

Planning Proposal

Amendment to Parramatta Local Environmental Plan 2011



2-22 William Street, Granville

Residential Development

Submitted to Parramatta City Council
On Behalf of Sid Arida

December 2015 ■ 15158

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This report has been prepared by:



Matthew Norman

26/11/2015

This report has been reviewed by:



Kim Shmuel

26/11/2015

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1.0 Introduction

This report has been prepared by JBA on behalf of Sid Arida in support of a Planning Proposal to amend the *Parramatta Local Environmental Plan 2011* (Parramatta LEP) to increase the maximum height and Floor Space Ratio (FSR) control that applies to the site at 2-22 William Street Granville (the site).

The site to which the Planning Proposal applies comprises a consortium of land owners including seven properties and 15 parcels of land, being the entire street block bound by William Street, Clyde Street, Factory Street and a rear access laneway, hereafter referred to as the site. The Planning Proposal applies to the entire street block to ensure that the LEP amendment establishes a consistent planning framework for the street block, rather than a single land holding.

Sid Arida (the applicant) owns the site at 10-22 William Street and has amalgamated the majority of the street block to facilitate the redevelopment of the site in accordance with the built form controls envisaged under this Planning Proposal. Although the remaining properties in the street block are not owned by Sid Arida, they have been included in the Planning Proposal to ensure that the amended planning controls establish a consistent built form pattern across the street block. The inclusion of these sites in the Planning Proposal was requested by Council in the initial project meeting, as outlined in **Section 1.1**.

The Planning Proposal responds to the sites strategic location close to transport infrastructure and services. The site represents a significant land holding in excess of 3,700m² that will support its redevelopment. The site is located in close proximity to significant public transport infrastructure, jobs, services and recreation facilities. The site is already identified for high density residential uses through its R4 zoning, the Planning Proposal seeks to facilitate a built form outcome that will be more consistent with the zoning of the site.

The Planning Proposal will facilitate the future development of the site to accommodate a mixed use building of seven storeys plus plantroom with a total of approximately 108 apartments. The proposed scheme is described in more detail in **Section 3.0** and is illustrated in the Concept Design Scheme prepared by PTI Architects, which is provided at **Appendix A**. The design of the development has been prepared to provide a detailed design response to the site owned by Sid Arida with the detailed design of the site at 2-8 William Street to be determined at a later stage after the sites are amalgamated, as shown in **Figure 1** below.



Figure 1 – Indicative concept scheme for 2-8 William Street and 10-22 William Street
Source: PTI

To facilitate the proposed scheme, this Planning Proposal seeks to amend the height and FSR control for the site under the Parramatta LEP as well as remove the site at 10 William Street from the heritage schedule as set out in **Table 1** below.

Table 1 – Summary of Existing and Proposed LEP Controls

Control	Existing	Proposed
FSR	▪ 1:1 across the site	▪ 2.3:1 across the site
Building Height	▪ 14m across the site	▪ 23m across the site ▪ Seven storeys
Heritage	▪ 10 William Street listed as heritage item I205 in Schedule 5 of the Parramatta LEP.	▪ Remove heritage item I205 from Schedule 5 of the Parramatta LEP.

This Planning Proposal describes the site and the proposed changes to the Parramatta LEP, and provides a justification for the proposal. It has been prepared in accordance with the Department of Planning and Environment's (DPE) publication *A Guide to Preparing a Planning Proposal* (October 2012) and *A Guide to Preparing Local Environmental Plans* (April 2013), and provides strategic justification for the project based on relevant strategic and statutory planning documents.

1.1 Consultation

In addition to the formal consultation and advertising requirements to be completed after a Gateway determination, Sid Arida has undertaken preliminary consultation with Parramatta Council in order to determine their requirements for the Planning Proposal.

The applicant (Sid Arida) and relevant consultants initially met with Parramatta City Council (Council) Planning staff in April 2015 to discuss the preparation of a Planning Proposal for the site at 10-22 William Street Granville.

At this meeting Council requested that the following be given consideration:

- A heritage analysis of the building at 10 William Street is undertaken;
- The inclusion of the entire street block in the Planning Proposal and massing diagrams. This request was made to demonstrate that the entire block can be developed to ensure an appropriate Urban Design outcome can be achieved;
- Three hours of solar access is maintained to the dwellings to the south of the site, in accordance with the controls in the Parramatta DCP; and
- The building interface with the dwellings to the south is appropriately set back to transition the scale and mass of the high density building to the low density zone. Council identified the Woodville Road Study as a reference guide for transitioning between the two zones.

2.0 The Site

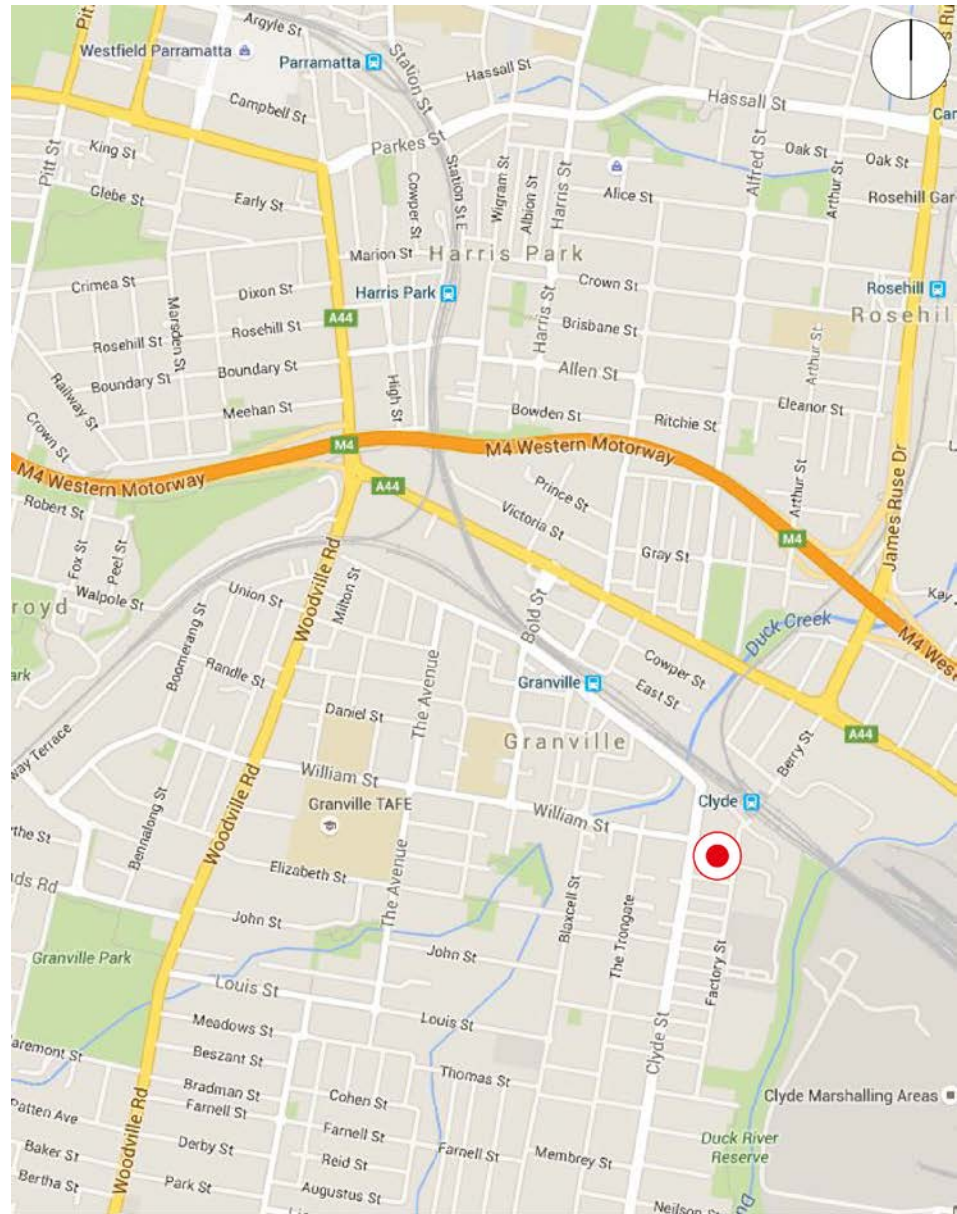
2.1 The Locality

The Site is located within the Parramatta Local Government Area (LGA), within the Granville Town Centre. Granville is located in close proximity (2.4km) to Parramatta, Sydney's Second CBD and the Parramatta Road Urban Renewal Corridor. Granville is well serviced by public transport with the Granville station and Clyde station both located in close proximity to the town centre. Granville is characterised as a mixed use town centre with a commercial retail core and community facilities located in close proximity to the Granville station and surrounded predominantly by residential development. Commensurate with its strategic location close to transport and the Parramatta CBD, the centre also includes a range of education facilities including the Granville TAFE and College campus, Granville Boys High, Granville Public School and the Unique International College. A range of other community and recreational facilities are also located in the centre including the Granville Medical centre, Granville Swimming Centre, the Granville Multicultural Community Centre and numerous areas of public open space.

The Granville Centre is anticipated to accommodate significant growth on the northern side of the train line, identified under the Draft Parramatta Road Urban Renewal Strategy. Additionally the growth of Greater Parramatta and the significant increase in employment, education, health and services is anticipated to encourage growth in the Granville centre, due to its significant transport infrastructure and access to education, jobs and services.

The site is located on the south-eastern edge of the Granville Town Centre in a transitional high density residential zone between commercial and industrial zones and lower density residential zones. The site is located in close proximity to the Clyde train station (130m) and the Granville Town centre and associated facilities and services.

A site plan is provided below at **Figure 2**.



● The Site

Figure 2 – Location plan

Source: JBA

2.2 Site Description

The site to which this Planning Proposal applies is known as 2-22 William Street, Granville and comprises the street block bound by William Street, Clyde Street, Factory Street and a rear access laneway. The site has an area of approximately 3,700m² and comprises 15 parcels of land, as identified below:

- 22 William Street:
 - Lot 18 in DP2371;
 - Lot 19 in DP2371;
 - Lot 20 in DP2371;
- 12 William Street;
 - Lot 21 in DP2371;
 - Lot 22 in DP2371;

- Lot 23 in DP2371;
- Lot 24 in DP2371;
- Lot 25 in DP2371;
- Lot 26 in DP2371;
- 10 William Street;
 - Lot 27 in DP2371;
- 8 William Street;
 - Lot 28 in DP2371;
- 6 William Street;
 - Lot 29 in DP2371;
- 4 William Street;
 - Lot 30 in DP2371;
 - Lot 31 in DP2371;
- 2 William Street; and
 - SP 31488.

The site is identified in **Figure 3** below.



Figure 3 – Site plan
Source: JBA

Sid Arida (the applicant) owns the site at 10-22 William Street (Site 1) and has instigated the LEP amendment process for the site. The remaining portion of the site is known as 2-8 William Street (Site 2) and comprises seven allotments held under private ownership and strata title. The amalgamation pattern of the site is shown in **Figure 4** below.

The site has a frontage to William Street and the rear access laneway of approximately 105m, with site 1 comprising 60m and site 2 comprising 40m. The site has a depth (frontage to Clyde Street and Factory Street) of approximately 36m.

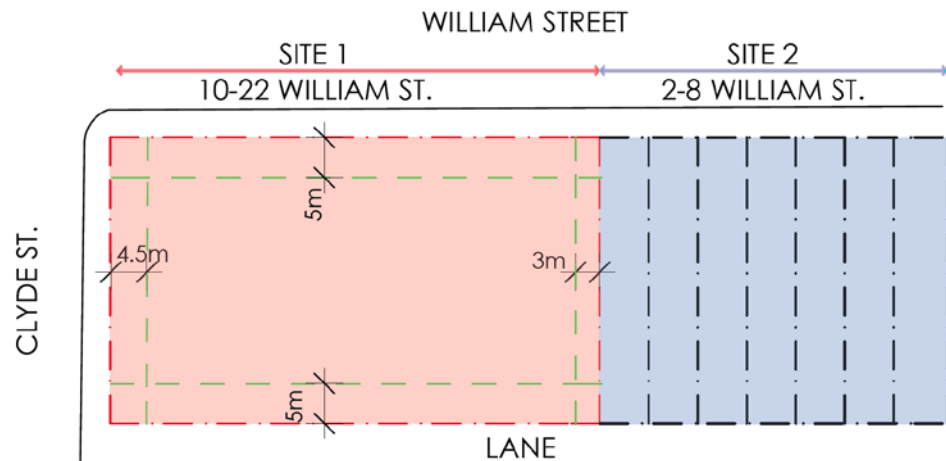


Figure 4 – Site ownership and amalgamation pattern
Source: PTI

2.3 Existing Development

Currently the site contains seven buildings with primary frontage to William Street and rear access to the service lane. The buildings on the site generally comprise standalone detached residential dwellings. A number of the dwellings have garages adjoining the service lane. A two storey residential flat building is located at 2 William Street containing approximately 6 apartments and owned under strata title. The building has frontage to both William Street and Factory Street and provides rear at grade car parking area. A large commercial warehouse building is located at 12 William Street. The building is two storeys in height and occupies a significant portion of the street block. The building is currently used for storage and has access to both William Street and the access laneway.

Photos of the existing development on the site are provided below at **Figure 5** to **10**.



Figure 5 – Commercial warehouse building located at 12 William Street, viewed from William Street
Source: JBA



Figure 6 – Rear of the commercial warehouse building at 12 William Street, viewed from the access lane
Source: JBA



Figure 7 – Dwelling houses at 6 and 8 William Street, viewed from William Street
Source: JBA



Figure 8 – Residential flat building at 2 William Street, viewed from William Street
Source: JBA



Figure 9 – William Street, facing west
Source: JBA



Figure 10 – Rear access lane, facing east
Source: JBA

2.4 Development and Facilities in the Surrounding Area

There are a range of facilities and services in walking proximity to the site within the Granville Town Centre. As illustrated below in **Figure 11**, there are a number of areas of public open space and sporting ovals within the locality of the site. The Granville Town Centre provides a range of educational facilities including the Granville TAFE and College campus, Granville Boys High, Granville Public School and the Unique International College. The Granville Town centre also provides a range of retail shops and facilities. A range of other community and recreational facilities are also located in the centre including the Granville Medical centre, Granville Swimming Centre, the Granville Multicultural Community Centre and numerous areas of public open space.

The site is located in close proximity (130m) to the Clyde and Granville train stations as well as regional bus routes. The site is also within close proximity (approximately 5 minutes by train) to Greater Parramatta, Sydney's Second CBD. Greater Parramatta will provide significant employment opportunities and is anticipated to provide up to 100,000 jobs by 2031. The Greater Parramatta region will provide health, employment, services, education and recreational facilities at a Metropolitan level.



Figure 11 – Locational context plan

Source: JBA

The development surrounding the site includes a range of residential, commercial, industrial, recreational and community uses. Residential uses to the west of the site generally comprise three storey residential flat buildings approximately 14m in height. The residential flat buildings generally provide aboveground car parking. Residential development to the south of the site is generally lower density and comprises detached single dwelling houses.

Industrial uses surround the site to the north and east. Development to the north of the site comprises two large industrial buildings with at grade car parking. The buildings are accessed from and have frontage to Memorial Avenue with no vehicular access or active frontages to William Street, facing the site. To the east of the site is another large industrial building with an Australia Post dispatching facility and Truck depot located to the south west of the site.

There is a range of recreational facilities surrounding the site, including the Granville RSL Club, located to the north-west of the site. The RSL club includes community services such as a childcare facility. The Granville Multicultural Community Centre and Pre-School are also located in close proximity to the south of the site, on the opposite side of the access laneway.

Photos of the development surrounding the site are provided at **Figure 12 to 15** below.



Figure 12 – Residential flat building at 14 William Street, to the west of the site
Source: JBA



Figure 13 – Industrial building at 1 Memorial Avenue, to the north of the site
Source: JBA



Figure 14 – Granville Multicultural Community Centre
Source: JBA



Figure 15 – Granville RSL Club, to the north west of the site
Source: JBA

2.5 Transport and Access

2.5.1 Public Transport

The site is well located to public transport facilities including Clyde Station (130m) and Granville Station (530m). These stations are both serviced regularly by the following lines:

- T1 North Shore, Northern and Western line;
- T2 Airport Inner West and Southern line; and
- T6 Carlingford Line.

The site is also located in close proximity to bus stops located along both sides of Blaxcell Street (400m). These bus stops are frequently serviced by the intra-regional M91 service to Parramatta and Hurstville which operates seven days per week with services arriving every 10 minutes in morning and afternoon peaks.

2.5.2 Vehicular Access

The site currently has vehicular access from both William Street and the rear access lane. Vehicular access is predominantly provided from the access lane to rear garages. Individual vehicular access is provided to each property with the suite currently accommodating five different vehicular access points. The proposed development seeks to consolidate access for the entire site along William Street however this is a concept design only and assumes consolidation of the site at 2-8 William Street. Vehicular access is discussed further at **Section 6.1.3**.

2.6 Current Planning Controls

The Parramatta LEP is the primary Environmental Planning Instrument (EPI) applying to the site. The existing planning controls that apply to the site under the Parramatta LEP are outlined below.

2.6.1 Land Use Zoning

The site is zoned R4 High Density Residential under the Parramatta LEP. The R4 zone permits a range of residential and associated non-residential uses including residential flat buildings, dwellings, shop top housing, neighbourhood shops and child care centres. The sites zoning is shown below in **Figure 16**. This Planning Proposal seeks to retain the R4 zoning. The proposed residential flat building is permissible with consent in the zone.

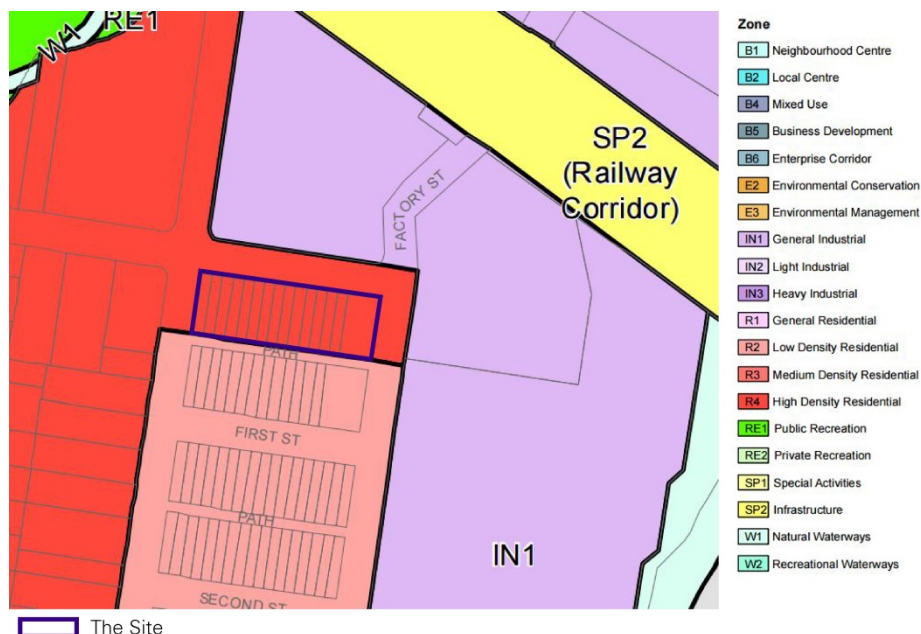


Figure 16 – Existing zoning map
Source: Parramatta LEP

2.6.2 Height of Buildings

The existing building height control for the site under the Parramatta LEP is 14m, as shown in **Figure 17** below. This Planning Proposal seeks to amend the building height control across the site to 23m.

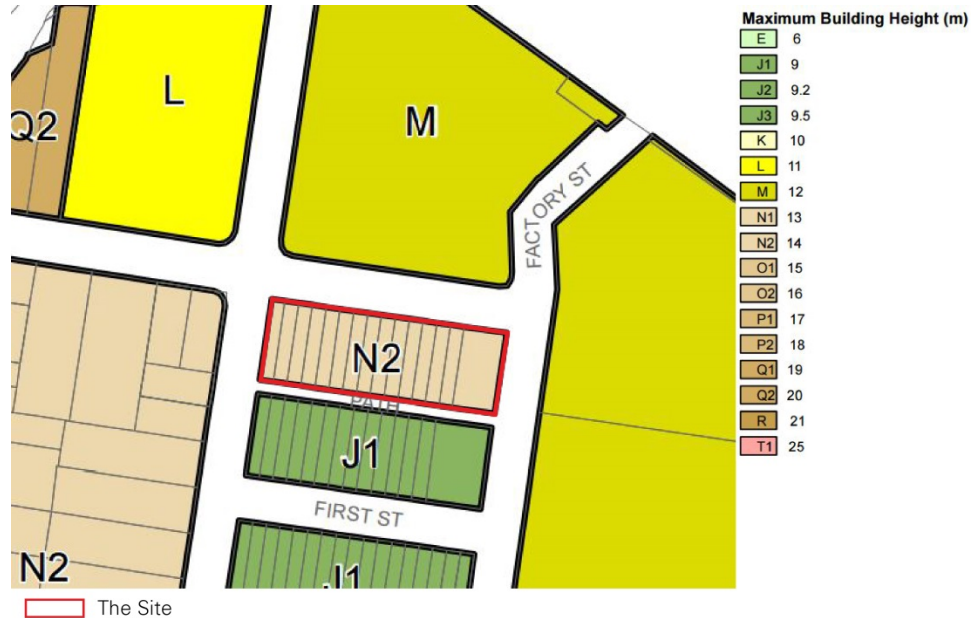


Figure 17 – Existing height of buildings map
Source: Parramatta LEP

2.6.3 Floor Space Ratio

The FSR control that currently applies to the site is 1:1, as shown below in **Figure 18**. This Planning Proposal seeks to amend the Parramatta LEP to increase the FSR control to 2.3:1 across the site.

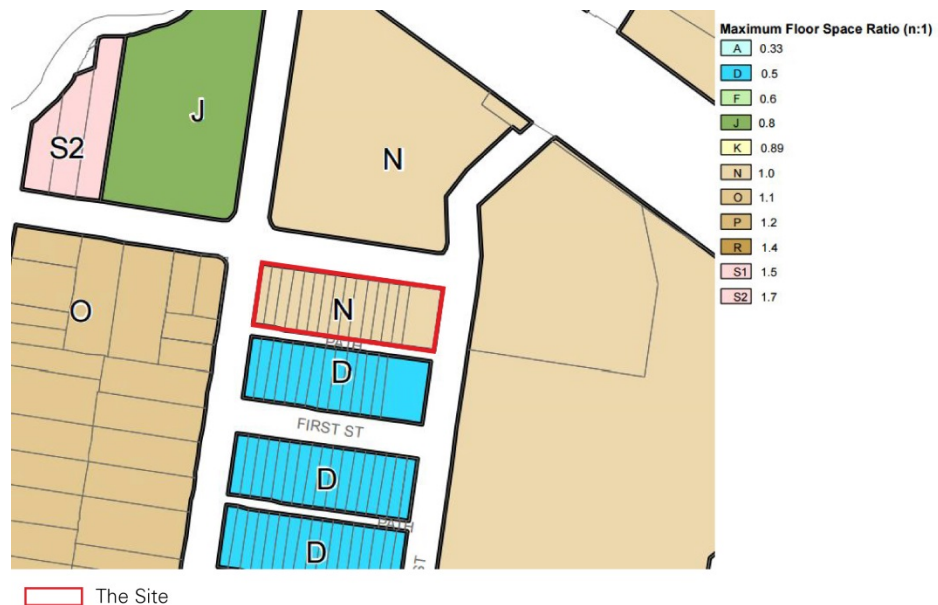


Figure 18 – Existing Floor Space Ratio map
Source: Parramatta LEP

2.7 Heritage

The site includes a locally listed heritage item at 10 William Street (item No. 205), as illustrated in **Figures 19** and **20** below. A Statement of Heritage Impact (SoHI) has been prepared for the site by Archnex Designs and is provided at **Appendix B**. The heritage item is a single dwelling house and is described as:

Originally a group of three single fronted single storey cottages, now only No. 10 survives. No. 10 is a weatherboard cottage with hipped roof clad with corrugated iron and bullnosed front verandah. The verandah is supported on turned timber posts, and has concrete floor and corrugated iron roof. Weatherboards are partly replaced with vinyl cladding. Timber picket fence and gate. Front door is modern.

The SoHI identifies that the heritage statement of significance for the item is:

The cottage at 10 William Street is of significance for the local area for historical and reasons of representativeness, as an example of modest workers cottages in the area built c. 1900.

As outlined above, the heritage item on the site was originally part of a group of three cottages however is the only listed item remaining on the site. A review of the Heritage Schedules in the Parramatta LEPs was conducted by Council in 2012 which informed an LEP amendment to consolidate and amend the heritage listed items (PP_2012_PARRA_001_00). The heritage listing of 8 William Street was removed from the Parramatta LEP under this Planning Proposal as Council had previously approved its demolition. At the time of the review, the heritage listing on the item at 10 William Street was maintained however the heritage fabric of the site has substantially degraded since this time.

The site is also located in proximity to the locally listed heritage item at 6-8 Factory Street (I109). The heritage item is identified as a former shop however is known as the Granville Multicultural Centre. The building is a two storey masonry structure with painted murals on the facades. A photo of the building is provided in **Figure 20** below.

The SoHI provides a detailed assessment and analysis of the heritage item on the site and identifies that it has been significantly altered and no longer demonstrates heritage significance. Accordingly this Planning Proposal seeks to delist the heritage item and remove it from Schedule 5 of the Parramatta LEP.

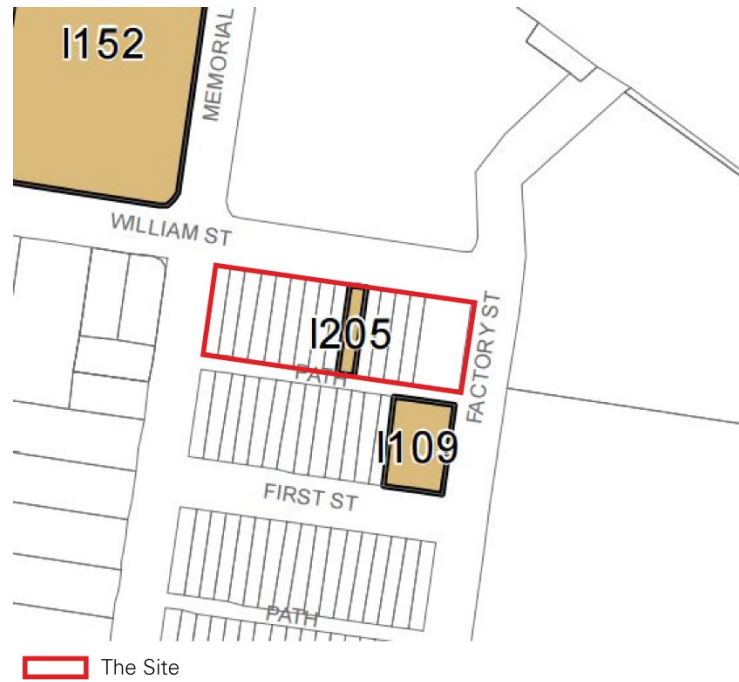


Figure 19 – Existing Heritage map
Source: Parramatta LEP



Figure 20 – 10 William Street, heritage item
Source: Archinex

3.0 Proposed Development

The Planning Proposal seeks to amend the Parramatta LEP to provide additional height and density on the site to support a high quality residential development. The Planning Proposal seeks to take advantage of the benefits afforded by the large site area and the site's proximity to Clyde and Granville train stations as well as its strategic location close to employment, services and recreation facilities.

The following sections outline the indicative development concept for the site and the built form principles that have been applied in developing an appropriate height and density for development on the site.

3.1 Proposed Development

PTI have developed a concept scheme for the site (**Appendix A**) which provides for a mixed use development on the site that is consistent with the maximum height and floor space sought as part of this Planning Proposal. The concept scheme represents a reference design for the site and demonstrates a high quality built form outcome that is capable of providing appropriate residential amenity and good street level activation within minimal adverse impacts on the surrounding environment. A numeric summary of the proposed future development on the site is provided below in **Table 2**.

Table 2 – Indicative numerical summary –note the height of the development is not exactly the same as the LEP height

Component	Car Park	Residential	Total
Height (levels)	2 basement levels	21m Seven levels	22.7 (Inc lift overrun)
Total GFA (FSR)	0m ² n/a	8,510m ² 2.3:1	8,510m ² 2.3:1
Indicative Yield	114	108 units	

An illustration of the potential future built form on the site has been prepared by PTI is provided below in **Figure 21**.



Figure 21 – Perspective image
Source: PTI

3.1.1 Built form

The proposed built form for the site is illustrated in the concept design drawings prepared by PTI (**Appendix A**). The scheme consists of a seven storey residential flat building, set back 5 metres from William Street and the laneway frontage at the ground level. The ground level setbacks provide space for landscaping and vegetation screening and include 419m² of deep soil on the site at 10-22 William Street. The area of deep soil will increase to approximately 800m² across the entire site. The building form is divided into four separate structures within the street block to separate the perceived mass and scale of the building. Additionally, separating the development into four separate structures will improve solar access and views through the site to the dwellings on the southern side of the access laneway.

The Concept Scheme establishes a four storey podium element that is consistent with the existing 14m building height limit on the site and the height of the surrounding residential flat buildings to the west of the site on the opposite side of Clyde Street. The existing residential flat buildings in the locality are generally three storeys in height however include roof structures that are generally an additional storey in height, hence appearing as four storey buildings from the street frontage. The podium element is continued in each of the four buildings within the street block to maintain a consistent built form appearance and reiterate the pedestrian scale established by the existing residential flat buildings along William Street.

Another three levels sit on top of the building podium. These levels are provided with increased setbacks and smaller footprints to reduce the visual prominence of the upper levels. The upper levels provide stepping setbacks that transition the building height and mass down to the low density dwellings to the rear of the site.

Dwellings

As illustrated in the concept design scheme (**Appendix A**) the proposed development on the Sid Arida site will comprise two residential flat buildings. The remainder of the street block will also be capable of accommodating two residential flat buildings. The indicative number of dwellings on each of the sites is outlined in **Table 3** below.

Table 3 – Indicative dwelling summary

Dwelling Type	10-22 William Street	2-8 William Street
1 bedroom	14	10
2 bedroom	45	34
3 bedroom	4	1
Total	63	45

3.1.2 Vehicular Access and Parking

Shared vehicular access to the site will be provided from William Street, as shown in the Concept Scheme (**Appendix A**). The shared entrance will provide access to the basement structure on the site at 10-22 William Street as well as the future development of the site at 2-8 William Street.

The Sid Arida Site provides two levels of basement car parking which will accommodate the parking, servicing and loading requirements of the building. While the detailed design of the basement will be refined at the DA stage, Varga Traffic recommends that a minimum of 114 parking spaces are required for the site, comprising 67 parking spaces for the site at 10-22 William Street and 47 spaces for the development of the site at 2-8 William Street. The car parking numbers are in accordance with the Apartment Design Guide (ADG) for sites located within 800m of a train station. Car parking and traffic are discussed further in **Section 6.1.3**.

3.2 Public Benefits

The Planning Proposal will deliver a public benefit through locating additional residential density in a location with excellent access to public transport, services, employment, education and recreation facilities. The proposal will provide a benefit to the public through providing additional high quality housing with a high level of amenity in a highly desirable location.

Additionally, the proposal will enable the redevelopment of the entire street block which will enable an improved built form outcome.

4.0 Planning Proposal

4.1 Explanation of Provisions

The Planning Proposal seeks to amend the Parramatta LEP to facilitate the proposed mixed use development outlined above in **Section 3.0**, as well as to enable increased building height and FSR on the site and remove the heritage listing of the site at 10 William Street from the heritage schedule of the LEP.

The existing and proposed LEP controls, as well as the recommended amendments are outlined in **Table 4** below.

Table 4 – Existing and proposed LEP controls

Control	Existing	Proposed
FSR	▪ 1:1 across the site	▪ 2.3:1 across the site
Building Height	▪ 14m across the site	▪ 23m across the site ▪ Seven storeys

4.1.1 Building Height

It is proposed to increase the maximum building height control across the site to 23m (RL31.35) by amending the Height of Buildings Map as shown at **Appendix C**.

It is noted that the concept design scheme prepared by PTI has a maximum building height of 22.7m however the maximum LEP height is proposed to be 23m to provide flexibility for floor to ceiling heights and building plant to be determined in the detailed design stage.

4.1.2 Floor Space Ratio

It is proposed to establish an FSR of 2.3:1 across the site. This will be achieved by amending the Parramatta LEP FSR Map as shown in the FSR Map at **Appendix C**.

4.1.3 Heritage

It is proposed to delist the locally listed heritage item (I205) at 10 William Street from Council's heritage Schedule to facilitate the redevelopment of the site. It is proposed that Schedule 5 of the Parramatta LEP be amended to delete the following heritage item.

Table 5 – Items to be removed from schedule 5 of the Parramatta LEP

Suburb	Item Name	Address	Property Description	Significance	Item No.
Granville	William Street Cottages Group	10 William Street	Lot 27, DP 2371	Local	I205

5.0 Strategic Justification

This section demonstrates the need for the proposal and its relationship with the strategic planning framework. The environmental, social and economic impacts of the proposal are considered in **Section 7.0**.

5.1 The Need for a Planning Proposal

The current applicable development controls contained within the Parramatta LEP for the site do not align with the significant transport infrastructure or the strategic location of the site, in the Granville Town Centre and in close proximity to the Parramatta CBD.

The site is zoned R4 High Density Residential, commensurate with its location 130m from a train station and in close proximity to significant education, recreation, employment and services in the Granville Town Centre. Notwithstanding this, the site is afforded FSR and building height controls that reflect low to medium density development. An FSR control of 1:1 and building height control of 14m does not facilitate a scale of development that appropriately utilises the investment in transport infrastructure that is available in close walking distance to the site nor do they reflect the close proximity of the site to employment, education and recreation facilities in the locality of the site.

While the Parramatta LEP is only five years old it was prepared and gazetted prior to the release of A Plan for Growing Sydney, which increased Sydney's projected number of new residents by 22% from the previous Draft Metropolitan Strategy. The current planning controls for the site therefore do not reflect the strategic importance of the site, located in close walking proximity to a train station, employment, education, entertainment and community facilities and services, which are identified in A Plan for Growing Sydney as catalysts for locating new housing.

The population of the West Central subregion, in which the site is located, is projected to grow by more than 478,600 people over the next 20 years generating the need for an additional 183,750 new homes. More specifically, the Draft Parramatta Road Urban Renewal Strategy identifies that the Granville Precinct will grow by 11,970 people creating 6,820 new dwellings and 1,122 new jobs. The dwelling projections established under A Plan for Growing Sydney and the Draft Parramatta Road Urban Renewal Strategy establishes a demand for an increase in dwelling numbers. It must therefore be demonstrated that the site provides a suitable location to accommodate this increase in density; this is demonstrated in **Section 5.1.1** below.

5.1.1 Strategic Location

At a macro level, the site is located in close proximity to the Parramatta CBD (approximately 5 minutes by train) and is on the fringe of Greater Parramatta. The site is therefore located in close proximity to the anticipated 100,000 jobs and significant education, recreation, retail, health and services that will be accommodated in Greater Parramatta by 2036. The site is located in the Granville Town Centre which accommodates a range of education facilities including Granville TAFE campus, Granville Boys High, Granville Public School and the Unique International College. A range of other community and recreational facilities are also located in the centre including the Granville Medical centre, Granville Swimming Centre, the Granville Multicultural Community Centre and numerous areas of public open space. The site is located in very close proximity to Clyde Station (130m) and is also within walking distance to the Granville Centre.

The site is located in close proximity to the Parramatta Road Urban Renewal corridor, in which Granville is identified as a precinct for major growth due to its

close proximity to Parramatta. The Draft Strategy identifies building heights in the street blocks surrounding Granville Station of 14 to 25 storeys (82m) with heights transitioning down to 8-12 storeys, 6-8 storeys and 3-4 storeys in the outer ring of the precinct. While it is noted that the Draft Parramatta Road Strategy does not apply to the site or to Clyde station precinct, it provides a framework for significant growth in Granville which is of a far greater density and height than is proposed in this Planning Proposal.

A Plan for Growing Sydney identifies employment, education, entertainment and community facilities and services as catalysts for locating new housing. In addition to the range of services and catalysts for housing growth, the site is located in very close proximity the Clyde train station and therefore promotes sustainable housing growth. The site is considered to be very well located to accommodate additional housing growth.

5.2 Consistency with Strategic Planning Framework

5.2.1 State and Regional Strategic Framework

NSW State Plan 2021

The New South Wales State Plan sets the strategic direction and goals for the NSW Government across a broad range of services and infrastructure. The Plan nominates one of the key challenges for the State as being the planning challenges that arise from continued population growth.

The redevelopment of the site is consistent with the State Plan as it will provide new housing in an area which is highly accessible to public transport infrastructure and social services.

NSW Long Term Transport Plan 2012

The NSW Long Term Transport Plan 2012 has the aim of better integrating land use and transport. The Draft Metropolitan Strategy has been prepared to integrate with the Long Term Transport Plan.

The Planning Proposal will serve the objectives of the Transport Plan by locating increased residential density immediately adjacent to a light rail station. This will promote the use of public transport and reduce reliance on private motor vehicles

Metropolitan Strategy: A Plan for Growing Sydney

In December 2014 the DPE released A Plan for Growing Sydney (the Plan). The Plan supersedes the current Metropolitan Plan for Sydney 2036 and Draft Metropolitan Strategy for Sydney to 2031, and presents a strategy for accommodating Sydney's future population growth for the next 20 years.

In order to achieve the vision for Sydney to become 'a strong global city and a great place to live', the Plan establishes four goals for Sydney. The goals of the Plan are that Sydney will be:

1. a competitive economy with world-class services and transport;
2. a city of housing choice, with 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.

To support these goals, the Plan sets out planning principles that will guide Sydney's growth. These include:

- increasing housing choice around all centres through urban renewal in established areas;
- stronger economic development in strategic centres and transport gateways; and
- connecting centres with a networked transport system.

The plan forecasts increased levels of growth in the employment and residential sectors. The strategy has increased residential dwelling targets by 22%, with an additional 664,000 new dwellings needed in Sydney by 2031. The Plan also indicates that Greater Parramatta (which includes Westmead, Camellia, as well as the CBD) has the potential to reach 100,000 jobs over the next twenty years. The Greater Parramatta area and future planned growth is identified in **Figure 22** below.

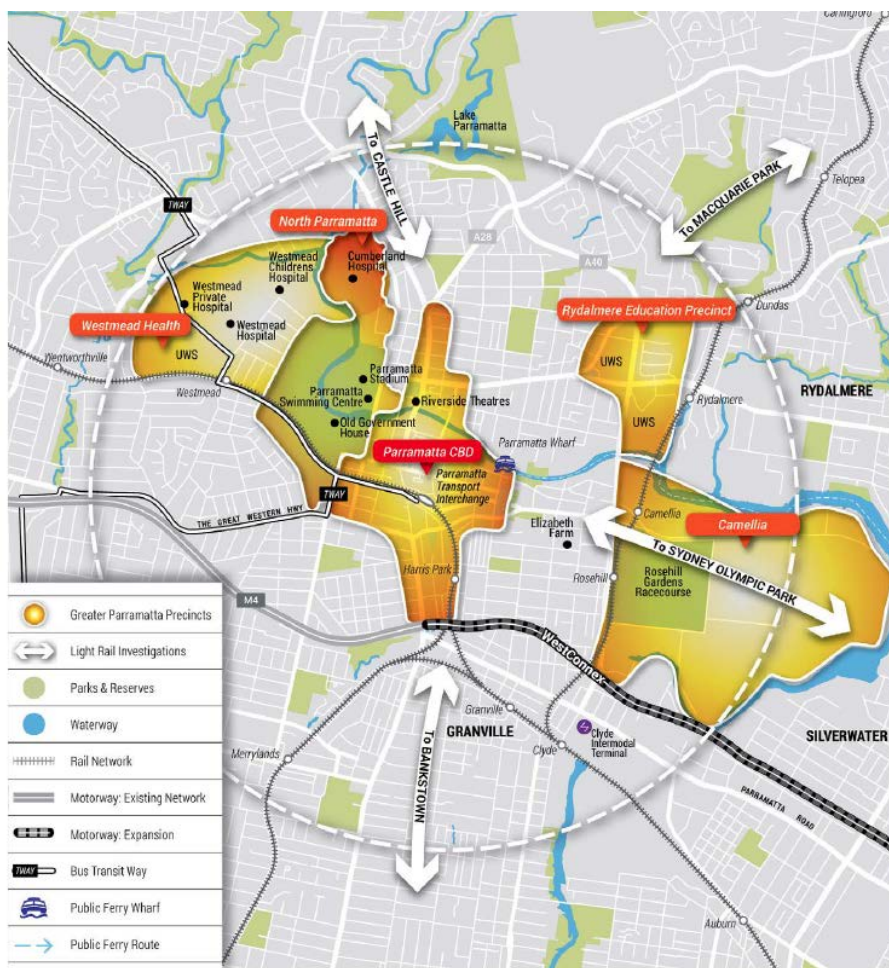


Figure 22 – Greater Parramatta Area
Source: *A Plan for Growing Sydney*

Under the Plan, Sydney has been divided into six subregions, with Granville located in the West Central Subregion. The population of the West Central subregion is projected to grow by more than 478,600 people over the next 20 years generating the need for an additional 183,750 new homes. Councils, the community, the Greater Sydney Commission and NSW Government will work together to finalise and implement subregional plans. Whilst the West Central Subregional Plan is yet to be prepared, *A Plan for Growing Sydney* identifies the priorities for the Subregion.

Further, it identifies the acceleration of housing supply, choice and affordability as an aim, and seeks specifically to (amongst others):

- *Work with councils to identify suitable locations for housing and employment growth coordinated with infrastructure delivery (urban renewal), including around Priority Precincts, established and new centres, and along key public transport corridors including the North West Rail Link, the Western Line, the Cumberland Line, the Carlingford Line, the Bankstown Line, Sydney Rapid Transit and bus T-Ways.*
- *Work with councils to identify opportunities to revitalise suburbs and reduce concentrations of disadvantage.*

This Planning Proposal is consistent with A Plan for Growing Sydney, in that it will:

- Enable increased residential density on the site in a building form that is able to achieve a high level of residential amenity and as such contribute to the significant growth targets for the Sub region.
- Enable additional residential floor space on a site that is in close proximity to regionally significant and existing transport infrastructure including Clyde Station and the Granville Station Bus Interchange as well as the future potential Parramatta Light Rail Routes in the locality.
- Facilitate a residential development that is in close proximity to community, civic, education and health facilities within the Granville Town Centre and the Parramatta CBD.
- Facilitate an increase in residential density that is in close proximity to jobs provided by the Granville Town Centre and throughout the growing Parramatta CBD.
- Revitalise an underutilised street block by enabling a built form outcome that reflects the high density zoning and encourages amalgamation to redevelop the site.

5.2.2 Local Strategic Framework

Parramatta 2038 Strategic Community Plan

The *Parramatta 2038* Strategic Community Plan sets the community goals and aspirations for the development of the Parramatta LGA over a 25 year period. This plan highlights the need for:

- economic growth and employment growth;
- an environmentally-friendly city;
- connectivity, in terms of transport and digital networks;
- diversity of people, and a society that encourages opportunity for all;
- a city that celebrates its cultural and sporting heritage; and
- inspirational leadership and good governance.

Parramatta 2038 outlines the priorities for the LGA, including:

- creation of 10,000 new jobs over the next five years and 50,000 new jobs by 2038;
- promotion of walking, cycling and public transport, as well as a legible city centre; and
- concentration of housing around centres.

The proposed development of the site facilitated by this Planning Proposal will achieve many of these objectives. It will facilitate redevelopment that will provide for increased residential density in close proximity to existing transport networks, as well as employment, cultural and sporting facilities.

Response to Draft Woodville Road Planning Strategy

The Draft Woodville Road Planning Strategy is a Council prepared strategy that seeks to address the ad-hoc approach to the planning controls and strategies that have been imposed on the area in the past. The precinct area included an immediate boundary transition between single storey dwelling houses and four and five storey residential flat buildings. Council officers requested that the applicant review the strategy when assessing the interface between the proposal and the dwellings to the south.

The draft Woodville Road Strategy recommends the following building envelope controls for R4 zoned land:

- *Building height of predominantly 4 storeys, with a 5th storey orientated along Woodville Road and setback back further from the rear of the building envelope enabling a more effective transition to the adjoining properties.*
- *Front setback of 6.5 metre to manage amenity constraints*
- *Rear setback of 8 metres to enable a transition to adjoining properties*

While the proposal seeks a greater building height than envisaged under the recommended controls, the primary transition principle of a four storey street wall or building interface height is maintained in the concept scheme prepared by PTI (**Appendix A**). The proposed concept scheme has a seven storey building height, being two levels above the five storey height control identified in the Draft Woodville Road Strategy. Notwithstanding this is an increase in building height, the proposed concept scheme maintains the same design and building envelope objective, to ensure that *'the fifth storey is not visually prominent from the adjoining property so the development will appear of a four storey scale'*¹. As illustrated in **Figure 23** below, the proposed scheme generally presents a four storey building height towards dwellings to the rear, on the opposite side of the laneway. The building is predominantly viewed as a four story element with the upper levels hidden from view or visually unobtrusive. Where the scheme proposes an interface of more than four storeys to the rear dwellings, the setback is increased to 24m to the dwellings.

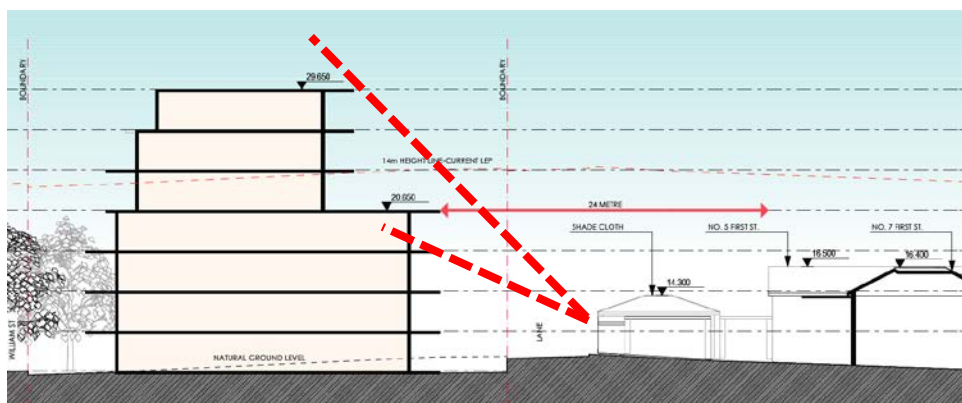


Figure 23 – Visual perception of levels above the fourth storey
Source: PTI

¹ Draft Woodville Road Strategy: Strategic Objective No.3 – Design Quality

The interface between the site and the dwellings to the rear is separated by the access laneway, which is not provided in the Woodville Road Study. The laneway provides an additional 6m separation between the buildings and acts as a physical barrier that separates the building forms to delineate and soften the transition between the higher density and lower density buildings. The Woodville Road Strategy identifies a rear setback of 8m to dwelling houses. Incorporating the setback provided by the laneway, the scheme provides a minimum setback of 12m to the rear property boundaries with a general setback along the street block of 16m (refer to **Figure 24** below). Additionally, the building is setback a minimum of 21m from the nearest dwelling and is setback between 21m and 24m from the adjacent dwelling. This is substantially in excess of the identified 8m in the Woodville Road Strategy. The concept scheme includes a landscaped setback of between 5m and 15m to the property boundary to further soften the interface between the buildings and reduce the perceived bulk and scale of the proposed building form.



Figure 24 – Indicative massing scheme and adjoining properties, as viewed from the south-west
Source: PTI

Attachment 2 of the Draft Woodville Road Strategy identifies that the recommended FSR control of 1.4:1 may act as a barrier to the redevelopment of sites as it is potentially not economically viable. While the FSR is considered to be low for R4 High Density Residential zoned land, the Woodville Road corridor has limited access to public transport and experiences significant traffic numbers along Woodville Road, in excess of 40,000 vehicles per day. The subject site is afforded a higher FSR in this regard due to its location in close proximity to major transport infrastructure.

5.3 Relationship to Statutory Planning Framework

5.3.1 Relevant Legislation and Regulations

Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (the EP&A Act) and the *Environmental Planning and Assessment Regulation 2000* (EPA Reg) set out amongst other things the:

- requirements for rezoning land;

- requirements regarding the preparation of a local environmental study as part of the rezoning process;
- matters for consideration when determining a development application; and
- approval permits and/or licences required from other authorities under other legislation.

This Planning Proposal has been prepared in accordance with the requirements set out in section 55 of the EP&A Act in that it explains the intended outcomes of the proposed instrument. It also provides justification and an environmental analysis of the proposal.

Section 117 Directions

Ministerial directions under Section 117 of the EP&A Act require Councils to address a range of matters when seeking to rezone land. A summary assessment of the Planning Proposal against the Directions issued by the Minister for Planning and Infrastructure under Section 117 of the *EP&A Act* is provided in **Table 6** below.

Table 6 – Assessment against 117 Directions

Ministerial Directions	Consistent		N/A	Comment
	YES	NO		
1. Employment and Resources				
1.1 Business and Industrial Zones	✓			The Planning Proposal does not seek to rezone the land or change the range of permitted uses on the site. The proposal will not erode any business or industrial zoned land.
1.2 Rural Zones			✓	Not applicable
1.3 Mining, Petroleum Production and Extractive Industries			✓	Not applicable
1.4 Oyster Aquaculture			✓	Not applicable
1.5 Rural Lands			✓	Not applicable
2. Environment and Heritage				
2.1 Environment Protection Zones			✓	Not applicable
2.2 Coastal Protection			✓	Not applicable
2.3 Heritage Conservation	✓			The proposal seeks to remove the heritage listing of the site at 10 William Street. As outlined in Section 4.1.3 and Appendix B, the building does not exhibit any heritage significance and should not be considered as an item of heritage significance. The proposal is consistent with the direction as the building is not considered to be an item of heritage significance and therefore does not warrant heritage protection.
2.4 Recreation Vehicle Areas			✓	Not applicable
3. Housing, Infrastructure and Urban Development				
3.1 Residential Zones	✓			The site is zoned R4 High Density Residential with residential development permitted. The planning proposal is consistent with this direction as it seeks to increase the residential density on the site which will make better use of infrastructure and services. The proposal will also

Ministerial Directions	Consistent		N/A	Comment
	YES	NO		
				increase the choice of building and housing types, in an area that is strategically located close to transport, services, employment and the Parramatta CBD.
3.2 Caravan Parks and Manufactured Home Estates			✓	Not applicable
3.3 Home Occupations			✓	Not applicable
3.4 Integrating Land Use and Transport	✓			The Planning Proposal, through unlocking the development potential of the site, will facilitate an increase in residential density on the site to support the existing transport infrastructure and improve access to housing, jobs and services by walking, cycling and public transport. The proposal utilises the significant public transport infrastructure and capacity by increasing the residential density in close proximity. In light of this it is expected that the proposal will reduce travel demand including the number of trips generated by the development and the distances travelled, especially by car.
3.5 Development Near Licensed Aerodromes			✓	Not applicable.
3.6 Shooting Ranges			✓	Not applicable
4. Hazard and Risk				
4.1 Acid Sulphate Soils			✓	The site is identified a potential class 5 Acid Sulphate Soil. Parramatta LEP contains acid sulphate soils provisions and this Proposal does not seek to amend them. This will be considered in detail at the DA stage.
4.2 Mine Subsidence and Unstable Land			✓	Not applicable
4.3 Flood Prone Land	✓			Not applicable
4.4 Planning for Bushfire Protection			✓	Not applicable
5. Regional Planning				
5.1 Implementation of Regional Strategies			✓	Not applicable
5.2 Sydney Drinking Water Catchments			✓	Not applicable
5.3 Farmland of State and Regional Significance on the NSW Far North Coast			✓	Not applicable
5.4 Commercial and Retail Development along the Pacific Highway, North Coast			✓	Not applicable
5.8 Second Sydney Airport: Badgerys Creek			✓	Not applicable
6. Local Plan Making				
6.1 Approval and Referral Requirements	✓			No new concurrence provisions are proposed.
6.2 Reserving Land for	✓			No new road reservation is proposed.

Ministerial Directions	Consistent		N/A	Comment
	YES	NO		
Public Purposes				
6.3 Site Specific Provisions	✓			The LEP amendment does not impose any restrictive site specific provisions.
7. Metropolitan Planning				
7.1 Implementation of the Metropolitan Plan for Sydney 2036	✓			Refer to Section 6.2.1

5.3.2 State and Regional Statutory Framework

The consistency of the Planning Proposal with the relevant State Environmental Planning Policies (SEPPs) is addresses in **Table 7** below.

Table 7 – Consistency with relevant SEPPs

State Environmental Planning Policies (SEPPs)	Consistent		N/A	Comment
	YES	NO		
SEPP No 1 Development Standards			✓	The Provisions of SEPP 1 are replaced with Clause 4.6 of the Parramatta LEP and does not apply to the Planning Proposal.
SEPP No 4 Development Without Consent and Miscellaneous Exempt and Complying Development			✓	SEPP (Exempt and Complying Development Codes) 2008 applies to the site however is not relevant to the Planning Proposal.
SEPP No 6 Number of Storeys			✓	The Parramatta LEP definition for the number of storeys applies.
SEPP No 32 Urban Consolidation (Redevelopment of Urban Land)	✓			The planning proposal is consistent with SEPP 32 in providing for the opportunity for the development of additional housing in an area where there is existing public infrastructure, transport, and community facilities, and is close to employment, leisure and other opportunities.
SEPP No 55 Remediation of Land	✓			The site has been used for residential and warehouse purposes for a number of years. This type of use is not listed in Table 1 to the Contaminated Land Planning Guidelines. The site is unlikely to be contaminated. Notwithstanding this, contamination will be further addressed at the DA stage.
SEPP No 60 Exempt and Complying Development			✓	SEPP (Exempt and Complying Development Codes) 2008 applies to the site however is not relevant to the Planning Proposal.
SEPP No 64 Advertising and signage			✓	SEPP 64 is not relevant to the Planning Proposal. The SEPP may be relevant to future DAs.
SEPP No 65 Design Quality of Residential Flat Development	✓			Detailed compliance with SEPP 65 will be demonstrated in a future DA for the building facilitated by this Planning Proposal. Detailed testing of SEPP 65 and the Residential Flat Design Code was conducted throughout the design of the scheme which is capable of satisfying the SEPP and associated Apartment Design Guide. As outlined in Section 6.1.2 and Appendix A , the proposal is capable of achieving solar access and natural ventilation requirements of the ADG and will not have an adverse impact on the amenity of the surrounding residential development. It is demonstrated that a high level of residential amenity can be achieved on the site under the Planning Proposal.

State Environmental Planning Policies (SEPPs)	Consistent		N/A	Comment
	YES	NO		
SEPP No.70 Affordable Housing (Revised Schemes)			✓	SEPP 70 is not relevant to proposed amendment.
SEPP (Affordable Rental Housing) 2009			✓	SEPP (Affordable Rental Housing) is not relevant to proposed amendment.
SEPP (BASIX) 2004	✓			Detailed compliance with SEPP (BASIX) will be demonstrated in a future development application for the scheme facilitated under this Planning Proposal.
SEPP (Exempt and Complying Development Codes) 2008	✓			SEPP (Exempt and Complying Development Codes) may apply to the future development of the site.
SEPP (Infrastructure) 2007	✓			SEPP (infrastructure) may apply to the future development of the site.
SEPP (State and Regional Development) 2011	✓			The future development of the site is likely to be deemed as 'regional development' (meeting the relevant thresholds under Schedule 4A of the EP&A Act), with the JRPP acting as the determining authority.
Sydney Regional Environmental Plan No 18—Public Transport Corridors	✓			The proposal facilitates the aims of the SREP to make provision for increased use of public transport to improve accessibility. The proposal does not reserve land for a Public transport corridor.
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	✓			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.

5.3.3 Local Statutory Framework

Parramatta LEP 2011

The Proposal's consistency with the overall aims of the Parramatta LEP is demonstrated in **Table 8** below.

Table 8 – Consistency with the overall aims of the City Centre LEP

Aim	Proposal	Consistency
(a) to encourage a range of development, including housing, employment and recreation, that accommodates the needs of the existing and future residents, workers and visitors of Parramatta,	The proposal seeks to increase the permitted residential density on the site in close proximity to jobs and transport which will increase the range of housing choices and needs of the residents, workers and visitors.	✓
(b) to foster environmental, economic, social and physical wellbeing so that Parramatta develops as an integrated, balanced and sustainable city,	The proposal will foster economic wellbeing by enabling the highest and best use of the site. The proposal will increase the permitted residential density on a site close to transport infrastructure, employment and recreation and will therefore improve the environmental, social and physical wellbeing of Parramatta.	✓
(c) to identify, conserve and promote Parramatta's natural and cultural heritage as the framework for its identity, prosperity, liveability and social development,	The proposal seeks to remove the heritage listing of the site at 10 William Street as it does not portray the heritage significance of Parramatta. Therefore the proposal will not undermine the role of heritage as the framework for identity, prosperity, liveability and social development. Refer to Section 4.1.3 and Appendix B for more detail.	✓

Aim	Proposal	Consistency
(d) to improve public access to the city and facilitate the maximum use of improved public transport, together with walking and cycling,	The proposal will facilitate public access to the city and use of public transport as it seeks to increase the permitted residential density on the site, located in close walking distance to high capacity public transport.	✓
(e) to minimise risk to the community in areas subject to environmental hazards, particularly flooding and bushfire, by restricting development in sensitive areas,	The site is appropriate for increased residential density as it is not land that is affected by bushfire or flooding constraints.	✓
(f) to protect and enhance the natural environment, including areas of remnant bushland in Parramatta, by incorporating principles of ecologically sustainable development into land use controls,	The proposal will not require the removal of any remnant bushland and will not have any significant adverse impact on the natural environment, as outlined in Section 6.1 .	✓
(g) to improve public access along waterways where natural values will not be diminished,	The site is not located in proximity to a waterway and therefore will not restrict public access to any waterway.	✓
(h) to enhance the amenity and characteristics of established residential areas,	The proposal will increase the residential density on a site that is capable of achieving a high level of residential amenity without having any substantial adverse impacts on the amenity of the surrounding properties.	✓
(i) to retain the predominant role of Parramatta's industrial areas,	The proposal does not seek to rezone or erode any areas of industrial zoned land. The site is zoned for high density residential uses and therefore is appropriately located to accommodate a higher density building form.	✓
(j) to ensure that development does not detract from the economic viability of Parramatta's commercial centres,	The proposal seeks to increase the residential density of a site zoned for residential uses on the edge of the Granville Town Centre. Accordingly the proposal will support the economic strength and viability of the Granville commercial centre.	✓
(k) to ensure that development does not detract from the operation of local or regional road systems,	As outlined in Section 6.1.3 and Appendix D , the proposal will not have any significant adverse impacts on the surrounding local or regional road network.	✓
(l) to ensure development occurs in a manner that protects, conserves and enhances natural resources, including waterways, riparian land, surface and groundwater quality and flows and dependant ecosystems	The site does not contain any significant natural resources or ecosystems and is therefore appropriately located to accommodate higher density residential development.	✓

Consistency with building height objectives

The proposal's consistency with the objectives for building heights under the Parramatta LEP is demonstrated in **Table 9** below.

Table 9 – Consistency with height objectives in the City Centre LEP

Objective	Proposal	Consistency
(a) to nominate heights that will provide a transition in built form and land use intensity within the area covered by this Plan,	The proposed increase in building height will transition heights up towards the Clyde rain station and will represent the expected higher density development located in close proximity to a train station. As outlined in Section 5.2.2 , the proposal will appropriately transition building heights from the lower density residential dwellings to the south of the site through building separation and increased setbacks to the upper levels.	✓

Objective	Proposal	Consistency
(b) to minimise visual impact, disruption of views, loss of privacy and loss of solar access to existing development,	The proposed increase in building height will not result in the loss of any significant views, privacy or solar access. The building includes large setbacks to the surrounding residential dwellings and will maintain 3 hours of natural sunlight to the areas of open space for the dwellings to the south of the site. Refer to Section 6.1.4 .	✓
(c) to require the height of future buildings to have regard to heritage sites and their settings,	The proposal seeks to remove the heritage listing of the site at 10 William Street as it does not represent heritage characteristics. As such the proposal will not have any adverse impacts on the setting of this building. Additionally the height of the concept scheme will not have any adverse impacts on the heritage significance or setting of the locally listed heritage item at 6-8 Factory Street. Refer to discussion in Section 4.1.3 .	✓
(d) to ensure the preservation of historic views,	The site is not located within any identified historic view corridors and will not block any significant views. Additionally, the concept scheme is separated into four buildings to separate the building mass and allow views and sunlight to pass through the site.	✓
(e) to reinforce and respect the existing character and scale of low density residential areas.	As outlined in Section 5.2.2 , the proposal is appropriately set back and transitions building heights down to the lower density dwellings to the south of the site. The site is zoned for high density residential uses and therefore is expected to accommodate a development of higher density, however the concept scheme has been designed specifically to transition building scale and maintain solar access to the dwellings to the south.	✓

Consistency with FSR objectives

The proposal's consistency with the objectives for FSR under the Parramatta LEP is demonstrated in **Table 10** below.

Table 10 – Consistency with FSR objectives in the City Centre LEP

Objective	Proposal	Consistency
(a) to regulate density of development and generation of vehicular and pedestrian traffic,	The proposal seeks to increase the permitted residential density of a site in close walking proximity (130m) to a train station and will therefore promote the use of public transport. Additionally, as outlined in Section 6.1.3 and Appendix D , the proposal will not have any significant adverse traffic impacts on the surrounding road network.	✓
(b) to provide a transition in built form and land use intensity within the area covered by this Plan,	The proposal will transition the scale and density of development up towards the Clyde train station. The site is zoned for high density residential uses and is located in close proximity to a train station and is therefore expected to accommodate a development of a higher density. While the proposal will accommodate a higher density than the surrounding buildings, the scheme has been designed in four separate buildings with large boundary and upper level setbacks to reduce the perceived bulk and scale of the future development on the site.	✓

Objective	Proposal	Consistency
(c) to require the bulk and scale of future buildings to have regard to heritage sites and their settings,	The proposal seeks to remove the heritage listing of the site at 10 William Street as it does not represent heritage characteristics. As such the proposal will not have any adverse impacts on the setting of this building. Additionally the height of the concept scheme will not have any adverse impacts on the heritage significance or setting of the locally listed heritage item at 6-8 Factory Street. Refer to discussion in Section 4.1.3 .	✓
(d) to reinforce and respect the existing character and scale of low density residential areas.	As outlined in Section 5.2.2 , the proposal does not present a building bulk or scale that will adversely impact on the character and scale of the low density dwellings to the south of the site. The building is appropriately set back from these dwellings and transitions building heights down with a stepped building form to the lower density dwellings. The site is zoned for high density residential uses and therefore is expected to accommodate a development of higher density. Notwithstanding this, the concept scheme has been designed specifically to transition building scale and maintain solar access to the dwellings to the south.	✓

6.0 Environmental, Social and Economic Impacts

6.1 Environmental Impacts

This chapter of the report draws on the work undertaken by specialist consultants and summarises the existing environment of the site. The purpose is to provide an understanding of how the existing physical conditions and features of the land have shaped and informed the rezoning proposal and how, in turn, the rezoning proposal potentially impacts on these environmental features and conditions. The management response to any issues and impacts identified in the environmental analysis is discussed.

6.1.1 Built Form

As illustrated in the concept scheme (**Appendix A**) the proposal establishes four separate buildings on the site to maintain a consistent building form while reducing the perceived mass of the development on the site. The separate buildings will enable the retention of views and solar access through the site to the dwellings to the south while maintaining the character of the site as a higher density location due to its proximity to Clyde station. The proposed scheme establishes a four storey podium element with the upper levels providing a reduced footprint and increased setbacks to reduce the visual prominence of these levels. This allows the building to maintain a four storey pedestrian scale and reduce the perceived bulk and scale of a higher density building on the site. The upper levels are presented towards the sites primary frontage to William Street to enable a more gradual transition and stepping down of the building form to the dwellings on the opposite side of the rear access laneway.

As illustrated in **Figure 25** below, the concept scheme is a highly articulated and provides balconies as 'pop out' elements to break up the mass of the façade. Additionally, louvres and balustrades are used to establish a fine grain and high quality character for the building. The future design of the site at 2-8 William Street is yet to be resolved in detail however maintains the same fundamental building massing principles to transition heights and building bulk down towards the dwellings to the south, as shown in **Appendix A**.

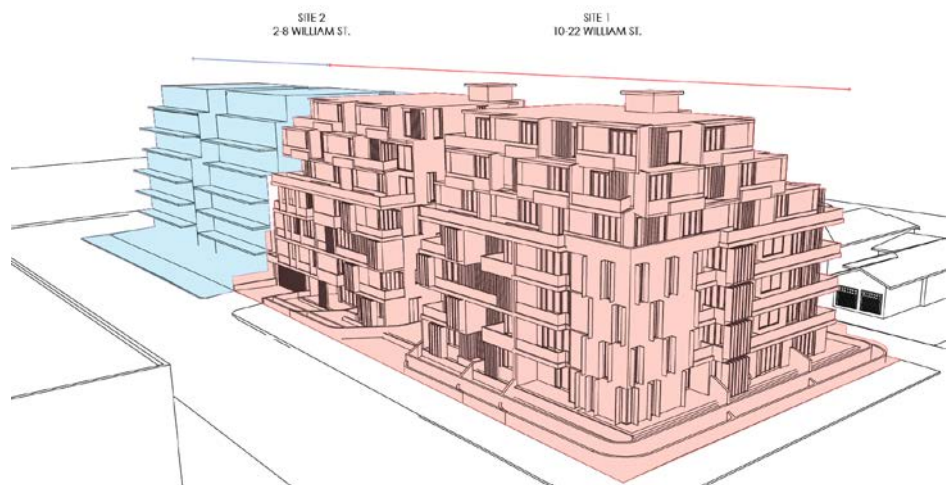


Figure 25 – Proposed concept scheme for the site
Source: PTI

6.1.2 Residential Amenity

The future residential development on the site is capable of achieving a high level of residential amenity through building separation and a significant northern aspect. The setbacks from the street frontages and landscaped areas including deep soil zones afford a high level of amenity to the ground floor apartments.

As illustrated in **Appendix A**, only the site at 10-22 William Street has been subject to detailed design and assessment against SEPP 65 and the ADG. Notwithstanding this, the concept scheme for the site at 10-22 William Street demonstrates that a high level of amenity can be achieved on the site with approximately 79% of apartments achieving solar access compliance. Additionally 73% of apartments achieve natural ventilation and all apartments are provided with a balcony. As shown in the concept scheme (**Appendix A**), the scheme maximises apartments with a northern aspect to ensure a high level of solar access is achieved and demonstrates that the future development on the site provides a very high level of amenity

The location of the building on the site is appropriately set back from the surrounding residential dwellings to the south and the residential flat building to the west of the site, across Clyde Street. The interface between the four buildings on the site does not meet the ADG numerical building separation requirements however ensures that no habitable windows are oriented to allow views between the buildings. The separation 'gaps' between the buildings will be subject to further detailed design however is considered appropriate due to the solar access and view benefits they provide.

6.1.3 Traffic

A Traffic Impact Assessment has been prepared by Varga Traffic Planning Consultants to determine the appropriateness of the proposal from an access, traffic and parking perspective (refer to **Appendix D**). The results of the assessment indicate that the impacts of traffic generated by the additional density created by the proposal are considered relatively minor with respect to the existing road network, the existing traffic generated on the site and close proximity to significant public transport. Furthermore it is considered that the proposal will not compromise the safety or function of the road network.

The proposal will need to provide a minimum of 136 parking spaces to satisfy the Parramatta DCP car parking requirements. However, Clause 30 of SEPP65 provides that a development cannot be refused if it complies with the car parking guidelines established in Part 3J of the ADG. Part 3J identifies that sites within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area, the minimum car parking requirement for residents and visitors is set out in the Guide to Traffic Generating Developments, or the car parking requirement prescribed by the relevant council, whichever is less. Based on this provision, Varga Traffic Planning recommends that a minimum of 114 car parking spaces be provided in accordance with relevant RMS guidelines. The development of the site is anticipated to generate approximately 31 peak hour vehicle trips. The Assessment identifies that this number is likely to be reduced by the existing 17 vehicle trips however a conservative approach has been applied and the reduction in existing trips to the site has not been considered.

The Assessment identifies that this traffic generation is minimal and is consistent with the high density zoning of the site. The Assessment considers that the signalised traffic intersection with William Street, Clyde Street and Memorial Drive is currently operating at a Level of Service (LoS) B. This will not change under the proposal, with an average increase in vehicle delays of less than 1 second per vehicle expected at this intersection as a result of the development in accordance with the Planning Proposal. In light of the sites close proximity to public transport,

in particular Clyde Station and Granville Station, it is considered that the proposal is appropriate from a traffic, access and parking perspective.

6.1.4 Overshadowing

A detailed shadow analysis of the site and the dwellings to the south of the site is provided in the concept scheme (**Appendix A**). The shadow studies demonstrate that the proposal will not cause any significant adverse overshadowing impact on areas of public open space to the dwellings to the south of the site.

Part 3 of the Parramatta DCP provides that the adjoining properties are to receive a minimum of 3 hours of sunlight to habitable rooms and to at least 50% of private open space (POS) areas between 9am and 3pm on 21 June. Detailed shadow analysis and building design work has been undertaken to ensure that the dwellings to the south of the site maintain 3 these solar access requirements. The shadow analysis provided at **Appendix A** has been informed by site surveys of each of the dwellings to the south to ensure an accurate representation of the shadow impacts can be assessed.

Table 11 below identifies each of the dwelling houses to the south of the site that are overshadowed by the proposal and identifies the number of hours of direct solar access to habitable rooms and the percentage of POS that receives direct sunlight. As stated above, the Parramatta DCP requires that habitable rooms and 50% of POS areas are to receive three hours of sunlight between 9am and 3pm. The compliance row of the table provides an assessment against these requirements.

Table 11 – Solar access to POS and habitable rooms for properties along First Street

	No.19	No.17*	No.15	No.13	No.11	No.9	No.7	No.5	No.3
% of POS with access to sunlight	100%	30%	91%	70%	72%	78%	51%	76%	83%
Hours of sunlight to habitable rooms	4	0	4	4	5	4	4	4	6
Compliance	✓	N/A*	✓	✓	✓	✓	✓	✓	✓

* refer below

As identified in **Table 11** above, the proposal maintains a suitable level of solar access to both the habitable rooms and the POS of the dwellings to the south of the site. The dwelling at 17 First Street, does not comply with the DCP control however this is due to the dwelling overshadowing its own windows and POS during 9am and 3pm. With the exception of the dwelling at 17 First Street, which does not currently achieve the solar access controls, the proposal complies with the DCP requires access to sunlight controls and maintains a significant level of amenity to these dwellings. Maintaining three hours of sunlight to these buildings is considered an optimal outcome granted their positioning directly adjacent to a high density residential zone in a dense urban area.

The areas of POS with direct access to sunlight for the dwellings to the south of the site are illustrated in **Figure 26** below.

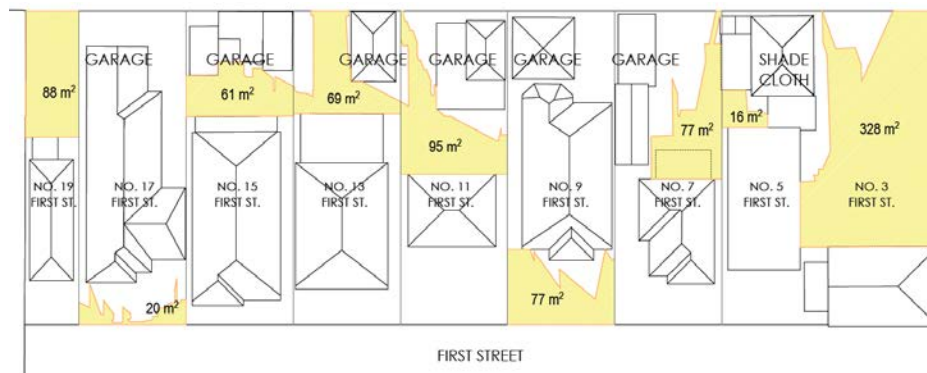


Figure 26 – Map of solar access to POS areas for dwellings to the south of the site
Source: PTI

The overshadowing impacts of the proposal are considered to achieve the optimal outcome for the redevelopment of the site and will not have any significant adverse overshadowing impacts on the dwellings to the south of the site.

6.1.5 Heritage

The Statement of Heritage Impact provided at **Appendix B** has assessed the proposed removal of the locally listed heritage item at 10 William Street from the heritage schedule of the Parramatta LEP. The assessment identifies that:

The cottage has been comprehensively altered to a point whereby it no longer demonstrates the nature of a modest workers cottage, for which the item is identified as being of significance.

Additionally, the assessment identifies that most of the original heritage fabric has been replaced with new materials such as colour bond gutters and roof, vinyl siding around the entire cottage, original doors replaced with replicas and the internal portions of the building clad with plasterboard. The SoHI considers that there is sparse resemblance of the original heritage fabric and as such a conservation management plan would be of no value to the site. The original three cottages have been eroded and the cottage at 8 William Street has been demolished in accordance with Council's consent. The building at 10 William Street does not possess heritage fabric that warrants heritage listing and as such its continued listing will undermine the heritage qualities and significance of other heritage items in Parramatta. It is proposed to remove the heritage listing from Schedule 5 of the Parramatta LEP to enable the demolition of the building and the redevelopment of the site.

The SoHI also provides an assessment of the potential impacts of the development facilitated under this planning proposal on the heritage items surrounding the site. The assessment considers the impact on the locally listed heritage items at 6-8 Factory Street (i109) the Granville Multicultural Centre and the Granville RSL Club (i152) located at 5 Memorial Drive. The assessment considers that, during the winter solstice, there will be some overshadowing of the site Granville Multicultural Centre site however the heritage item will not be affected by shadow. The Assessment considers that the indicative building envelope on the site maintains appropriate architectural treatments by stepping the building form back at the upper levels. This will minimise the perceived building bulk and the legibility of the heritage item will be maintained at the street levels. The assessment considers that the overall impact of the proposal on the RSL Club will be relatively benign due to the scale of the surrounding development and the distance of the site to the heritage item.

The SoHI concludes that there is no evidence of any aspects of the current building at 10 William Street that would currently meet the entry threshold for LEP

listing on the basis of the NSW Heritage Assessment Criteria. Accordingly, there is insufficient significance for either building to be retained on the heritage schedule of the relevant Parramatta LEP. Additionally the assessment considers that the future development on the site that is enabled by the planning proposal will not have any significant adverse impacts on the setting or significance of the surrounding heritage items.

6.2 Economic and Social Impacts

6.2.1 Economic Impacts

The proposed development will result in positive economic and social flow-on effects for the local area. The Planning Proposal will facilitate the redevelopment of a street block to better align with its high density residential zoning and promote growth of a modest scale in close proximity to a train station. The development facilitated under this Planning Proposal will encourage the further amalgamation of properties in the site to facilitate the rejuvenation of an underutilised the street block.

The residential development of the site will contribute to employment due to the sites location close to transport and jobs in Granville and in Greater Parramatta. The proposal will facilitate a development that delivers valuable housing in a well serviced location and will provide flow on economic benefits for the surrounding businesses with the addition of approximately 108 new residential apartments and therefore residents.

Overall, the proposed development will support and improve the economic viability of the locality and will provide much needed residential accommodation and services in the area.

6.2.2 Social Impacts

The proposal will deliver a high quality residential development on the site that will result in a high level of amenity for the future residents of the site. The proposal will facilitate the delivery of residential dwellings in high demand and will not cause any significant adverse environmental impacts.

Housing Supply and Affordability

Sydney is anticipated to accommodate an additional 664,000 new dwellings needed in Sydney between 2011 to 2031. Housing affordability in Sydney is a significant issue with supply being a key affordability factor. The proposal will increase the supply of residential accommodation in a strategic location proximate to high capacity public transport.

The NSW State Plan provides a commitment to partner with local councils to ensure that targets for housing and growth are reflected in relevant Planning Proposals and local planning instruments. It also commits to promote expanded supply of land for housing by continuing to set local targets for each LGA.

The growth of the Greater Parramatta Region and the Parramatta Road Urban renewal will require the delivery of high quality residential dwellings to facilitate the high levels of demand and growth projections. Currently an undersupply of housing is driving property prices upwards and forcing many prospective buyers out of the market. This Planning Proposal will facilitate a supply of housing in an appropriate location which is considered to help ameliorate this undersupply and as such will result in an improved social outcome. The proposal will have a positive social impact through locating additional housing in close proximity to transport, jobs, education and recreation facilities.

7.0 Assessment of Planning Proposal against NSW Department of Planning and Infrastructure Guidelines

The following section includes an assessment against the requirements in *A guide to preparing planning proposals* published by the Department of Planning and Infrastructure in October 2012.

7.1 Parts 1 and 2

Parts 1 and 2 of the guide have been covered in **Sections 3.0** and **4.0**, which outlines the objectives and intended outcomes of the proposal, as well as how the intended outcomes can be achieved through amendments to the LEP.

7.2 Part 3 - Justification

7.2.1 Need for a Planning Proposal

Q1 – Is the planning proposal a result of any strategic study or report?

This Planning Proposal is not the result of any site specific study or report however has been prepared in response to the strategic significance of the site and location in very close proximity to a train station. The site is well located in close proximity to education, employment and recreation facilities, which are identified in *A Plan for Growing Sydney* as catalysts for growth.

Q2 – Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

This Planning Proposal is the best means of achieving the intended outcome of the development, which is to facilitate a residential development on the site with a maximum building height of 23m and FSR of 2.3:1. The current height and FSR controls do not permit the desirable redevelopment of the site whilst providing an appropriate built form or residential amenity outcome as outlined in **Section 6.1.1**.

7.2.2 Relationship to strategic planning framework

Q3 – Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

The Metropolitan Plan: A Plan for Growing Sydney does not specifically identify Granville as a strategic centre however it does identify the significant growth of Greater Parramatta and identifies the need to locate additional housing proximate to transport and employment. The site provides an opportunity to locate additional housing of a modest scale close to public transport, jobs, education and community services. Consistency with the strategic plans and policies is discussed further in **Section 5.0**.

Q4 - Is the planning proposal consistent with a council's local strategy or other local strategic plan?

The Planning Proposal is consistent with Parramatta City Council's community strategic plan, *Parramatta 2038*. The plan outlines a series of goals for Parramatta's economy, environment, connectivity, people, culture and leadership. The proposed development will help to achieve these goals by facilitating an integrated mixed-use development in close proximity to public transport and employment.

Q5 – 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 **Section 5.3.2**.

Q6 – Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

The planning proposal is consistent with the relevant directions for planning proposals issued by the Minister for Planning under Section 117(2) of the EP&A Act. A full assessment is included **Section 5.3.1**.

7.2.3 Environmental, social and economic impact

Q7 – 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 planning proposal will not result in any impact on critical habitat or threatened species, populations or ecological communities or their habitats, given the site's urban location.

Q8 – Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

A detailed assessment of the environmental impacts of the Planning Proposal is provided in **Section 6.0**. No unacceptable impacts will result from the proposal.

Q9 – Has the planning proposal adequately addressed any social and economic effects?

The social and economic impacts of the proposal are addressed in **Section 6.2**.

7.2.4 State and Commonwealth Interests

Q10 – Is there adequate public infrastructure for the planning proposal?

The site is located in an established urban area and has access to a range of existing services. Further investigations will be undertaken as part of the preparation of the DA material to determine whether any upgrade of existing facilities is required.

Q11 – What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?

State and Commonwealth authorities will have the opportunity to provide comment on the planning proposal as part of its formal exhibition. Any future DA will be referred to the relevant authorities as required.

7.3 Part 4 – Mapping

Maps of the proposed amendments to the LEP height controls applying to the site have been provided and are located at **Appendix C**.

7.4 Part 5 – Community Consultation

It is noted that confirmation of the public exhibition period and requirements for the planning proposal will be given by the Minister as part of the LEP Gateway determination.

Any future DA for the site would also be exhibited in accordance with Council requirements, at which point the public and any authorities would have the opportunity to make further comment on the proposal.

8.0 Conclusions and Recommendations

This Planning Proposal seeks to amend the LEP height and FSR control for the site to facilitate a future high quality residential development. Additionally, the proposal seeks to remove the building at 10 William Street from the heritage schedule of the Parramatta LEP. In order to provide an appropriate built form and residential amenity outcome for the site, an increase in the height and FSR controls are required along with the removal of the heritage item.

The site is strategically located in close proximity to the Clyde railway station and regionally significant education, recreation and entertainment facilities as well as the Parramatta CBD. The site demonstrates satisfaction of the requirements for additional residential dwellings under *A Plan for Growing Sydney* and it provides catalysts such as transport, employment, recreation and education facilities that present opportunities for additional housing supply.

This will enable the development of four separate structures in a comprehensive and consistent building form across the entire street block. The residential development will achieve a height of 23m and FSR of 2.3:1 rather than the existing LEP controls which underutilise the site and fail to recognise the public transport facilities and significant amenities of the location.

The concept scheme demonstrates that the proposed development of the site will achieve a high level of residential amenity and will minimise the impacts on adjoining residential buildings. Additionally, the proposal will not have any significant adverse environmental impacts with respect to, overshadowing, traffic, heritage or urban design.

The Planning Proposal is consistent with relevant strategic and statutory planning documents and will deliver a number of public benefits, including revitalising an underutilised site and increasing housing and employment opportunities in the Granville Town Centre. An environmental assessment of the impacts of the proposed built form facilitated by the Planning Proposal has been undertaken, and it is concluded that the planning proposal will not result in any unacceptable environmental impact.