Road. This could assist in providing access between the areas of Granville, Auburn and Homebush closer to Parramatta Road than rail station, and also to/from these areas to the strategic centres of Parramatta and Burwood and to the major interchange at Strathfield Station.
G14		• Investigate new or improved north-south local bus routes to connect from Granville to existing and future activity generators such as the Camellia Priority Precinct and potential interchange connections to Parramatta Light Rail.

Source: UrbanGrowth NSW 2016

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Figure 9: Granville Precinct Transport Improvements

Source: UrbanGrowth NSW, 2016

Within the context of the Site, the potential improvements which are of particular importance is the duplication of the eastbound right turn bay into Bold Street and the various proposed pedestrian and bicycle links in the vicinity of and through the site.

4 Parking, Access and Internal Design

4.1 Parking Requirements

The following describes the relevant parking provisions that are applicable to the Site.

4.1.1 Council Parking Requirements

Clause C.35 of the Parramatta DCP 2011 requires car parking to be provided at the rates outlined in **Table 2** for the land uses envisaged for the Site under this planning proposal.

Table 6: Parramatta City Council DCP Parking Provisions

Land Use		Parking Rate
For sites within 400m of a railway station		
Residential	1 bedroom	Minimum 1.0 spaces per dwelling
	2 bedrooms	Minimum 1.0 spaces per dwelling
	3 bedrooms	Minimum 1.2 spaces per dwelling
	4 bedrooms	Minimum 2.0 spaces per dwelling
	Visitor	Minimum 0.25 spaces per dwelling
For sites NOT within 400m of a railway station		
Residential	Studio	Minimum 0.6 spaces per dwelling
	1 bedroom	Minimum 1.0 spaces per dwelling
	2 bedrooms	Minimum 1.25 spaces per dwelling
	3 bedrooms	Minimum 1.5 spaces per dwelling
	4 bedrooms	Minimum 2.0 spaces per dwelling
	Visitor	Minimum 0.25 spaces per dwelling
Business/Retail/Office Developments within Granville Town Centre		
Business premises and Retail premises		Minimum 1 space per 60m^2 GFA and maximum of 1 space per 30m^2 GFA. 40% of resident visitor parking can be included as part of retail parking.
Office premises		Minimum 1 space per 70m^2 GFA and maximum of 1 space per 50m^2 GFA

4.1.2 Parramatta Road Precinct Transport Report Parking Provisions

The PRPTR identifies the opportunity to control parking based on proximity to public transport infrastructure and recommends adoption of reduced parking rates for such site. This is consistent with the Parramatta City Council parking policy, which provides separate parking rates for developments within 400m of a railway station. With reference to **Table 7**, the proposed parking provisions included within the PRPTRP has the objective to reduce car dependency and encourage modal shift to non-vehicular travel.

Table 7: Proposed Parking Rates for Granville Precinct

Land Use		Parking Rate (Maximum)
Within Parramatta Road Urban Transformation Precincts (applicable to the subject site)		
Residential	Studio	0.3 spaces per dwelling
	1 bedroom	0.5 spaces per dwelling
	2 bedrooms	0.9 spaces per dwelling
	3+ bedrooms	1.2 spaces per dwelling
	Visitor	0.1 spaces per dwelling
Commercial		1 space per 100m^2 of GFA
Retail		1 space per 70m^2 GFA
Industrial		1 space per 120m^2 GFA
Parramatta Road Urban Transformation Frame Areas		
Residential	Studio	0.6 spaces per dwelling
	1 bedroom	0.9 spaces per dwelling
	2 bedrooms	1.2 spaces per dwelling
	3+ bedrooms	1.5 spaces per dwelling
	Visitor	0.2 spaces per dwelling
Commercial		1 space per 70m^2 of GFA
Retail		1 space per 50m^2 GFA
Industrial		1 space per 100m^2 GFA

From a comparison of the parking rates provided in tables above, the parking requirements proposed within the PRPTR are intended to drive a sustainable transport outcome. This is attributed to the provision of maximum parking rates, which would result in some dwellings not being provided with a parking space. Subsequently, this would create a disincentive for residents to own a vehicle and therefore be less likely to drive (or not drive at all). Furthermore, this would encourage the use of public transport as the preferred means of travel, particularly for commuter trips during peak periods.

Therefore, to ensure consistency with the transport planning for the wider Granville Precinct, the parking rates as outlined in Table 7 are encouraged. Notwithstanding, parking provisions is a detailed matter for assessment as part of subsequent Development Application submissions.

4.2 Vehicular Access & Internal Design

The indicative Concept Plan intends to provide vehicular access from Victoria Street with all existing driveways from Parramatta Road to be removed, which is considered a positive outcome to the operation of the road.

All access driveway and internal design requirements (including parking and servicing) can be satisfactorily accommodated having regard for the Site area. At the current stage, the intended development outcome for the Site is at the concept planning stage, however, any future designs will be subject to compliance with all the requirements of AS2890 and PCCDCP2011.

5 Traffic & Transport Assessment

5.1 Traffic Generation

5.1.1 Design Traffic Generation Rates

The trip generation rates provided in the RMS Guide and RMS Guide Update have been adopted to assess the net traffic demand associated with the indicative Concept Plan. The abovementioned documents provide the trip rates relevant to this assessment, which are provided in **Table 8**. Retail and bulky goods traffic generation rates during the morning peak are assumed to be 50% and 10% of the critical evening peak generation rates, respectively.

Table 8: Design Trip Generation Rates

Land Use	Trip Rate Generation Rate	
	AM Peak	PM Peak
Low Density Residential	0.99 trips per dwelling	0.95 trips per dwelling
High Density Residential	0.19 trips per dwelling	0.15 trips per dwelling
Commercial (Bulky Goods)	0.27 trips per 100m^2 GFA	2.7 trips per 100m^2 GFA
Commercial (Retail)	2.3 trips per 100m^2 GFA	4.6 trips per 100m^2 GFA

5.1.2 Existing Traffic Generation

As previously discussed, the existing developments consists of a number of detached dwellings and bulky goods/specialty retailers. In this regard, based on the adopted generation rates, the traffic generated by the existing land uses is provided in **Table 9**.

Table 9: Existing Traffic Generation

Land Use	Area (m^2 GFA) / No.	AM Peak		PM Peak	
		Trip Generation Rate	Trips per Hour	Trip Generation Rate	Trips per Hour
Low Density Residential	12	0.99 trips per dwelling	12	0.95 trips per dwelling	11
Bulky Goods	3,200	0.27 trips per 100m^2 GFA	9	2.7 trips per 100m^2 GFA	86
Total			**21**		**97**

From the table above, the forecast traffic generated by existing uses is 12 vehicles in the morning peak and 97 vehicles in the evening peak.

5.1.3 Development Traffic Generation

Based on the adopted design traffic generation rates, the forecast traffic generated by the indicative Concept Plan is provided in **Table 10**. This assumes morning peak traffic volumes associated with the commercial / retail component will be approximately half (50%) of the critical evening peak traffic generation rates.

Table 10: Development Traffic Generation

Land Use	Area (m^2 GFA) / No.	AM Peak		PM Peak	
		Trip Generation Rate	Trips per Hour	Trip Generation Rate	Trips per Hour
High Density Residential	957	0.19 trips per dwelling	182	0.15 trips per dwelling	144
Commercial[1] (Retail)	4,190	2.3 trips per 100m^2 GFA	96	4.6 trips per 100m^2 GFA	193
Total			**278**		**337**

Having regard for the above, the forecast traffic generated by the indicative Concept Plan is 278 trips in the morning peak and 337 trips in the evening peak. This is a conservative assessment and adopts an unrestrained retail traffic generation rate for the commercial areas. In the event that these tenancies were to be occupied by more typical commercial office uses, traffic volumes would be reduced from that outlined in **Table 10** above.

5.1.4 Net Traffic Generation

With reference to the traffic generation analysis outlined in the above sections, the net increase in traffic resulting from the proposal is as follows:

- 257 trips per hour in the morning peak, and
- 240 trips per hour in the evening peak.

5.2 Traffic Impacts

5.2.1 Road Network Impacts

The proposal is generally consistent with the planning objectives, density controls and outcomes of the PRUTS. Accordingly, the traffic study to be undertaken to assess the precinct-wide traffic impacts from the Granville Precinct will identify suitable infrastructure requirements to ensure that the road network operates at an acceptable level. This traffic study will include an assumed development yield and traffic generation for the entire Precinct, including the Site (generally consistent with that assessed above), based on the proposed planning controls. Furthermore, any future development of the Site in accordance with the PRUTS would be expected to contribute towards any recommended infrastructure

works required to support the development of the Precinct, as part of the standard Special Infrastructure Contributions (SIC) or some other form of levy anticipated for all sites included within the urban renewal corridor generally.

As such, this Precinct-wide traffic analysis will incorporate the traffic generation of the Site and further site-specific traffic modelling is not required in relation to this isolated site, particularly as part of the planning proposal process. In the event that the Precinct-wide infrastructure upgrades have not been finalised prior to a development application on the site, then additional localised traffic modelling may be required at that time.

Notwithstanding, allowances have been made in the indicative Concept Plan to assist in achieving the geometric requirements for any road upgrades that may be required in support of redevelopment of the Precinct. This includes increased setbacks to Parramatta Road to aid in the delivery of the right bay duplication from Parramatta Road into Bold Street previously identified, should this be required following finalisation of the Precinct-wide infrastructure improvements. There is no direct nexus between provision of that right turn bay and the subject development, however the development has made allowances for it in the interests of ameliorating the impacts of the wider Granville Precinct redevelopment.

As discussed above, all sites within the Precinct (and urban renewal corridor more generally) would be expected to make infrastructure contributions in support of any Precinct-wide improvement works, including works related to improvements to pedestrian and cycle connectivity. The Site is well placed to take advantage of the existing and proposed public and active transport services within the Granville Precinct identified in **Table 5**. As such, future residents and employees will have convenient and suitable opportunities to travel to/from work without the use of a private vehicle.

As such, the proposal will simultaneously assist in achieving the development and transport infrastructure outcomes envisaged for the Parramatta Road Corridor.

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6 Conclusions

The key findings of this Traffic Impact Assessment are:

- The Site is located in close proximity to Granville and Harris Park railway stations in addition to a number of adjacent bus services. It is also located within the Parramatta Road Urban Transformation Strategy Area, which identifies Granville as an area for future urban renewal, including multi-storey mixed-use and residential developments, as proposed.
- Accordingly, the proposal seeks to amend the planning controls for the Site, generally consistent with that envisaged by the *Parramatta Road Corridor Urban Transformation Strategy* (PRUTS) prepared on behalf of UrbanGrowth. To assess the impacts of the proposal, an indicative Concept Plan has been developed demonstrates that an indicative yield of 936 residential dwellings and 4,515m^2 of commercial/retail floor area may be achievable under the proposed planning controls (subject to Development Application approval).
- Provision of high density development within close proximity to public transport services has been shown to reduce reliance on the use of private vehicles on the wider network, particularly for commuter trips, and is consistent with the transport planning objectives of the PRUTS, Parramatta Council and the NSW State Government more generally.
- The development is forecast to generate a total of 278 and 337 vehicle trips during the weekday morning and evening peak periods, respectively. This represents an increase of some 257 and 240 vehicles per hour (veh/hr) above that of the existing uses on-site.
- Reduced car parking provisions would be considered appropriate for a development in this location to further encourage the use of these public transport services and limit increased car usage by future residents and employees. Accordingly, adoption of maximum car parking rates as identified in the *Parramatta Road Corridor Urban Transformation Strategy Precinct Transport Report* would be a supportable method of travel demand management. Notwithstanding, it is emphasised that parking provisions are largely a matter for detailed assessment as part of subsequent Development Application submissions.
- Based on consultation undertaken with RMS and TfNSW, it is understood that a precinct-wide traffic study is to be undertaken to support the future development of the wider Granville Precinct. This study is being undertaken to assess the precinct-wide traffic impacts and is expected to identify the necessary infrastructure requirements to ensure that the road network operates at an acceptable level. From this precinct-wide analysis, it is anticipated that a Special Infrastructure Contributions (SIC) or some other form of levy would be development such that the cost of upgrade works can be apportioned across all developments within the wider Precinct and urban renewal area more generally.

- Recognising that the proposal is consistent with the planning objectives, density controls and outcomes of the PRUTS, this precinct-wide traffic study will include an assumed development yield and traffic generation for the entire Precinct, including the subject site, that is generally consistent with that assessed. It is acknowledged that the density now sought (FSR 6.0:1) is more than that of the UrbanGrowth scheme (FSR 4.5:1), however, the resultant traffic volumes are reduced. Accordingly, the investigations to determine the precinct-wide infrastructure improvements will have due consideration of the redevelopment of this site and additional detailed analysis with respect to this particular site is unnecessary.

- Furthermore, allowances have been made in the indicative Concept Plan to assist in achieving the geometric requirements for anticipated road upgrades that may be required in support of redevelopment of the wider Precinct. This includes land dedication to RMS along Parramatta Road to aid in the delivery of the right bay duplication from Parramatta Road into Bold Street previously identified, should this be required following finalisation of the Precinct-wide infrastructure improvements. There is no direct nexus between provision of that right turn bay and the subject development, however the development has made allowances for it in the interests of ameliorating the impacts of the wider Granville Precinct redevelopment and to offset the increased site-specific density sought.

- The above concessions or contributions (land dedication along Parramatta Road and contributions to a pedestrian / cycle shared path between Parramatta Road and Wigram Street) are proposed in addition to any future infrastructure contributions that may come as part of the precinct-wide traffic solution.

In summary, appropriate precinct-wide transport analysis is being undertaken separately such that detailed assessment of the subject site in isolation is unwarranted at this time. In the event that precinct-wide infrastructure upgrades and funding mechanisms are not identified prior to the first Development Application, then it is expected that further localised traffic analysis may be required at that time. Notwithstanding, the proposal is generally consistent with the planning direction for the Parramatta Road urban renewal area and is therefore supportable on traffic planning grounds.

A summary of how this planning proposal responds to key elements of the Urban Transformation Strategy is provided in Appendix A.

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Appendix A

Planning Proposal Considerations	Action Strategy / Transport Planning Principle	Response
Demonstrate consistency with the transport principles and Strategic Actions outlined in the Strategy, including any transport targets identified for the relevant Precinct or Frame Area	Improve north-south connectivity across Parramatta Road for all road users.	The proposal includes land dedication to RMS along the Parramatta Road to RMS. This land dedication can be used by RMS to provide the identified duplication of the right turn storage bay within Parramatta Road (eastbound) turning south into Bold Street. Further to the above road connectivity, the proposal includes a number of through-site links between Victoria Street and Parramatta Road. These connections will provide more direct access to the signalized crossing points along Parramatta Road (at Bold Street) for residents to the north of the subject site.
	Improve street network permeability across the Corridor, particularly for pedestrians and cyclists	As discussed above, the proposal includes a number of through-site links (for pedestrian and cyclists) between Victoria Street and Parramatta Road.
	Improve the quality of public transport, walking and cycling networks, access and connectivity to and within Precincts and Frame Areas	As discussed above, the proposal includes a number of through-site links between Victoria Street and Parramatta Road. Whilst not specifically proposing changes to public transport infrastructure, the proposed improvements to the walking environment will provide better access to those services. Furthermore, potential road capacity improvements resulting from duplication of the right turn bay from Parramatta Road into Bold Street – made possible by the proposal – would be expected to improve network capacity and accordingly has potential benefits in terms of public transport travel times.
	Support an improved urban environment with areas designed for greater levels of street activity	In addition to improved pedestrian connectivity – discussed above – the proposal included a public park.
	Facilitate local access needs for new development to support the needs of residents and businesses	Local access – by walking and cycling - is available from all key frontages with a number of improvements proposed as part of the Granville Precinct to these connections. Vehicular access to the site is proposed via the Victoria Road frontage in response to SEPP (Infrastructure) 2007 which requires access to be provided from unclassified road frontages, where practicable. Access from the rear also downplays the prominence of vehicular travel with a focus toward the use of non-car travel modes where possible.

	Encourage travel behaviour change to discourage car use and support more sustainable travel choices	The site is located with 400 – 650 metres of Granville Station. Together with the range of active and public transport improvements sought for the Precinct, this provides an opportunity for reduced car dependence by future residents, staff and visitors. A mix of land-uses on-site also has the potential to contain some resident and business trips on-site which is sound planning policy.
Outline existing traffic and parking conditions	n/a	The existing traffic and parking conditions are outlined and discussed in Section 2.
Assess the traffic generating qualities of the proposal(s)	n/a	As assessed in Section 5.1, the proposal is expected to generate the following peak hourly vehicle trips: • AM peak 278 veh/hr • PM peak 337 veh/hr
Consider existing and committed transport provision and its capacity to support the proposal(s)	n/a	Ultimate road improvements for the wider Precinct have not been finalized and will be subject to further transport planning for the Precinct as a whole. The above traffic generation is generally consistent with that which would be expected to arise from development that is consistent with the land-use and density controls outlined by the *Parramatta Road Corridor Urban Transportation Strategy*, expected to be funded by a Special Infrastructure Contribution (SIC) levy. Accordingly, the traffic generated by any future development will be incorporated into any future precinct-wide modelling used to determine the full extent of road and public transport capacity upgrades and a satisfactory contribution toward the cost of these precinct-wide work is expected. Notwithstanding the above, land dedication to RMS – made possible by the Proposal – is expected to unlock further road capacity for the wider precinct which is a substantial benefit considered to more than offset any increased development density sought for the subject site.
Identify mitigation measures to address transport impacts of the proposal(s).	n/a	As discussed above, it is expected that mitigating measures for the precinct as a whole will be developed in due course. The proposal does not compromise any of the upgrades indicatively identified by the *Parramatta Road Corridor Urban Transportation Strategy* and supporting transport studies. Of particular note is the Strategy's desire for duplication of the right turn bay from Parramatta Road (eastbound) into Bold Street. This upgrade is in close proximity to the subject site. It is emphasized that this proposal includes land dedication to RMS so that this improvements already identified – including duplication of the right turn bay from Parramatta Road into Bold Street – to be achieved.

Reference: 0288tn03

6 October 2017

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Attn: James Matthews; Planning Director

Subject: Granville Planning Proposal Submission - Traffic Generation Assessment of a 4.5:1 FSR Scheme & Comparison Between UrbanGrowth (4.5:1) and Proposed (6:1) Density Outcomes

Dear James,

This analysis relates to the land located between Parramatta Road, Victoria Street, Albert Street and the Western Railway Line, Granville.

The purpose of this note is to enable comparison between the proposed development scheme, with an FSR of 6.0:1, to that of the densities recommended as part of the Parramatta Road Corridor Urban Transformation Strategy (4.5:1).

Parking Requirements

No change in parking requirements is proposed between each scheme.

The following describes the relevant parking provisions that are applicable to the Site.

Table 1: Parramatta City Council DCP Parking Provisions

Land Use		Parking Rate
For sites within 400m of a railway station		
Residential	1 bedroom	Minimum 1.0 spaces per dwelling
	2 bedrooms	Minimum 1.0 spaces per dwelling
	3 bedrooms	Minimum 1.2 spaces per dwelling
	4 bedrooms	Minimum 2.0 spaces per dwelling
	Visitor	Minimum 0.25 spaces per dwelling
For sites NOT within 400m of a railway station		
Residential	Studio	Minimum 0.6 spaces per dwelling
	1 bedroom	Minimum 1.0 spaces per dwelling
	2 bedrooms	Minimum 1.25 spaces per dwelling
	3 bedrooms	Minimum 1.5 spaces per dwelling
	4 bedrooms	Minimum 2.0 spaces per dwelling
	Visitor	Minimum 0.25 spaces per dwelling
Business/Retail/Office Developments within Granville Town Centre		
Business premises and Retail premises		Minimum 1 space per 60m^2 GFA and maximum of 1 space per 30m^2 GFA. 40% of resident visitor parking can be included as part of retail parking.
Office premises		Minimum 1 space per 70m^2 GFA and maximum of 1 space per 50m^2 GFA

Table 2: Proposed Parking Rates for Granville Precinct

Land Use		Parking Rate (Maximum)
Within Parramatta Road Urban Transformation Precincts (applicable to the subject site)		
Residential	Studio	0.3 spaces per dwelling
	1 bedroom	0.5 spaces per dwelling
	2 bedrooms	0.9 spaces per dwelling
	3+ bedrooms	1.2 spaces per dwelling
	Visitor	0.1 spaces per dwelling
Commercial		1 space per 100m^2 of GFA
Retail		1 space per 70m^2 GFA
Industrial		1 space per 120m^2 GFA
Parramatta Road Urban Transformation Frame Areas		
Residential	Studio	0.6 spaces per dwelling
	1 bedroom	0.9 spaces per dwelling
	2 bedrooms	1.2 spaces per dwelling
	3+ bedrooms	1.5 spaces per dwelling
	Visitor	0.2 spaces per dwelling
Commercial		1 space per 70m^2 of GFA
Retail		1 space per 50m^2 GFA
Industrial		1 space per 100m^2 GFA

To ensure consistency with the transport planning for the wider Granville Precinct, the parking rates as outlined in **Table 2** are encouraged.

Notwithstanding, on-site parking provisions are a matter for detailed assessment as part of the Development Application process.

Traffic Assessment

A summary of the adopted traffic generation rates is provided in **Table 3**.

Table 3: Traffic Generation Rates

Land Use	Generation Rate	
	AM Peak	PM Peak
Low Density Residential	0.99 trips per dwelling	0.95 trips per dwelling
High Density Residential	0.19 trips per dwelling	0.15 trips per dwelling
Commercial (Bulky Goods)	0.27 trips per 100m^2 GFA	2.7 trips per 100m^2 GFA
Commercial (Retail)	2.3 trips per 100m^2 GFA	4.6 trips per 100m^2 GFA

Table 4: Existing Traffic Generation

Land Use	Area (m^2 GFA) / No.	AM Peak		PM Peak	
		Trip Generation Rate	Trips per Hour	Trip Generation Rate	Trips per Hour
Low Density Residential	12	0.99 trips per dwelling	12	0.95 trips per dwelling	11
Bulky Goods	3,200	0.27 trips per 100m^2 GFA	9	2.7 trips per 100m^2 GFA	86
Total			**21**		**97**

Table 5: Development Traffic Generation (4.5:1 FSR)

Land Use	Area (m^2 GFA) / No.	AM Peak		PM Peak	
		Trip Generation Rate	Trips per Hour	Trip Generation Rate	Trips per Hour
High Density Residential	618	0.19 trips per dwelling	117	0.15 trips per dwelling	93
Commercial[1] (Retail)	10,821	2.3 trips per 100m^2 GFA	249	4.6 trips per 100m^2 GFA	498
Total			**366**		**591**

With reference to the traffic generation analysis outlined in the above tables, the net increase in traffic resulting from the proposed 4.5:1 scheme is as follows:

- 345 trips per hour in the morning peak, and
- 494 trips per hour in the evening peak.

Application of the above rates to both the 4.5:1 and 6.0:1 schemes under consideration is summarised in **Table 6**.

Table 6: Traffic Generation Comparison

Land Use	4.5 : 1 Scheme			6.0 : 1 Scheme		
	Yield	AM	PM	Yield	AM	PM
Residential Units	618	117	93	957	182	144
Commercial (Retail)	10,821	249	498	4,190	96	193
Total		**366**	**591**		**278**	**337**

The reduced yield option, with a 4.5:1 FSR as recommended by the UrbanGrowth strategy documents, will result in approximately 366 and 591 vehicles per hour during morning and evening peak periods.

The proposed development scheme, with an FSR of 6.0:1, will result in 278 and 337 vehicle trips per hour.

It is evident that the 6.0:1 scheme results in a reduction in traffic generation of 88 vehicles per hour the AM peak and 254 vehicles per hour for the PM peak period in comparison to the 4.5:1 scheme.

Summary

In summary, the proposed increased density – and resultant implications for the building design – have differing implications for the mix of land-uses anticipated on-site. Based on the indicative yields provided, it is evident that the 6.0:1 scheme results in a reduction in traffic generation for both the AM and PM peak periods when compared to the 4.5:1 scheme.

In this regard, particularly at a Planning Proposal level of assessment, the traffic generated by the 6.0:1 scheme demonstrates a clear improvement over the 4.5:1 scheme. Indeed, further consideration of traffic impacts associated with either scheme is called for such that any minor changes can be addressed as part of subsequent planning stages (such as during Development Application submissions).

It is also worthwhile noting that a land dedication to RMS is proposed as part of the FSR 6.0:1 whereas as no such dedication is offered under the 'complying' 4.5:1 scheme. This land dedication has potential to unlock a key piece of the previously identified road network improvements which - when combined with the predicted decrease in traffic generation - is considered to more than offset any minor increase in density on the subject site.

We trust the above is of assistance and please contact the undersigned should you have any queries or require further information.

Yours sincerely,

Tim Lewis
Principal Traffic Engineer – Ason Group
Email: tim.lewis@asongroup.com.au

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Section 117 Direction 7.3

Parramatta Road Corridor Urban Transformation Strategy

STATEMENT OF BETTER PLANNING OUTCOME



Submitted to City of Parramatta Council
October 2017

Section 117 Direction 7.3 Parramatta Road Corridor Urban Transformation Strategy

(5) Consistency

A planning proposal may be inconsistent with the terms of this Direction only if the relevant planning authority can satisfy the Secretary of the Department of Planning & Environment (or an officer of the Department nominated by the Secretary) that the planning proposal is:

(a) consistent with the Out of Sequence Checklist in the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November 2016), or

(b) justified by a study (prepared in support of the planning proposal) that clearly demonstrates better outcomes are delivered than identified in the Parramatta Road Corridor Urban Transformation Strategy (November 2016) and Parramatta Road Corridor Implementation Plan 2016-2023 (November 2016) having regard to the vision and objectives, or

(c) of minor significance.

Justification for any inconsistency with the terms of the Direction

(a) Out of Sequence Checklist

A number of factors combine to justify inconsistencies with the terms of the Direction. This includes any numerical standards contained within the Parramatta Road Corridor Urban Transformation Strategy (the PRCUTS).

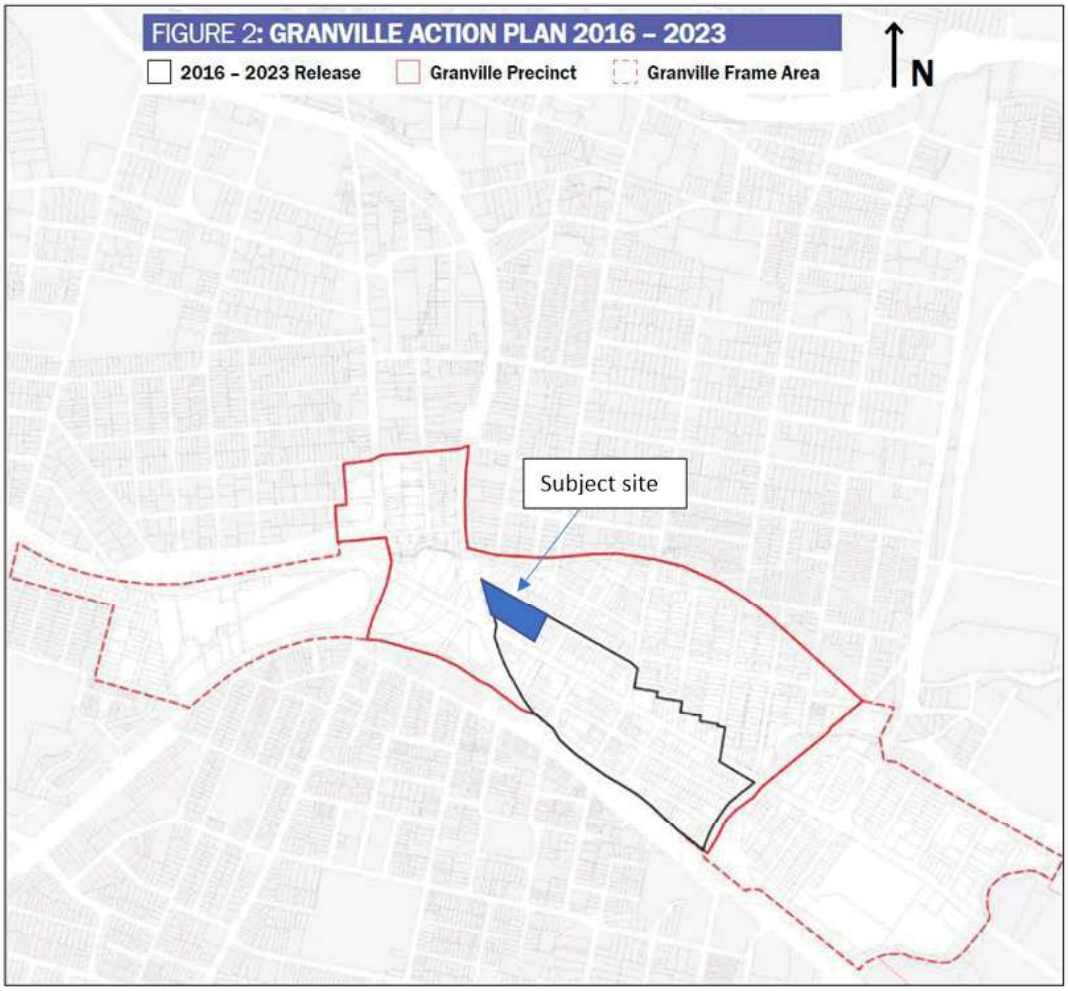
While the planning proposal does facilitate jobs and housing in accordance with the PRCUTS and commences the incremental transformation of the Corridor, the planning proposal does seek different controls to that '*recommended*' and '*preferred*' by the Strategy.

While the B4 Mixed Use zone is the same, the maximum building height of 82 metres and the FSR of 6:1 are different to the principle development controls proposed by the Strategy.

The *Parramatta Road Corridor Implementation Plan 2016-2023* provides for proponent led planning proposals or amendments to LEPs. In order to effectively work towards the success of the Strategy, the Implementation Plan provides the framework for the first stage of delivery from 2016 to 2023. While the long term vision projects forward 30 years, actual change will occur incrementally over time: the Plan identifies how change will occur over the next seven years. Thus, a 'Precinct Release Process' has been developed to guide the way in which Precincts will be planned and delivered.

In this regard, the subject site is within the area identified for 2016-2023 Precinct release under the Granville Action Plan as can be seen within the Figure on page 2. The planning proposal has also been prepared in accordance with the Action Plan as can be seen in the table on page 2.

Therefore, the planning proposal is within sequencing for the release of the Granville Precinct and the Out of Sequence Checklist in the Parramatta Road Corridor Implementation Plan 2016 – 2023 does not apply.



Granville Precinct Plan 2016-2023	
Timing of release	The subject site is within the 'from 2016' sequencing area within the Granville Precinct and is therefore consistent with the timing of release
Strategic land uses	Under the better planning outcome scenario, the planning proposal will facilitate the delivery of approximately 81,037m² of residential floorspace (957 units) and 4,190m² of commercial/retail floorspace. In doing so, the planning proposal presents an opportunity to provide a 3,200sq.m public park on part of the site. The proposed location would be on Victoria Street, which is north facing and assists with transitioning to lower density development to the north. While it provides the obvious benefits of a huge parcel of public open space without the need to acquire land, it will also break up the building mass across the site. The better planning outcome will also deliver dedication of land to assist with road widening along the frontage to Parramatta Road; and dedication of land to Council to facilitate through site links strengthening north south pedestrian movement and connections.

Public Transport	The site is within approximately 390 metres from Granville train station or 500 metres walking distance. Granville station is serviced by three railway lines. The Granville Precinct is also currently serviced by six main bus routes, providing connections to major centres in South West Sydney, Parramatta, Hurstville and Bankstown. Consultation will occur with Transport for NSW in accordance with the Gateway process and the Action Plan.
Active Transport	The planning proposal will complement and support the delivery of new and existing cycle routes. A Green Travel Plan will set targets for alternative transport use and encourage alternate modes by: 1. Complying with relevant Council bicycle parking rates and required facilities for the retail/commercial tenancies. 2. Provision of a Transport Access Guide (residents) and a Workplace Travel Plan (employees) outlining the available alternative transport modes. 3. Consideration of car-share facilities. The development of a Green Travel Plan will assist in encouraging travel behaviour change and would be developed at the relevant subsequent planning stages.
Open Space and Recreation	The better planning outcome facilitated by the planning proposal will facilitate a significant piece of public open space and through site pedestrian links in an area identified as having a substantial shortage of open space and recreation areas. While the 6:1 FSR scenario will facilitate an additional 339 apartments than the 4.5:1 FSR scenario, this will be supported by a 3,200sq.m public park on the site. This would not be provided under the 4.5:1 scenario, which would rely on the medium to long term acquisition of land to facilitate a park in accordance with the Strategy to the north of the site. The public park can be delivered in the short term under the 6:1 development scenario.
Community Facilities	The planning proposal will contribute to relevant community facilities listed under the Action Plan. As discussed above, the 3,200sq.m public park will be a significant community asset not only for the future residents of development of the subject site but also for residents within the entire Granville Precinct.
Education Facilities	The planning proposal will contribution towards primary and secondary schools in accordance with the Infrastructure Schedule. Consultation will be undertaken with the Department of Education and Communities in accordance with the requirements of the Gateway determination issued on 15 June 2016.
Health facilities	Consultation with the Department of Health will be undertaken in accordance with the conditions of the Gateway determination issued on 15 June 2016 and the Action Plan. Satisfactory arrangements will be entered into where necessary.
Road Improvements and upgrades	A Traffic Impact Assessment and density comparison analysis has been undertaken in support of the planning proposal. The Assessment concludes that: *"The reduced yield option, with a 4.5:1 FSR as recommended by the UrbanGrowth strategy documents, will result in approximately 366 and 591 vehicles per hour during morning and evening peak periods.*

	The proposed development scheme, with an FSR of 6.0:1, will result in 278 and 337 vehicle trips per hour. *It is evident that the 6.0:1 scheme results in a reduction in traffic generation of 88 vehicles per hour the AM peak and 254 vehicles per hour for the PM peak period in comparison to the 4.5:1 scheme.* *"the proposal is generally consistent with the planning direction for the Parramatta Road urban renewal area and is therefore supportable on traffic planning grounds."* Further, allowances have been made in the indicative Concept Plan to assist in achieving the geometric requirements for any road upgrades that may be required in support of redevelopment of the Precinct. This includes increased setbacks to Parramatta Road to aid in the delivery of the right bay duplication from Parramatta Road into Bold Street previously identified, should this be required following finalisation of the Precinct-wide infrastructure improvements There is no direct nexus between provision of that right turn bay and the subject development, however the development has made allowances for it in the interests of ameliorating the impacts of the wider Granville Precinct redevelopment. Further, under the 6:1 scenario the land will be dedicated to the State to support the widening of Parramatta Road. This would need to be acquired under the 4.5:1 scenario.
Funding framework or satisfactory arrangements	New and upgraded roads, community facilities and open space to be delivered by development and funded through Section 94 contributions, the SIC levy and/or works in kind (satisfactory arrangements). The value of the contribution shall be consistent with the Infrastructure Schedule.

(b) Preparation of a Study in support of the Planning Proposal

Detailed urban design analysis has been undertaken and tested over a number of years to inform the current controls. This has included a resolution of support from the former elected Council, a Gateway determination from the Department of Planning and Environment and Council staff endorsement following massing exercises. These processes all demonstrate that the desired controls will facilitate an acceptable outcome, however assessment of the ability of the proposal to facilitate a better planning outcome in accordance with the S117 Direction is now required.

Notwithstanding the ability of the site and development concept to deliver a better planning outcome, beyond a reduction in housing supply across the entire Parramatta Road Corridor, there is little evidence as to why the controls proposed by the final Strategy are more appropriate than those endorsed by Council, the Department, tested by the proponent, and recommended by the draft Strategy.

In considering the outcome proposed by the Planning Proposal, it is important to consider a number of matters as relevant to the objectives of the S117 Direction and the consistency with the Parramatta Road Corridor Urban Transformation Strategy as follows:

1. Background

The planning proposal was originally lodged with Parramatta City Council on 6 September 2014. It sought to:

- Rezone the subject site from part R3 – Medium Density Residential and Part B6 – Enterprise Corridor, to B4 – Mixed Use.
- Increase the range of maximum building height limits from 11 and 15 metres, to 80 and 96 metres, with potential for an additional 'bonus' height of 14 metres, subject to achieving 'design excellence'.
- Increase the maximum floor space ratio (FSR) range from 0.6:1 and 2.0:1 to 5.25:1, with potential for a 'bonus' FSR of 0.75:1 subject to achieving 'design excellence'.

The draft Parramatta Road Urban Transformation Strategy and associated Urban Design Guidelines were released on 17 September 2015 and publicly exhibited between October and December 2015.

Following concerns with the proposed maximum building height and its alignment with the *draft Parramatta Road Urban Transformation Strategy*, the proposal was amended to a maximum building height of 82 metres (25 storeys) and FSR of 6:1. The Planning Proposal was otherwise generally consistent with the overall intent of the draft Strategy given its built form outcomes. The former elected council subsequently resolved to endorse this planning proposal at its meeting of 14 March 2016.

A Gateway Determination was issued by the Department of Planning and Environment as delegate of the Greater Sydney Commission on 15 June 2016. The Gateway required that the Planning Proposal be amended to include all the land within the block bound by Parramatta Road, Victoria Street, Albert Street and the rail corridor.

Further, the Gateway allowed for a maximum building height of 82 metres for the majority of the site and an FSR consistent with the vision and *"desired built form outcomes of the draft Parramatta Road Urban Design Guidelines"*.

Post Gateway approval, it was agreed between Council and the applicant's project managers to develop a process to determine if the stated heights and densities of the former Council's adopted planning policy direction (incorporating the expanded land area as required by the Gateway condition) could be achieved. Built form outcomes were merit tested in a consultative workshop arrangement between the applicant's design team and the Council's urban design team during several meetings and review periods between June and October 2016.

The final design was submitted to Council in September 2016 with a formal response of support in October 2016. The Council submitted a revised draft planning proposal to the Department for endorsement to exhibit on 26 October 2016. The planning proposal contained controls of 6:1 and 82metres based off extensive and rigours modelling.

The PRCUTS was launched by the Minister for Planning on 9 November 2016, and the S117 Direction was released on 19 December 2016. The 117 Direction allows for a planning proposal to be inconsistent with the terms of the Direction with the Secretary's agreement and adequate justification in the form of a better outcome.

The Planning Proposal is generally consistent with the draft Parramatta Road Corridor Urban Transformation Strategy (as exhibited), has been endorsed by the former elected Council, has received a Gateway determination from the Department of Planning and Environment (subject to an appropriate FSR across the block) and has received support from Council staff following extensive testing of built form outcomes in a consultative workshop arrangement. It is therefore considered that given the wholesale support for the controls sought by the Planning Proposal that a better planning outcome can be achieved.

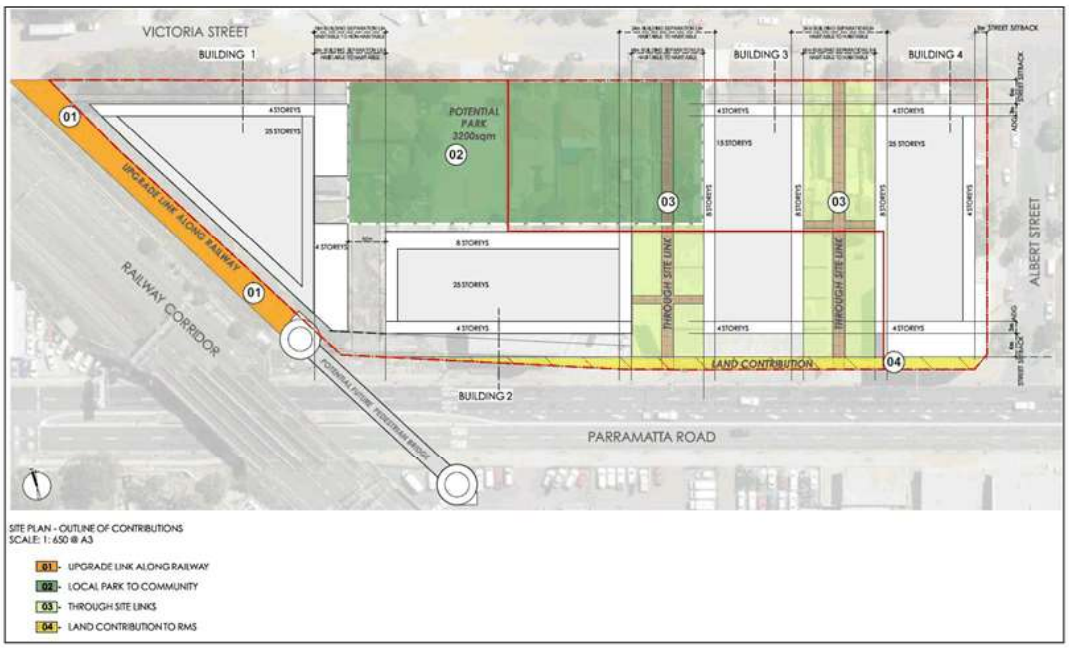
Better Planning Outcome

A better planning outcome has been proposed under a 6:1 FSR and 82 metre height limit scenario. This better planning outcome will include the following:

- Upgrading of link along railway (not formed Duke Street);
- The dedication of a new 3,200sq.m north facing public park;
- The dedication of a 3 metre wide land contribution along Parramatta Road for future road widening;
- Three (3) site through links.



Building Massing Study Site Plan



Better Planning Outcome – Outline of Contributions

The better outcome concept provides for four (4) main buildings including three (3) 25 storey towers and a 15 storey tower above 4 to 8 storey podiums. This is consistent with the Gateway determination that identified a maximum of 25 storey's for the majority of the site. The most westerly building adjoins the railway corridor and is the landmark/signature building on arrival from the west. The orientation of the buildings is designed to provide variation in built form and street address, particularly along Parramatta Road and Albert Street.

This configuration provides the opportunity to dedicate a 3,200sq.m park on the site for the benefit of the community. The PRCUTS identifies a shortage of accessible open space, particularly at the western end of the Granville Precinct. This is discussed under Section 5.3 Opportunities and Constraints on page 76 of the Planning and Design Guidelines. While it is acknowledged that the Strategy identifies 3,000sq.m of land for a public park to the north (corner of Albert Street and Prince Street), it is unlikely that this will be acquired in the short term. Therefore, there is a significant opportunity for the Government to support the provisions of a large north facing park to the benefit of the existing and future community in a location where it already is sought, and where demand will further increase as the population grows.

While the 6:1 FSR scenario will facilitate an additional 339 apartments than the 4.5:1 FSR scenario, this will be supported by a 3,200sq.m public park on the site. This would not be provided under the 4.5:1 scenario, which would rely on the medium to long term acquisition of land to facilitate a park in accordance with the Strategy to the north. The public park can be delivered in the short term under the 6:1 development scenario. This planning outcome will also facilitate the better urban design outcomes associated with reducing the building mass across the site to just four buildings, and providing an outlook and passive surveillance to open space.

Further, under Scenario 1, a 3 metre land contribution along Parramatta Road will be provided to the Government to facilitate road widening, the link along the railway will be upgraded improving movement and connectivity to the north, and three (3) landscaped through site links will be provided (two of which are 24 metres wide) to further improve movement and connectivity as per the vision and objectives for the Granville Precinct under the PRCUTS. It should be noted that these community benefits do not form part of the scheme under Scenario 2. The public benefits are also discussed in more detail in the Statement of Better Planning Outcome as part of the Section 117 Direction justification at Appendix C.

A Traffic Impact Assessment has been undertaken in regards to the proposed 6:1 scenario and a Traffic Generation Assessment of the 4.5:1 scheme which also includes a comparison of traffic impacts under both scenarios. The comparison analysis found:

"The reduced yield option, with a 4.5:1 FSR as recommended by the UrbanGrowth strategy documents, will result in approximately 366 and 591 vehicles per hour during morning and evening peak periods."

"The proposed development scheme, with an FSR of 6.0:1, will result in 278 and 337 vehicle trips per hour."

"It is evident that the 6.0:1 scheme results in a reduction in traffic generation of 88 vehicles per hour the AM peak and 254 vehicles per hour for the PM peak period in comparison to the 4.5:1 scheme."

The comparison analysis subsequently concluded:

"Based on the indicative yields provided, it is evident that the 6.0:1 scheme results in a reduction in traffic generation for both the AM and PM peak periods when compared to the 4.5:1 scheme. In this regard, particularly at a Planning Proposal level of assessment, the traffic generated by the 6.0:1 scheme demonstrates a clear improvement over the 4.5:1 scheme."

Therefore, while the items being offered including the public park and the Parramatta Road setback dedication will facilitate a better planning outcome, it is evident that the concept plan at 6:1 will have a lesser traffic impact on the Granville Precinct than a scheme proposed by the PRCUTS at 4.5:1. Therefore,

a reduced traffic impact will result in a better planning outcome not only for the site but for the Granville Precinct.

The public benefits can be achieved through a variety of mechanisms, including through a Voluntary Planning Agreement including the dedication of land to Council, or a site specific clause that requires the provision of a 3,200sq.m open space on the site. Such mechanism will ensure that the benefits described above will be provided when the site is redeveloped.

Economic Benefits of Proposed Contributions

An Economic Benefits Report has been prepared by PPM Consulting to provide an assessment of the economic benefits of the contributions that the proponent could offer the state and Parramatta City.

Required local government and state government levies have been estimated at around $22 million for the whole of the site, while the economic value of the contributions under the better planning outcome scenario is likely to be nearly four times this figure.

The lane setback will generate nearly $11 million in economic benefit (derived from Roads and Maritime Services using the land to build a new right-turn lane into Bold Street), the through links will generate nearly $17.7 million in value, with the park generating $61 million in benefits over 50 years.
The Table below, taken from the Economic Benefits Report, details the total economic benefits of all three components. In total, the economic benefit could be expected to be in excess of $89 million. Most of the benefit is derived from the creation of the new public park, but the creation of the through links and the lane setback also create significant value.

As the required levies have been estimated at $22 million, the benefits exceed the levies by nearly $67 million.

	Total
Lane Setback (Scenario 1) ($)	10,985,395
Through Links ($)	17,712,000
Park ($)	60,993,125
Total Benefits ($)	89,690,520
Required Levies ($)	22,762,148
Benefits in Excess of Levies ($)	66,928,372

Total Economic Benefit

2. Planning Outcome

The PRCUTS aims to *"deliver a high quality, multi-use corridor with improved transport choices, better amenity, and balanced growth of housing and jobs"*. It aims to achieve this through seven key principles for transformation as follows:

Principle	Assessment
1. Housing Choice and Affordability	The Planning Proposal will facilitate an additional 957 dwellings on the site, this is 339 more than would be facilitated under the final Strategy. The lower yield is considered a lost opportunity in the context of the need to provide additional supply. Increased supply will assist solve the issue of affordable housing. Dedicated

	affordable housing space can be provided through a negotiated process. Further, background marketing has indicated the ability to provide a more affordable product in Granville than housing within or closer to the City. This will provide greater opportunities for new residents to enter the housing market. This strategy will be further developed throughout the planning and development process. The location of a public park and generous through site links also makes this a more attractive place to live, having immediate access to goods and services, jobs, public transport and open space.
2. Diverse and resilient economy	The site is within a few hundred metres of the Granville town centre. The growth in population will reinvigorate the local economy by supporting businesses and creating new retail areas encouraging a vibrant and creative local economy, supporting job growth and new businesses.
3. Accessible and connected	The site is within 390 metres (500 metres walking distance) of the Granville railway station ensuring the site has access to available rail capacity and optimises future investment in infrastructure. The Planning Proposal supports walking and cycling upgrades and an integrated transport network to support a sustainable community within the site.
4. Vibrant community spaces	The proposal seeks to achieve a high standard of architecture. The building to the west and adjoining the railway line is considered to be an iconic building and a Gateway to the Granville precinct. The link along the railway line will be upgraded as part of the better planning outcome to strengthen pedestrian and cycle links between Granville, Harris Park and Parramatta. The provision of a north facing public park on the site will create a vibrant community space for existing and future residents. The space will be accessible through pedestrian links connecting Parramatta Road and Victoria Street and will be surrounded by ground floor commercial uses such as cafes and restaurants that will activate the buildings and create a vital relationship between built form and urban realm. The site is also well located in proximity to Granville, which connects residents to broader neighbourhoods, community's and centres.
5. Green spaces and links	The site is close to existing (F.S Garside Park to the east) and a proposed open space to the north o the site. As previously discussed, the site as part of a better planning outcome that justifies the inconsistency with the S117 Direction will provide a 3,200sq.m public park on the site. This will support the 957 apartments proposed under the 6:1 FSR and 25 storey scenario. However, the public park and other planning outcomes would not be provided for the 618 apartments under the Strategy identified 4.5:1 FSR and 18 storey height scenario.

6. Sustainability and resilience	The Planning Proposal provides for a green setback to allow for tree planting and a softer transition to Parramatta Road. It also makes it a much more attractive pedestrian environment for people to move around, supported by the through site link. The Planning Proposal will achieve car parking rates identified by the Strategy, however will support green transport through a Transport Plan, encouraging use of nearby cycleways and rail network reducing car dependency.
7. Delivery	The Planning Proposal was originally lodged in 2014 to provide housing supply and job growth prior to the release of the Strategy. It has now been four years since the concept was first proposed, which is a significant delay in the provision of housing in a key location. Notwithstanding, the Planning Proposal has been able to respond and align with the strategic planning framework until recently when the Strategy was finalised. The subject site is within the Precinct release 2016-2023 area and has already received a Gateway determination from the Department of Planning and Environment. The concept has been rigorously tested over a period of time to the satisfaction of all levels of Government. Further assessment will continue during the Part 3 and Part 4 processes. Notwithstanding, the delivery of much needed housing in this location can be realised in the short term with a number of public benefits that create a better planning outcome. The inclusion of a public park and generous through site links also improves the urban design, siting of buildings and development mass that will result on the site and would be evident under a PRCUTS scenario.

The Planning Proposal also aims to contribute to the vision for the Granville Precinct by providing a mix of housing, commercial and retail spaces to activate Parramatta Road, and improve permeability and connectivity through the site:

Vision: *"Granville will be a vibrant, mixed-use town centre celebrating the diversity of the Precinct's population with a high quality public domain, open space networks and transport links, and with close connections to Sydney's dual CBD."*

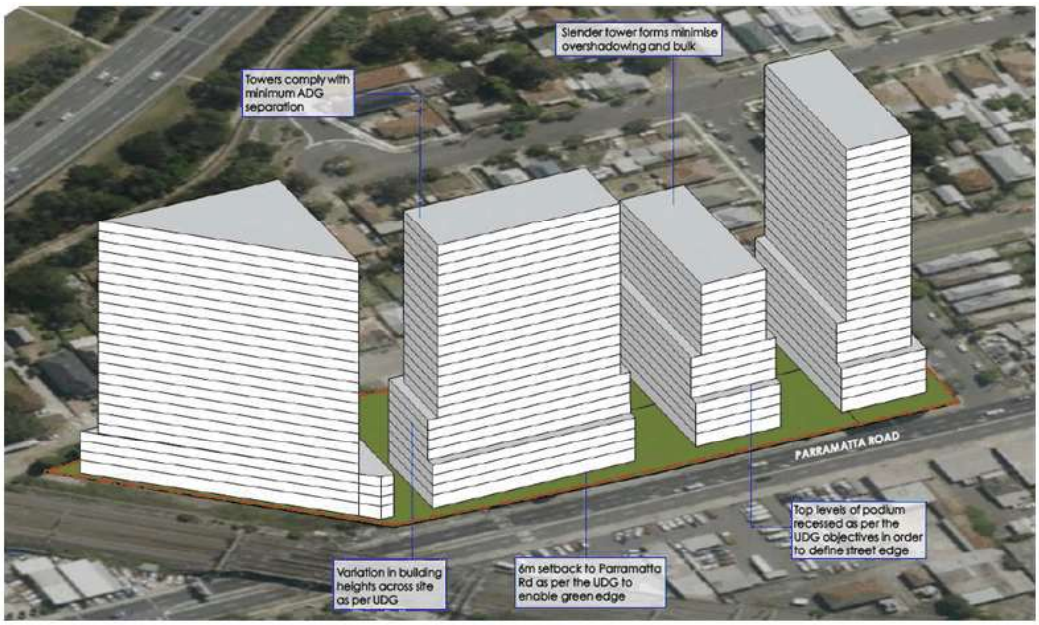
The planning and development concept has therefore been prepared in accordance with the objects of the Strategy and the requirements of the Apartment Design Guide, as follows:

- Define streets through built-form scale that addresses and defines the streetscape
- Develop sites with landscape setbacks
- Limit height on street frontages (4-5 Storeys along Parramatta Road)
- Locate taller building elements away from the street or public domain using setbacks above the low scale street walls or podiums
- Setback a minimum of 4m above lower level streetwall elements
- Provide appropriate setbacks to adjoining development

The site has subsequently been through a rigorous merit based planning and massing exercise at a maximum building height of 25 storeys and an FSR of 6:1. There is no evidence that detailed massing and planning exercises have been undertaken for the controls recommended by the Strategy, which could demonstrate the outcome sought for the site.

The Planning Proposal also recognises the need to respond to future amalgamation patterns, and the planning for the broader block, the incentives associated with the greater height and density and better planning outcomes that can be achieved will assist in the amalgamation of the site and a better development outcome. Further assessment and analysis can be undertaken throughout the Part 3 and Part 4 processes. The Indicative concepts are included below.

The difference between a concept at 4.5:1 and 6:1 is 339 units. This is considered of minor significance in the context of 10,700 units required by 2050. It also supports growth and housing supply on a site capable of delivering in the short term. Other sites within the Precinct have not undergone the same rigor and history as this Planning Proposal has done for this site, which is not as constrained in terms of the amalgamation patterns of other sites and the existing built form. It also has the capability to provide significant public benefit to the existing and new communities.





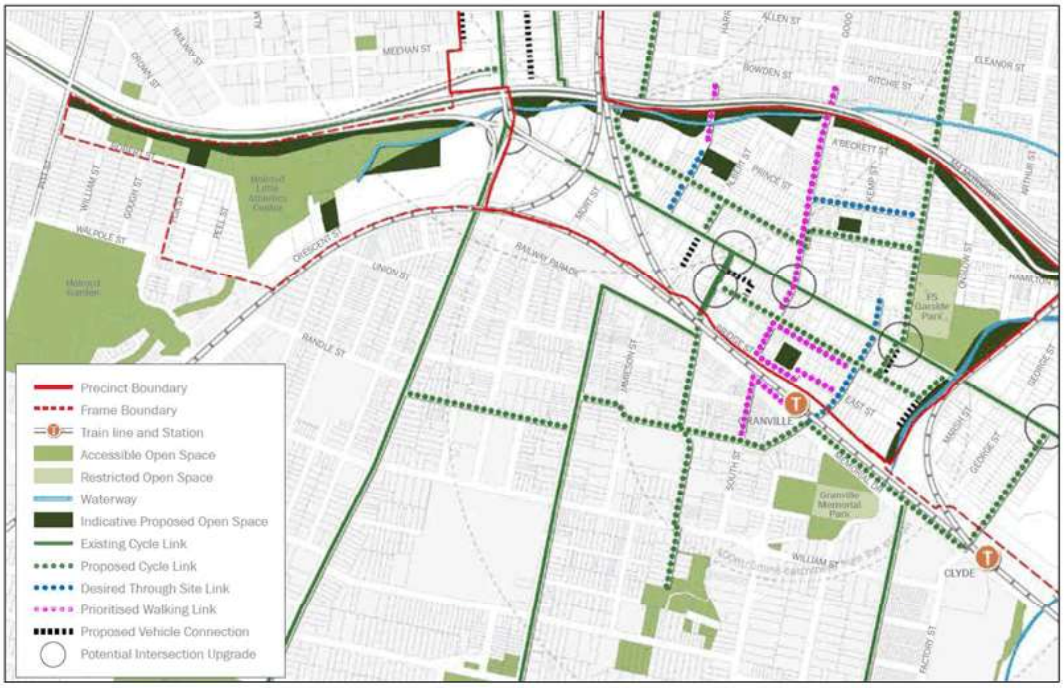
3. Public Benefit

Dedicated public space

The Parramatta Road Corridor Urban Transformation Strategy identified a number of opportunities and desired outcomes in relation to open space, linkages and connections and the public domain:

- enhance north-south connections to increase accessibility to employment, recreation and cultural opportunities in Parramatta CBD
- create a series of new laneways and through links between Parramatta Road and the railway line to increase the permeability of long blocks.
- enhance pedestrian connectivity and safety across Parramatta Road and over the railway line at Granville Station
- improve walking and cycling connections to regional recreation and open space facilities
- reduce car dependency by lowering parking rates in areas with good access to public transport.

In doing so the Strategy seeks to strengthen links and connections in order to improve access to urban spaces, open space, public transport and nearby nodes such as Parramatta; activate building frontages; reinforce key streets; and break up long blocks with new lanes and high quality pedestrianised priority links. The figure below is an extract of the desired 'Open Space and Active Transport' requirements from the Strategy.



Further, the PRCUTS acknowledges a shortage of accessible open space, particularly at the western end of the Granville Precinct (Section 5.3 Opportunities and Constraints, page 76 of the Planning and Design Guidelines). While it is acknowledged that the Strategy identifies 3,000sq.m of land for a public park to the north (corner of Albert Street and Prince Street), this site is fragmented and may not be acquired and delivered to serve residents within this development and nearby in the short term.

The subject site is a long block and forms the entry to the priority release of the Granville Precinct. In recognition of the length of the block, the Planning Proposal seeks to provide three activated through site links to strengthen connectivity between land to the north and Parramatta Road through the site. The laneway would be activated to improve passive surveillance and ensure a safe and desirable environment, with commercial ground floor uses. The dedication of a 3,200sq.m public park will provide an accessible large piece of open space for existing and future residents in the short and immediate term. The proposed park in this location only seeks to provide additional open space for a growing population in a favourable part of the site. It will not affect the potential future acquisition of the open space to the north, but will provide certainty for future residents that there will be open space within the western end of the Granville Precinct.

Therefore, the opportunity to provide public open space on a north facing site in the short term as part of this proposal will benefit new residents and workers as well as the existing community members. Further, it will also break up the building mass of developing significant portions of the site. This is a considerable social and economic benefit to be provided as part of the Planning Proposal.





Indicative visual outcomes sought under the better planning outcome

Affordable Housing

In an interview in March 2017, the Planning Minister reinforced the government's housing strategy was a priority and would be framed around the principles of affordability, choice and growth.

In developing this strategy, the Minister suggested that extra dedicated affordable housing units could be encouraged by allowing developers to build higher, such as allowing developers to build two additional storeys on their developments, with one dedicated to affordable housing.

While dedicated affordable housing – to be rented to key workers at lower market rates – has not been proposed as part of this Planning Proposal, it is an item of public benefit, if considered in the form consistent with the Minister's comments, could be considered during the planning process.

Infrastructure requirements

Correspondence from UrbanGrowth NSW to Council, dated 21 November 2016 states twice that the height and density controls in the Strategy are "*recommended*". UrbanGrowth NSW clearly contemplates

that the heights and densities might be increased by Council in which case UrbanGrowth NSW recommends that Council assess the potential for additional infrastructure that may be required to support the proposal".

During the massing and rigorous site specific planning exercise undertaken by the proponent and in conjunction with the Council, it was identified that to assist in achieving the geometric requirements for any road upgrades that may be required in support of redevelopment of the Precinct, increased setbacks to Parramatta Road to aid in the delivery of the right bay duplication from Parramatta Road into Bold Street may be required. The proponent has accommodated for this scenario in its indicative concept plan, but is under no obligation to provide this land.

Notwithstanding, the need for this provision is recognised, which would provide benefit to the broader precinct. Therefore, the better planning outcome under the proposed 6:1 FSR and 25 storey scenario will dedicate this land to the Government rather than the Government seeking to negotiate a process of acquisition. This will greatly assist resolving infrastructure requirements for the broader precinct by planning and providing for this under the principal development controls sought.

4. Government Policy

Since the then Minister for Planning announced the PRCUTS on 9 November 2016, a new Premier and a new Planning Minister have been appointed following the resignation of the former Premier Mike Baird.

The Hon Gladys Berejiklian MP was sworn in as Premier on 23 January 2017. The Hon Anthony Roberts MP assumed the Office of the Minister for Planning on 30 January 2017.

In her opening address, the Premier confirmed her policy priorities being:

- local infrastructure;
- housing affordability;
- and building a strong economy, with an emphasis on more jobs

In talking housing affordability the Premier has promised to concentrate on boosting housing supply rather than tax reform. In February a cross government working group was established, which would include input from former Reserve Bank of Australia governor Glenn Stevens to assist tackle the problem, although increasing housing supply was still the priority of the NSW Government.

The Planning Minister, who is also the Minister for Housing, has also committed to working across Government to make housing more affordable. NSW is currently struggling with affordability of housing in a state where the Sydney median house price has topped $1.1 million and where earlier this year the state capital was labelled as the world's second-least affordable city, behind Hong Kong (*US Demographia International Housing Affordability Survey, 2016).*

The Planning Minister in a recent speech also reasserted supply-side measures as the Government's priority in tackling the state's housing affordability crisis. The Minister stated at a major speech in early April that boosting supply, cutting red tape and encouraging innovation were at the core of the Government's whole of system approach to the issue and the key lever to accommodate an additional 2.1 million people over the next 20 years.

Further, in January this year the Prime Minister Malcolm Turnbull clarified his position on housing affordability, being that building more dwellings is the secret to curbing property prices. The Prime Minister commented that *"there is a tendency for people to overlook the fundamental reality that the reason housing affordability has deteriorated is simply because demand has consistently been exceeding supply. We have not been building enough dwellings".*

This renewed emphasis on supply side solutions to affordable housing has occurred following the release of the Parramatta Road Corridor Urban Transformation Strategy, and since the appointment of a new Premier and Planning Minister for NSW. The Prime Minister and Treasurer continue to press for further housing growth as a solution.

It is in this context that the original controls as exhibited under the Strategy, endorsed by Council and supported by the Department of Planning and Environment at Gateway stage (subject to an appropriate FSR across the block) need to be reconsidered. There is a very real opportunity to meet the objectives of the Government on a large site within walking distance to the Granville train station and well connected to Parramatta and the City of Sydney. While many sites within the Parramatta Road Corridor may be fragmented, contain complex strata ownership or be constrained by heritage items or already developed, the subject site has the ability to provide significant housing growth beyond that identified by the final Strategy.

Therefore, the inconsistency with the Strategy and Section 117 Direction is considered minor in the context of the Government's renewed policy principle to increase housing supply. The subject site is an appropriate location and can be redeveloped in the short term given the amalgamated land ownership pattern.

(c) Is of minor significance

As discussed, this brief has demonstrated that the 'out of sequence' checklist does not apply, and the Planning Proposal achieves a better planning outcome than that recommended by the Strategy. Further, infrastructure improvements can be achieved through the Planning Proposal in accordance with UrbanGrowth NSW comments in relation to additional density and height to that recommended by the Strategy.

Notwithstanding, this brief has also demonstrated that the difference between a concept at 4.5:1 and 6:1 being 339 units, is of minor significance. This is considered of minor significance in the context of 10,700 units required by 2050. It also supports growth and housing supply on a site capable of delivering in the short term.

5. Conclusion

Therefore, it is requested that the Secretary (or delegate) of the Department of Planning and Environment agree to any inconsistency with S117 Direction 7.3 Parramatta Road Corridor Urban Transformation Strategy for the following reasons:

- The Planning Proposal is consistent with the Strategic Vision, Actions and Principles of the Parramatta Road Corridor Urban Transformation Strategy.
- The subject site is identified as being within the Precinct release 2016-2023 and therefore is considered to be 'in sequence' for the purpose of staging of planning proposals and redevelopment.
- The Planning Proposal is consistent with the draft Parramatta Road Corridor Urban Transformation Strategy (as exhibited), has been endorsed by the former elected Council, has received a Gateway determination from the Department of Planning and Environment (subject to an appropriate FSR across the block) and has received support from Council staff following extensive testing of built form outcomes in a consultative workshop arrangement. It is therefore considered that the proposed controls were considered acceptable until the final PRCUTS was released which provided little evidence for the controls proposed by the final Strategy across the site.
- The Planning Proposal (at 6:1 and 82 metres) will facilitate a much better planning outcome as follows:
  - The link along the railway line to the west of the site will be upgraded and embellished to provide a safe and accessible cycle link in accordance with the PRCUTS;
  - The dedication of a 3,200sq.m north facing public park will support and provide open space and recreational opportunities for existing and future residents, noting the shortage of open space identified by the PRCUTS across the Granville Precinct;
  - The dedication of a 3 metre wide land contribution to the Government along Parramatta Road for future road widening, in support of the infrastructure upgrades required in the Precinct; and
  - Three (3) site through links, strengthening north south connections.
- There is an identified shortage of public open space across the Granville Precinct but particularly at the western end. The dedication of 3,200sq.m of public open space will provide a public park in the short term. This will create significant social benefits.
- The dedication of the public park, the dedication of land on Parramatta Road and the through site links will also have significant economic benefits to Council and the State. In total, the economic benefit could be expected to be in excess of $89 million. As the required levies have been estimated at $22.8 million, the benefits exceed the levies by nearly $67 million.
- The 6.0:1 scheme results in a reduction in traffic generation of 88 vehicles per hour the AM peak and 254 vehicles per hour for the PM peak period in comparison to the 4.5:1 scheme. The traffic generated by the 6.0:1 scheme demonstrates a clear improvement over the 4.5:1 scheme. Therefore, a reduced traffic impact will result in a better planning outcome not only for the site but for the Granville Precinct.
- The land dedication to RMS is proposed as part of the FSR 6.0:1 whereas as no such dedication is offered under the 'complying' 4.5:1 scheme. This land dedication has potential to unlock a key piece of the previously identified road network improvements which when combined with the predicted decrease in traffic generation - is considered to more than offset any minor increase in density on the subject site.
- Since the release of the Strategy a new Premier and a new Planning Minister have been appointed and a renewed emphasis on housing supply has been announced. The Premier has promised to concentrate on boosting housing supply and the Planning Minister has reasserted supply-side measures as the Government's priority in tackling the state's housing affordability crisis. The Planning Proposal therefore presents an excellent opportunity given the extensive work already undertaken and the amalgamated land patterns on a large and significant Gateway site to provide a

significant contribution to the supply of housing within 390 metres (500 metres walking distance) of a major train station.

- Given the NSW Government's emphasis on housing supply, the current Planning Proposal is clearly a better outcome than that recommended by the final Strategy.
- The difference between a concept at 4.5:1 and 6:1 is 339 units. This is considered of minor significance in the context of 10,700 units required by 2050. It also supports growth and housing supply on a site capable of delivering in the short term. Other sites within the Precinct have not undergone the same rigor and history as this Planning Proposal has for this site. It also has the capability to provide significant public benefit to the existing and new communities.
- The proposed FSR and height is no greater than controls recommended for the rest of the Granville Precinct. In fact, the proposed controls are recommended for land directly opposite. The subject site does not contain significant land use conflict and has the capacity to generate landmark towers on entry to the Precinct from the west. Further, the proposed FSR is responsive to that expected in a hierarchy of centres sense, being significantly less than those in the centre of Parramatta, but greater than a centre such as Auburn for example. If the proposed controls are applied to this site however, significantly better outcomes can be achieved for the site as discussed throughout this submission.

PPM CONSULTING

The Economic Benefits of the Proposed Contributions for Development of Land Located Between Parramatta Road, Victoria Street, Albert Street and the Western Railway Line, Granville

FINAL – Prepared for Pacific Planning by PPM Consulting

Date: 5 October 2017

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Executive Summary

Pacific Planning has commissioned PPM Consulting to provide an assessment of the economic benefits of the contributions that the proponent could offer the state and Parramatta City Council.

The development site is land located between Parramatta Road, Victoria Street, Albert Street and the Western Railway Line, Granville, New South Wales.

As part of a better planning outcome, the proponent could offer Parramatta City Council and the state government the following:

- the dedication of a new 3,200m^2 public park
- three site through links
- lane setback to enable the construction of a second right-turn lane into Bold Street.

The economic benefits of these items are likely to be significant, and well in excess of the required Section 94A and State Infrastructure Contribution levies.

Required local government and state government levies have been estimated at around $22.8 million for the whole of the site.

The economic value of the contributions is likely to be nearly four times this figure, with the park generating $61 million in benefits over 50 years, the through links generating $17.7 million in value and the lane setback generating nearly $11 million in economic benefit (derived from Roads and Maritime Services using the land to build a new right-turn lane into Bold Street).

Table 1 details the total economic benefits of all three components. In total, the economic benefit could be expected to be in excess of $89 million. Most of the benefit is derived from the creation of the new public park, but the creation of the through links and the lane setback also create significant value.

As the required levies have been estimated at $22.8 million, the benefits exceed the levies by nearly $70 million.

Table 1 – Total Benefit

	Total
Park ($)	60,993,125
Through Links ($)	17,712,000
Lane Setback (Scenario 1) ($)	10,985,395
Total Benefits ($)	89,690,520
Required Levies ($)	22,762,148
Benefits in Excess of Levies ($)	66,928,372

Introduction

The subject site is located between Parramatta Road, Victoria Street, Albert Street and the Western Railway Line, Granville, New South Wales. The site is under 500 metres from Granville train station, which is to the south-east.

The site is 14,215m^2 in total. It is proposed to construct four buildings ranging from 15 to 25 storeys in height, with a gross floor area of proposed residential apartments of 81,037m^2. The total number of units proposed is 957 over the four buildings, at a floor space ratio (FSR) of 6:1.

It is proposed that there will be commercial space on the podium level of three of the buildings, totalling a gross floor area of 4,190m^2.

The proposed characteristics of the buildings are shown in Table 2.

Table 2: Proposed Site and Building Characteristics

	Building 1	Building 2	Building 3	Building 4	Total
Total Apartments	328	247	146	236	957
Land Size (m^2)					14,215
Commercial GFA (m^2)	0	1,450	1,370	1,370	4,190
Residential GFA (m^2)	27,577	21,140	12,435	19,885	81,037
Total GFA (m^2)	27,577	22,590	13,805	21,255	85,227
FSR					6

Pacific Planning has commissioned PPM Consulting to provide an assessment of the economic benefits of the contributions that the proponent could offer the state and Parramatta City Council. The base levies are based on the required s94A contributions set out in the Parramatta Local Environmental Plan (LEP).

As part of a better planning outcome, the proponent could offer Parramatta City Council and the state government the following:

- the dedication of a new 3,200m^2 public park
- three site through links
- lane setback to enable the construction of a second right-turn lane into Bold Street.

Figure 1 and Figure 2 show some of the potential public benefits proposed as part of the scheme, including a public park, through-site link and lane setback.

This report does not look at the benefit of upgrading the link along the railway.

Figure 1: Public Benefits



Figure 2: 3D Representation of Public Benefits



s94A and Potential SIC Contributions

The Parramatta LEP covering the site requires developers to make minimum contributions of 1 per cent of the net developable cost of the development for all developments costing over $200,000.

It has been reported[1] that the state government could charge levies of around $20,000 per dwelling in the area as a state infrastructure contribution (SIC).

Section 94A
As the buildings have not been fully costed, a number of assumptions have been made in order to calculate the s94A contributions.

The net developable area (NDA) has been assumed to be 85 per cent of the gross floor area of the site (residential and commercial). The cost of the development works per square metre has been assumed to be $5,000. At a 1 per cent levy, the S94A contribution would total $3,622,148.

State Infrastructure Contribution
While the SIC may be lower than the $20,000 reported, the full amount has been assumed. With 957 dwellings in the proposed development, the SIC levy would be $19,140,000 for the whole site.

Table 3 outlines the estimated minimum contributions that would be required.

Table 3 – Minimum Contributions

	GFA	NDA	Units	SIC/ dwelling	SIC Levy	Cost/m²	s94A	s94A Levy	Total Levies
Building 1	27,577	23,440	328	20,000	6,560,000	5,000	1%	1,172,023	7,732,023
Building 2	22,590	19,202	247	20,000	4,940,000	5,000	1%	960,075	5,900,075
Building 3	13,805	11,734	146	20,000	2,920,000	5,000	1%	586,713	3,506,713
Building 4	21,255	18,067	236	20,000	4,720,000	5,000	1%	903,338	5,623,338
Total	85,227	72,443	957	20,000	19,140,000	5,000	1%	3,622,148	22,762,148

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[1] Sydney Morning Herald, 25 July 2017, http://www.smh.com.au/nsw/new-levy-on-70000-homes-around-parramatta-to-pay-for-parks-schools-transport-20170725-gxi44p.html

Dedication of Public Park

The proponent intends on dedicating a substantial proportion of the site to Parramatta City Council as a new public park. The proposal is for 3,200m^2 of the site to be dedicated to Council as a park.

Benefit – Land Component

Table 4 outlines the land value of the park, assuming $6,000 per square metre as the price of the land[2]. This is the land component of the benefit of the creation of the park.

Table 4 – Land Value of Park

	Total
Size (m^2)	**3,200**
Land Value ($/m^2)	6,000
Total Land Value ($)	19,200,000

Table 5 details the costs involved in creating the park. It would require the demolition of seven homes, levelling and landscaping and the installation of equipment (such as play equipment, barbecues, etc). The park will, therefore, cost around $1.7 million to create, on top of the land value.

Table 5 – Costs of Park Creation

	Cost	Quantity	Total
Demolition (per house) ($)	20,000	7	140,000
Levelling (/m^2) ($)	200	3,200	640,000
Landscaping (/m^2) ($)	200	3,200	640,000
Equipment ($)			250,000
Creation Cost ($)			**1,670,000**

The total benefit of the land and creation component of the park would be a little under $21 million, as detailed in Table 6.

Table 6 – Total Land and Creation Costs

	Total
Land Cost ($)	19,200,000
Creation Cost ($)	1,670,000
Total Cost ($)	20,870,000

[2] The market value of the land is unknown at the time of writing this report. A land owner would value the land at its current market value, rather than the Valuer-General's valuation, as that ensures that the land owner is compensated for the full value of the land. $6,000/m^2 has been assumed as a reasonable value of land in the area, based on recent sales. It does not represent an intention to value the land. The actual value of the land will be determined in the negotiation between the purchaser and the vendor. To the extent that this is more or less than $6,000/m^2, the value of the lane setback will be more or less.

Benefit – Use Component

The park will benefit the wider community (current residents from around the area and new residents in the proposed apartments).

The benefit is derived from the price that the average person places on leisure time, the amount of visitation, the travel time to the park, and the time spent in the park.

The estimated visitation to the park is based on the Zanon model[3], which estimates the number of visitors to a public park based on four attributes – standard of service, catchment population, area of the park and public awareness of the park. The model has been shown to provide good forecasts for visits to major parks and like spaces in Melbourne. It is assumed that park visitation is similar in Sydney and Melbourne.

Recently, Mr Marcus Spiller of SGS Economics and Planning[4], used the Zanon model to estimate visitation to estimate the visitation to a proposed public square as part of the redevelopment of the Queen Victoria Market in Melbourne.

The Zanon model uses the following formula:

$$Visits = 27 \times Standard\ of\ Service^{1.04} \times Catchment\ Population^{0.19} \times Area^{0.11} \times Public\ Awareness^{0.47}$$

where:

- Standard of Service is a figure between 0 and 100 indicating the "quality" of the park, judged by reference to amenities provided, including seating, shelters, barbecues, landscaping, etc
- Catchment Population is the population within a local catchment
- Area is the area of the proposed park in hectares
- Public awareness is the percentage of a random population that would be aware that the park exists.

Table 7 details the assumptions made for the variables in the Zanon model.

Table 7 – Estimated Park Visitation

	Park Estimates
Standard	85
Population*	15,000
Area (ha)	0.32
Public Awareness	50
Visits	94,515

* Population of Granville Census Collector District, 2016

[3] A Model for Estimating Urban Park Visitation –Parks Victoria Occasional Paper Series, Dino Zanon, 1998

[4] Melbourne Am C245 Queen Victoria Market Precinct Renewal Evidence report of Marcus Spiller April 2016, SGS Economics and Planning

As detailed in Table 7, the Zanon model calculates that 94,515 people per year would visit the park.

The value of leisure time is assumed to be $14.43.

Table 8 details the economic benefit of the use of the park. It is assumed that the median return travel distance would be 2 kilometres. At a walking travel speed of 5 km/h, the median return travel time would be 0.4 hours. It is further assumed that, once there, the median time spent at the park would be an hour. Therefore, the value of journeys to and from the park would be a little under $550,000 per year, and the value of time spent at the park would be a little under $2 million. The capitalised value of the park, over 50 years, would be a little over $41 million.

Table 8 – Economic Benefit of Park Dedication

	Total
Estimated annual visitation (no.)	94,515
Assumed median travel distance return (km)	2
Travel speed (walking) (km/h)	5
Median travel time to and from (hrs)	0.4
Time spent at open space (hrs)	1
Value of leisure time ($)	14.43
Value of journey ($)	545,539
Value of Time Spent ($)	1,363,847
Value of visits/ year ($)	1,909,385
Capitalised value (50 Years) ($)	41,017,765

Costs

Dedicating a public park to Council will create an asset worth around $20 million. However, Council will also need to fund the maintenance of the park and upgrades to it over time. Ongoing maintenance includes mowing, rubbish collection and removal, landscaping and amenities cleaning (e.g. barbecues, etc).

In the absence of definitive cost data, a number of assumptions have been made for ongoing maintenance of the park. Table 9 outlines these assumptions.

Table 9 – Ongoing Maintenance of Dedicated Park – Cost Assumptions

Ongoing	Times	Hours	Cost	Annual Cost (2017 Dollars)
Mowing	26	4	50	5,200
Rubbish Removal	52	1	50	2,600
Landscape Maintenance	26	4	50	5,200
Amenities Cleaning	52	3	50	7,800
Total				**20,800**

It is also likely that every 15 years or so, the park will need upgrading, facilities will need replacing and landscaping will need renewal. It is assumed that Council will spend $150,000 (in 2017 dollars) to upgrade the park in Years 16, 31 and 45. Therefore, at an annual inflation rate of 2 per cent, it is assumed that Council will spend $201,880 in Year 16, $271,704 in Year 31 and $365,678 in Year 46.

Under the forgoing assumptions, the net present value of the ongoing and capital costs would be $894,641 over 50 years.

Total Benefit

Taking the land value, the cost of creating the park and value of visitation, the total economic benefit of the park would be a little under $62 million. This is offset by the ongoing costs of park maintenance and upgrades of nearly $900,000 over the 50 year life of the park. As detailed in Table 10, the net benefit of the park would be just under $61 million over its assumed 50 year life.

Table 10 – Total Economic Benefit of Park Dedication

	Total
Land Cost ($)	**19,200,000**
Creation Cost ($)	1,670,000
Visitor Benefit ($)	41,017,765
Total Benefit ($)	61,887,765
Total Cost ($)	894,641
Net Benefit ($)	60,993,125

Through Links

There will be three through links as part of the proposed development, linking the site to commercial and retail offerings, the park and streets to the north. The link between buildings one and two will be shorter and narrower than the links between buildings two and three and between buildings three and four

The links will allow pedestrian access through the site from Parramatta Road to the podium-level commercial offerings, as well as allowing direct access to the proposed park (see previous section).

Table 11 outlines the dimensions of each of the through links. Through Link 1 totals 266m^2, while Through Links 2 and 3 total 1,224m^2 each.

Table 11 –Through Link Areas

	Width (m)	Length (m)	Area (m^2)
Through Link 1	9.5	28	266
Through Link 2	18	68	1,224
Through Link 3	18	68	1,224

As in the previous section, it is assumed that the land value of the through links is $6,000 per square metre. This values Through Link 1 at around $1.6 million and Through Links 2 and 3 at $7.3 million each, totalling $17.7 million, as detailed in Table 12.

Table 12 – Through Links – Land Values

	Area (m^2)	Value/m^2	Total Value
Through Link 1	266	6,000	1,596,000
Through Link 2	1,224	6,000	7,344,000
Through Link 3	1,224	6,000	7,344,000
Total	2,952	6,000	17,712,000

The economic benefit of the through links, however, would be greater than the mere land value. Therefore, just valuing the land value of the through links would under-value their economic benefit. The total economic benefit would be greater due to the through links:

- giving people of the area a place to interact socially
- encouraging people to spend time in the area
- increasing the amenity of the area by introducing a new, vibrant and interesting space
- increasing passive surveillance of the area
- encouraging new start-up small bars and cafes in the podium levels of the new buildings
- encouraging walking, through the site, to and from the Parramatta Road from surrounding established homes
- increasing Council's asset base by $17.7 million from the dedication of the land.

No attempt has been made to quantify these benefits, although they would be significant.

Lane Setback

The proponent has offered to dedicate 3 metres in width from the current alignment of Parramatta Road for the length of the development, which is approximately 122 metres. The total area dedicated is proposed to be around 366m^2.

The lane setback will allow the Roads and Maritime Service (RMS) the opportunity to build a second right-turn lane on Parramatta Road into Bold Street (south-east of the development).

The economic benefit of the contribution of the lane setback is in two components:

- the land value and
- the travel time savings to vehicles from RMS building a new right turn lane as a result of the land dedication.

Benefit – Land Component
Again, the land value is assumed to be $6,000 per square metre. With 366m^2 dedicated, the value of the land would be around $2.2 million. Table 13 outlines the calculation for the land component of the benefit.

Table 13 – Land Value of Lane Setback

	Amounts
Length (m)	**122**
Width (m)	3
Area (m^2)	366
Land Value/m^2 ($)	6,000
Value ($)	2,196,000

Benefit – Travel Time Savings
Delays are caused by eastbound vehicles queuing to turn right into Bold Street. Motorists along Parramatta Road (and those turning right into Bold Street) would benefit from decreased delays by using the dedicated land to build a second right-turn lane into Bold Street.

The benefit is laid out the Transport for NSW publication, *Principles and Guidelines for Economic Appraisal of Transport Investment and Initiatives Transport Economic Appraisal Guidelines*.

Effectively, the delay caused by queuing at Bold Street is a travel time penalty[5]. According to Transport for NSW, the cost of the travel time penalty is calculated by:

$Cost\ of\ Travel\ Time\ Penalty = (TTV \times ADV \times VPH \times H)/60$
where:
TTV is the weighted average travel time value, per vehicle hour;
ADV is the average delay per vehicle, in minutes;
VPH is vehicles per hour
H is the duration of traffic, in hours

The total traffic volume (in both directions) is assumed to be 48,622[6] per day. In the absence of a directional count, it is assumed that eastbound traffic is half of the total, or 24,311 per day. VPH is assumed to be 1,012 vehicles.

It is assumed that private vehicles comprise 75 per cent of the traffic volume and business vehicles comprise 25 per cent. Using the values provided by the *Principles and Guidelines for Economic Appraisal of Transport Investment and Initiatives Transport Economic Appraisal Guidelines* publication, private vehicle travel time is costed at $16.26 per hour and business travel is costed at $52.76 per hour. The weighted average travel time is therefore $25.39 per hour.

Three scenarios have been calculated for ADV. Scenario 1 has a two minute delay per vehicle, Scenario 2 has a 1 minute delay per vehicle and Scenario 3 has a 3 minute delay per vehicle.

It is assumed that the delays only occur in the afternoon and evening peaks. In Scenarios 1 and 2, the peaks are assumed to last 4 hours, and in Scenario 3, they are expected to last 6 hours.

Table 14 outlines the travel time savings from the lane setback dedication for the three scenarios. The net present value (over 10 years) of the travel time penalty would be around $8.8 million for Scenario 1, $4.4 million for Scenario 2 and $19 million for Scenario 3.

Table 14 – Travel Time Saving From Lane Setback

	Scenario 1	Scenario 2	Scenario 3
TTV	25.39	25.39	25.39
VPH	2025.9	2025.9	2025.9
ADV	2	1	3
H	4	4	6
Cost Penalty for TT per day ($)	3,429	1,714	7,714
Cost Penalty for TT per year ($)	1,251,412	625,706	2,815,677
Total Saving NPV (10 years) ($)	8,789,395	4,394,697	19,776,139

[5] *Principles and Guidelines for Economic Appraisal of Transport Investment and Initiatives Transport Economic Appraisal Guidelines*, Transport for NSW, March 2016, p35

[6] 2013 traffic count, Parramatta Road, 20m north of Marsh Street

The total benefit from the lane setback for each scenario is outlined in Table 15. For Scenario 1, the benefit is nearly $11 million, Scenario 2 is a little under $6.6 million and the benefit for Scenario 3 is a little under $22 million.

Table 15 – Total Benefit from Lane Setback

	Scenario 1	Scenario 2	Scenario 3
Traffic Saving NPV ($)	8,789,395	4,394,697	19,776,139
Land Value ($)	2,196,000	2,196,000	2,196,000
Total Value ($)	10,985,395	6,590,697	21,972,139

Conclusion

As part of a better planning outcome, the proponent could offer Parramatta City Council and the state government the following:

- the dedication of a new 3,200m^2 public park
- three site through links
- lane setback to enable the construction of a second right-turn lane in Bold Street.

The economic benefits of these items are likely to be significant, and well in excess of the required s94A and SIC levies.

Table 16 details the total economic benefits of all three components. In total, the economic benefit could be expected to be nearly of $90 million. Most of the benefit is derived from the creation of the new public park, but the creation of the through links and the lane setback also create significant value.

The required levies have been estimated at $22.8 million, the benefits exceed the levies by $66.9 million.

Table 16 – Total Benefit

	Total
Park ($)	60,993,125
Through Links ($)	17,712,000
Lane Setback (Scenario 1) ($)	10,985,395
Total Benefits ($)	**89,690,520**
Required Levies ($)	22,762,148
Benefits in Excess of Levies ($)	**66,928,372**

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Attachment 6: Comparison of Options - 4.5:1 across whole site vs. Part 6:1 and Part 4.5:1

Introduction

1. As a result of the withdrawal of Develotek from the process, the exhibited 6:1 Option across the entire block with the open space to be provided along Victoria is not considered to be a viable option. Some landowners in the block have indicated support for equal planning controls across the block. However, it is not considered acceptable to apply an FSR of 6:1 to sites that are not seeking to provide any community benefit to offset the impacts of the additional density. In the opinion of officers, this arrangement would not meet the test of achieving a better planning outcome and therefore should not be supported by Council.

2. Because the exhibited Option 1 is no longer considered viable, this document provides a comparison of the following two options:

    - 4.5:1 FSR (consistent with PRUCTS) across the entire site, with no park provided on site (discussed in this document as the "consistent FSR approach")
    - Part 6:1 FSR and Part 4.5:1 FSR, with the Applicant seeking to provide a park to offset the impacts of the additional density they are proposing on their part of the site (discussed in this document as the "mixed FSR approach", and illustrated in Figure 1 below)

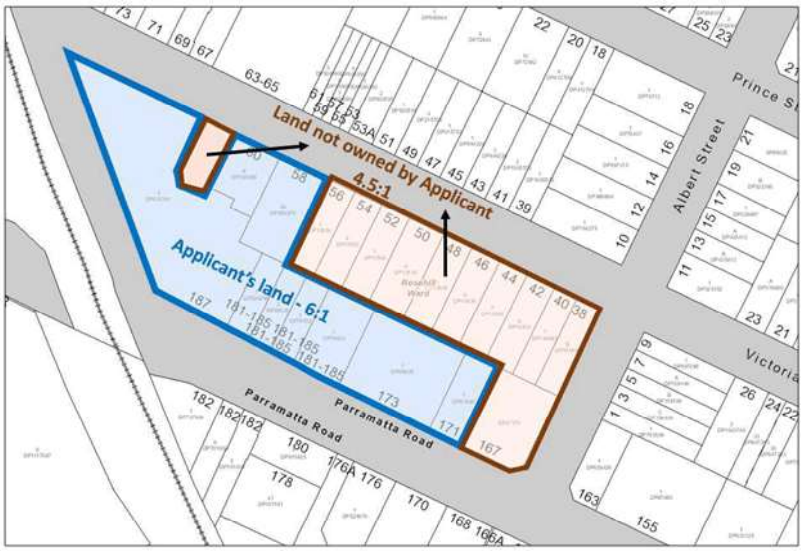


Figure 1: Illustration of proposed FSRs in final Applicant-proposed scenario

Description of Options

Part 6:1, Part 4.5:1 Option – Mixed FSR approach

3. As detailed in the report, following feedback from State agencies, community, adjacent major developer and Council staff, the Applicant provided a package of amended materials detailing eight potential schemes. Following this, officers requested that the Applicant designate a final preferred scheme, so that Council officers could clearly present an assessment of an Applicant-preferred scheme to Council.

4. The Applicant provided details of a final preferred scheme, including a massing study, landscaping plan and a letter containing further traffic analysis. In summary, this scheme applies a 6:1 FSR across the Applicant's land, and 4.5:1 across land not owned by the Applicant. Open space is provided solely on the Applicant's land; other landholdings do not make an open space contribution under this scheme. Towers on the Applicant's land are 25 storeys in height, and towers on land not owned by the Applicant are 8 or 18 storeys in height. This scheme is summarised below.

5. The massing study illustrates a scheme with six buildings (including one building with two towers), and a total area available for open space of 3,200sqm. About 50% of the possible open space area (dark green in below figure) is designated for deep soil planting. There is a through-site link towards the eastern end of the block (red arrow in below figure).

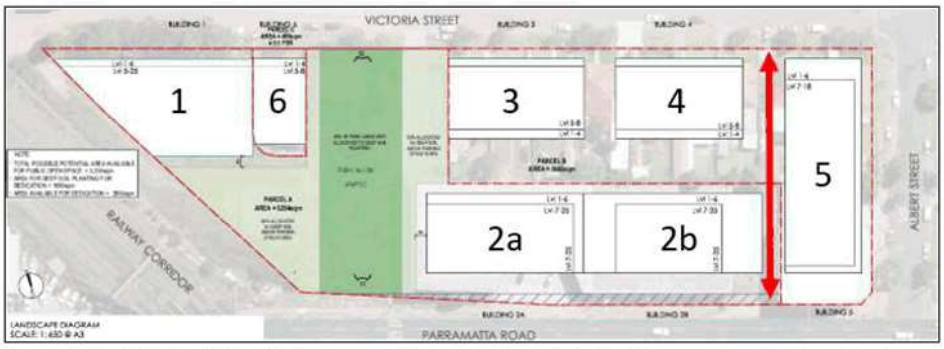


Figure 2: Part 6:1 Part 4.5:1 Option excerpt from massing study (building number labels and red arrow denoting through-site link added)

4.5:1 FSR and 52m Height – consistent FSR approach

6. This Option shows six buildings, including one building with a two-tower form, as illustrated in the below diagram (can be viewed in larger format at **Attachment 5**). The buildings have podiums ranging from 4-8 storeys with towers above. Three towers are 18 storeys, two towers are 14 storeys, and two towers are 8 storeys. There are two through-site links This scheme does not include any potential park.

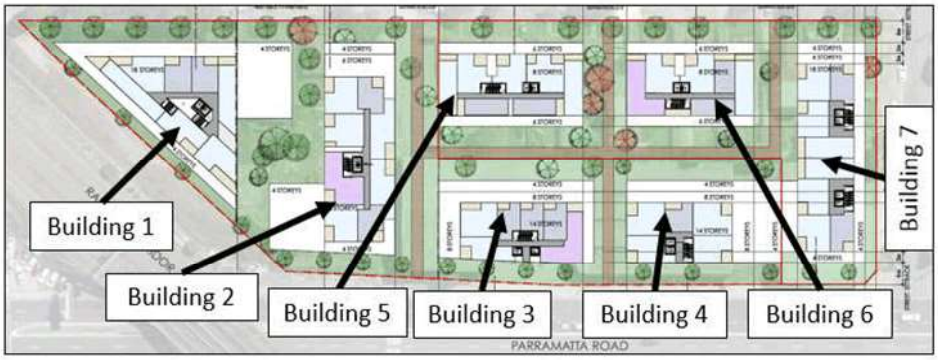


Figure 3: Illustration of Option 2 from Applicant's massing study (with building numbers added)

Council Officers' Assessment

Built form and urban design issues

7. The mixed FSR approach put forward by the Applicant is a "master planned" design which covers the whole block. Although the illustrated built form may be possible to achieve in stages, it is based on a set of assumptions that have been made by the Applicant in relation to future land amalgamation, setbacks and separation distances.

8. The most critical assumption is that the mixed FSR option is only able to potentially ensure orderly development of the block that is consistent with the Apartment Design Guidelines (ADG) and PRCUTS if land not owned by the Applicant at 38-56 Victoria Street and 167 Parramatta Road is amalgamated and developed as one lot.

9. An issue also exists with 64 Victoria St, which is not owned by the Applicant but is surrounded by and controlled by the Applicant. The Applicant in this case is arguing that this site can be developed on its own with 0m setbacks to adjacent land controlled by the Applicant. However, Council officers have concerns about whether this can be achieved, especially in terms of car parking design and access arrangements.

10. This assumption has allowed the Applicant's designer to reduce the height of buildings on 44-56 Victoria Street to a maximum of 8 storeys and transfer the FSR for these sites onto a taller building covering the end of the block at 38-42 Victoria Road and 167 Parramatta Road. If the assumed amalgamation pattern was not achieved, then it would not be possible to transfer the FSR from one part of the site to another and the expectation would be that the buildings on 44-56 Victoria Street would be much taller. This would result in a built form on these sites that would overshadow the towers on the Applicant's site to the south of 44-56 Victoria Road; in this case, those apartments would have a significantly reduced outlook and amenity.

11. In addition, assumptions have been made by the Applicant in relation to how setbacks might be arranged. As an example of these issues (refer to Figure 2 illustrating mixed FSR approach), separation between Building 2 (the long building fronting Parramatta Road) and Buildings 3 and 4 (the two smaller towers fronting Victoria St) is achieved by having different setbacks on either side of the land ownership boundary, as illustrated below.

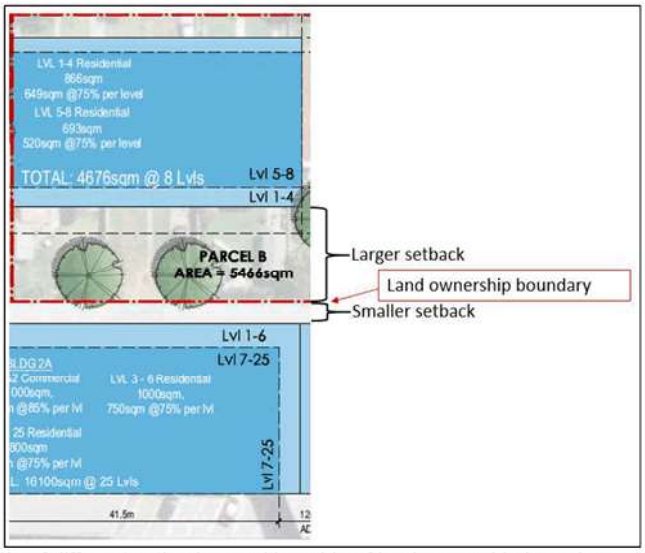


Figure 4: Example of different setbacks on either side of land ownership boundary

12. As another example of these issues, the proposed scheme illustrates a 0m setback and shared wall between developments on the Applicant's land and land at 64 Victoria St.

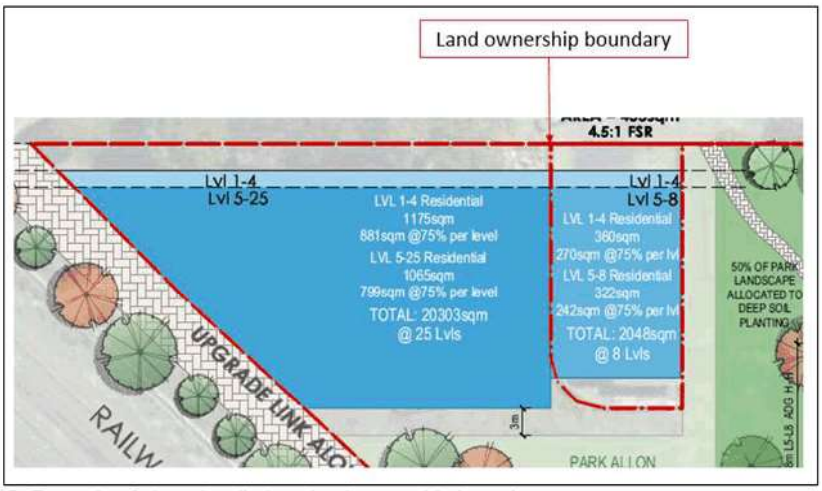


Figure 5: Example of shared wall along land ownership boundary

13. With each of these setback issues, the timing/staging of different Development Applications becomes a critical issue. If the sites were developed as per the Applicant's proposed setback arrangements, and the Applicant's site was developed prior to the adjoining sites being developed, issues such as the following examples would arise:

    - In the case of 64 Victoria Street, potentially a large blank wall on the western boundary of this site until 64 Victoria Road was developed with a development that would abut the wall sitting on the common boundary. Given that the tower on the Applicant's site is up to 25 storeys high and the proposal for 64 Victoria Street is only 8 storeys, any windows on the eastern façade of the tower at higher levels would overlook the rear yard of 64 Victoria Road.
    - In the case of 44-56 Victoria Street, a 25 storey tower building with the lower portions of the building sitting within 6m of the back boundary of 44-56 Victoria Street. (Note: this is a Council Officer estimate as the Applicant's plans do not have a clear setback marked.)

14. In these cases, the privacy and amenity impacts of having such large buildings so close to existing single dwelling residential properties would need to be considered as part of the Development Application. It is possible that, in those instances, larger setbacks could be required. In the view of Council officers, this would likely mean that the Applicant would not be able to accommodate the FSR within the height limits proposed and still achieve the objectives of the ADG in relation to privacy and amenity standards.

15. Other key built form and urban design issues with the mixed FSR option include:

    a. Towers are not always centrally located on podiums, and some tower edges have no setback from the podiums (i.e. no tower setback).
    b. There are several setbacks between towers which, in order to comply with ADG requirements, would depend on both tower ends being designed with exclusively non-habitable spaces or with large blank walls where only bathroom windows would be permitted because of privacy concerns. The development of multiple buildings that have various facades that can only be designed with bathroom windows is not ideal from an urban design point of view, as it limits (a) the designer's options in providing attractive building facades and (b) apartment floor plates and layouts. A comparison of the setbacks proposed with the standards in the ADG is provided below. The identified issues are noted in the table below, with "h" and "nh" denoting separation between "habitable" and "non-habitable" spaces.

Buildings	Setback Illustrated	ADG		
		h-h	h-nh	nh-nh
3 and 4	9m	18m	12m	9m
2A and 2B	12m	24m	18m	12m
2B and 5	18m	24m	18m	12m
4 and 5	12m	18m	12m	9m

It is noted that the Applicant's final preferred scheme does not provide detailed floor plans illustrating how the towers might be designed to achieve entirely non-habitable spaces along these tower edges. In addition, it is noted that none of the towers proposed to the east of the open space meet the ADG requirements without depending on at least some facades designed entirely with non-habitable spaces.

c. Tower floorplates for Building 1 (1,065sqm) and Building 5 (1,326sqm) are bulky, with 9-11 units estimated per floor.
d. The PRCUTS Planning and Design Guidelines state that the maximum tower length is 45m. The towers on Buildings 1 and 5 exceed this.
e. The through-site link at eastern end of the block is sited very close to Albert St, and due to this proximity, may serve to confuse public and private open spaces. It is considered that the proposed open space already provides a through-site link in a more appropriate location within the block, therefore, this through-site link is not necessarily required.

16. It should be noted that optimal setback and unit layout arrangements under the ADG are for the building separation to be maximised and for unit layouts to maximise windows with access to natural light and cross ventilation.

17. However, it should also be noted that under the consistent FSR option (i.e. 4.5:1 across the entire site), similar assumptions for the setbacks and land amalgamation have been made by the Applicant.

18. Analysis by Council officers has revealed that the key issue that is driving the assumptions appears to be the Applicant's preferred amalgamation pattern. The land ownership pattern makes it very difficult to develop these sites in a manner that allows for optimal design outcomes with full compliance with the numerical standards set out in the Apartment Design Guide (ADG).

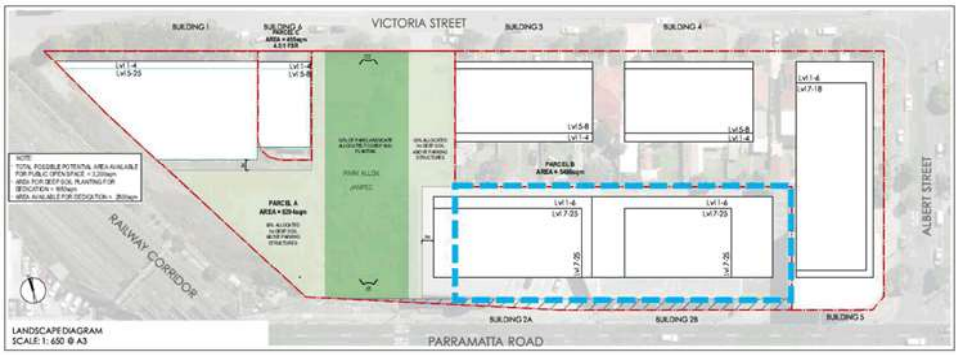


Figure 6: Figure labelling portion of Applicant's land which is inefficient from an urban design perspective (dashed blue rectangle)

19. The portion of the Applicant's site that fronts onto Parramatta Road and does not extend all the way to Victoria Street is inefficient from an urban design viewpoint (see Figure 6 above). This strip of land (dashed blue in above figure) that is part of the Applicant's site is not very deep. Once setbacks from Parramatta Road (6m, required to protect the amenity of residential units) and a northern (rear) setback of 12m (which is the optimal setback under the ADG) are taken in to account, the depth of any tower element on this strip of land is limited and may be unviable. In addition, the advice from the RMS is that further road widening may be required to accommodate a left hand turning lane into Albert Street along the Parramatta Road frontage. This would effectively decrease the depth of site available and further exacerbate the efficiency problems with the strip of land shown in Figure 6 above.

20. In the opinion of Council Officers, this is the reason why the Applicant has shown reduced setbacks from the northern boundary for buildings along this strip of land and increased setbacks for buildings on sites adjacent to the north (refer Figure 3). This approach is seeking to achieve building separation requirements, whilst still retaining viable tower footprints on this strip of land.

21. Also this strip is on the southern side of the block, so any taller buildings on the sites immediately to the north (fronting Victoria Street) would overshadow any buildings on this strip and impact on the amenity of the units on this part of the site. It is the opinion of Council Officers that this is the reason that the Applicant has made the assumptions about land consolidation of adjoining properties to the north. By making this assumption, some of the FSR can be transferred onto the part of the amalgamated site fronting Albert Street (ie 38-42 Victoria Street and 167 Parramatta Road) while keeping the height of buildings at 44-56 Victoria Street lower (thereby improving solar access to the narrow part of the Applicant's site). This issue is demonstrated in Figure 7 below.

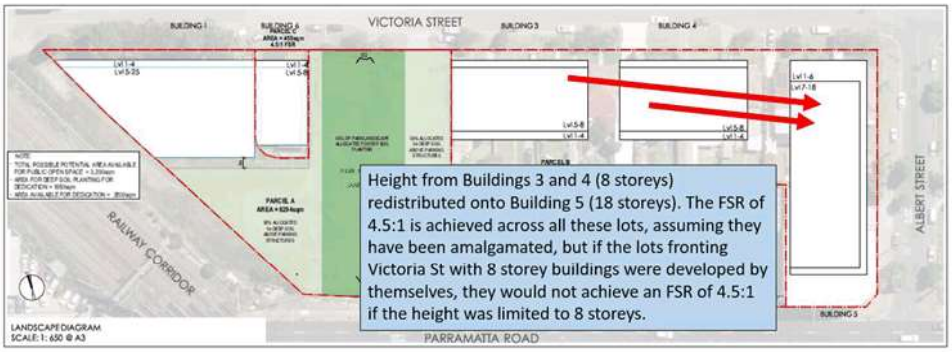


Figure 7: Allocation of height and FSR on sites not owned by the Applicant under Applicant-preferred option

22. Council Officers have noted that, if amalgamation occurred through the block in a north-south manner (so that development sites had two frontages) it would be much easier to design a series of tower developments for this block that comply with optimal ADG setbacks and building separation requirements, do not significantly overshadow each other, and which maximise the potential amenity of future units.

23. The mixed FSR proposal further increases the pressure to utilise sub-optimal setback arrangements and unit layouts to achieve minimum standard compliance with the ADG. Using the standards in the ADG that allow setbacks to be reduced between non-habitable spaces results in less optimal tower separations. This can also have the effect of limiting floorplan design, which may minimise access to natural light in units.

24. Submissions lodged by the owners of these sites (i.e. within properties at 38-56 Victoria Street and 167 Parramatta Road) include concerns about their ability to achieve appropriate developments at an FSR of 4.5:1, given the assumptions that have been made by the Applicant on how the block can be developed. These submissions particularly detail concerns about the setback arrangements proposed, which they consider to be inequitable given the setback on the Applicant's site are much smaller than those shown for their sites. They are requesting Council put in place a planning framework that allows all landowners equal opportunity to achieve the maximum FSR possible for their site. Whilst nuances in views are presented across the submissions, the majority request in their submission to Council that a consistent FSR be applied across the entire block.

25. Better outcomes can be achieved and it is the role of the planning system to put in place controls that promote optimal outcomes wherever possible. Therefore - regardless of whether the Council chooses to apply a mixed or consistent FSR across the block – it is recommended that Council resolve to commence a process to prepare a site-specific DCP to guide redevelopment of the block. The

Draft DCP should be prepared by an independent consultant engaged by Council who will advise Council on how to best formulate controls to maximise the amenity of future developments and ensure the best possible design outcomes.

26. Because the mixed FSR approach allocates some of the site to providing open space, it has less of the site available to accommodate 6:1 FSR. This means it is more reliant on the setbacks concessions in the ADG and results in a scenario where concessions to allow less desirable separation must be given for even taller buildings than might be the case under a 4.5:1 scenario.

27. Council officers are concerned that the Applicant's assumptions demonstrate that 6:1 can be achieved on their site together with the proposed open space, while imposing potential future impacts on the adjoining owners. The setback arrangements offer little flexibility to deal with amenity issues if the Applicant's site is developed ahead of adjoining sites. Also, the assumptions about amalgamation essentially require the adjoining owners to all amalgamate into one development parcel for those owners to be able to achieve the 4.5:1 FSR that the PRCUTS has identified for these sites.

28. The test that must be achieved if any variation from PRCUTS is to be supported is the Applicant must demonstrate a better planning outcome will be achieved. Given some of the amalgamation issues discussed above, building separation arrangements that minimise tower separations may need to be considered to make redevelopment of this site work. However, under a part 6:1 and part 4.5:1 scenario, these towers will be a set of taller towers grouped closer together than would be the case if the site was developed under a consistent FSR of 4.5:1 across the whole site. Given this, Council Officers are not satisfied that on urban design grounds alone that the test of "a better planning outcome" has been demonstrated in this case.

29. Advice from Council's urban design team is that maximising the spacing of towers on the site will lead to optimal urban design outcomes from their viewpoint as it will minimise privacy impacts between towers and provide more space at either ground level or upon podiums for communal open space. It also provides the designer more opportunity to locate towers to minimise as much as possible shadow impact on other buildings. Council is being asked to determine as part of this Planning Proposal the potential zoning and height and FSR for the entire block, and it is considered that better urban design outcomes will be achieved if the FSR is set at 4.5:1 and the height set at 82m or 25 storeys.

30. Setting the height at 82m is inconsistent with the PRCUTS, which indicates a height of 52m or 18 storeys. The advice from the Council's urban design team is that allowing flexibility for one or two towers on the site to be taller than others will potentially allow for fewer towers and for those towers to be slenderer and better-spaced than if a height of 52m is applied. It is also noted that a height of 82m is specified in the Gateway determination and was the height specified in

one of the exhibited options, so the community are aware that buildings of this height are being contemplated as part of this process and were able to provide comment on this as part of the exhibition process.

31. Council officers are satisfied that allowing a height of 82m does allow for a better urban design outcome with an FSR of 4.5:1. With an FSR of 6:1, the need to accommodate the extra 1.5:1 on the sites together with the fact that the tower locations are limited by the proposed park. mean that the same benefits in terms of well-spaced towers are not achieved under the Applicant's proposal.

Open space and landscaping

32. The provision of the open space provided in this option is the public benefit which the Applicant contends more than offsets any negative implications associated with the density being increased to 6:1 over their potion of the site.

33. The rectilinear orientation of the open space with two road frontages is considered to be more appropriate than the open space proposal that was illustrated in the exhibited 6:1 option (which only had one street frontage and was surrounded on three sides by private development). The current proposed open space layout for the site is shown in Figure 8 below.



Figure 8: Excerpt from landscaping plan showing proposed open space layout in mixed FSR approach

34. The area of open space that is shown within the orange dotted line is the area which would not have a basement built below it and is therefore available for deep soil planting. It has an area of 1,650sqm. There are also areas of open space surrounding this core area which are included as potential public open space in the Applicant's proposal; these areas are built above parking structures. In total the Applicant proposes a total potential area available for public open space of 3,200sqm. However, Council would not normally accept open space into Council ownership if there was a private basement below ground. Therefore, it is recommended in this case that Council consider the offer of public space to amount to 1,650sqm, which is the deep soil planting area unencumbered by the below ground car park.

35. Regardless of the open space outcomes which eventuate at this site, it will be important to clearly demarcate between ground floor private open space and communal open space. If Council does chose to pursue an option that involves the delivery of a new park, then a Draft VPA will be required to resolve the details about what exactly will be dedicated to Council (i.e. built form interface, and how any open space immediately adjoining the open space dedicated to Council will be managed).

36. In addition to the proposed publicly accessible open space, the Applicant's final preferred scheme also illustrates landscaped communal open space on some podium areas and roofs of the shorter towers, as well as some additional open space between buildings at ground level. Taller towers do not have landscaping illustrated on roofs. There is also a north-south through-site link illustrated near the east end of the block.

37. As noted above, the area designated as proposed potential area available for public open space is 3,200sqm, or approximately 23% of the site area. The ADG's design criteria state that communal open space should have a minimum area equal to 25% of the site. Therefore, it is considered that the quantum of proposed publicly accessible open space is better suited to helping to provide an appropriate quantum of high-quality, ground-level communal open space for future residents in the block.

38. Officers acknowledge that any additional open space should also be seen as a benefit to the community. The key to this assessment is whether the benefits sufficiently offset the potential negative implications of allowing the FSR on this part of the site to exceed the 4.5:1 recommended under PRCUTS.

39. In considering the potential benefit of the additional open space it is important to understand that PRCUTS already makes provision for open space improvements as part of the implementation of the PRCUTS. So the provision of this space must be seen as additional open space over and above that already planned for in PRCUTS.

40. PRCUTS includes the following proposed open space provision:

Through developer contributions plan

a. 2 tennis courts
b. 1 multipurpose court
c. Granville Park to facilitate access to an additional 3 sport fields
d. New passive open space at corner of Prince and Alfred Streets
e. New urban plaza at corner of Bridge and Rowell Streets
f. Passive open space upgrade for land under M4 Motorway viaduct
g. Passive open space upgrade for Duck Creek
h. 1 sportsground (two playing fields)

Opportunity through development

i. New passive open space at corner of Gray and Kemp Streets

Through Parramatta Road Urban Amenity Improvements Program

j. New passive open space – FS Garside Park upgrade/embellishment
k. New urban plaza at corner of Bridge and Rowell Streets
l. New passive open space at corner of Prince and Alfred Streets

41. As demonstrated above, provision has been made for open space in Granville through PRCUTS. However, given the cost and difficulty of acquiring land for open space purposes in areas that are being redeveloped with greater density, it is accepted that any increase over and above the level of open space being provided under PRCUTS would contribute positively to the amenity of the community.

42. Council's Open Space Team have indicated that they prefer the current proposed open space arrangement (i.e. under the mixed FSR approach option) compared to the open space proposed along Victoria Road in the exhibited option (i.e. at 6:1 FSR across the whole site). If the mixed FSR approach option were to progress, there are details that would need to be worked out regarding what open space land would be transferred to Council, and how the development would differentiate between this proposed public open space and the communal open space the development will need to provide to comply with the ADG. In conclusion, it is acknowledged that the provision of the open space is a benefit to the community.

Traffic / Transport Issues

43. Given the detailed history and interactions with Government Agencies related to transport issues, a stand-alone assessment of the traffic and transport issues is provided in a separate attachment (**Attachment 11**). The conclusion of that assessment is as follows:

> *Based on the assessment presented in this Attachment, it is recommended that, from a traffic and transport viewpoint, the Planning Proposal should proceed at densities consistent with PRCUTS. This is subject to the landowners agreeing to provide road widening to future-proof the site and making a contribution towards road network improvements that will be required to accommodate future growth. In order for the Planning Proposal to proceed, the appropriate mechanism for the landowners to contribute is via a Planning Agreement.*

Conclusion

44. The Section 9.1 (former Section 117) Direction related to PRCUTS allows Council to propose controls that are different from those recommended in PRCUTS if Council can demonstrate that the new arrangements results in a better planning outcome.

45. The main argument put forward by the Applicant in the mixed FSR approach option is that the provision of the proposed open space is a public benefit that justifies provision of the additional density they are proposing on the site, and that the result is a better planning outcome in their opinion.

46. The Applicant has also submitted documents that suggest that road widening they are seeking to provide should also considered be a public benefit. However, it is the position of Council Officers that this road widening would be required even if the FSR is set at 4.5:1, so the road widening is not a benefit that offsets the additional FSR being requested.

47. As detailed in the assessment above (and in the detailed transport and traffic assessment at Attachment 11) the additional density proposed by the Applicant also results in negative impacts from an urban design viewpoint and traffic viewpoint.

48. In order to be satisfied that there is a better planning outcome in the mixed FSR approach, one would essentially need to be satisfied that the benefits from the additional open space outweigh the negative implications of the additional density in terms of urban design outcomes and traffic impacts.

49. Council officers do not consider in this instance that the open space benefits outweigh the traffic and urban design concerns, and therefore recommend that Council proceed with an FSR of 4.5:1 across the entire block for the following reasons:

    - PRCUTS already makes provision for the delivery of open space in Granville. Therefore, there is already a strategy in place for delivery of additional open space to support the local community based on an FSR of 4.5:1, mitigating the importance of achieving additional open space on this particular site.
    - There are concerns that the densities proposed in PRCUTS may not be achievable due to road network constraints, and that there are significant potential traffic and transport issues that will only be exacerbated if an increase in density above that proposed in PRCUTS is permitted at this time.
    - It is acknowledged that urban design outcomes are complicated on this block because they can vary depending on site amalgamation issues and assumptions. However, the analysis provided by the Applicant leads Council officers to the conclusion that the urban design outcomes that result with the mixed FSR approach with current land ownership patterns and a park are suboptimal compared to those that result with an FSR of 4.5:1 without a park.
    - Council officers are also concerned about the precedent that would be set if this proposal is accepted. Two main concerns are identified:

- From a traffic viewpoint, the precedent of allowing increased density above and beyond PRCUTS ahead of a traffic study that confirms whether the PRCUTS densities can be accommodated is not considered strategically sound.
- Allowing additional density on the basis of additional infrastructure creates a circular argument, as the increased density increases demand not just for the infrastructure being provided but for all the other infrastructure that is required in the precinct to service the demand. (i.e. In this case, while the open space demand is addressed by the Applicant, the other infrastructure impacts resulting from higher densities such as community facilities and active open space are yet to be resolved.)

50. For these reasons, it is recommended that Council proceed with the subject Planning Proposal with an FSR of 4.5:1 and height of 82m across the whole block subject to (a) a Draft DCP being prepared and (b) appropriate Planning Agreement(s) or relevant alternatives being entered into to address the transport infrastructure requirements set out by the transport agencies.

Attachment 7 - Summary of submissions to exhibition and Council officer response - Landowners

# of submissions	Theme	Issue	Response
5	*Issues regarding support for proposal*	The proposal will rejuvenate, revitalise,renew,modernise the area	Issues raised in support of the proposal are noted.
6		Support proposed provision of park/open space	
5		Support for economic/job/community/social opportunities arising from new opportunities for shopping, dining, relaxation	
6		Support and/or accept additional housing in this location (including some which highlighted positive impact on housing affordability and options)	
5		Support proposed widening of Parramatta Road and/or other road/traffic improvements	
5		Providing housing near Granville and Harris Park Stations will relieve traffic congestion	
4		Support the shift to mixed-use	
5		Facilitate development of an underutilised site	
4		This proposal will support growth under PRCUTS	
4		This is an appropriate proposal for this site (reasons included site context, location, adjacent land uses, proximity to station and/or Parramatta CBD)	
1		Site is "in sequence" for staging of Granville precinct	
5		Support proposed upgrade to link along railway line	
2		Support proposed through-site links	
5		Support Option 1's reduced traffic impact over Option 2	
5		Given State Government's emphasis on housing supply, Option 1 is a better outcome	
5		Proposal will support Parramatta CBD and Auto Alley	
10	*Issues regarding proposal process*	Request an extension of time to respond to exhibition	As discussed in the report, the exhibition period was extended.
2		Concerns regarding initial notification process for Planning Proposal, not having access to adequate and/or clear information about the proposal	The exhibition period was extended and notification expanded.
1		Concern that the 1 November 2017 edition of the local paper which contained the exhibition advertisement was not delivered to part of Victoria Street.	Council advertised the exhibition in the Parramatta Advertiser, which is delivered in this area. Any issues regarding delivery to individual sites should be directed to the paper.
2		Concern about the role of Flagship Communication	Noted. As discussed in the report, the exhibition period was extended and stakeholders advised that submissions should be lodged with Council.

Attachment 7 - Summary of submissions to exhibition and Council officer response - Landowners

# of submissions	Theme	Issue	Response
1		Request for State Government to remove Council's Relevant Planning Authority (RPA) status	Noted. This decision is at the discretion of the State Government. The Department of Planning are aware of this request, but have not advised Council that they are considering Council's place as the RPA for this matter.
1		Concern that Option 1 represents a significant change from a previous stage of the Planning Proposal (mid-2017)	This concern is noted and all Options are being considered against the PRCUTS planning framework.
11	*Economic / land ownership issues*	Concern about ownership pattern of the subject land (e.g. its impacts on delivery of park, concerns about different treatment for properties designated as park, acquisition implications, involvement of other developer etc.)	Noted. The implications of land ownership patterns in the block are discussed in detail in several sections of the report. This issue is most critical to the DCP controls, rather than the LEP amendment proposed, and is discussed in the DCP section of the main report.
1		Concern expressed about negotiations of landowners with developers	Council is not involved in private negotiations over land. Negotiations about land purchases or arrangements are a matter for the parties involved.
1		Concern that Granville is a disadvantaged area	The concern about the level of disadvantage in Granville is noted. However, at a strategic level, the PRCUTS is a State Government Strategy that has identified this area as an area supported for regeneration.
1	*Issues relating to infrastructure*	Concern as to the certainty of delivery of the proposed park	Noted. Deliverability of the park is discussed in more detail in the report.
6		Concern about impacts on affected properties as a result of widening Parramatta Road	Widening Parramatta Road is identified in PRCUTS' Infrastructure Schedule. The implications of this widening on built form in the block should be further considered at DCP stage and any draft VPA for this site.
2	*Issues relating to amenity impacts*	Concern about overshadowing (including resulting cold and damp)	This concern is noted. Overshadowing should be further considered at DCP stage, and is discussed in more detail in the section of the main report that deals with the DCP.
2		Cumulative impacts of growth in Granville on nearby properties and residents (including development and infrastructure projects)	This concern is noted. PRCUTS sets the framework for managing cumulative growth in the Granville precinct.

Attachment 7 - Summary of submissions to exhibition and Council officer response - Landowners

# of submissions	Theme	Issue	Response
2		Concern about lack of setback to adjacent houses	This concern is noted. Setbacks should be further considered at DCP stage, and is discussed in more detail in the section of the main report that deals with the DCP.
6	*Other Views and Issues*	Request a summary of DAs and PPs in Granville	Members of the public can access information on Development Applications through Council's MyDevelopment portal. Council's Land Use Planning team reports on all Planning Proposals which it is processing 3x yearly; these reports can be viewed in Council's business papers and on the Council's Planning homepage.
1		Concern that Option 1 is not supported by Council Officers	Noted. Council officers' assessment of the various options is presented in the report and accompanying attachments.
1		Concern that the difference in units proposed under Options 1 and Option 2/PRCUTS is not of "minor significance"	This concern is noted and acknowledged. However, the Section 117 (now Section 9.1) Direction requires Council to consider whether the option put forward by the Applicant is a better planning outcome.

Attachment 8 - Summary of submissions to exhibition and Council officer response - Non-landowners / address not given

# of submissions	Theme	Issue	Response
6	*Issues regarding support for proposal*	This proposal will rejuvenate, revitalise, renew, modernise the area	Issues raised in support of the proposal are noted.
10		Support proposed provision of park/open space	
2		The proposed provision of a park outweighs the additional residential units proposed under Option 1	
5		Support for economic/job/community/social opportunities arising from new opportunities for shopping, dining, relaxation	
5		Support and/or accept additional housing in this location (including some which highlighted positive impact on housing affordability and options)	
2		Support proposed widening of Parramatta Road and/or other road/traffic improvements	
1		Proposed development could help residents of Parramatta stay in the area	
4		This is an appropriate proposal for this site (reasons included site context, location, adjacent land uses, proximity to station and/or Parramatta CBD)	
1		Support proposed through-site links	
2		PRCUTS is a guide only, and proposals which result in better outcomes can/should be considered	
2		Support expressed for Option 2 as it will have fewer impacts than Option 1 (including breeze, ventilation, cars, visual impacts)	
5	*Issues regarding proposal process*	Request an extension of time to respond to exhibition	As discussed in the report, the exhibition period was extended.
7		Concerns regarding initial notification process for Planning Proposal, not having access to adequate and/or clear information about the proposal	The exhibition period was extended and notification expanded.
2		Concern that the local paper which contained the exhibition advertisement was not delivered to some properties.	Council advertised the exhibition in the Parramatta Advertiser, which is delivered in this area. Any issues regarding delivery to individual sites should be directed to the paper.
2		Concern about the role of Flagship Communication	Noted. As discussed in the report, the exhibition period was extended and stakeholders advised that submissions should be lodged with Council.

Attachment 8 - Summary of submissions to exhibition and Council officer response - Non-landowners / address not given

# of submissions	Theme	Issue	Response
2	*Economic / land ownership issues*	Concern about ownership pattern of the subject land (including its impacts on delivery of park, concerns about different treatment for properties designated as park, acquisition implications, involvement of other developer etc.)	Noted. The implications of land ownership patterns in the block are discussed in detail in several sections of the report. This issue is most critical to the DCP controls, rather than the LEP amendment proposed, and is discussed in the DCP section of the main report.
2		Concern about equity across development sites in Granville	PRCUTS sets the framework by which Planning Proposals in different parts of Granville are to be considered. The Strategy does not propose the same outcome across all sites in Granville, but instead takes into consideration issues such as distance from public transport, urban design and amenity issues which resulted in the FSR and Height policy framework detailed in PRCUTS. In this case, the Applicant is seeking a departure from PRCUTS on the basis that they will be providing an additional park and Council are considering this proposal as part of this report.
2		Concerns that Developers on-sell and change developments without public consultation or regard to original Development Application	Council is not involved in private matters relating to land sales and this proposal does not relate to any Development Application. The process currently underway will set the policy framework; it will not include the approval of any Development Application. Once policies are in place, it is up to landowners to become involved in / agree to Development Applications involving their land. Any Development Application lodged at that stage proposing larger-scale mixed-use commercial / residential development involves a mandatory consultation process where adjoining landowners are consulted.
1		Concern regarding how the economic benefits of Option 1 were quantified in material submitted by the Applicant.	This concern is noted. The critical issues in the assessment of this proposal relate to urban design, transport and open space rather than the economic benefits. Therefore any concerns about the accuracy of the economic assessment is not of critical importance to resolving this matter.

Attachment 8 - Summary of submissions to exhibition and Council officer response - Non-landowners / address not given

# of submissions	Theme	Issue	Response
2		Concern that the proposal will not improve housing affordability in the area	The State Government has publicly stated that they consider that increasing supply of housing is one aspect of the policy to address housing affordability. Whether new units will be cheaper than the cost of existing houses is a complex issue. The cost of existing properties / houses in Granville has already been influenced by PRCUTS and other broader market forces, but PRCUTS certainly seeks to provide for an increased supply of housing in Granville in the future.
1		Concern that the proposed commercial tenancies would not be filled	These concerns are noted. This process seeks to put into place a policy framework that helps inform the market. Landowners / developers will then respond and lodge Development Applications if market conditions are appropriate. Given the long lead time with the development approval and construction processes, there may sometimes be oversupply of units or commercial floor space in an area; these are usually resolved over time as the market in that locality adjusts. It is likely that Granville will develop slowly over a long period of time rather than every site in Granville being immediately redeveloped for apartments as soon as the rezoning occurs.
2		Concerns about oversupply of units	
1		Proposing an additional nearby group of properties (outside the block) for rezoning for reasons relating to fairness/equity	The reason that this particular Planning Proposal is proceeding ahead of the traffic study process is that it received a Gateway determination prior to finalisation of PRCUTS. Council will seek to implement the PRCUTS framework following completion of the traffic study, when comprehensive LEP amendments will be progressed for all sites relevant to PRCUTS.

Attachment 8 - Summary of submissions to exhibition and Council officer response - Non-landowners / address not given

# of submissions	Theme	Issue	Response
3		Concern that development will negatively impact property values for nearby properties	Property prices are impacted by various issues and market forces. It is often the case that the introduction of new development potential not currently available will have the effect of raising property prices. So whilst the value of some properties in Granville near redevelopment sites might be seen as less valuable to purchasers looking for a single residence, the overall impact of this on property prices may be offset by the fact that the site itself may be more valuable as a potential redevelopment site. In this scenario, the impacts on property prices will depend on market forces driving redevelopment in the area.
7	*Issues relating to built form*	Concerns about overdevelopment	PRCUTS sets the strategic context for managing growth in the Granville precinct. This proposal is being considered against PRCUTS.
1		Concern that the proposed park would be surrounded on three sides by private development	This concern is noted. Refer to discussion of open space in Attachment 6.
1		Support expressed for medium-density, rather than high-density residential development	PRCUTS sets the strategic context for density in the Granville precinct, and it proposes apartment building forms.
1		Concern about how the proposed development at this site will affect development potential at other sites in Granville	The reason that this particular Planning Proposal is proceeding ahead of the traffic study process is that it received a Gateway determination prior to finalisation of PRCUTS. Council will seek to implement the PRCUTS framework following completion of the traffic study, when comprehensive LEP amendments will be progressed for all sites relevant to PRCUTS.
1	*Issues relating to infrastructure*	Concern as to the certainty of delivery of the proposed park	Noted. Deliverability of the park is discussed in more detail in the report and in Attachment 6.
1		Concern that Garside park is fenced and underutilised	This is outside the scope of this assessment.
1		Does not support through site links due to safety concerns for pedestrians and cyclists	This concern is noted. A through-site link and upgraded link along railway line are identified in PRCUTS supporting documents.
9		Impacts/issues relating to traffic in the area (e.g. safety concerns, concern that traffic assessment depends on 2011 Census data, and concerns relating to the need to complete a precinct-wide traffic study)	This concern is noted. As discussed in the report and attachments, considering traffic impacts has formed a key part of Council officers' assessment. Refer to discussion in Report (Summary of Traffic Issues) and in Attachment 11.

Attachment 8 - Summary of submissions to exhibition and Council officer response - Non-landowners / address not given

# of submissions	Theme	Issue	Response
4		Impacts/issues relating to parking in the area	This concern is noted. The Granville area has been selected as an area where higher density is appropriate because of its proximity to Granville station. In order to meet broader transport policy objectives, it is important that policies are put in place that encourage use of public transport ahead of private motor vehicles. In this context, parking policies in Granville will need to be put in place to promote public transport use, which may include reduced rates of parking provision.
4		General concern about infrastructure capacity/impacts	These concerns are noted. PRCUTS includes provision for infrastructure planning and as part of PRCUTS there is also currently a traffic analysis being undertaken that will inform rezonings across all of Granville. As part of that broader process of implementing PRCUTS, all of these infrastructure issues will need to be addressed, including open space planning and provision. This Planning Proposal is being considered ahead of the broader PRCUTS implementation because it received its Gateway Determination prior to the finalisation of PRCUTS.
2		Concern about impact on public transport (including concern about downgrade in number of services to Granville Rail Station)	
2		Concern about capacity of open space/recreation infrastructure in the area, more public domain and open space planning is required	This concern is noted. Open space is discussed in further detail in the report. Refer to further discussion in the report (section detailing officers' assessment), as well as in Attachment 6.
1		Masterplanning for Granville is required (including suggestions for content)	PRCUTS sets the framework for guiding growth in the Granville precinct. It is essentially the masterplan that Council has been issued by the State Government.
3	*Issues relating to amenity impacts*	Concern about overshadowing (including resulting cold and damp)	These concerns are noted. With the development of the proposal under PRCUTS, there will inevitably be changes to impacts - such as the level of overshadowing, privacy impacts and micro-climate issues - as part of Granville's redevelopment. During the implementation, there will inevitably be cases where new development will adjoin existing dwellings and the Development Application process will need to take into consideration the impacts at that stage on existing residents. The rezoning process will encourage redevelopment, but the Development Application stage will determine the exact impacts and how they should be addressed.
5		Concerns relating to air pollution, breezes and ventilation	
2		Concerns about view impacts for adjacent properties	
6		Concern about impact of high-density residential development on general amenity of the area (including issues relating to liveability, public domain, crime and safety, rubbish, overcrowding, visual impacts, privacy)	
3		Cumulative impacts of growth in Granville on nearby properties and residents (including development and infrastructure projects)	

Attachment 8 - Summary of submissions to exhibition and Council officer response - Non-landowners / address not given

# of submissions	Theme	Issue	Response
1		Concern about impacts of additional residents in an emergency situation	This concern is noted. PRCUTS envisions redevelopment of Granville into a higher density area, and sets the framework for managing this growth and its impacts. This development alone would not result in congestion that would expose local residents to risk in case of an emergency. The broader implementation of PRCUTS will need to take this issue into consideration as a part of that process.
2		Concern about impacts to community feel of the area/loss of community	This concern is noted. PRCUTS envisions redevelopment of Granville into a higher density area, and sets the framework for managing this growth and its impacts.
1		Concern about impervious surfaces and drainage issues	This concern is noted. PRCUTS envisions redevelopment of Granville into a higher density area, and sets the framework for managing this growth and its impacts. As the density of development increases, policies to deal with drainage and heat island effects etc. will need to be taken into consideration to minimise the impacts of the development of the water cycle in the area and the local micro-climate. Drainage policies, requirements for deep soil planting, use of materials and designs that minimise heat retention and transfer are all future policies that need to be addressed as PRCUTS is implemented. In the case of this proposal, these issues can be addressed at the DCP and Development Application stages.
1		Concern about increased heat issues in warm weather	
3	*Other views and issues*	Concerns relating to consistency with PRCUTS (e.g. that the proposal is not consistent with PRCUTS, that development beyond Option 2/PRCUTS will have unacceptable negative impacts, that Option 2 is preferable due to consistency with PRCUTS, etc.)	This concern is noted. Consistency with PRCUTS was a key issue in officers' assessment, and this is discussed in more detail in the report.
1		Support provision of open space and links, but propose a "compromise" between Options 1 and 2 in terms of height	The proposal for a compromise in terms of height is noted. Various options are considered in the report.
1		Suggest active transport link improvements such as an overpass over Parramatta Road and upgrades to Duke Street to connect to existing M4 cycleway corridor to improve connectivity in the area	This suggestion is noted. Through site links are also discussed in Attachment 6. These issues will also need to be given precinct-wide consideration where Council seeks to implement PRCUTS, once the current traffic study process is completed.
1		Concern that Option 1 is not supported by Council Officers	Noted. Council officers' assessment of the various options is presented in the report and accompanying attachments.

Attachment 8 - Summary of submissions to exhibition and Council officer response - Non-landowners / address not given

# of submissions	Theme	Issue	Response
2		Concern that the difference in units proposed under Options 1 and Option 2/PRCUTS is not of "minor significance"	This concern is noted and acknowledged. However, the Section 117 (now Section 9.1) Direction requires Council to consider whether the option put forward by the Applicant is a better planning outcome.

Attachment 8 - Summary of submissions to exhibition and Council officer response - Non-landowners / address not given

Summary of Additional Submission

Note	Issue	Response
s discussed in the report an additional submission from a household outside the bloc was received as part of the landowner consultation process in eptember October	Request extension to consultation period	This issue including the reasons that extensions were not granted is addressed in the Council report.
	Surrounding area was not notified of consultation period	The original exhibited proposal with two options (ie FSR of 6 1 or FSR of 4.5 1) was exhibited and notified to landowners and adjoining neighbours. However. the hybrid option submitted by the applicant (ie part 6 1 and part 4.5 1) was a middle option that would not have any impacts to adjoining landowners outside the block that were greater than the impacts associated with the 6 1 option exhibited. For this reason a decision was made that a consultation process on this hybrid option would only involve landowners from within the block.
	Concerns about ADG compliance	These views are noted. Each of these issues - ADG compliance, land ownership patterns and open space - were considered by Council officers in their assessment, and are discussed in further detail in the Report and Attachment 6.
	Concerns about land ownership patterns in the block	
	Does not support the park	
	Concern about how the proposed development at this site will affect development potential at other sites in Granville	These issues are already described in the table above. Refer to the responses provided above.
	Concerns about overdevelopment	
	Concerns about amenity impacts (i.e. pollution, health impacts, views, tree removal, impacts of driveway etc.)	
	Concern that the difference in units proposed under Options 1 and Option 2/PRCUTS is not of "minor significance"	
	Concerns that Developers on-sell and change developments without public consultation or regard to original Development Application	
	Concern that the proposal will not improve housing affordability in the area	
	Concerns about oversupply of units	
	General concern about infrastructure capacity/impacts	

Attachment 9 - Summary of submissions to exhibition and Council officer response - Form letter

# of submissions	Theme	Issue	Response
25 (form letter)	*Economic / land ownership issues*	Concern that the proposal will not improve housing affordability in the area	The State Government has publicly stated that they consider that increasing supply of housing is one aspect of the policy to address housing affordability. Whether new units will be cheaper than the cost of existing houses is a complex issue. The cost of existing properties / houses in Granville has already been influenced by PRCUTS and other broader market forces, but PRCUTS certainly seeks to provide for an increased supply of housing in Granville in the future.
	Issues relating to built form	Concerns about overdevelopment	PRCUTS sets the strategic context for managing growth in the Granville precinct. This proposal is being considered against PRCUTS.
	Issues relating to infrastructure	Impacts/issues relating to traffic in the area (including safety concerns, concern that traffic assessment depends on 2011 Census data, and concerns relating to the need to complete a precinct-wide traffic study)	This concern is noted. As discussed in the report and attachments, considering traffic impacts has formed a key part of Council officers' assessment. Refer to discussion in Report and in Attachment 11.
		Impacts/issues relating to parking in the area	This concern is noted. The Granville area has been selected as an area where higher density is appropriate because of its proximity to Granville station. In order to meet broader transport policy objectives, it is important that policies are put in place that encourage use of public transport ahead of private motor vehicles. In this context, parking policies in Granville will need to be put in place to promote public transport use, which may include reduced rates of parking provision.
		General concern about infrastructure capacity/impacts	These concerns are noted. PRCUTS includes provision for infrastructure planning and as part of PRCUTS there is also currently a traffic analysis being undertaken that will inform rezonings across all of Granville. As part of that broader process of implementing PRCUTS, all of these infrastructure issues will need to be addressed, including open space planning and provision. This Planning Proposal is being considered ahead of the broader PRCUTS implementation because it received its Gateway Determination prior to the finalisation of PRCUTS.
		Concern about impact on public transport (including concern about downgrade in number of services to Granville Rail Station)	

Attachment 9 - Summary of submissions to exhibition and Council officer response - Form letter

# of submissions	Theme	Issue	Response
		Concerns relating to determining the Planning Proposal prior to the Precinct Wide Study being completed	This concern is noted. The Planning Proposal received a Gateway determination prior to finalisation of PRCUTS. A precedent was set at a nearby site (the "Barn" site), where that Planning Proposal proceeded ahead of a precinct-wide study as it had received a Gateway determination prior to PRCUTS.
	Issues relating to amenity impacts	Concerns about view impacts for adjacent properties	These concerns are noted. With the development of the proposal under PRCUTS, there will inevitably be changes to impacts - such as the level of overshadowing, privacy impacts and micro-climate issues - as part of Granville's redevelopment. During the implementation, there will inevitably be cases where new development will adjoin existing dwellings and the Development Application process will need to take into consideration the impacts at that stage on existing residents. The rezoning process will encourage redevelopment, but the Development Application stage will determine the exact impacts and how they should be addressed.
		Concern about impact of high-density residential development on general amenity of the area (including issues relating to liveability, public domain, crime and safety, rubbish, overcrowding, visual impacts, privacy)	
		Cumulative impacts of growth in Granville on nearby properties and residents (including development and infrastructure projects)	
		Increase in height and FSR will result in loss of character	
	Other views and issues	Concern about consistency with PRCUTS (i.e. Option 1 proposes housing provision above and beyond PRCUTS)	This concern is noted. Consistency with PRCUTS was a key issue in officers' assessment, and this is discussed in more detail in the report.
		Support for Design Excellence requirement (with no bonus to be received) and ensuring that contributions to State public infrastructure are made	Support for these matters is noted.

Attachment 10 - Summary of pre-exhibition submissions and Council officer response

# of submissions	Issue	Response
16	Request for additional consultation / communication with community, including requests for a preliminary exhibition.	It is not Council's policy to exhibit Planning Proposals prior to forwarding to the Department of Planning and Environment for Gateway determination. In relation to RZ/4/2012, Councillors resolved to hold a preliminary consultation process prior to determining whether the proposal in that case should proceed. Council chose not to take this approach in this case. Council is not required to undertake any consultation process prior to requesting a Gateway Determination and therefore, there is no reason for any further delay of this Planning Proposal which has received Gateway and been the subject of a formal consultation process.
12	Concern about equitable treatment of this Planning Proposal, including in comparison to treatment of Planning Proposal RZ/4/2012 (which had a preliminary exhibition)	
11	Issues relating to compliance with draft PRCUTS	This concern is noted. Consistency with PRCUTS was a key issue in officers' assessment, and this is discussed in more detail in the report.
9	Impacts on property values	Property prices are impacted by various issues and market forces. It is often the case that the introduction of new development potential not currently available will have the effect of raising property prices. So whilst the value of some properties in Granville near redevelopment sites might be seen as less valuable to purchasers looking for a single residence, the overall impact of this on property prices may be offset by the fact that the site itself may be more valuable as a potential redevelopment site. In this scenario, the impacts on property prices will depend on market forces driving redevelopment in the area.
5	Concerns around reporting process (e.g. proposal was reported as "Late Item", perceptions that documentation relating to the proposal was not included in Council's business paper, etc.)	Council's governance processes provide for a process by which late items and alternative recommendations circulated by memo may be considered.
5	Planning Proposal should be expanded to include the whole block.	The Gateway determination for this Planning Proposal expanded the proposal to include the whole block.
4	Concern that Council supported a proposal which did not align with draft PRCUTS and there is no legislative barrier to stop exhibition of a proposal which is not compliant with draft PRCUTS.	This concern is noted. In July 2017 Council resolved to exhibit both a PRCUTS-compliant Option and an Applicant-preferred Option which was not compliant with PRCUTS. This report details the outcomes of that exhibition process.
4	Comments relating to other planning decisions in Granville and/or concern that this site has received different treatment Council compared to other proposals in Granville	Noted. Each planning decision is evaluated against relevant statutory and strategic criteria, including merit assessment where appropriate/required.
3	Decisions should be based on equity for residents and community to build a sustainable future; submissions accepted this would involve their homes.	Noted. Impacts on the community have been considered as part of the assessment of this Planning Proposal. Refer to detailed assessment in the report.

Attachment 10 - Summary of pre-exhibition submissions and Council officer response

# of submissions	Issue	Response
3	Suggest creation of an online portal or designated central location for Planning Proposal information	It is not Council's policy to make Planning Proposal documentation available online in the same manner as Development Applications. However, Council is also going through a process of considering its approach to this issue, and may trial an arrangement where Planning Proposal information is available to the community before it is reported to Council.
1	Planning Proposal should not proceed to Gateway	Council subsequently resolved to forward this Planning Proposal for Gateway.
1	Community should be able to have a say on this development, as it will have amenity impacts and the community had the opportunity previously to comment on construction of a single-dwelling house in the same area.	A community consultation period for this Planning Proposal was undertaken as per the requirements of the Gateway determination. Under NSW legislation, Development Applications and Planning Proposals have different processes relating to exhibition.
1	Concerns about capacity of Victoria St to deal with parking impacts.	Given the density proposed is already identified as part of PRCUTS, the issue of parking impact does not justify not proceeding with this Planning Proposal. Through PRCUTS, the Granville area has been selected as an area where higher density is appropriate because of its proximity to Granville station. In order to meet broader transport policy objectives, it is important that policies are put in place that encourage use of public transport ahead of private motor vehicles. In this context, parking policies in Granville will need to be put in place to promote public transport use, which may include reduced rates of parking provision.

Attachment 11 – Summary and Assessment of Traffic Issues

Summary of transport agency responses to the proposal

Transport agencies – Summary of initial submissions to exhibition (December - January 2018)

1. The submission received from Transport for NSW (TfNSW) in response to the exhibited materials is summarised as follows:

    a) Option 1 (i.e. 6:1 FSR) contains a significantly lower proportion of commercial development than Option 2 (i.e. 4.5:1), and consideration should be given to the strategic land use targets for Granville precinct (minimum 160,000sqm commercial and maximum 350,000sqm residential). Council should consider mechanisms to reinforce an appropriate proportion of commercial/non-commercial floor space consistent with PRCUTS.
    b) The key actions for Granville precinct in PRCUTS require "non-residential uses fronting Parramatta Road and transitioning to residential towards the north of the precinct". Council should consider if both options adequately address this.
    c) The comparison of traffic generation was analysed on the basis of different proportions of development yields, i.e. Option 1 shows reduced traffic primarily as a result of a reduction in commercial GFA. Whilst Option 1 generates more residential traffic than Option 2, this is offset by the reduction in commercial traffic. Option 1 should only be considered if the changes to planning controls are justified in accordance with the vision, principles and strategic actions of PRCUTS.
    d) The proposal has not provided a cumulative impact assessment based on the assumptions that a Special Infrastructure Contribution (SIC) will be developed and a precinct-wide transport analysis will be completed. PRCUTS states that a precinct-wide traffic study and supporting modelling is required prior to any rezoning commencing. In light of this, a cumulative impact assessment of the Granville Precinct is required regardless of the Option that proceeds. TfNSW will provide review on the cumulative impact assessment when it is available.

2. The submission received from Roads and Maritime Services (RMS) in response to the exhibited materials is summarised as follows:

    a) As Option 1 is inconsistent with PRCUTS, it may undermine the intended outcomes of the Strategy, particularly if it sets a precedent for other similar proposals in the area.
    b) Option 1 significantly reduces the commercial floor space envisaged for the site; this may lead to reduced employment opportunities and services being provided to support residential growth, particularly if this sets a precedent for reduced commercial floor space/increased residential floor space on other sites.

c) The submission references PRCUTS Planning and Design Guidelines Implementation Toolkit, which states that the B4 Mixed Use zoning (as applies to this block under PRCUTS) is proposed to provide potential for employment/non-residential uses on the ground, first and potentially second floors. Council should be satisfied that the minimum employment GFA is achieved on this site and in the precinct.
d) RMS is of the view that the Applicant should demonstrate compliance with the Section 117 Direction (now Section 9.1 Direction) that gives weight to PRCUTS, demonstrating consistency between the planning controls proposed and the recommendations of PRCUTS.
e) The Applicant will need to provide a precinct-wide traffic and transport study (with specific requirements for this study stated in the submission)
f) Identification of a suitable funding mechanism for the provision of contributions towards regional infrastructure identified in the PRCUTS Implementation Plan and precinct-wide traffic study, on an equitable basis as required by the relevant planning authority.
g) A site-specific DCP should consider vehicle access to/from the site, consistent with Clause 101 of *State Environmental Planning Policy (Infrastructure) 2007*, appropriate car parking controls informed by PRCUTS Planning and Design Guidelines, and noise attenuation measures to mitigate the impacts of nearby road and rail traffic noise.

Transport agencies - summary of revised joint response to exhibited materials (March 2018)

3. Following receipt of the above submissions from RMS/TfNSW, Council officers arranged a meeting between Council, the Applicant, DPE, RMS and TfNSW in March 2018 to discuss the submissions. Following this meeting, RMS/TfNSW issued a revised joint response to the Planning Proposal, which is summarised as follows:

a) Whilst transport agencies appreciate the intent of provision of open space, RMS is unable to verify the cumulative impacts of the development scheme that is inconsistent with PRCUTS, as they may set a precedent for other sites.
b) Transport agencies are of the view that a PP with 6:1 FSR should be deferred until such time that the precinct-wide traffic study is complete so that cumulative traffic impacts can be fully understood.
c) Transport agencies appreciate that Council, as the planning authority, will evaluate the Options and decide whether progressing a planning proposal which is not consistent with PRCUTS is justifiable.
d) Noting that the Gateway approval for this Planning Proposal was issued prior to finalisation of PRCUTS, RMS provided technical requirements for a traffic impact assessment for this Planning Proposal.
e) A 3m lane width provision may not be adequate.
f) The proposed road widening allowance should be provided to transport agencies prior to the Planning Proposal and any VPA being progressed.
g) A site-specific DCP should address vehicular access.
h) Parking provision should be in accordance with PRCUTS Precinct Transport Report.

4. The traffic impact assessment referred to in these comments would be required regardless of which Option were to go ahead, as per the precedent set at the nearby "Barn" site at corner of Parramatta Road, Good St and Cowper St, Granville. The "Barn" site Planning Proposal also had a Gateway determination issued prior to the release of PRCUTS. At the "Barn" site, a Planning Proposal which was consistent with PRCUTS proceeded ahead of the Granville precinct-wide traffic study based on a similar traffic impact assessment.

Transport agencies - summary of final RMS comments (September 2018)

5. A final response was received from RMS on 17 September 2018. Key issues from this response were as follows:

    a) The road widening required is likely to be at 3.5m per lane, and requested that a strategic concept plan should be provided to inform the potential improvements and land dedication at the site's frontage.
    b) Other required improvements may include a left-turn deceleration lane from Parramatta Road into Albert Street, a potential need for Alfred St/Parramatta Road intersection to be upgraded, through lane capacity improvements on Parramatta Road.
    c) Council may wish to consider removing parking on Albert Street between Parramatta Road and Victoria Road to allow for improved traffic flow and reduce risk of queueing.
    d) Various technical comments regarding the assumptions of the traffic study/model; issues identified included:
        i. Assumptions around whether traffic from east would attempt a right turn at Albert St, or take a different route through local road network
        ii. Traffic counts for existing AM/PM peaks appeared low
        iii. Lane lengths and lane geometry should accurately reflect the current road environment
        iv. No pedestrian counts were undertaken and the modelling does not show an increase in pedestrian movements.
        v. Cycle times used for some intersections are incorrect, and should have been modelled on a worst case scenario.
    e) A suitable funding mechanism/agreement should be established to ensure equitable contributions, prior to the LEP being made. Dedication of land along Parramatta Road is supported, and should be dedicated to Council under an appropriate agreement entered into prior to the making of the LEP. This should be supported by a strategic concept plan of improvements proposed to be accommodated, including active transport facilities.

Officer assessment of traffic issues

Communication with transport agencies

6. Transport for NSW (TfNSW) and Roads and Maritime Services (RMS) have provided responses to the two Planning Proposal options placed on public exhibition and additional feedback following the applicant nominating their Preferred Option.

7. The position of the transport agencies has shifted during the assessment of the Planning Proposal through the various submissions lodged by the RMS and TfNSW.

8. Their initial position was that any scheme proposing densities above that recommended in PRCUTS should await the findings of the Granville Precinct Wide Traffic Study (see below section – *Granville Precinct Wide Traffic Study*), so that the cumulative impacts of development can be assessed (as this may set a precedent for other sites seeking variations to PRCUTS).

9. After some discussion, the agencies accepted that - subject to further detailed traffic analysis being carried out to determine the land required to accommodate potential future traffic improvements/upgrades being identified at the site as a result of the implementation of PRCUTS - this Planning Proposal can proceed ahead of the Precinct Wide Traffic Study. This would be consistent with the approach taken at the "Barn" site, where a Planning Proposal consistent with PRCUTS was allowed to proceed ahead of the Precinct Wide Traffic Study. Further, a suitable funding/delivery mechanism should be established to enable provision of contributions (e.g. land / financial) towards State infrastructure improvements, such as the upgrade/widening of Parramatta Rd.

10. As part of this process, the agencies indicated that they would not be providing a position on the density options proposed but would leave the issue of the density to Council as the planning authority responsible for balancing all the potential impacts of the proposal.

11. After this process of discussion, the RMS (on behalf of both Transport and the RMS) have since reviewed the Applicant's Preferred Option and addendum Traffic Report (prepared by Ason Group). The addendum report was prepared to respond to the issues raised by the transport agencies in their earlier submissions (refer to detail in earlier section of this report).

12. This traffic report resolved the issue identified with the original traffic report submitted with Options 1 and 2 and placed on exhibition. The original report had used assumptions about commercial floor space provision that Council Officers and the transport agencies did not consider were consistent with the principles of PRCUTS. This subsequent report used assumptions about commercial floor space provision that are generally consistent with PRCUTS, and therefore better reflect likely future traffic outcomes.

13. After considering the addendum report, the following key issue was raised in the last transport agency response (14 September 2018):

    - The Applicant's Preferred Option identifying 3m of land dedication for future road widening along Parramatta Rd is unlikely to be adequate to accommodate the potential improvements required as part of implementing the PRCUTS. A number of potential transport improvements have been identified by the RMS as considerations requiring analysis:

- Based on future left turning volumes from Parramatta Road into Albert Street, a left turn deceleration land is likely to be required to safely facilitate access to the site (vehicles approaching from the west)
- Significant projected queue lengths (up to 540m) at the right turn lane from Parramatta Rd to Bold street will require an additional right turn lane
- 2036 traffic modelling indicates the potential need for the intersection of Alfred Street/Parramatta Road to be upgraded

14. The RMS have also identified a number of additional technical comments to be further considered and addressed through the applicant's traffic analyses and modelling.

15. In a response to the RMS submission, the Applicant indicated (2 October 2018) that they are willing to enter into discussions with Council about a contribution mechanism and dedication of relevant land. They have provided a plan showing how they think a left hand turn lane from Parramatta Road into Albert St might be aligned. However, this plan does not accommodate the second right hand turn lane into Bold Street as well as a footpath and 6m setbacks. Therefore, the impact on their site in terms of the land dedication may need to be greater than they envisage.

16. In order to achieve this road widening a dedication would also be required from the owner of 167 Parramatta Road. In their latest submission, this landowner indicated that they have not agreed to any land dedication being made despite the Applicant showing the land dedication on their site on some of the plans they submitted in support of their proposals.

17. As the road widening impact on these sites increases it puts increasing pressure on the ability of some of these sites to achieve the setbacks provisions envisaged in the PRCUTS. Design implications are discussed further in the urban design section in Attachment 6.

Granville Precinct Wide Traffic Study

18. PRCUTS was released in November 2016 by the NSW Government and is an integrated transport and land use plan. The Strategy seeks to revitalise Parramatta Road (from Granville to Camperdown) by delivering 40,000 new homes and 50,000 new jobs over 30 years with Granville expected to accommodate 13% of the growth in the corridor by 2050. The current population, dwellings, jobs, and project growth figures to 2050 for Granville are indicated below:

Granville Precinct	Population	Dwellings	Jobs
Current	836	294	2,751
Additional by 2050	10,700	5,400	7,200

Table 1: Current and projected population, dwellings and jobs for the Granville Precinct

19. The Strategy is supported by a number of technical documents, including a Transport Plan and an Infrastructure Schedule. However, the Strategy did not undertake traffic studies for each of the precincts affected. Throughout the development of the Strategy, Council has consistently raised in formal and informal channels to UrbanGrowth NSW that this was a significant deficiency of the Strategy and that a detailed traffic study for Granville was required to support the proposed changes in planning controls.

20. The Strategy itself does not rezone land. Implementation of the Strategy rests with Council to implement, either via a precinct-wide planning proposal or individual planning proposals prepared by land owners or developers. However, a key requirement is the completion of the precinct-wide Traffic Study and supporting modelling. As stated in the Strategy's Implementation Plan 2016-2023:

    "Prior to any rezoning commencing, a precinct-wide traffic study and supporting modelling is required to be completed which considers the recommended land uses and densities, as well as WestConnex conditions, and identified the necessary road improvements and upgrades required to be delivered as part of any proposed renewal in the Precinct."

21. In April 2018, Council confirmed its participation and part funding of a joint Precinct Wide Traffic Study for the Granville and Auburn Precincts in partnership with Cumberland Council, DPE and City of Parramatta. The key objective of the Study is to assess the cumulative impacts of the traffic generated by the proposed development under the PRCUTS on the surrounding road network including identifying supporting traffic and transport infrastructure.

22. The joint Precinct Wide Traffic Study is currently being project managed by the DPE who organise regular progress meeting with both Cumberland Council and City of Parramatta Council officers, TfNSW and RMS representatives and the Traffic Consultant GTA who are carrying out the Study. It is anticipated that a draft Precinct Wide Traffic Study will be reported to Council in the first quarter of 2019.

23. However, given that a Gateway Determination for this Planning Proposal was issued by the DPE prior to the final PRCUTS being released, Council officers agreed with the RMS/TfNSW and DPE that this Planning Proposal can progress ahead of the Traffic Study, subject to further traffic analyses being carried out to ensure that the Proposal future proofs potential traffic and transport infrastructure upgrades that may be required following completion of the Precinct Wide Traffic Study at Granville.

24. This process is consistent with the nearby "Barn" site at corner of Parramatta Road, Good St and Cowper St, Granville. The "Barn" site Planning Proposal also had a Gateway determination issued prior to the release of PRCUTS. At the "Barn" site, a Planning Proposal which was consistent with PRCUTS proceeded ahead of the Granville precinct-wide traffic study based on a similar traffic impact analysis and associated VPA dedicating the land for potential future road widening at Parramatta Road and Good Street.

Traffic Impact and Precedent

25. As discussed above, the joint Precinct Wide Traffic Study will assess the cumulative impacts of the PRCUTS on the surrounding road network. Should this Planning Proposal proceed with higher FSRs (such as that proposed under the Applicant's Preferred Option) than identified in the Strategy, this has the potential to create a precedent for other sites to follow.

26. It is acknowledged that the applicant is seeking the additional FSR on the basis that they will not only be providing a 3m dedication of land along Parramatta Road for future road widening but also a publicly accessible park up to 3,200m2. Council officers acknowledge that while the difference between the likely traffic impacts of the Applicant's preferred option and a PRCUTS-consistent option are relatively small in scale when compared against the potential traffic generated by implementing PRCUTS across the Granville Precinct. However, the consideration of additional density greater than that recommended in PRCUTS creates a significant precedent issue that could reasonably be requested by other Applicants in the area.

27. Notwithstanding, the existing FSRs identified under PRCUTS are still yet to be validated through the Precinct Wide Traffic Study. The additional traffic analyses as requested by the RMS is required regardless of which option is progressed (i.e. Applicant-preferred [part 6:1 and part 4.5:1] OR PRCUTS-compliant [4.5:1 across the block]). This is in order to future-proof the site to be able to accommodate potential traffic improvements that may be identified as part of the Precinct Wide Study.

28. It is considered that any FSR increase above and beyond that recommended by PRCUTS for the site should be deferred until completion of the Precinct Wide Traffic Study.

29. It is noted that the Applicant has provided traffic modelling for 2036, with the traffic and transport improvements identified in PRCUTS. The modelling shows all the modelled intersections operating at a Level of Service (LoS) F in the AM and PM peaks. (LoS is a measure used to analyse the performance of intersections ranging from *LoS A - best performing* to *LoS F - worst performing*).

30. Council's Manager Traffic and Parking has noted that there is a real risk that, as a result of the precinct wide traffic modelling, the densities proposed may need to be reviewed and potentially decreased across the precinct if that study shows the local road network cannot cope. The analysis provided by the Applicant that shows all of the intersections at LoS F reinforces the concern that the local road network capacity may limit the density options identified in PRCUTS.

31. In these circumstances, Council Officers are concerned about the traffic impact associated with proposing additional FSR up to 6:1 on part of this site. The additional FSR will place further stress on the network which may not be capable of accommodating the growth already planned in PRCUTS. Therefore, the additional density is not considered appropriate from a traffic impact viewpoint given the information currently available.

32. It should be noted in reaching this conclusion that the road widening the Applicant is proposing within the final Applicant-preferred option (part 6:1 and part 4.5;1) would be required under PRCUTS regardless (i.e. at FSR of 4.5:1 for the whole block). Therefore, this has not been assessed as an additional public benefit associated with the Applicant's proposal for increased density.

33. Should more information become available via the Precinct Wide Traffic Study (and associated infrastructure improvements) that confirms that there is additional traffic capacity within Granville, Council should work with land owners within the precinct to determine the most appropriate location for that density to occur. It is considered that allowing the Applicant's Preferred Option to proceed with an FSR of 6:1 for their site at this time would pre-empt future planning decisions ahead of this work.

Conclusion

34. Based on the assessment presented in this Attachment, it is recommended that, from a traffic and transport viewpoint, the Planning Proposal should proceed at densities consistent with PRCUTS (i.e. 4.5:1 across the entire block). However, this is subject to the landowners agreeing to provide road widening to future-proof the site and making a contribution towards road network improvements that will be required to accommodate future growth. In order for the Planning Proposal to proceed, the appropriate mechanism for the landowners to contribute is via a Planning Agreement.

Attachment 12 - Summary of information submitted by Applicant (June 2018)

1. In response to the post-exhibition feedback described in the report, the Applicant requested the opportunity to submit amended materials. The Applicant provided a package of amended materials to Council in June 2018. In summary, this information presented eight (8) possible development scenarios for the block. The package included:

    a. A covering letter
    b. A chronology of the Planning Proposal
    c. Building massing studies for the eight (8) scenarios
    d. A draft Development Control Plan (DCP) for the block
    e. Landscape Plan
    f. Response to community submissions
    g. Revised Traffic Report

2. The eight (8) potential development scenarios submitted by the Applicant in June 2018 are summarised in the below table.

Scenario	FSR	Height	Publicly accessible open space - size & configuration	Commercial use on Victoria St?
1A	Applicant's land: 6:1 Rest of block: 4.5:1	Applicant's land: 82m Rest of block: 52m	2,500sqm Applicant's land	Yes
1B	Applicant's land: 6:1 Rest of block: 4.5:1	Applicant's land: 82m Rest of block: 52m	2,500sqm Applicant's land	No
2A	Applicant's land & 64 Victoria St: 6:1 Rest of block: 4.5:1	Applicant's land + 64 Victoria St: 82m Rest of block: 52m	2,500sqm Applicant's Land + 64 Victoria St	Yes
2B	Applicant's land & 64 Victoria St: 6:1 Rest of block: 4.5:1	Applicant's land + 64 Victoria St: 82m Rest of block: 52m	2,500sqm Applicant's Land + 64 Victoria St	No
3A	6:1	82m	3,200sqm Multiple owners' land (as per exhibited Option 1)	Yes
3B	6:1	82m	3,200sqm Multiple owners' land (as per exhibited Option 1)	No
4A	4.5:1	52m	None	Yes
4B	4.5:1	52m	None	No

1

3. In summary, the revised traffic report compared traffic generation for the following five FSR options (in response to request from State transport agencies). These options and the resultant traffic generation rates during AM and PM peaks are shown in the below table.

Option description	AM Peak (vehicles per hour)	PM Peak (vehicles per hour)
6:1 FSR with low amount of commercial uses	363	217
6:1 FSR with high amount of commercial uses	445	283
4.5:1 FSR with low amount of commercial uses	285	173
4.5:1 FSR with high amount of commercial uses	367	239
Mixed 6:1 FSR and 4.5:1 FSR (Applicant preferred)	316	186

In summary, the above table demonstrates that:

a) when comparing the same amount of commercial land use, development options at 6:1 generate more traffic than development options at 4.5:1; and
b) the mixed FSR option generates a level of traffic which is in between the 4.5:1 and 6:1 (low commercial) options.

4. A draft DCP for the block reflecting the Applicant's preferred scenario was also submitted to aid officer's understanding of the potential implications of the Applicant's preferred option for built form outcomes on the site. This DCP has not been assessed in detail, as resolution of the contents of the Planning Proposal (i.e. height and FSR controls) is required prior to progression of a DCP. Matters relating to a site-specific DCP are discussed in further detail in the report.

5. A landscape plan for the block reflecting the Applicant's preferred scenario were also submitted. This landscape plan has not been assessed in detail, as resolution of the contents of the Planning Proposal and progression of a DCP for the block is required prior to progression of a landscape plan for the block.

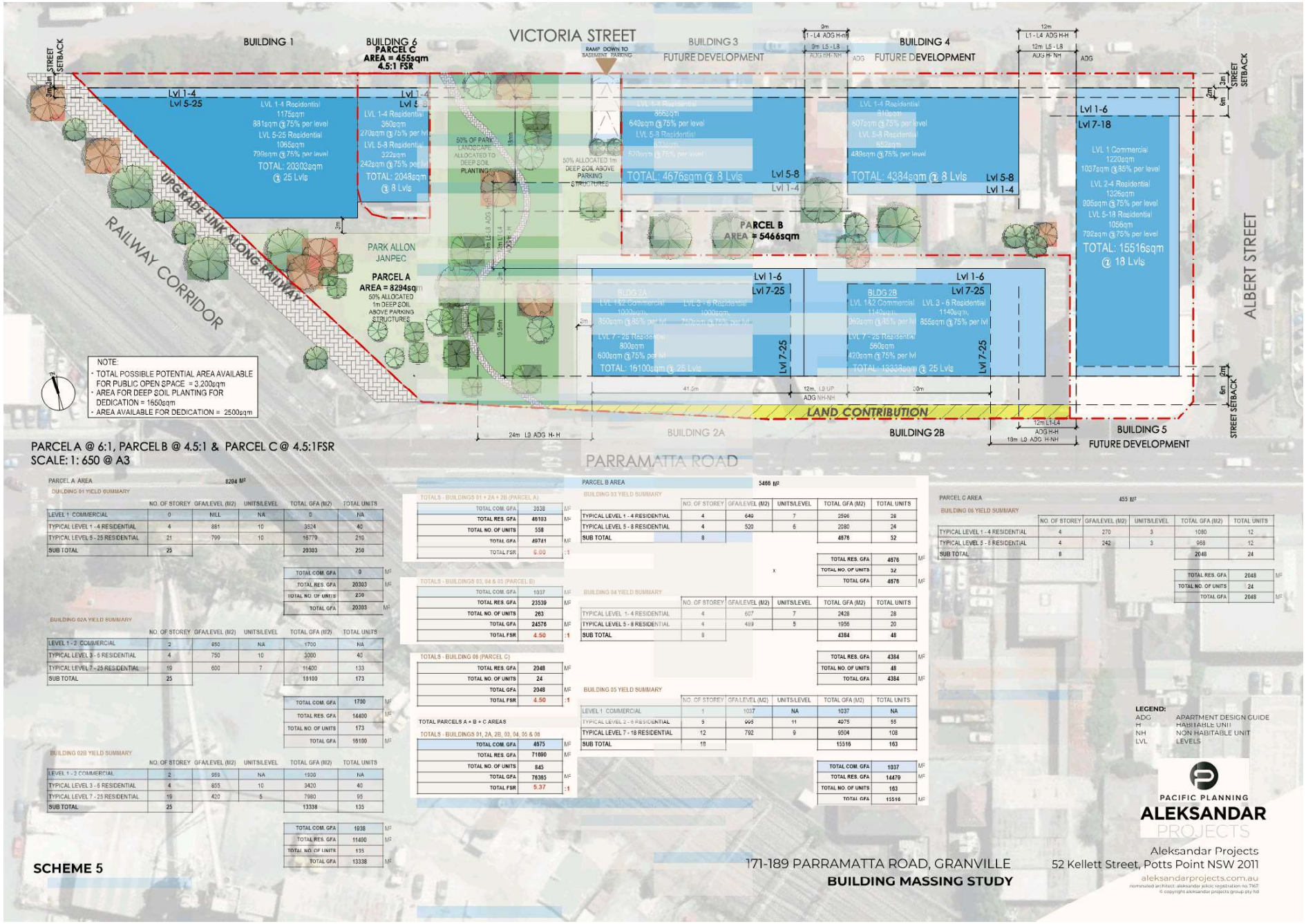
6. A response to community submissions was also submitted by the Applicant in support of the contents of the package submitted in June 2018.

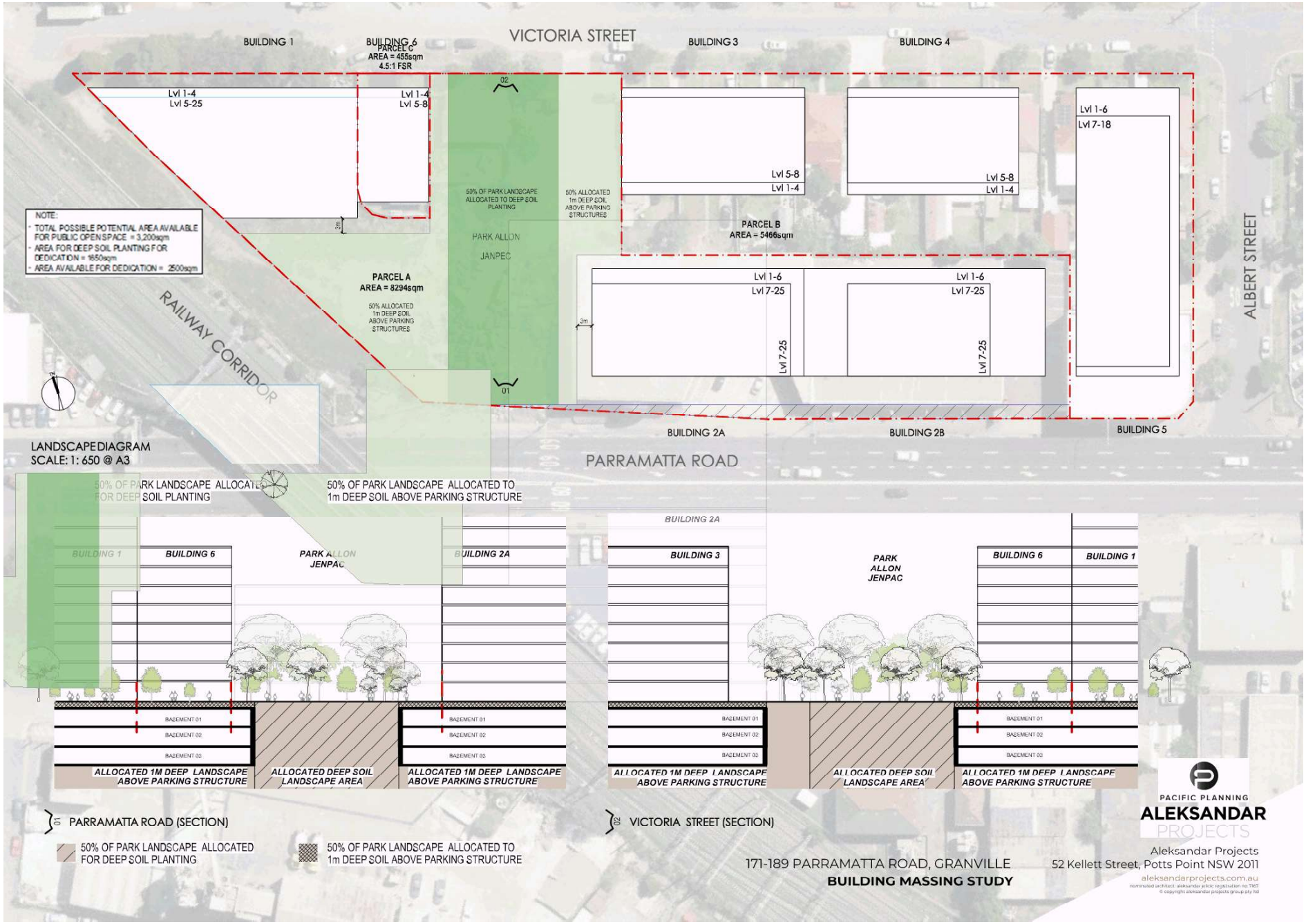
7. The eight scenarios and the revised traffic statement were referred to State transport agencies for their further comment. RMS requested that the Applicant's technical traffic modelling be submitted as well. The Applicant provided these files, and officers forwarded this information to the RMS in August 2018.

8. After reviewing the package of information and meeting with the Applicant to discuss, Council officers requested that the Applicant clarify their preferred scheme for the block. The reasons for this request were:

a. to allow consultation with other landowners in the block on a single proposed scenario, and
b. to clarify what option Council officers should assess and present to Council for their consideration.

9. The Applicant subsequently confirmed their final preferred scenario on 17 August 2018. This final Applicant-preferred scenario is discussed in more detail in the report and attachments.


VICTORIA STREET
BUILDING 1
BUILDING 6
PARCEL C
AREA = 455sqm
4.5:1 FSR
BUILDING 3
FUTURE DEVELOPMENT
BUILDING 4
FUTURE DEVELOPMENT
RAMP DOWN TO BASEMENT PARKING
STREET SETBACK
Lvl 1-4
Lvl 5-25
LVL 1-4 Residential
1175sqm
881sqm @75% per level
LVL 5-25 Residential
1065sqm
798sqm @75% per level
TOTAL: 20303sqm
@ 25 Lvls
Lvl 1-4
Lvl 5-8
LVL 1-4 Residential
360sqm
270sqm @75% per lvl
LVL 5-8 Residential
322sqm
242sqm @75% per lvl
TOTAL: 2048sqm
@ 8 Lvls
50% OF PARK LANDSCAPE ALLOCATED TO DEEP SOIL PLANTING
50% ALLOCATED 1m DEEP SOIL ABOVE PARKING STRUCTURES
TOTAL: 4676sqm @ 8 Lvls
Lvl 5-8
Lvl 1-4
TOTAL: 4384sqm @ 8 Lvls
Lvl 5-8
Lvl 1-4
Lvl 1-6
Lvl 7-18
LVL 1 Commercial
1220sqm
1037sqm @85% per level
LVL 2-4 Residential
1326sqm
995sqm @75% per level
LVL 5-18 Residential
1056sqm
792sqm @75% per level
TOTAL: 15516sqm
@ 18 Lvls
PARCEL B
AREA = 5466sqm
RAILWAY CORRIDOR
UPGRADE LINK ALONG RAILWAY
PARK ALLON JANPEC
PARCEL A
AREA = 8294sqm
50% ALLOCATED 1m DEEP SOIL ABOVE PARKING STRUCTURES
BLDG 2A
LVL 1&2 Commercial
1000sqm
850sqm @85% per lvl
LVL 3 - 6 Residential
1000sqm
750sqm @75% per lvl
LVL 7 - 25 Residential
800sqm
600sqm @75% per lvl
TOTAL: 16100sqm @ 25 Lvls
Lvl 1-6
Lvl 7-25
BLDG 2B
LVL 1&2 Commercial
1140sqm
969sqm @85% per lvl
LVL 3 - 6 Residential
1140sqm
855sqm @75% per lvl
LVL 7 - 25 Residential
560sqm
420sqm @75% per lvl
TOTAL: 13333sqm @ 25 Lvls
Lvl 1-6
Lvl 7-25
ALBERT STREET
LAND CONTRIBUTION
BUILDING 2A
BUILDING 2B
BUILDING 5
FUTURE DEVELOPMENT
PARRAMATTA ROAD
NOTE:
- TOTAL POSSIBLE POTENTIAL AREA AVAILABLE FOR PUBLIC OPEN SPACE = 3,200sqm
- AREA FOR DEEP SOIL PLANTING FOR DEDICATION = 1650sqm
- AREA AVAILABLE FOR DEDICATION = 2500sqm
PARCEL A @ 6:1, PARCEL B @ 4.5:1 & PARCEL C @ 4.5:1FSR
SCALE: 1: 650 @ A3
SCHEME 5
171-189 PARRAMATTA ROAD, GRANVILLE
BUILDING MASSING STUDY
LEGEND:
ADG APARTMENT DESIGN GUIDE
HI HABITABLE UNIT
NH NON HABITABLE UNIT
LVL LEVELS
PACIFIC PLANNING
ALEKSANDAR PROJECTS
Aleksandar Projects
52 Kellett Street, Potts Point NSW 2011
aleksandarprojects.com.au


VICTORIA STREET
BUILDING 1
BUILDING 6
PARCEL C
AREA = 455sqm
4.5:1 FSR
BUILDING 3
BUILDING 4
Lvl 1-4
Lvl 5-25
Lvl 1-4
Lvl 5-8
Lvl 5-8
Lvl 1-4
Lvl 5-8
Lvl 1-4
Lvl 1-6
Lvl 7-18
50% OF PARK LANDSCAPE ALLOCATED TO DEEP SOIL PLANTING
50% ALLOCATED 1m DEEP SOIL ABOVE PARKING STRUCTURES
PARK ALLON
JANPEC
PARCEL B
AREA = 5466sqm
NOTE:
TOTAL POSSIBLE POTENTIAL AREA AVAILABLE FOR PUBLIC OPEN SPACE = 3,200sqm
AREA FOR DEEP SOIL PLANTING FOR DEDICATION = 1850sqm
AREA AVAILABLE FOR DEDICATION = 2500sqm
PARCEL A
AREA = 8294sqm
50% ALLOCATED 1m DEEP SOIL ABOVE PARKING STRUCTURES
RAILWAY CORRIDOR
Lvl 1-6
Lvl 7-25
Lvl 1-6
Lvl 7-25
Lvl 7-25
Lvl 7-25
ALBERT STREET
BUILDING 2A
BUILDING 2B
BUILDING 5
PARRAMATTA ROAD
LANDSCAPE DIAGRAM
SCALE: 1: 650 @ A3
50% OF PARK LANDSCAPE ALLOCATED FOR DEEP SOIL PLANTING
50% OF PARK LANDSCAPE ALLOCATED TO 1m DEEP SOIL ABOVE PARKING STRUCTURE
BUILDING 1
BUILDING 6
PARK ALLON JENPAC
BUILDING 2A
BASEMENT 01
BASEMENT 02
BASEMENT 03
ALLOCATED 1M DEEP LANDSCAPE ABOVE PARKING STRUCTURE
ALLOCATED DEEP SOIL LANDSCAPE AREA
ALLOCATED 1M DEEP LANDSCAPE ABOVE PARKING STRUCTURE
BUILDING 2A
BUILDING 3
PARK ALLON JENPAC
BUILDING 6
BUILDING 1
ALLOCATED 1M DEEP LANDSCAPE ABOVE PARKING STRUCTURE
ALLOCATED DEEP SOIL LANDSCAPE AREA
ALLOCATED 1M DEEP LANDSCAPE ABOVE PARKING STRUCTURE
PARRAMATTA ROAD (SECTION)
VICTORIA STREET (SECTION)
50% OF PARK LANDSCAPE ALLOCATED FOR DEEP SOIL PLANTING
50% OF PARK LANDSCAPE ALLOCATED TO 1m DEEP SOIL ABOVE PARKING STRUCTURE
171-189 PARRAMATTA ROAD, GRANVILLE
BUILDING MASSING STUDY
PACIFIC PLANNING
ALEKSANDAR PROJECTS
Aleksandar Projects
52 Kellett Street, Potts Point NSW 2011
aleksandarprojects.com.au

171-189 PARRAMATTA ROAD, GRANVILLE

Landscape Planning Proposal Concept: Option 2

Drawing List:

LPP-00	Landscape Cover Sheet
LPP-01	Landscape Masterplan
LPP-02	Landscape Detail Plan - East
LPP-03	Landscape Detail Plan - West
LPP-04	Park Perspective - 1
LPP-05	Park Perspective - 2
LPP-06	Park Sectional Elevation
LPP-07	Communal Gardens - East
LPP-08	Communal Gardens - West
LPP-09	Communal Gardens Sectional Elevation



Drawing Title: LANDSCAPE COVER SHEET DWG No: LPP-00 | GEOSCAPES | Client | Architect | Scale: N/A | Date | Job No | Rev: N/A | Project: 171-189 Parramatta Rd


VICTORIA STREET
Entry to basement parking
RAILWAY CORRIDOR
PARRAMATTA ROAD
GREAT WESTERN HIGHWAY
60
60
50
60
Through Site Link
LANDSCAPE MASTERPLAN
GEOSCAPES


Legend:
1 Inclusive adventure play over multi-coloured soft fall including: Playground to accommodate disabled and able bodied children w/access path to disabled parking
2 Designated play area w/ ping pong tables. Area to be over deco granite with surround seating
3 Off-formed concrete seating step/s
4 Open lawn area for passive/active recreation
5 Varied angled decking with moveable interactive seating
6 Contoured water feature with jets/mister
7 Hollowed art wall with integrated bench seating. Walls to frame views and provide a sense of separation from street
8 Pedestrian path network in stack bond paving.
9 Hardstand gathering area with seating opportunities. Banded paving with informal grove of trees.
10 Mixed garden bed planting with a range of trees, shrubs and groundcovers. Planting is to consider shade from buildings, separation of space, internal/external views, feature/specimen planting
11 Street frontage treatment featuring mature tree planting
12 Cafe area including tables + chairs and deciduous tree plantings. Cafes orientated to take in northern aspect
13 Site connectivity including disabled access paths to inclusive play area
14 Architecturally designed fence w/ gates for site security/safety and continuation of site through link. Fence to be high enough to mitigate dangers of adjacent ball sports.
15 Vegetated buffer planting to screen railway corridor
16 Opportunity for public art
17 Proposed rooftop pergola with bench seating and bespoke pergola
18 Multi-purpose sports field for active recreation
SHARED PATH
RAILWAY CORRIDOR
PARRAMATTA ROAD
entry to basement parking
Dashed White Line Indicates 1m Deep Soil Planting Area
Dashed Orange Line Indicates 50% Deep Soil Planting Area
LANDSCAPE DETAIL PLAN - EAST
GEOSCAPES


Legend:
1 Site connection path linking spaces/areas. Path to be stack bond paving with wayfinding band leading from threshold
2 Terraced off-formed concrete garden beds. Levels to create points of interest and establish a variety of soil depths for tree support
3 Integrated timber seating provide rest opportunities along path
4 Private rooftop courtyard with bench seating and bespoke timber pergola
5 Private residential terrace
6 Central communal gathering/meeting area at key junction between buildings. Ground to be synthetic turf
7 Mixed garden bed planting with a range of trees, shrubs and groundcovers. Planting is to consider shade from buildings, separation of space, internal/external views, feature/specimen planting. Species to be chosen on climatic zones established by surrounding buildings
8 Building interface/streetscape planting to adhere to council conditions: Mixed planting with a range of trees with shrubs / groundcovers beneath
9 Rooftop planting to accommodate greater exposure and provide 'urban sanctuary' for residents
10 Possible public art location at key pedestrian junction
11 Parramatta Road frontage, set-backs and landscaping in accordance with DCP prepared by Pacific Planning
12 Victoria Street frontage, set-backs and landscaping in accordance with DCP prepared by Pacific Planning
13 Breaks in rooftop planting to allow views to street/ park below
14 Communal stairwell/lift access
LANDSCAPE DETAIL PLAN -WEST
GEOSCAPES

Ref: 0579r03a

17 August 2018

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Pacific Planning
PO BOX 8
Caringbah, NSW, 1495

Attn: James Mathews

RE: 171 – 189 Parramatta Road, Granville –Traffic Impact Statement

Dear James,

This letter is prepared in response to your email of 10 August 2018 to undertake additional traffic analysis with respect to the Planning Proposal submission at the abovementioned address.

The additional traffic analysis included in this letter are in response to the outcomes of the meeting with the City of Parramatta on 2 August 2018 (Council Meeting).

1 Introduction

In response to the Proponent's original submission (in July 2018) and following public exhibition, Council communicated its preference for the urban outcome sought, which would also influence its preference for assessing the traffic generated by the project. The Council's preferred design option is as follows:

- Two levels of commercial development to Parramatta Road frontage, and
- A rectilinear public park.

Therefore, a revised preferred concept scheme was prepared and submitted to Council that included a rectilinear public park and 2 storeys of commercial floorspace fronting Parramatta Road.

The revised preferred scheme comprises:

- Approximately 845 residential units,
- Approximately 4,675m² Gross Floor Area (GFA) of commercial, and
- The potential for a publicly accessible park up to 3,200m².

The above scheme scenario is nominated and highlighted as Scenario 5 in **Table 1**, with an indicative concept plan for this scheme provided in **Figure 1** below.

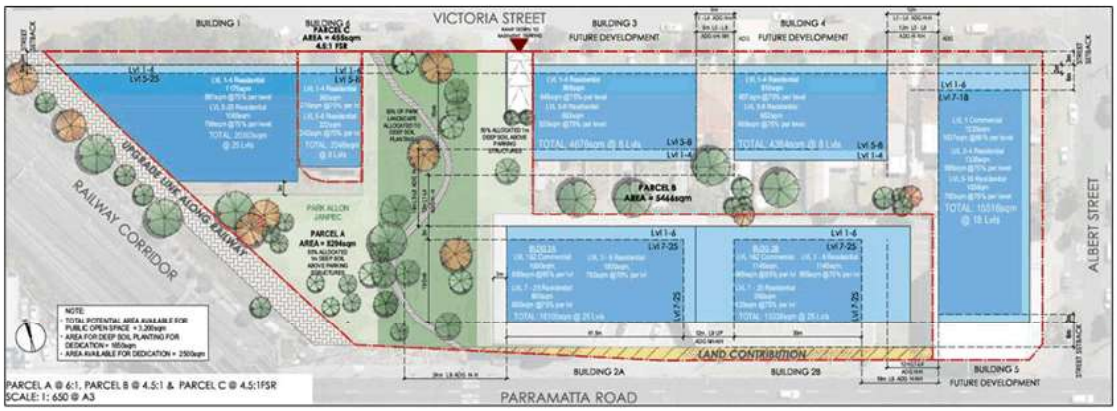


Figure 1: Indicative Site Plan – Scheme Scenario 5

Furthermore, Council has requested that two levels of commercial floorspace be provided to Parramatta Road for determining the ultimate GFA and estimated traffic generation.

Accordingly, additional scenarios have been included within below table (highlighted in yellow for clarity) which include the two exhibited controls of 6:1 and 4.5:1 across the block (Scenario 3C and 4C respectively), and the preferred split controls at Scenario 5.

As advised by Pacific Planning, Scenario 4C is in line with the recommended controls envisaged for the Precinct by the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS). Furthermore, Ason Group understands that for Scenario 5 the frontage of the site to Parramatta Road has been future proofed by providing 9 metre setbacks to allow for any possible road widenings. With the existing pavement currently provided this results in a total of 12 metre setback to the existing road verge which enables any required road widening on Parramatta Road.

Table 1: Scheme Characteristics

Scenario Number	Scheme Description	Park (m^2)	Number of Buildings	Commercial GFA (m^2)	Number of Units
1A	Part 6:1 part 4.5:1 Commercial Victoria Road	2,500	6	4,299	834
1B	Part 6:1 part 4.5:1 No commercial Victoria Road	2,500	6	2,785	848
2A	Part 6:1 part 4.5:1 Commercial Victoria Road	2,500	6	4,505	831

Scenario Number	Scheme Description	Park (m^2)	Number of Buildings	Commercial GFA (m^2)	Number of Units
2B	Part 6:1 part 4.5:1 No commercial Victoria Road	2,500	6	2,991	845
3A	6:1 Commercial Victoria Road	3,200	4	4,190	957
3B	6:1 No commercial Victoria Road	3,200	4	1,450	983
3C	6:1 No commercial Victoria Street 2 levels commercial Parramatta Rd	3,200	4	5,600	943
4A	4.5:1 Commercial Victoria Road	None	7	10,821	618
4B	4.5:1 No commercial Victoria Road	None	7	5,540	674
4C (PRCUTS Option)	4.5:1 No commercial Victoria Street 2 levels commercial Parramatta Rd	None	7	5,540	674
5 (Current Preferred Scheme)	Part 6:1 part 4.5:1 No commercial Victoria Street 2 levels commercial Parramatta Rd	3,200	6	4,675	845

2 Project Background

In July 2018, Ason Group prepared a detailed Traffic Impact Assessment (2018 TIA) for land bounded by Parramatta Road / Albert Street / Victoria Street. The preferred scheme as part of the 2018 TIA and its estimated traffic generation are as follows:

- 848 residential units, 2,785m^2 GFA of commercial, and 2,500m^2 public park, and
- 316 veh/hr and 186 veh/hr during AM and PM peak hours respectively.

The previous traffic studies confirmed minor traffic generation differences between different schemes and as such anticipation of a similar traffic impact on the surrounding road network.

The Department of Planning and Environment (DPE) in conjunction with Roads and Services Maritime (RMS) is currently undertaking a precinct-wide traffic study which is anticipated to review the traffic conditions in a broader scale.

3 TIS Scope and Methodology

Subsequent to submission of the original 2018 TIA, additional traffic assessments are now sought for the new schemes under investigation as a result of the Council Meeting (Scenarios 3C, 4C and 5).

It is noteworthy, the revised traffic analysis will only consider the generation of the three new schemes subject for this Traffic Impact Statement (TIS). As previously, detailed traffic assessments were undertaken as part of the 2018 TIA, this TIS will only be limited to a comparative traffic generation assessment with no corresponding detailed traffic distribution and/or SIDRA intersection analysis.

4 Traffic Generation

The traffic generation rates outlined in 2018 TIA are summarised in **Table 2**.

Table 2: Traffic Generation Rates

Land Use	Generation Rate	
	AM Peak	PM Peak
Commercial	1.6 trips per 100m^2 of GFA	1.2 trips per 100m^2 of GFA
High Density Residential	0.32 trips per unit	0.18 trips per unit

Accordingly, the traffic generation anticipated for the new schemes are estimated and outlined in **Table 3** below. This includes the AM and PM peak traffic generation for ALL scenarios to provide an opportunity for comprehensive comparison.

Table 3: Development Option Traffic Generation Estimations

Scenario Number	Scheme Description	AM Peak (veh/hr)	PM Peak (veh/hr)
1A	Part 6:1 part 4.5:1 Commercial Victoria Road	336	202
1B	Part 6:1 part 4.5:1 No commercial Victoria Road	316	186
2A	Part 6:1 part 4.5:1 Commercial Victoria Road	338	204
2B	Part 6:1 part 4.5:1 No commercial Victoria Road	318	188
3A	6:1 Commercial Victoria Road	373	223
3B	6:1 No commercial Victoria Road	338	194
3C	6:1 No commercial Victoria Street 2 levels commercial Parra Rd	391	237
4A	4.5:1 Commercial Victoria Road	371	241
4B	4.5:1 No commercial Victoria Road	304	188
2018 TIA Preferred Scheme	Part 6:1, part 4.5:1	316	186
4C (PRCUTS Scheme)	4.5:1 No commercial Victoria Street 2 levels commercial Parramatta Rd	304	188
5 (Current Preferred Scheme)	Part 6:1 part 4.5:1 No commercial Victoria Street 2 levels commercial Parramatta Rd	345	208

5 Traffic Impact

- Above table confirms that the estimated AM and PM peak hourly traffic generation of the different schemes / scenarios are not significantly different. Accordingly, the outcomes of the 2018 TIA are applicable for each of the above scenario.
- Comparison between the two key scenarios (Scenarios 5 as current preferred scheme and Scenario 4C as the PRCUTS scheme), reveals that Scenario 5 is expected to generate the following additional peak hourly vehicle trips:
  - AM peak +41 veh/hr; and
  - PM peak +20 veh/hr.
- Accordingly, the current preferred scheme (Scenario 5) will result in minimal increase of vehicular traffic (approximately 1 additional vehicle movement per minute) from what has been envisaged by PRCUTS and therefore, is considered to have a similar traffic impact on surrounding road network.)

6 Summary

The key outcomes of this study are as follows:

- The traffic generation projections suggest minimal variance in traffic generation for the different scheme scenarios and from what was originally modelled as part of the 2018 TIA.
- As such the outcome of the 2018 TIA will be valid for different schemes and no further traffic analysis is deemed necessary for different schemes. This is particularly the case for a Planning Proposal whereby subsequent Development Applications would be expected to further refine any analysis.
- The proposed preferred scheme (Scenario 5) will result in a minimal traffic generation increase when compared to the PRCUTS proposed scheme (4C) of between 20-41 veh/hr.
- Notwithstanding, on balance, the preferred Scenario 5 is considered to have a better planning outcome having regard for the:
  - Provision of a public park, and
  - Provision of a strip along Parramatta Road frontage to facilitate future road widening.
- The planning outcomes and benefits from the preferred Scenario 5 are substantial and significant for the broader community when considered against its minimal traffic increase compared to what is envisaged by PRCUTS.

In summary, the traffic study currently being undertaken by DPE is expected to review the traffic impacts of the Precinct in a broader scale and through a sophisticated modelling. It is also anticipated that this traffic study considers the PRCUTS proposed planning recommendation for this site. Furthermore, the preferred Scenario 5 will not have any significant increase of traffic from what is envisaged by PRCUTS. Therefore it is expected that the impact of Scenario 5 should readily be covered by the current traffic study.

We trust this TIS is of assistance, however should you have any questions or should you wish to discuss the application further please do not hesitate to contact the undersigned or Tim Lewis.

Yours sincerely,



Ali Rasouli

Senior Traffic Engineer – Ason Group

Email: ali.rasouli@asongroup.com.au

Attachment 14 - Summary of landowner submissions to final Applicant-preferred option and Council officer response

# of submissions raising issues in this theme	Theme	Issues raised	Response
7	Overall views on controls	Object to the part 6:1 part 4.5:1 Option. All submissions shared concerns about the implications of this Option for equity / fairness across the block, i.e. that achieving the outcome illustrated in this option would come at the expense of properties which are not owned by the Applicant.	The objection to this Option and comments relating to equity/fairness across the block are noted. Council Officers are recommending that a Draft DCP be prepared for the block based on the Council's decision regarding FSR and height to provide more certainty to landowners about the planning controls that will apply to these sites in terms of setbacks and building separation. one of the considerations when that Draft DCP is being prepared is that it consider the impacts on the development options for all sites in the block to ensure an equitable outcomes is achieved.
6		Commentary in support of whole site having controls at 4.5:1	This view is noted. Officers' assessment recommends 4.5:1 FSR across the block.
3		Commentary in support of whole site having the same controls	This view is noted. Officers' assessment recommends 4.5:1 FSR across the block.
3		Land on Victoria St should receive more density than land on Parramatta Road (e.g. these sites have northern orientation, are located away from Parramatta Road etc.)	The PRCUTS recommends a an FSR of 4.5:1 for all blocks on this site. The Section 9.1 Direction that Council must satisfy requires Council to apply the recommendations of the PRCUTS unless a better planning outcome is achieved by adopting alternate controls. The requests for higher density on sites other than the original Applicant's site have not been supported by sufficient justification to demonstrate a better planning outcome can be achieved by applying a higher FSR to those sites. For this reason these requests for higher density on these sites should not be supported.
1		At a minimum, all properties fronting Parramatta Road should have the same density control of 6:1	
1		Property on corner of Parramatta Rd and Albert St should have a higher density control so as to result in a dominant building on the corner	
1		The whole site should be amalgamated with fair monetary compensation to all landowners according to real land value.	Potential amalgamation of the whole block under one ownership is a matter for private property owners. Council's role is to put in place planning controls it is then up to landowners/developers to amalgamate sites to pursue development consistent with these controls should they wish to do so.
7	Land ownership issues	Several issues relating to land ownership in the block were identified; issues identified across the submissions included: - This Option would diminish property values for other landowners in the block. - This Option assumes that all properties are or will be in one ownership - Concern that this Option illustrates a different site amalgamation scenario than those options exhibited - Concern that the proposal does not have adjoining landowners' consent - Adjoining landowners will be unable to achieve maximum FSR due to amalgamation patterns in the site, propose alternative amalgamation pattern - In this Option, the Applicant's built outcome as illustrated relies on developments on land not owned by Applicant. Other properties should be compensated with additional FSR/height. - Built outcomes should not depend on land not owned by the Applicant making concessions to land owned by the Applicant - This Option negatively affects properties not owned by the Applicant, whether those properties are developed or remain as single dwellings	Council does not require landowners consent to pursue a rezoning of land, however Council is required to consult with those landowners, which has occurred. Council Officers are recommending that a Draft DCP be prepared for the block based on the Council's decision regarding FSR and height to provide more certainty to landowners about the planning controls that will apply to these sites in terms of setbacks and building separation. One of the considerations when that Draft DCP is being prepared is that it consider the impacts on the development options for all sites in the block to ensure an equitable outcomes is achieved. The Draft DCP process is the forum to determine how the FSR selected by Council should be realised on these blocks and the landowners will be involved in the process so that their concerns about the relationships between potential different development on different sites can be properly considered.
6	Built form issues	Concerns were raised about the built form outcomes illustrated in this Option; concerns identified across these submissions included: - This Option does not comply with the Apartment Design Guide (ADG) - There is no rationale for 25 storey heights without a holistic approach to the whole block - Concerns about setbacks and building separation issues - Concerns about mass and/or height of buildings - Concerns about driveways associated with future development - The additional FSR/height are not justified - If compliant with built form controls, development on the Applicant's land would not be able to achieve 6:1 FSR - Concerns that Buildings 3 and 4 in this Option are not achieving the maximum height and have blocked views to South - There should not be a tower at the far west end of the block near major transport infrastructure - Density should not be limited on sites with better amenity, whilst density is increased on sites with worse amenity	These views are noted. Built form issues were an important consideration in officers' consideration of the Options; please refer to the assessment contained in the report and Attachment 8. Many of these issues are matters for a DCP process. Council officers have also made recommendations regarding a future DCP process for this site; please refer to the assessment and recommendations contained in the report.

Attachment 14 - Summary of landowner submissions to final Applicant-preferred option and Council officer response

# of submissions raising issues in this theme	Theme	Issues raised	Response
5	Open space issues	Issues raised across the submissions relating to the open space illustrated in this Option included: - the illustrated publicly accessible open space is required for communal open space - concern that open space in this Option is smaller and worse quality than in exhibited Option 1 - implications of open space provision for communal open space at parcels not owned by Applicant - fairness in terms of contributions to open space across block - the open space will be perceived as private rather than public - concerns about rooftop communal open space - concern that future body corporate will vote to enclose the open space - impacts of park maintenance cost on affordability / sellability of properties - construction over public car park - potential legal issues stemming from private-owned publicly accessible open space - Public benefit of open space proposed is at expense of future private owners at that site - park is not viable - disagree with the economic benefits of the park quantified by Applicant as this land should be communal open space - very little public access - open space represents a burden on Council - Concern that Applicant is seeking to justify uplift through open space contribution - Concerns about implications of ownership and/or maintenance of the proposed open space - View that other parcels are also contributing to meeting overall open space requirements over whole block, and should therefore also be assigned a higher density - Current underprovision of open space Granville should not be a justification for accepting open space at this site. - If a park is desired, it should be provided at far west end of this block and of the block to the north, due to this land's close proximity to major transport infrastructure assets and unsuitability for development due to pollution	The provision of the open space as part of the Part 6:1 Part 4.5:1 option is proposed by the Applicant as part of their argument that this hybrid arrangement represents a better planning outcome. An assessment of these open space issues has been provided in Attachment 6. The conclusion reached by Council officers is that the proposal does not represent a better planning outcome and should not be supported.
3	DCP process	Views expressed across these submissions regarding a DCP process included: - Support for independent expertise - All landowners should be involved - DCP should comply with ADG - DCP should allow all properties to achieve maximum FSR/GFA - DCP should be able to accommodate any amalgamation pattern	These views are noted. Council officers have previously advised all the landowners that Council officers would be making a recommendations regarding a future DCP process for this site; please refer to the assessment and recommendations contained in the report.
2	Amenity impacts	Concern about future amenity impacts if development as illustrated in this Option eventuates; concerns identified across these submissions included: - 'sick building syndrome' / health impacts - amenity for units and park fronting Parramatta Road - air pollution - noise pollution - privacy	These concerns are noted. With the development of the proposal under PRCUTS, there will inevitably be changes to impacts as part of Granville's redevelopment. During the implementation, there will inevitably be cases where new development will adjoin existing dwellings and the Development Application process will need to take into consideration the impacts at that stage on existing residents. The rezoning process will encourage redevelopment, but the Development Application stage will determine the exact impacts and how they should be addressed. The development recommended by Council Officers is consistent with the PRCUTS and the broader pollution issues were factored into the decision making process when the PRCUTS was finalised. Despite the fact that some level of change in pollution levels can occour when areas are redeveloped with increased density measures will be taken as part of the DA process to minimise the pollution and its impacts on the amenity of residents.
2	Economic matters	A number of economic concerns were raised; issues identified across these submissions included: - Concern that commercial tenancies will not be occupied, and suggestion that entire site having 6:1 FSR would produce more units to support the commercial tenancies - The economic benefits quantified by the Applicant are questioned - View that Council is interfering with commercial / market forces - Issues relating to property prices at other sites in Granville - Issues relating to private negotiations for land transactions in the block	The economic social and environmental implications of having the Granville Precinct redevelop in accordance with the PRCUTS were all considered as part of the development of the PRCUTS. Council's role in this process now is to implement the PRCUTS. As planning controls change this can have an impact on property prices but those prices are also impacted by a large number of market forces.
2	Through site links	Concerns with through site links; issues identified across the submissions included: - Through site links are not in the right location and therefore the economic contribution of these is questioned - Links illustrated on land where landowners have not agreed to this - Podium of Building 2 blocks the optimal location of a through site link	These views are noted. Through-site links are discussed in attachment 6 and the Draft DCP process discussed in responses above will play the key role in determining how through site link will be developed through this block.

Attachment 14 - Summary of landowner submissions to final Applicant-preferred option and Council officer response

# of submissions raising issues in this theme	Theme	Issues raised	Response
2	Parramatta Road widening	A number of issues with Parramatta Road widening were identified; issues identified across the submissions included: - This option assumes land dedication to Parramatta Road widening from all properties on Parramatta Road, including those not owned by Applicant, without the consent of other owners - Land at the corner of Parramatta Road/Albert St is already able to achieve 4.5:1 without a land dedication for widening. - The proposed land contribution to Parramatta Road is dependent on unfair setbacks borne by properties on Victoria St, negatively affecting other landowners	The issue of securing the road widening is critical as this is one of the key factors agreed with the Transport agencies to obtain their agreement to the Planning Proposal proceeding ahead of the Precinct Wide Traffic Study that is currently being undertaken. This issue is discussed in detail in the sections of the report that deal with Infrastructure and Funding Mechanisms. The road widening flagged does have implications for building setbacks as the setbacks will need to relate to the new property boundary, but the road infrastructure improvements are required to facilitate the redevelopment and so setbacks should respond to these infrastructure requirements.
2	Process	A number of concerns relating to process were raised across these submissions, including: - Concerns that this Option has not been put on public exhibition but was subject to a different consultation process - concern about the involvement of Flagship communications in the exhibition process - Concern that neighbours outside the block have not been notified - Concerns relating to process of consultation with landowners (e.g. notification of landowner meeting, perception that Council withheld relevant documents, Applicant's consultants being present at meeting, short timeframe for response, concern that extension was not granted etc.) - Request involvement of a body that can facilitate consultation with all landowners in the block - Express support for a process which involves all landowners, this will lead to better outcomes - View that this Option should not have been accepted by Council	Council has complied with Statutory requirements in terms of consultation and exhibition of the plan. Council's approach to consultation for this site has evolved as the Planning Proposal has changed and in response to issues raised by stakeholders. For example:- - When the Gateway Determination was issued that extended to include the entire block, Council was approached by Develotek who indicated they had options to buy for redevelopment purpose the majority of the relevant site. Council commenced discussions with them about the implications of the Planning Proposal for this site. - When Council became aware of the confusion was being caused by Flagship Communications (a firm that was approaching landowners to obtain feedback about the development) and problems with Council notification process Council wrote to the stakeholder explaining the role of Flagship communications and extending the exhibition period at that time. - When Develotek indicated they were no longer pursuing the redevelopment of this site Council Officers organised a further consultation process with the landowners, including informal discussions before a 28 day consultation period was given to the affected landowners so they were aware of the issues that had arisen with the application following the formal exhibition to ensure their views were taken into consideration. The original exhibited proposal with two options (ie FSR of 6:1 or FSR of 4.5:1) was exhibited and notified to landowners and adjoining neighbours. However, the hybrid option submitted by the applicant (ie part 6:1 and part 4.5:1) was a middle option that would not have any impacts to adjoining landowners outside the block that were greater than the impacts associated with the 6:1 option exhibited. For this reason a decision was made that a consultation process on this hybrid option would only involve landowners from within the block. The report recommends a Draft DCP be prepared in a process involving consultation with landowners and facilitated by an independent consultant as the next step to maintain a transparent and consultative process moving forward.
		Concerns were also raised in relation to the following process issues: - Property division should have been involved in making decisions at this site - concerns about historical DAs and processes at this site - concern about treatment in comparison to RZ/4/2012 - concern that this Option was submitted after the departure of the Council's former Director of Strategic Outcomes and Development - Concerns relating to GIPA process (e.g. release of documents, requirement for payment, quantity of documents released compared with time to review) - Request removal of Council's RPA status	The concerns in relation to the historical DAs and processes, the GIPA process, comparisons to the process for Planning Proposal RZ/4/2012, comments about Council's property teams involvement, or the departure of Council former Director are not material to the assessment of the merits of this application. Given that Council Officers consider that a robust consultation process has occurred, these matters should not be significant considerations in Council's decision making process on this Planning Proposal. Council's removal for as the RPA for this Planning Proposal is a matter for the State Government to determine. Council are aware the officers from the Department of Planning have been advised of this request and so this is a matter for them to determine, but it should be pointed out that almost all the functions of a RPA have already been undertaken in relation to this Planning Proposal.

Attachment 14 - Summary of landowner submissions to final Applicant-preferred option and Council officer response

# of submissions raising issues in this theme	Theme	Issues raised	Response
3	Deliverability and Impacts of Hybrid option	Issues raised across these submissions included: - How development is staged cannot be guaranteed which could affect outcomes at the block; if part of the block develops prior to other parts, this would have impacts on adjacent properties in the block. - Concerns about deliverability of Option as illustrated - Hybrid Option will not achieve best outcome for the landowners and residents - This Option comes at a cost to the community	The proposal being recommended is consistent with the existing PRCUTS which was developed to ensure the area is redeveloped in a way that maximise the benefits and manages the impacts to the wider community. Council's role is to put in place planning controls. It is then up to landowners/developers to amalgamate sites to pursue development consistent with these controls should they wish to do so. Decisions will then be made by landowners and developers on land amalgamations and Development Applications that will then determine how the blocks are developed. At DA stage, the impacts of any DA being considered can be assessed to determine the impacts of that DA on the adjoining sites and their development potential. It is the DA assessment that will then determine whether the development should proceed based on an assessment of those impacts. The Draft DCP preparation process proposed in the report will also assist in guiding the preparation and assessment of Development Applications and offer landowners more direction on how development of the block may proceed in the future.
1	Traffic	Concern that revised traffic analysis shows that 6:1 FSR will produce more traffic than 4.5:1 FSR and that this is not consistent with exhibited materials, and that traffic impact is understated.	This issue of the assumptions that have been made to underpin the traffic analysis is addressed in Attachment 11. Council Officers are satisfied that the latest report is based on assumptions that are consistent with the PRCUTS and are a valid basis for the analysis to be made. An assessment of the traffic issues is provided in Attachment 11.
3	Other issues	This Option is not consistent with PRCUTS	The inconsistency of the 6:1 option and the hybrid option (ie part 6:1 part 4.5:1) is assessed in the report and in Attachments 6, and the recommendation of Council Officers is that the Planning Proposal should proceed in a manner consistent with PRCUTS.
2		Concerns about management of future buildings / spaces by body corporates	The future management of building and spaces ultimately approved as part of future DAs are matters than can only be considered at DA stage once details of the buildings and spaces provided are actually available to be properly assessed.
1		Concern that Granville is a disadvantaged area	The decision to redevelop Granville was in part made as part of the PRCUTS preparation. In implementing the controls set out in the PRCUTS, Council will need to be mindful of the social , economic and environmental impacts that may occur as a result of redevelopment of the area and put in place measures where appropriate to address them.
1		This Option is not consistent with Gateway Determination	Council officers have addressed consistency with the Gateway determination in Attachment 15.

Attachment 15 - Conditions of Gateway Determination and Council Officer Response

	Condition	Response
1	Prior to exhibition, Council is to amend the planning proposal as follows:	See below 1a
1a	Amend the Explanation of Provisions, proposed maps and relevant supporting studies to include all land within the block located between Parramatta Road, Victoria Street, Albert Street and the rail corridor.	The Planning Proposal was amended to address this prior to exhibition; both Options related to the entire block.
1b	Amend the Explanation of Provisions, proposed maps and relevant supporting studies to ensure consistency with the *draft Parramatta Road Urban Transformation Strategy* prepared by UrbanGrowth NSW. This includes:	See below 1b(i), 1b(ii), 1b(iii).
1b(i)	Amending the explanation of provisions to indicate that the design excellence process will not enable any bonus height or FSR provisions	The exhibited Planning Proposal included a proposed LEP amendment relating to Design Excellence which does not include a bonus clause. The specific clause amendment wording can be finalised during the drafting stage to ensure this objective is achieved.
1b(ii)	Apply a maximum height of buildings of 82m (25 storeys) for the majority of the site	Officers recommend a 82m height control, which is consistent with this condition. This issue is discussed in more detail in the report and Attachment 6.
1b(iii)	Apply a maximum FSR consistent with achieving the vision, principles and desired built form outcomes within the draft Parramatta Road Urban Design Guidelines prepared by UrbanGrowth NSW as permitted through this Gateway Determination	Option 2, as exhibited, applies an FSR of 4.5:1, which is consistent with PRCUTS and its supporting documents. [**Note**: When considering whether to exhibit this Planning Proposal, Council (via the Administrator in place at that time) received advice from Department of Planning officers indicating that Council was able to exhibit two options for this site.]
1c	Include a satisfactory arrangements provision for contributions to designated State public infrastructure identified as part of a draft or final strategy for the Parramatta Road corridor	The exhibited Planning Proposal included a proposed LEP amendment relating to satisfactory arrangements provisions for State infrastructure. The specific clause amendment wording can be finalised during the drafting stage to ensure this objective is achieved.
2	Council is to ensure that the planning proposal satisfies the requirements of *State Environmental Planning Policy (SEPP) 55 - Remediation of Land.* Council is to prepare an initial site contamination investigation report to demonstrate that the site is suitable for rezoning to the proposed zone. This report is to be included as part of the public exhibition material.	Contamination reports for the block were exhibited with the Planning Proposal. The reports conclude that the site can be made suitable for the proposed zone, and officers recommend that the additional work outlined in the reports (i.e. more detailed contamination investigations) are undertaken at Development Application stage in order to confirm the findings of the Phase 1 reports and deal with any arising issues.
3	Prior to public exhibition Council is to consult with UrbanGrowth NSW, providing a 21 day period within which to comment. Any comments received are to be included and addressed in the planning proposal.	UrbanGrowth NSW was consulted following the Gateway determination, and provided a letter in response on 21 November 2016. UrbanGrowth NSW's comments were made prior to Council's resolution to exhibit two options for this Planning Proposal, and therefore did not anticipate that eventuality.

Attachment 15 - Conditions of Gateway Determination and Council Officer Response

	Condition	Response
4	Prior to community consultation the amended planning proposal is to be submitted to the Department for approval.	The Department of Planning and Environment forwarded a letter dated 7/3/2017 advising that the Planning Proposal could proceed to public exhibition. It noted Condition 7 of the Gateway requiring the proposal to be resubmitted to the Department prior to finalisation, and also stated that the Applicant had been advised that proceeding to exhibition does not alter the Gateway determination or imply approval of the inconsistency with the final Strategy. **[Note:** When considering whether to exhibit this Planning Proposal, Council (via the Administrator in place at that time) received advice from Department of Planning officers indicating that Council was able to exhibit two optins for this site.]
5	Community consultation is required under sections 56(2)(c) and 57 of the Act as follows:	Refer 5a and 5b below.
5a	the planning proposal must be made publicly available for a minimum of 28 days; and	The exhibition of the Planning Proposal was from 1 November 2017 - 2 February 2018 (extended from an original end date of 30 November 2017; this extension is discussed further in the report).
5b	Council must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in section 5.5.2 of A Guide to Preparing LEPs (Department of Planning and Environment 2013).	Noted. This material was exhibited.
6	Consultation is required with the following public authorities under section 56 (2)(d) of the Act, as follows: -Office of Environment and Heritage - Heritage Division -Department of Education and Communities -Department of Health -Transport for NSW - Roads and Maritime Services -Transport for NSW - Sydney Trains -Sydney Water -Integral Energy Each public authority is to be provided with a copy of the planning proposal and any relevant supporting material, and given at least 21 days to comment on the proposal.	Agency consultation was undertaken. Four (4) agency submissions were received as follows: Sydney Water, Endeavour Energy, Roads and Maritime Services and Transport for NSW. These submissions are discussed in more detail in the report.
7	Prior to finalisation the proposal will need to be reviewed to ensure its consistency with the Parramatta Road Urban Transformation Strategy and the associated Urban Design Guidelines, following release of this strategy in final form. The proposal is to be resubmitted for further review following such amendment.	An option at 4.5:1 is consistent with the FSR set out in the PRCUTS Urban Design Guidelines, and this FSR has been assessed as being most capable of facilitating built form outcomes which are consistent with the details of the PRCUTS Urban Design Guidelines. This report also recommends that the Planning Proposal be resubmitted to the Department of Planning and Environment.

Attachment 15 - Conditions of Gateway Determination and Council Officer Response

	Condition	Response
8	A public hearing is not required to be held into the matter by any person or body under section 56(2)(3) of the Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).	Noted.
9	The timeframe for completing the LEP is to be 12 months from the week following the date of the Gateway determination.	Noted. Subsequent Gateway extension requests have been made to Department of Planning and Environment.

6.2 SUBJECT Planning Proposal for the block bound by Parramatta Road, Victoria St, Albert St and Western Railway Line, Granville

REFERENCE RZ/10/2013 - D06421283

REPORT OF Team Leader Land Use Planning. Also correspondence from Kerrie Poyner (See D06442977), Dongjun Chen (See D06443087) and Helen Paterson (See D06443089)

PUBLIC ADDRESS

Justin Doyle, James Matthews, Tim Lewis, Todd Neal, Matthew Daniel, and Aleksandar Jelicic spoke in favour of the application.

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In view of the lack of support from the other land owners within the block for Option 1, the Panel does not support Option 1 for the reasons set out in the assessment report. The Panel therefore adopts the recommendation in the assessment report subject to (b)2 being amended to read: -
"Increase the FSR from part 2:1/ 0.6:1 to 4.5:1 provided that the precinct wide traffic study and supporting model supports that level of density."

That the Local Planning Panel recommend to Council:

(a) **That** Council note the outcomes of the public exhibition and consultation processes (which are summarised and addressed in Attachments 7, 8, 9, 10 and 14) undertaken for the subject Planning Proposal in relation to the block in Granville bounded by Parramatta Road, Victoria St, Albert St and the railway line.

(b) **That** Council amend the Planning Proposal document exhibited (a copy of which is included in Attachment 5) so that the controls in the Parramatta Local Environmental Plan 2011 (PLEP 2011) that apply to the subject block are amended as follows:

1. Rezone the subject land from part B6 Enterprise Corridor / part R3 Medium Density Residential to B4 Mixed Use
2. Increase the FSR from part 2:1 / part 0.6:1 to 4.5:1 *provided that the precinct wide traffic study and supporting model supports that level of density*
3. Increase the height from part 15m (4 storeys) / part 11m (3 storeys) to 82m (approx. 25 storeys).
4. Introduce a Design Excellence Clause, requiring any development on these blocks to run an architectural design competition with the winning scheme not receiving a height or FSR bonus;
5. Include a satisfactory arrangements provision for contributions to designated State public infrastructure identified as part of the Parramatta Road Corridor Urban Transformation Strategy and supporting documents; and
6. make any other amendments to ensure the Planning

Proposal is providing planning controls that are consistent with the Parramatta Road Corridor Urban Transformation Strategy (except for the building height control)

(c) **That** Council send the Planning Proposal referred to above to the Department of Planning and Environment for their consideration so they can begin processing the Planning Proposal. However, Council should also advise the Department that the Planning Proposal not be finalised until:

- Council advises the Department that Voluntary Planning Agreements (VPAs) have been signed by both Council and the landowners that ensure adequate contributions to local infrastructure, in particular road network improvements have been put in place to ensure that the requirements of relevant NSW transport agencies are addressed, and
- A Development Control Plan (DCP) is prepared and endorsed by Council for the block.

(d) **That** Council authorise the Acting Chief Executive Officer (CEO) to make any minor amendments and corrections of a non-policy and administrative nature that may arise during finalisation of the Planning Proposal documentation.

(e) **That** Council advise the Department that, if a legal mechanism exists or can be agreed, that Council has no objection to the Department finalising the Planning Proposal for different parts of the site at different points in time. (As this would allow for the planning controls to be finalised for sites as the VPAs are finalised, rather than requiring all the landowners to wait for all the VPAs to be agreed with all landowners before the new planning controls can come into force on their site.)

(f) **That** Council engage a consultant team to prepare a DCP to guide the development of the block**.** This process should involve consultation with all landowners as part of its preparation, and the Draft DCP should address the key DCP issues detailed in the body of this report.

(g) **That** the Draft DCP be reported to Council to allow Council to endorse the DCP prior to any public consultation on this plan.

(h) **That** Council delegate the Acting CEO to invite all landowners to discuss potential Planning Agreements that provide a contribution to the future infrastructure needs of the Granville Precinct, and to undertake negotiations on the content of any Voluntary Planning Agreement on behalf of Council. When negotiating these agreements Council officers negotiating position should be that the contribution should be equivalent to 50% of the value uplift of the site (in accordance with Council's resolution of 13 June 2017).

(i) **Further, that** the outcome of any VPA negotiations arising from the process outlined in (h) above be reported to Council prior to the exhibition of any VPA.

The decision of the Panel was unanimous.

NOTE:

The meeting adjourned at 6.15pm for the Panel to consider the Planning proposal the meeting reconvened at 6.45pm

The meeting terminated at 7.00pm.

THIS PAGE AND THE PRECEDING PAGES ARE THE MINUTES OF THE LOCAL PLANNING PANEL HELD ON TUESDAY 16 October 2018.

Chairperson