

Parramatta LEP 2011 - 171 to 189 Parramatta Road, Granville

Proposal Title : **Parramatta LEP 2011 - 171 to 189 Parramatta Road, Granville**

Proposal Summary : **The proposal seeks to rezone land at 171-189 Parramatta Road, Granville, to B4 Mixed Use, increase the maximum permissible height of buildings to 82m (inclusive of design excellence), increase the maximum permissible FSR to 6:1 (inclusive of design excellence bonus).**

PP Number : **PP_2016_PARRA_013_00**

Dop File No : **16/04378**

Proposal Details

Date Planning : **22-Mar-2016**

LGA covered : **Parramatta**

Proposal Received :

Region : **Metro(Parra)**

RPA : **Parramatta City Council**

State Electorate : **PARRAMATTA**

Section of the Act : **55 - Planning Proposal**

LEP Type : **Spot Rezoning**

Location Details

Street : **171 - 189 Parramatta Road**

Suburb : **Granville**

City : **Sydney**

Postcode : **2142**

Land Parcel :

DoP Planning Officer Contact Details

Contact Name : **Lillian Charlesworth**

Contact Number : **0298601510**

Contact Email : **Lillian.Charlesworth@planning.nsw.gov.au**

RPA Contact Details

Contact Name : **Sonia Jacenko**

Contact Number : **0298065751**

Contact Email : **sjacenko@parracity.nsw.gov.au**

DoP Project Manager Contact Details

Contact Name : **Terry Doran**

Contact Number : **0298601579**

Contact Email : **Terry.Doran@planning.nsw.gov.au**

Land Release Data

Growth Centre :

Release Area Name :

Regional / Sub : **Metro West Central**

Consistent with Strategy : **No**

Regional Strategy : **subregion**

MDP Number :

Date of Release :

Area of Release (Ha)

Type of Release (eg
Residential /
Employment land) :

No. of Lots : 0

No. of Dwellings 480
(where relevant) :

Gross Floor Area : 0

No of Jobs Created : 0

The NSW Government Yes

Lobbyists Code of
Conduct has been
complied with :

If No, comment : To the best of the regional team's knowledge, there has not been any contact with registered lobbyists regarding this proposal.

Have there been
meetings or
communications with
registered lobbyists? : No

If Yes, comment :

Supporting notes

Internal Supporting
Notes :

This current planning proposal is similar in intent to a previous planning proposal for the subject site submitted in 2014, which did not proceed at that time.

When considering this prior proposal in March 2015, the Panel supported the view that the site contains significant development potential and will experience renewal in the future. However, concerns were identified in relation to the timing of the planning proposal, the pending outcomes of the strategic work being undertaken for the Parramatta Road Corridor at that time, and the context of the proposal in relation to its existing surrounding development. Accordingly, the planning proposal was considered to be premature, and the recommendation to not proceed was supported at that time.

On 9 November 2015, the Department provided Gateway Determination for a planning proposal to enable a high density, mixed use development to proceed on nearby land at the corner of Parramatta Road, Good Street and Cowper Street, Granville. This Determination included conditions which required amendments to ensure consistency with the draft Parramatta Road Urban Transformation Strategy prepared by UrbanGrowth NSW.

Council has indicated that the current proposal for the subject site at 171-189 Parramatta Road, as now re-submitted, includes a scale of potential development more in keeping within the recently exhibited draft Parramatta Road Urban Transformation Strategy (dPRUTS) by UrbanGrowth NSW. While specific dwelling yields are yet to be provided, the accompanying Traffic Impact Assessment Report indicates approximately 480 two-bedroom dwellings as a basis.

It is relevant to note that subject properties included in the current proposal represents only a partial and irregular component of the strategic site located between Parramatta Road, Victoria Street, Albert Street and the rail corridor. At this stage, Council has not submitted a concurrent proposal for the balance of this substantial strategic site.

External Supporting
Notes :

This Planning Proposal seeks to facilitate development at 171-189 Parramatta Road, Granville, in response to the recently exhibited draft Parramatta Road Urban Transformation Strategy (dPRUTS) by UrbanGrowth NSW.

The intent of the proposal is 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 82 metres (25 storeys) (inclusive of Design Excellence); and

* Increase the maximum floor space ratio (FSR) range from 0.6:1 and 2.0:1 to 5.2:1 with potential for a 'bonus' FSR of 15% (5.98:1) subject to achieving 'design excellence'.

Adequacy Assessment

Statement of the objectives - s55(2)(a)

Is a statement of the objectives provided? Yes

Comment : The planning proposal seeks to make the majority of the site available for higher density residential development, given the site's proximity the Parramatta CBD.

The proposal also seeks to replace the provision of some employment floorspace with the provision of additional residential floorspace, as part of its future redevelopment. This replacement is advocated as a means to assist in activating the Parramatta Road frontage of the site.

Explanation of provisions provided - s55(2)(b)

Is an explanation of provisions provided? Yes

Comment : The stated intentions of the planning proposal are to:

- * 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 delivering quality parks, pedestrian thoroughfares and open space;
- * 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.
- * Increasing the range of maximum building height limits from 11 and 15 metres, to 82 metres (25 storeys) (inclusive of Design Excellence).
- * Increasing the maximum floor space ratio (FSR) range from 0.6:1 and 2.0:1 to 5.2:1 with potential for a 'bonus' FSR of 15% (5.98:1) subject to achieving 'design excellence'.

COMMENT

The planning proposal is recommended to proceed subject to amendments, including the following.

- * the area to be rezoned is expanded to include the whole of the composite site located between Parramatta Road, Victoria Street, Albert Street and the rail corridor; and
- * amendment of the proposal to be consistent with the draft Parramatta Road Urban Transformation Strategy prepared by UrbanGrowth NSW including amendment of the FSR.

Justification - s55 (2)(c)

a) Has Council's strategy been agreed to by the Director General? **No**

b) S.117 directions identified by RPA :

* May need the Director General's agreement

- 1.1 Business and Industrial Zones
- 2.3 Heritage Conservation
- 3.1 Residential Zones
- 3.4 Integrating Land Use and Transport
- 4.1 Acid Sulfate Soils
- 4.3 Flood Prone Land
- 6.1 Approval and Referral Requirements
- 6.3 Site Specific Provisions
- 7.1 Implementation of A Plan for Growing Sydney

Is the Director General's agreement required? **N/A**

c) Consistent with Standard Instrument (LEPs) Order 2006 : **Yes**

d) Which SEPPs have the RPA identified?

- SEPP No 32—Urban Consolidation (Redevelopment of Urban Land)
- SEPP No 55—Remediation of Land
- SEPP No 65—Design Quality of Residential Flat Development
- SEPP (Building Sustainability Index: BASIX) 2004
- SEPP (Exempt and Complying Development Codes) 2008

e) List any other matters that need to be considered :

Based on the information provided in the planning proposal this proposal is consistent with all s117 Directions except as outlined below.

SECTION 117 DIRECTION 1.1 BUSINESS AND INDUSTRIAL ZONES

Direction 1.1 requires that a planning proposal must retain the areas and locations of existing business and industrial zones, and not reduce the total potential floor space area for employment uses and related public services in business zones.

The Planning Proposal seeks to rezone the subject site from B6 Enterprise Corridor to B4 Mixed Use. The proposal notes that it proposes to remove a zone that permits strictly business related land uses, and introduce one that permits residential 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. Specifically, the development scheme proposes 1,875m² of commercial floor space, generally on the ground floor and first floor of the main buildings.

The site area of the B6 zoned land has previously been estimated at approximately 7,500sqm (estimation only) and the current FSR for the B6 zoned land is 2.0:1. This suggests that the proposal will result in a relatively significant reduction of possible employment floorspace area and, therefore, is inconsistent with this Direction.

While this is the case, it is acknowledged a proposal may be inconsistent with this Direction if it is justified by a study or of minor significance.

The draft Parramatta Road Urban Renewal Strategy was published by Urban Growth in September 2015. The draft strategy supports the rezoning of site to mixed use. The overall intention of the strategy is to improve amenity, deliver better transport options and balance housing and jobs growth, supported by necessary infrastructure.

Should the planning proposal proceed, it is recommended the delegate agree that this inconsistency is of minor significance.

SECTION 117 DIRECTION 4.1 ACID SULFATE SOILS

The proposal is inconsistent with this Direction as an acid sulfate soils study, required when an intensification of land uses is proposed, has not been prepared. This inconsistency is considered to be justified on the basis of minor significance given that:

- (a) the affectation is by class 4 and 5 acid sulfate soils; and
- (b) the matter will be further considered at development application stage under clause 33B Acid Sulfate Soils of Parramatta City Centre Local

Environmental Plan 2007 or Clause 6.1 of Parramatta Local Environmental Plan 2011.

Should the planning proposal proceed, it is recommended the delegate agree that this inconsistency is of minor significance.

SECTION 117 DIRECTION 7.1 IMPLEMENTATION OF A PLAN FOR GROWING SYDNEY
A Plan for Growing Sydney 2014 (The Plan) identifies Parramatta Road as an Urban Renewal Corridor associated with the WestConnex project. The intent of the planning proposal is based (among other things) on development of the subject site acting as a catalyst for urban revitalisation along Parramatta Road, consistent with the WESTCONNEX initiative. The proposal is consistent with this Direction in terms of acting as a catalyst to stimulate urban renewal in the Granville Precinct.

The 2014 Plan advises that "an Urban Renewal Strategy is being prepared to guide development in selected precincts in the Parramatta Road Corridor." UrbanGrowth NSW has since prepared the draft Parramatta Road Urban Transformation Strategy entitled "New Parramatta Road" that identifies the Granville Precinct as an area for growth and change. Under this Strategy, the proposed average building height within the Granville Precinct is to be 14 Storeys, with a maximum building height of 25 Storeys. Although there are no maximum floor space ratios specified in the draft strategy at this time, the draft strategy does suggest that a maximum of 4.5:1 may be appropriate for the 25 storey building height.

The current planning proposal, submitted in accordance with Council's Resolution of 14 March 2016, proposes a maximum building height of 82 metres (25 storeys) across the whole of the site. However, the planning proposal also seeks a significant change in land use and also substantial uplift in residential density, which is beyond that envisaged in the draft strategy.

It is recommended as a condition of the Gateway determination that the planning proposal be amended to be consistent with the draft Parramatta Road Urban Transformation Strategy prepared by UrbanGrowth NSW including amendment of the FSR and reconsideration of height.

Based on the information provided in the planning proposal this proposal is consistent with all s117 Directions except as outlined below.

STATE ENVIRONMENTAL PLANNING POLICY NO 65 - DESIGN QUALITY OF RESIDENTIAL FLAT DEVELOPMENT

It is noted that Council undertook an assessment the proposed built form and building scheme against the Draft Parramatta Road Urban Transformation Strategy's Urban Design Guidelines and SEPP 65 Apartment Design Guidelines (ADG). The 'base' building scheme with a height of 82m (25 storeys) and FSR of 5.2:1 and 'design excellence bonus' building scheme with a height of 94.3m (30 storeys) and FSR of 5.98:1 were found not to comply with the Urban Design Guidelines within the Draft Strategy.

The subsequent Mayoral Minute of 14 March 2016 provided a addendum to Council's previous resolution of 23 December 2015, including:

"(e) Council notes that the applicant has provided further urban design modelling/reference design to enable gateway consideration and future assessment to determine if the proposed DSR of 6:1 is appropriate for the context of the subject site and can achieve the objectives of the Draft Parramatta Road Urban Transformation Strategy's Urban Design Guidelines (UDG) and the SEPP 65 Apartment Design Guide (ADG)."

The planning proposal itself indicates that detailed compliance with SEPP 65 will be demonstrated at the time of making a development application for the site.

Compliance of the proposal with the requirements of SEPP 65 is yet to be demonstrated.

It is recommended that, should the Gateway determine that the planning proposal is to proceed, a condition be included to require demonstration of consistency with the draft Parramatta Road Urban Transformation Strategy prepared by UrbanGrowth NSW, and State Environmental Planning Policy No 65 – Design Quality of Residential Flat Buildings.

STATE ENVIRONMENTAL PLANNING POLICY (URBAN RENEWAL) 2010

Granville is identified within this Policy as a potential precinct. Under this Policy, the Secretary must undertake a study to determine whether a potential precinct should be developed as an urban renewal precinct and set appropriate land use and development controls for the precinct. The need to pursue redevelopment of Granville under this State policy has now been overtaken by the draft Parramatta Road Urban Transformation Strategy.

As Granville is one of only three areas affected by this State policy, it highlights the regional significance of the Granville precinct and provides further justification for this proposal and the subject site not be considered in isolation, prior to any major rezoning decisions affecting land within the Granville town centre. Specifically, Clause 2 of the Policy provides that a consent authority must not grant development consent unless it is satisfied that the proposed development is consistent with the objective of developing the potential precinct for the purposes of urban renewal, including consideration of whether or not the proposed development is likely to restrict or prevent the following:

- (a) development of the potential precinct for higher density housing or commercial or mixed development;
- (b) the future amalgamation of sites for the purpose of any such development within the potential precinct; and
- (c) access to, or development of, infrastructure, other facilities and public domain areas associated with existing and future public transport in the potential precinct.

Have inconsistencies with items a), b) and d) being adequately justified? No

If No, explain :

SECTION 117 DIRECTION 1.1 BUSINESS AND INDUSTRIAL ZONES

Section 117 Direction 1.1 requires that a planning proposal must retain the areas and locations of existing business and industrial zones, and not reduce the total potential floor space area for employment uses and related public services in business zones.

The Planning Proposal seeks to rezone the subject site from B6 Enterprise Corridor to B4 Mixed Use.

The proposal encompasses removal of a zone that permits strictly business related land uses, and introduces one that permits a mix with residential land uses. The development scheme proposes 1,875 m² of non-residential Gross Floor Area on the ground and first floor of the future development to retain a component of employment generating land uses. This will result in a relatively significant reduction of possible employment floorspace area. The proposal is therefore inconsistent with this Direction.

As noted above, should the Gateway determine that the planning proposal is to proceed, it will be necessary for the delegate to turn its mind to the apparent inconsistency and whether this can be justified as a matter of minor significance.

In this regard, it is noted that on 9 November 2015, the Department provided Gateway Determination for a planning proposal to enable a high density, mixed use development to proceed on nearby land at the corner of Parramatta Road, Good Street and Cowper Street, Granville, in proximity to the current proposal. This Determination included conditions which required amendments to ensure consistency with the draft Parramatta Road Urban Transformation Strategy prepared by UrbanGrowth NSW.

STATE ENVIRONMENTAL PLANNING POLICY NO 65 - DESIGN QUALITY OF RESIDENTIAL FLAT DEVELOPMENT

Compliance of the proposal with the requirements of SEPP 65 is yet to be demonstrated.

Mapping Provided - s55(2)(d)

Is mapping provided? **Yes**

Comment :

Community consultation - s55(2)(e)

Has community consultation been proposed? **Yes**

Comment :

The Planning Proposal notes that the DPE's guidelines for preparing planning proposals suggest that any community consultation measures are outlined during the 'Gateway' determination process, and that the proponent wishes to remain consistent with this process.

Additional Director General's requirements

Are there any additional Director General's requirements? **No**

If Yes, reasons :

Overall adequacy of the proposal

Does the proposal meet the adequacy criteria? **Yes**

If No, comment :

Proposal Assessment

Principal LEP:

Due Date : **October 2011**

Comments in relation
to Principal LEP :

This proposal will amend Parramatta Local Environmental Plan 2011.

Assessment Criteria

Need for planning
proposal :

The proposal will enable residential use adjoining Parramatta Road to facilitate a high density, predominantly residential, mixed use development. Council view the proposal as an opportunity to stimulate urban renewal along Parramatta Road, as increasing density within this vicinity aligns with the State Government's policy position in the Metropolitan Plan for Sydney, A Plan for Growing Sydney, for higher density development to be transit orientated around centres.

Consistency with strategic planning framework :

DRAFT WEST CENTRAL SUBREGIONAL STRATEGY

The Draft West Central Subregional Strategy (draft strategy) identifies Granville as a town centre and indicates that taller residential buildings are appropriate for major centres. The draft Strategy notes that significant residential growth is expected in Granville, although it suggests this could occur around the Granville Railway Station. The draft strategy, in recommending the suitability of Parramatta Road for Enterprise Corridors, indicated that such a zone provides a valuable buffer for surrounding residential development (page 46 of the draft Strategy). It further indicates that busy roads with high volumes of traffic are generally not recommended for new housing development (as part of redevelopment within Enterprise Corridors) due to the health risks and low amenity associated with traffic noise and vehicle emissions (page 79 of the draft strategy). Consequently, the proposal to introduce significant residential densities adjoining Parramatta Road at this location is not considered to be fully consistent with this aspect of the draft Strategy.

DRAFT PARRAMATTA EMPLOYMENT LANDS STUDY

Parramatta Council's draft Employment Lands Study identifies the land located within Precinct 15 - Granville (Parramatta Road). The draft Study previously prepared for Council by Jones Lang LaSalle, Strategic Economics and Cox, recommended that the precinct retain the current zoning of B6 Enterprise Corridor. It is understood that the draft study will be utilised by Council as the basis for the preparation of a draft Employment Lands Strategy that is currently underway. The planning proposal is inconsistent with the recommendation of this previous study.

Comment:

It is acknowledged that while the draft study has been publicly exhibited, it has not been finalised or adopted by Council. However, the draft study does offer an independent and professional view on the need to retain the existing zone. It is also acknowledged that the Parramatta Road Urban Transformation Strategy, once finalised, will take precedence over previous local land use studies.

DRAFT PARRAMATTA ROAD URBAN TRANSFORMATION STRATEGY

The draft Parramatta Road Urban Transformation Strategy, prepared by Urban Growth (September 2015), was made available for public consultation from 1 October to 18 December 2015. The draft Strategy builds on the preliminary draft Strategy released in November 2014, and addresses the feedback received during that consultation. It presents greater detail on actions and potential outcomes across the Corridor. It is intended that decisions on planning proposals or Local Environmental Plans (LEPs) will be required to be consistent with the Strategy when adopted.

This draft strategy identifies areas that will be the focus of growth and change along the Parramatta Road corridor, including Granville. Specifically, the Granville Precinct is identified as an area for growth and change, but with a proposed average building height of 14 Storeys, with a maximum building height of 25 Storeys. The Granville Precinct is also specifically identified as providing a projected 3,704 dwellings and 3,312 jobs by 2031, up from 294 and 2,721 in 2016 respectively (Draft Parramatta Road Urban Transformation Strategy, p 39).

UrbanGrowth NSW also commissioned AEC Group and Location IQ to carry out a Retail and Commercial Market Demand Study to inform the draft Strategy. This study advocates that the main concentration of retail facilities should be provided along Rowell Street and Good Street to the north of the railway line and south of Parramatta Road. Good Street allows for excellent access by residents north of Parramatta Road. It also suggests that the cluster of industrial lands along Parramatta Road should be allowed to continue, including the many businesses associated with the automotive industry located therein, e.g. car service and repairs, retail of car parts and accessories, used car yards. The strong cluster of car yards in the precinct is a major employment strength for the precinct. The study also provides commercial floor space demand projections by precinct, and indicates substantial

ongoing growth in demand for commercial floorspace in the Granville precinct.

As noted above, the planning proposal in its current form presents as inconsistent with prior planning for the site, and S117 Direction 1.1, as it proposes a significant reduction of possible employment floorspace area on the subject site. The draft Parramatta Road Urban Transformation Strategy, as released in September 2015, envisions the future of Granville as including new higher-density residential communities centred around open space with taller buildings to be located on a tree-lined Parramatta Road. These new developments are intended to be supported by activity around the active main street of Good Street, a new urban plaza just off the main street, and more options for walking or accessing open space. The strategy also intends to retain the Corridor's diverse and distinctive identity through detailed planning, including the associated Urban Design Guidelines, while delivering major housing and employment areas. Specifically, the Draft Parramatta Road Urban Design Guidelines outline suggestive controls for key centres as indicatively:

- An average height of 14 storeys
- A maximum height of 25 stories
- A Nett FSR of 4.5:1

It is also considered that the subject site, which itself represents only a component of the strategic land parcel located between Parramatta Road and Victoria Street to the north, should not be rezoned in isolation.

Due to the configuration of the land subject to the current planning proposal the following concerns are raised:

- the narrow consolidations of allotments along Parramatta Road, and the resulting east-west orientated towers have poor built form and overshadowing outcomes.
- the excessive density of the proposal when compared to the FSR foreshadowed in the draft Strategy;
- transition to adjoining land;
- the lack of consideration of existing or proposed open space provisions; and
- the impact of a potential new road access point off Parramatta Road.

In view of these comments, it is recommended that the planning proposal be amended to:

- address the whole of the composite site located between Parramatta Road, Victoria Street, Albert Street, and the rail corridor; and
- to be consistent with the draft Parramatta Road Urban Transformation Strategy prior to exhibition and consistent with the final Strategy prior to finalisation of the plan.

Environmental social
economic impacts :

1. SOCIAL IMPACTS

It is considered that the residential amenity of the site is compromised and is therefore not well suited to redevelopment for predominantly residential purposes in excess of the scale and density currently envisaged under the draft Parramatta Road Urban Transformation Strategy.

2. NOISE, VIBRATION AND POLLUTION

Due to its location within the south western corner of its encompassing street block, future residents of the site would be impacted from the west by railway operation noise and vibration and from the south by road noise and emissions.

The Proponent has submitted a report prepared by Pacific Environment Limited, which addresses the potential effects of traffic emissions on air quality at a proposed mixed residential commercial building at 171-189 Parramatta Road and 58 & 60 Victoria Street, Granville. This report concludes that due to the setback distance of the proposed development and the volume of traffic on Parramatta Road, the emissions from traffic on both Parramatta Road and the M4 Motorway, are unlikely to result in exceedances of air quality criteria at the proposed development.

The Proponent has also provided a Road Traffic and Rail Noise Impact Assessment, prepared by Rodney Stevens Acoustics Pty Ltd, dated September 2014. This report notes that windows and doors in the façade of residential units facing or with line of sight of

Parramatta Road and the rail corridor, and facing east and west will need to be closed to meet internal noise levels. Therefore, alternative ventilation methods which meet the ventilation requirements of the BCA and Australian Standard AS 1668.2:2002 will be required and design input should be sought from an appropriately qualified mechanical services consultant (p 11).

3. ACCESS TO TRAIN STATION AND TOWN CENTRE

The site is not in close proximity to the Harris Park Train Station as the shortest walking distance is 1km via either Church Street or winding through local streets - which does not provide safe and direct access to the railway station. Further, the site is not considered to be ideally located with respect to the Granville Town Centre or railway station. Despite the walking distance of approximately 550m, the pedestrian journey involves crossing the heavily trafficked Parramatta Road and Carlton Street, raising amenity and pedestrian safety issues.

4. SOLAR ACCESS

Redevelopment at the scale and FSR foreshadowed in the current proposal may lead to the creation of a number of tall buildings to the north of Parramatta Road that would deteriorate future solar access for more suitable high density locations to the south of Parramatta Road. If approved in the current form, the proposed FSR of 6:1 (with design excellence) and a height of 82 metres, would facilitate potential creation of buildings with excessive bulk and scale on the northern site of Parramatta Road. Buildings of excessive bulk and scale contribute to poor local micro-climate and poor street-level amenity. This outcome would be contrary to the intent of the (draft) Parramatta Road Urban Transformation Strategy, which includes new higher-density residential communities, but centred around open space with taller buildings to be located on a tree-lined Parramatta Road. The retention of adequate solar access to the southern side of Parramatta Road, immediately opposite the subject site, is considered to be paramount in achieving this intent.

5. CENTRE HEIRARCHY

The site is not located within the Parramatta CBD or its immediate periphery. Consequently, in this regard, there is no compelling strategic justification or economic feasibility rationale to provide CBD style towers in this location, beyond the heights or FSRs foreshadowed in the Draft Parramatta Road Urban Transformation Strategy.

The Proponent's Urban Design Study (Rev B February 2014, Aleksandar Design Group, P 16), also notes that the current proposal does not comply with the 45 degree height planes prescribed in the draft Parramatta Road Urban Transformation Strategy and accompanying Urban Design Strategy. The proposal in its current form is not considered appropriate for its location.

6. IMPACTS ON ADJOINING LAND USES

The Traffic Impact Assessment identifies that there would be a significant increase in vehicle movements on Victoria Street which directly adjoins the rear boundary of the site. The planning proposal also states that "Aleksandar Design Group has considered the redevelopment potential and likely building envelopes/footprints on adjoining and nearby properties, and that analysis confirms that the proposal does not compromise the development potential of such lands". This claim is not supported. In contrast, the Proponent's Urban Design Study (Rev B February 2014, Aleksandar Design Group) demonstrates that there will be detrimental overshadowing impacts on adjacent properties on the southern site of Parramatta Road. The Urban Design study also confirms that the current proposal, based on an FSR of 6:1, does not comply with the 45 degree transition zones established by the Draft Parramatta Road Urban Transformation Strategy.

Properties to the rear of the site facing Victoria Street are zoned R3 Medium Density Residential, although buildings currently generally consist of single storey detached dwellings. The proposal will result in tower blocks of up to 25 storeys located within 9m from the backyard of these detached dwellings. As noted above, it is recommended that the planning proposal be amended to address the whole of the composite site located

between Parramatta Road, Victoria Street, Albert Street, and the rail corridor.

It is considered that significant development occurring on an ad hoc basis may frustrate achievement of the best possible holistic solutions for revitalisation of the broader Precinct under the draft Parramatta Road Urban Transformation Strategy. As noted above, it is also considered that the subject site, which itself represents only one component of the larger strategic parcel located between Parramatta Road and Victoria Street to the north, should not be rezoned in isolation.

7. TRAFFIC IMPACTS

The Traffic Impact Assessment undertaken by McLaren Traffic Engineering (Final Issue A, 24 September 2014) is based on assumed development of some 480 two bed apartments and 5,500m² of ground floor mixed retail, distributed between two towers on separate podiums. (It is noted that the Proponent's Urban Design Study nominates approximately 1,875m² of commercial floor space, which contrasts with this assumed differing mix). The Traffic Assessment notes that the volumes of traffic generated by the site are not high compared to existing volumes of Good Street or Parramatta Road, however represent a significant increase in trips on Victoria Street (p12). This report concludes that the subject proposal to increase the FSR to 6:1 is generally supportable on grounds of traffic and parking, subject to more detailed traffic and parking assessments at DA stage. The Assessment also notes that large underground parking arrangement will be required, including a loading dock which is not currently shown on concept plans. The need for further intersection capacity analysis is also identified for any DA of the scale referred to, together with network modelling if zoning changes allow a wider area to increase GFA density and hence traffic generation.

8. ECONOMIC IMPACTS

The Council Officer's report of 23 December 2015 notes that the draft Parramatta Road Urban Transformation Strategy (September 2015) estimates that by 2050, the Granville Precinct will accommodate approximately 1,000 new jobs and 7,000 new dwellings, down from the 16,000 - 19,000 new dwellings originally forecast in the earlier high level draft strategy.

The Planning Proposal also indicates that Council has recently determined that 'Auto Alley' should be designated for an increased level of commercial floorspace, whilst at the same time determining that residential development should be limited. The proposal claims to present an opportunity for workers to live close to their place of work, provide retail and other economic benefits for the locality, and be consistent with Council's and State Government planning for the precinct(p24).

As the Parramatta Road Urban Transformation Strategy is yet to issued in final form, it is recommended that the Gateway determination include a condition specifying that the proposal be amended 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.

Assessment Process

Proposal type :	Precinct	Community Consultation Period :	28 Days
Timeframe to make LEP :	12 months	Delegation :	DDG
Public Authority Consultation - 56(2)(d)	Department of Education and Communities Office of Environment and Heritage Integral Energy Landcom Department of Health Transport for NSW - Sydney Trains Transport for NSW - Roads and Maritime Services		

Sydney Water

Is Public Hearing by the PAC required? **No**

(2)(a) Should the matter proceed ? **Yes**

If no, provide reasons :

Resubmission - s56(2)(b) : **No**

If Yes, reasons :

Identify any additional studies, if required. :

If Other, provide reasons :

Identify any internal consultations, if required :

No internal consultation required

Is the provision and funding of state infrastructure relevant to this plan? **No**

If Yes, reasons :

Documents

Document File Name	DocumentType Name	Is Public
Planning Proposal 171-189 Parramatta Road Granville.pdf	Proposal	Yes
covering letter - Parramatta Road, Granville.pdf	Proposal Covering Letter	Yes
Addendum to Planning Proposal - 171-189 Parramatta Road, Granville.pdf	Proposal	Yes
Urban Design Report - 171-189 Parramatta Road, Granville.pdf	Study	Yes
Traffic Assessment - 171-189 Parramatta Road Granville.pdf	Study	Yes
Contamination Investigation - 171-189 Parramatta Rd Granville.pdf	Proposal	Yes
Flooding Advice - 171-189 Parramatta Rd, Granville.pdf	Study	Yes
Geotechnical Investigation - 171-189 Parramatta Rd.pdf	Study	Yes
Air Quality Assessment - 171-189 Parramatta Road Granville.pdf	Study	Yes
Acoustic Assessment 171-189 Parramatta Road Granville.pdf	Study	Yes
14 March 2016 - Parramatta Council Mayoral Minute.pdf	Proposal Covering Letter	Yes

Planning Team Recommendation

Preparation of the planning proposal supported at this stage : **Recommended with Conditions**

S.117 directions:

- 1.1 Business and Industrial Zones**
- 2.3 Heritage Conservation**
- 3.1 Residential Zones**
- 3.4 Integrating Land Use and Transport**
- 4.1 Acid Sulfate Soils**
- 4.3 Flood Prone Land**
- 6.1 Approval and Referral Requirements**
- 6.3 Site Specific Provisions**
- 7.1 Implementation of A Plan for Growing Sydney**

Additional Information : **SECTION 117 DIRECTIONS**

SECTION 117 DIRECTION 1.1 BUSINESS AND INDUSTRIAL ZONES

Direction 1.1 requires that a planning proposal must retain the areas and locations of existing business and industrial zones, and not reduce the total potential floor space area for employment uses and related public services in business zones. The Planning Proposal seeks to rezone the subject site from B6 Enterprise Corridor to B4 Mixed Use, and will result in a relatively significant reduction of possible employment floorspace area.

Should the Gateway determine that the planning proposal is to proceed, it will be necessary for the delegate to turn its mind to the apparent inconsistency and whether this can be justified as a matter of minor significance.

SECTION 117 DIRECTION 4.1 ACID SULFATE SOILS

It is considered that any inconsistency with Section 117 Directions 4.1 - Acid Sulfate Soils is justified due to minor significance.

Should the planning proposal proceed, it is recommended the delegate agree that this inconsistency is of minor significance.

DELEGATION OF PLAN MAKING FUNCTIONS

Council has requested that it exercise the Minister's plan making functions for this planning proposal. This is not supported as the proposal applies to a large prominent site that is identified in the Draft Parramatta Urban Transformation Strategy, and is likely to be of significant public interest. Accordingly, it is recommended that the delegate agree NOT to issue authorisation for Council to exercise the Minister's delegation in this instance.

RECOMMENDATION

It is recommended the planning proposal 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. 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).

5. Consultation is required with the following public authorities under section 56(2)(d) of the Act, as follows:

- o Office of Environment and Heritage - Heritage Division
- o Department of Education and Communities
- o Department of Health
- o Transport for NSW - Road and Maritime Services
- o Transport for NSW - Sydney Trains
- o Sydney Water
- o 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.

6. 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.

7. 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).

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

Supporting Reasons :

The Planning Proposal seeks to facilitate development at 171-189 Parramatta Road, Granville, in response to the recently exhibited draft Parramatta Road Urban Transformation Strategy by UrbanGrowth NSW.

While acknowledging that the proposal is to be considered on its merits, it is considered that this spot rezoning may prejudice the outcome of the broader strategic work being undertaken by UrbanGrowth NSW and therefore should not be considered in isolation, or supported without modification.

'A Plan for Growing Sydney' specifies that an urban renewal strategy will guide development in selected precincts along the Parramatta Road Corridor, this indicates the regional significance of urban renewal in the locality and suggests that renewal of the area should be led by State policy, rather than spot rezonings.

For these reasons it has been recommended that the planning proposal be amended to:

- (i) address the whole of the composite site located between Parramatta Road, Victoria Street, Albert Street, and the rail corridor; and
- (ii) maintain consistency with the Draft Parramatta Road Urban Transformation Strategy Urban Design Guidelines.

Signature:



Printed Name:

C VAN LAEREN

Date:

2/06/16

