

5.2       SUBJECT       Result of Public Exhibition - Planning Proposal and Site Specific DCP for the land on the corner of Parramatta Road, Good Street, and Cowper Street, Granville

REFERENCE   RZ/27/2014 - D04756431

REPORT OF   Project Officer - Land Use Planning. Also memorandum from Service Manager Land Use Planning dated 19 June 2017.

PUBLIC ADDRESS

Adam Byres spoke in favour of the recommendation.

64       DETERMINATION

**That** the IHAP recommend:

- a) **That** Council receive and note the submissions made during the public exhibition of the Planning Proposal for amendments to the Parramatta Local Environmental Plan 2011 (PLEP 2011) for the land on the corner of Parramatta Road, Good Street and Cowper Street, Granville, as summarised in **Attachment 1**.
- b) **That** Council note the submission received from the Road and Maritime Services (RMS) dated 23 November 2016 (**Attachment 2**), and the subsequent advice received on 3 March 2017 (**Attachment 3**), 5 May 2017 and 26 May 2017 (**Attachment 11**), relating to the management of traffic within the Granville Precinct.
- c) **That** Council endorse the amended Planning Proposal (**Attachment 4**) and Site Specific DCP (**Attachment 5**) prepared for land on the corner of Parramatta Road, Good Street and Cowper Street, Granville for the purpose of public exhibition, subject to:
  - i. the completion of further traffic modelling which will form an addendum to **Attachment 4** prior to exhibition.
  - ii. Control 6 within "Traffic and Transport" of the draft Site Specific DCP (**Attachment 5**) be amended to state the maximum car parking rate for residential development is per dwelling not bedroom.
- d) **That** Council note the status of the VPA negotiations conducted to date by the Chief Executive Officer (CEO) (formerly Interim General Manager) as endorsed by Council in Minute 219 in September 2016; and further endorse that the negotiations continue in response to the requirements of the Roads and Maritime Services to reserve land for potential road widening.
- e) **That** Council authorise the CEO to finalise the drafting of the VPA for the purposes of public exhibition to occur concurrently with the exhibition of the Planning Proposal and Draft Site Specific DCP.
- f) **Further, that** Council authorise the CEO to correct any minor policy inconsistencies and any anomalies of an administrative nature relating to the Planning Proposal, Draft DCP and VPA documentation that may arise during the amendment processes.

The decision of the panel was unanimous.

## ECONOMY

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<b>SUBJECT</b>	Result of Public Exhibition - Planning Proposal and Site Specific DCP for the land on the corner of Parramatta Road, Good Street, and Cowper Street, Granville
<b>REFERENCE</b>	RZ/27/2014 - D04756431
<b>REPORT OF</b>	Project Officer - Land Use Planning
<b>APPLICANT</b>	Airbosi Pty Ltd c/o Think Planners Pty Ltd
<b>LANDOWNER</b>	Airbosi Pty Ltd

### PURPOSE:

To provide the Independent Hearing and Assessment Panel (IHAP) with an update on the progression of the Planning Proposal for the land on the corner of Parramatta Road, Good Street, and Cowper Street, Granville, and the outcome of the community consultation prescribed under the Gateway Determination issued by the Department of Planning and Environment (in particular the advice received from Roads and Maritime Services). This report also recommends that the IHAP recommend that Council endorse the re-exhibition of the Planning Proposal and Site Specific Development Control Plan in light of the RMS advice and feedback, and also provide an update on the associated Draft Voluntary Planning Agreement.

### RECOMMENDATION

**That** the IHAP recommend:

- a) **That** Council receive and note the submissions made during the public exhibition of the Planning Proposal for amendments to the Parramatta Local Environmental Plan 2011 (PLEP 2011) for the land on the corner of Parramatta Road, Good Street and Cowper Street, Granville, as summarised in **Attachment 1**.
- b) **That** Council note the submission received from the Road and Maritime Services (RMS) dated 23 November 2016 (**Attachment 2**), and the subsequent advice received on 3 March 2017 (**Attachment 3**), 5 May 2017 and 26 May 2017 (**Attachment 11**), relating to the management of traffic within the Granville Precinct.
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- d) **That** Council note the status of the VPA negotiations conducted to date by the Chief Executive Officer (CEO) (formerly Interim General Manager) as endorsed by Council in Minute 219 in September 2016; and further endorse that the negotiations continue in response to the requirements of the Roads and Maritime Services to reserve land for potential road widening.

- e) **That** Council authorise the CEO to finalise the drafting of the VPA for the purposes of public exhibition to occur concurrently with the exhibition of the Planning Proposal and Draft Site Specific DCP.
- f) **Further, that** Council authorise the CEO to correct any minor policy inconsistencies and any anomalies of an administrative nature relating to the Planning Proposal, Draft DCP and VPA documentation that may arise during the amendment processes.

## THE SITE

1. The subject site is located on the southern side of Parramatta Road, approximately 140 metres from the Granville Transport Interchange and Granville Town Centre. The Western Railway Line is located to the south of the site and the M4 Motorway is located to the far north of the site as shown within **Figure 1**.



**Figure 1 – Location Map**

2. The site has a total area of approximately 5,150m<sup>2</sup> and consists of fifteen (15) lots. The land currently accommodates a mixture of one and two storey commercial buildings, a single detached dwelling, a car sales yard, visitor car parking, and a vacant lot as seen in **Figure 2**.
3. The lots fronting Parramatta Road are adjacent to a petrol station. The lots fronting Cowper Street are adjacent to a recently constructed nine (9) storey mixed use development (DA/683/2014). The lots fronting Good Street are opposite a mixture of one and two storey buildings occupied by commercial and retail uses.

## CURRENT PLANNING CONTROLS

4. Under the provisions of the Parramatta LEP 2011, the land subject to the Planning Proposal has a split zoning, maximum height of building and Floor Space Ratio controls. Table 1 summarises the existing controls:

<b>Zoning</b>	6 lots along Parramatta Road	B6 Enterprise Corridor
	4 lots along Good Street	B2 Local Centre
	5 lots along Cowper Street	B4 Mixed Use
<b>Floor Space Ratio</b>	6 lots along Parramatta Road	3:1
	4 lots along Good Street	2:1
	5 lots along Cowper Street	3.5:1 – Land included within “Area 1” within Clause 4.4(2A) of the PLEP 2011 which is subject to a sliding scale FSR control.
<b>Maximum Building Height</b>	6 lots along Parramatta Road	21m (6 storeys)
	4 lots along Good Street	15m (4 storeys)
	5 lots along Cowper Street	21m (6 storeys) – Land included within “Area 1” within Clause 4.3(2A) of the PLEP 2011 which is subject to a sliding scale maximum height control.

**Table 1 – Summary of Key Planning Controls**

5. The site includes Heritage Item 157 – The Barn which fronts Parramatta Road and is an iconic building in Granville. This is outlined in yellow in **Figure 2**.



**Figure 2 – Aerial Site Map**

## BACKGROUND

6. A chronology of the Planning Proposal and the key project milestones can be found in **Attachment 6**, which details the progression of the Planning Proposal through the Gateway process in conjunction with the preparation of the Parramatta Road Corridor Urban Transformation Strategy.

## EXHIBITED PLANNING PROPOSAL – OCTOBER 2016

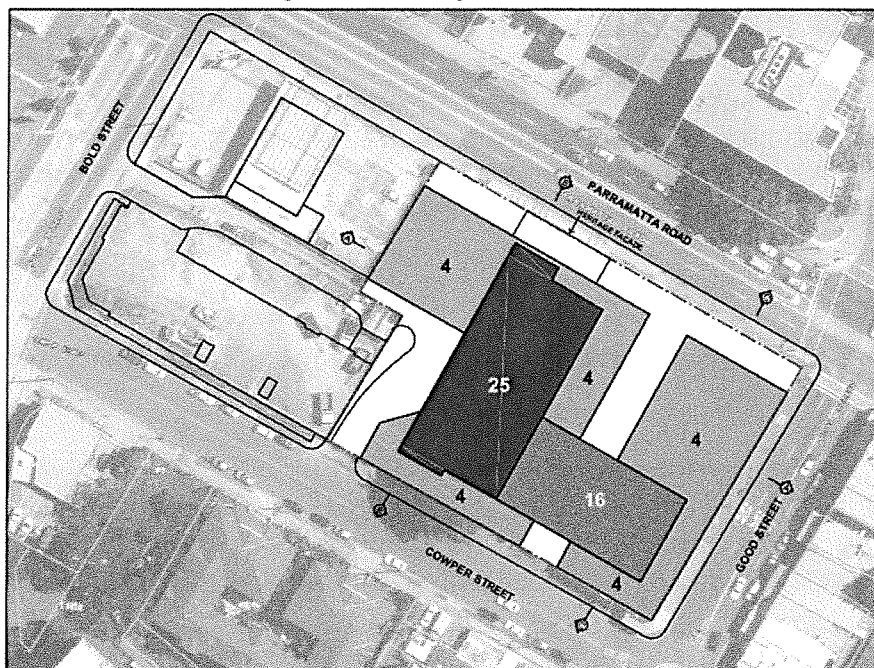
7. A Gateway Determination was issued in early November 2015 advising Council that the Planning Proposal should proceed for public exhibition subject to a

number of conditions (**Attachment 7**). One of the conditions required the Planning Proposal to be amended to ensure consistency with the recommendations of the Draft Parramatta Road Urban Transformation Strategy (Draft Strategy) prepared by UrbanGrowth NSW and its associated Urban Design Guidelines.

8. As instructed by the Gateway Determination, the Planning Proposal was amended by the applicant to comply with the vision, principles, and recommendations of the Draft Strategy. The Draft Strategy did not provide indicative LEP controls. It provided a structure and built form plan for the land within the precinct, which included the envisaged land use, provided an average and maximum height range for large sections of the precinct, and preliminary built form controls to guide density (noting that no FSR control was provided).
9. The Planning Proposal was amended in accordance with the Gateway Determination, with the updated Planning Proposal seeking the following changes to the Parramatta LEP 2011:
  - Rezone the land from part B2 Local Centre and part B6 Enterprise Corridor to B4 Mixed Use (consistent with the desirable land use within the Draft Strategy).
  - Increase the maximum Height of Building control from 15m and 21m to 82m (25 storeys) for the majority of the site and a maximum height of buildings of 17m (4 storeys) fronting Good Street (consistent with the maximum height control recommended within the Draft Strategy).
  - Increase the maximum Floor Space Ratio control from part 2:1, part 3:1 and part 3.5:1 to 6:1 across the whole site (a retention of the original FSR endorsed by Council given the Draft Strategy did not provide a recommended FSR).
  - Introduce a Design Excellence Clause to require the site to undertake a design excellence competition, with the winning scheme not receiving a height and FSR bonus (i.e. the maximum FSR and height achieved would be 6:1 and 82m (25 storeys)).
  - Introduce a Site Specific Clause requiring the provision of a maximum of 4,000m<sup>2</sup> of non-residential floorspace.
10. The updated Planning Proposal included an assessment against the recommendations of the Draft Strategy, including the Urban Design Guidelines (noting some variation to the guidelines which were considered acceptable by Council staff).
11. The Gateway Determination also required that the updated Planning Proposal be referred to UrbanGrowth NSW for a 21 day period requesting comment on the amended proposal. Any comments were to be implemented within the proposal, prior to the commencement of the community consultation process stipulated under the Gateway Determination.
12. The updated proposal was sent to UrbanGrowth NSW on 9 February 2016. The submission provided by UrbanGrowth NSW supported the reduction in the sought height controls, as per the revised Planning Proposal, in order to closely align with the controls within the draft Parramatta Road Urban Renewal Strategy. However, UrbanGrowth NSW was unable to comment on the merits of the Planning Proposal in the context of the final Strategy as planning for the Granville Precinct was still underway (**Attachment 8**).

## EXHIBITED DRAFT SITE SPECIFIC DEVELOPMENT CONTROL PLAN - OCTOBER 2016

13. A detailed assessment of the Draft Site Specific Development Control Plan (DCP) was presented to the Council Meeting held on 12 September 2016 (see **Attachment 9**). In summary, the DCP was prepared to reflect the content of the updated Planning Proposal and revised design concept for the subject site, which reflected the recommendations of the Draft Parramatta Road Urban Transformation Strategy and associated Urban Design Guidelines as required by the Gateway Determination.
14. Officers were satisfied that the revised scheme complied with the vision, principles, and structure plan of the Draft Parramatta Road Strategy and delivers the built form outcome the urban design guidelines were intended to achieve. Whilst there are some minor technical inconsistencies between the revised scheme and the Draft Parramatta Road Strategy, these in general are supported by Council staff as the scheme is consistent with the objectives of the Draft Parramatta Road Strategy despite the minor non-compliances. These include a variation to the recommended maximum floor plate size, podium to tower setbacks on Parramatta Road, and the setback to the local street. The Planning Proposal includes an assessment against the draft urban design guidelines and identifies any non-compliances, along with Council Officers comment.
15. The exhibited Draft DCP is provided at **Attachment 10**, and provides controls to guide the built form on the land including indicative building envelopes, setbacks, height of podiums, through links, public domain, and the management of the existing heritage item. **Figure 3** includes the built form diagram which shows the desired massing for the subject site.



**Figure 3 – Built Form and Massing Diagram**

## PUBLIC EXHIBITION

16. The Planning Proposal and draft Development Control Plan were exhibited concurrently from Wednesday 5 October 2015 to Friday 4 November 2016.

Public notice of the exhibition was published in the Parramatta Advertiser on 5 October 2016. Exhibition material was placed on Council's website, at Council's administration building and at the Granville City Library.

17. The Planning Proposal and Draft Site Specific DCP exhibition material included:

- The Planning Proposal and relevant appendices (including the indicative architectural plans)
- Gateway determination
- Council report, minutes and resolution from 12 September 2016 Council Meeting relating to Item 8.4.
- The Draft Site Specific Development Control Plan

18. In total 305 notification letters of the exhibition were sent to adjoining landowners within Good Street, Victoria Street, Albert Street, Prince Street and Gray Street, Granville.

19. As instructed by the Gateway determination, Council consulted with the following government agencies:

- Office of Environment and Heritage – Heritage Division
- Department of Education and Communities
- Department of Health
- Transport for NSW – Roads and Maritime Services
- Transport for NSW – Sydney Trains

20. As the Planning Proposal is within close proximity of the Council boundary, a referral was also sent to the Strategic Planning team at City of Cumberland Council for consultation.

## **OUTCOME OF PUBLIC EXHIBITION & ASSESSMENT OF ISSUES**

21. In total, six (6) submissions were received in respect to the exhibition, of which three (3) submissions were made by government agencies and three (3) were made by community representatives. A summary of the submissions and Council Officers' responses are provided in **Attachment 1**.

### **Community Submissions**

22. The key issues raised within the submissions made by the community members are outlined below:

- Increased overshadowing and reduced solar access
- Unsuitability of the height and building massing within the local context
- Reduction in property values and financial implications
- Increased traffic and increased pressure on on-street car parking.

23. A response to the issues raised is provided in **Attachment 1**. No change is recommended to the Planning Proposal and Site Specific DCP as the proposal is consistent with the PRCUTS which is the vision for future development in this precinct. A more detailed response is provided in **Attachment 1**.



## Agency Submissions

24. The key issues raised within the three (3) submissions made by government agencies are outlined below:

### Transport for NSW - Sydney Trains

25. Sydney Trains recommended that future development should consider the following:

- The Department of Planning and Environment's "Development near Rail Corridors and Busy Roads – Interim Guidelines" as part of any future development.
- The visual impact of the development to Granville Station which is a State Rail Heritage item.

26. Given the distance from the station these issues are not considered significant enough to warrant amendment to the Planning Proposal. A more detailed response to the issues raised is provided in **Attachment 1**. No change is recommended to the Planning Proposal and Site Specific DCP as a result of the matters raised, as explained within **Attachment 1**.

### NSW Office of Environment and Heritage (OEH)

27. The OEH within their submission made the following comments:

- The Planning Proposal seeks a significant increase in height from 15m to 82m and 21m. It is considered that the proposed residential tower may be out of character in height, bulk and scale with the surrounding locality and heritage item.
- The tower is likely to dominate the background of the heritage listed property when viewed from the junction of Parramatta Road, Good Street, and Cowper Street.
- To manage this the OEH recommends the following:
  - The finishes, façade articulation and colours of any future development should be complementary to the Heritage Item to avoid visual clutter and visual competition.
  - A landscaping plan should be prepared to ensure that the historic significance and views of the Heritage Item are not compromised.

28. A response to the issues raised is provided in **Attachment 1**. Officers acknowledge that the proposed height of 82m/17m is higher than the scale of development that is currently on the site and within the surrounding area. However, the proposal is consistent with the renewal and vision proposed for the Granville Precinct under the strategic planning framework of the Draft PRCUTS (which was applicable at the time of the Planning Proposal's assessment and the exhibition) and subsequently the final PRCUTS. A more detailed response is found in **Attachment 1**.

29. Changes have been made to the Site Specific DCP to address the OEH's concerns to ensure the façade of the development and the landscaping is sympathetic to the heritage item.

30. The submission received from the Roads and Maritime Services is discussed in depth below due to the implication of this submission on the Site Specific DCP and Planning Proposal.

### **SUBMISSION FROM ROADS AND MARITIME SERVICES (RMS)**

31. Whilst the exhibition period was between Wednesday 5 October 2015 to Friday 4 November 2016, RMS requested an extension to provide their submission in response to the Planning Proposal and Site Specific DCP. During the extension provided to RMS, the Final Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) was released by UrbanGrowth NSW in November 2016.
32. The submission from RMS (**Attachment 2**) makes reference to the PRCUTS and associated Implementation Plan in terms of the road improvements and upgrades to be considered when rezoning land. The submission specifically refers to a section of the PRCUTS implementation plan which states that:
- “prior to any rezoning commencing, a Precinct-wide traffic study and supporting modelling is required to be completed which considers the recommended land use and densities, as well as future Westconnex conditions, and identifies the necessary road improvements and upgrades required to be delivered as part of any proposed renewal in the Precinct”.*
33. The traffic study would identify any potential road and intersection improvements required to support growth within the area, and furthermore identify any land required to deliver these improvements.
34. The submission from RMS recommends the applicant prepare a precinct transport report which addresses the above referenced section of the PRCUTS Implementation Plan, and further more addresses the following:
- I. Traffic modelling of the cumulative impacts of the corridor transformation prepared in consultation with Transport for NSW, RMS, and Council.
  - II. Consistency with the future strategic transport network as described within the PRCUTS Precinct Transport Report.
35. RMS noted that the outcome of this traffic modelling and report may require the Planning Proposal to be amended.

### **Council Response**

36. Council Officers acknowledge the concerns raised by RMS in relation to the need for a precinct wide traffic study to be undertaken for Granville. Council wishes to work with RMS in the future to satisfactorily address the concerns in relation to traffic impacts resultant from the densities proposed under the PRCUTS. Council Officers see the value in the preparation of a Precinct-wide traffic study, and raised this matter consistently with UrbanGrowth NSW during its preparation of the Strategy.
37. Subject to Council endorsement, it is Council Officers intention to undertake a comprehensive Granville precinct wide traffic study with supportive modelling in 2017. We believe that the traffic analysis is required to model the densities proposed under the Strategy (under WestConnex conditions) and identify potential road and intersection improvements required to support this growth.

38. At the request of the landowner, Council investigated with RMS other opportunities to progress the subject Planning Proposal ahead of the precinct wide traffic study. Council met with RMS to discuss the way forward in progressing the proposal and the RMS submission. A site specific approach to managing traffic and 'future proofing' the site was negotiated with RMS to progress the Planning Proposal and satisfy RMS' concerns in relation to cumulative impacts of the proposed growth.
39. A letter superseding the submission from RMS made during the public exhibition period was provided on 3 March 2017 (see **Attachment 3**) which outlines the requirements for progressing the Planning Proposal. The letter details RMS's requirements for the site specific approach to managing traffic. In summary the applicant was requested to carry out further modelling for the following intersections:
- I. Parramatta Road/Bold Street
  - II. Parramatta Road/Good Street
  - III. Bold Street/Cowper Street
  - IV. Cowper Street/Good Street
40. The modelling is to look at the longer term traffic growth impacts along Parramatta Road and Good Street in light of the densities proposed in the PRCUTS with the intent of identifying the future intersection improvements and road reservation requirements fronting the site. This study is to be carried out in the current absence of the precinct wide traffic study required under the PRCUTS from Granville.
41. In order to progress the proposal further prior to this modelling being carried and the precinct wide study being conducted, the RMS agreed to the applicant proposing a land reservation/setback range in metres to allow for potential road widening should it be identified in the future traffic study as being a necessary road upgrade. This is to ensure that the site is 'future proofed' moving forward should road widening be required.
42. The applicant proposed a 2.8m setback to Good Street to provide land for an additional lane turning left onto Parramatta Road should this be required in the future to accommodate for additional traffic within the Granville Precinct. This is discussed further below.
43. Preliminary modelling has been carried out by the applicant in response to the requirements provided by RMS within their letter dated 3 March 2017. Council's Traffic Management Engineer considers the 2.8m setback to be considered satisfactory at this point in time to accommodate any future road widening.
44. This 2.8m setback (with a small splay required on the corner of Good Street and Parramatta Road) is to accommodate an additional left turning lane onto Parramatta Road should one be required in the future once the precinct wide traffic study for Granville has been completed. The provision of this setback to future proof the land is an interim measure to ensure that if any road widening is required to provide sufficient access and permeability through the precinct can be accommodated. This is to avoid the building being built in a way that means it will not be feasible to deliver the widening if required in the future.

**FURTHER CONSULTATION WITH THE RMS**

45. Council Officers requested final sign off from RMS that they are satisfied that a 2.8m setback is considered satisfactory to 'future proof' the site. On 5 May 2017 (**Attachment 11**) RMS wrote to Council and provided comment on the traffic work carried out to date by the applicant which informed the 2.8m setback, and provided further comment in relation to the 'future proofing' of the subject site in absence of the precinct wide traffic study. The comments provided related to the setback to Good Street which had previously been discussed, however also raised the need to 'future proof' Parramatta Road should an additional west-bound lane be required in the future.

Setback to Good Street

46. The additional advice from RMS dated 5 May 2017 asserts that Council must be satisfied that the suggested 2.8m setback to Good Street is appropriate to facilitate a third northbound approach lane along Good Street (i.e. between Parramatta Road and Cowper Street). Council must also consider that the proposed 2.8m is wide enough to accommodate heavy vehicle usage.
47. Furthermore, RMS asserts that Council be satisfied that the largest heavy vehicle likely to turn left from Good Street into Parramatta Road can occur from the future kerbside lane. It has been confirmed by Council's Traffic Team that with the proposed widening and the use of a splay (i.e. corner cut-off setback which is yet to be designed as part of a future DA process) it is likely to allow an 8.8m vehicle (and possibly 12.5m vehicle) to turn left without encroaching into the next lane.

Setback to Parramatta Road

48. After reviewing the applicant's traffic modelling, RMS suggests that the data shows the need to provide for a third westbound trafficable lane along Parramatta Road for the entire length of the block from Bold Street to Good Street and beyond moving west.
49. The RMS requested that the proposed 6m setback to Parramatta Road (which excluded the portion of the site that includes 'The Barn' Heritage Item which has a zero metre setback to the boundary) within the current draft DCP be increased to 8m along the entire length of the frontage to Parramatta Road (including the land with the Heritage Item 'The Barn') as it is considered that the 6m setback is unlikely to be wide enough to accommodate a future 3.5m wide traffic lane plus footway width.
50. Council Officers requested further information from RMS on the composition and need for the suggested 8m setback to Parramatta Road, as further modelling had been carried out by the applicant which demonstrated that at a maximum, 6m would adequately accommodate an additional lane along Parramatta Road albeit with a smaller footpath being created.
51. RMS responded that it could support at a minimum a setback of 6m from the existing property boundary along the entire length of the Parramatta Road frontage (including through the 'The Barn' Heritage Item) subject to the modelling, plans, and section prepared by the applicant addressing a number of

matters and accommodating the measures provided by the RMS in relation to the existing lane and footpath widths of Parramatta Road.

52. The applicant has carried out this additional work in response to the information provided by the RMS on 26 May 2017 (**Attachment 11**) and is confident that a 6m setback can provide for the width of the additional lane and the 3.5 wide footpath requested to 'future proof' the Parramatta Road frontage of the subject site.
53. The RMS in their advice from 26 May 2017 would support the re-exhibition of Planning Proposal and Site Specific DCP subject to the following being satisfactorily addressed and prepared for exhibition with the Planning Proposal:
- I. The SIDRA Network modelling is suitably updated and corrected to address the Roads and Maritime's concerns
  - II. The Draft DCP is suitably amended to address the Roads and Maritime's concerns (i.e. adequately providing for the future proofs along Good Street and Parramatta Road)
  - III. A VPA being prepared to ensure all mitigation measures are suitably addressed.
54. It is recommended that Council endorse the amended DCP found in **Attachment 5** which shows a 6m setback to Parramatta Road (exclusive of the land that contains the Heritage Item – The Barn) and a 2.8m setback along Good Street for the purposes of re-exhibition subject.
55. RMS has confirmed the proposed setback arrangements is considered satisfactory in 'future proofing' the site for potential future road widening should this be required within the future as a result of the precinct wide traffic study, subject to the land appropriately being dedicated to Council through a VPA. This is further discussed within the report below.

## **IMPACT ON PLANNING PROPOSAL AND SITE SPECIFIC DCP**

56. The requirement to 'future proof' the subject site for future road widening should it be required as a result of the precinct wide traffic study was identified following the preparation and assessment of the Planning Proposal and associated Site Specific DCP. As a result, the DCP has been amended to show the following setbacks:
- 2.8m setback to Good Street
  - 6m setback to Parramatta Road (exclusive of the 'The Barn' Heritage Item).

### **Good Street Setback**

57. Should the traffic study not be completed by the time the Design Competition commences, then the additional 2.8m setback will be required within the design scheme to safe guard this land so the opportunity for the widening is not lost.
58. If the land is not needed as determined by the study, then this land will be kept as a setback to Good Street and will be included as public domain space. Retail activation measures will be adopted to manage the area and integrate it with the surrounding retail frontages along good street.

59. Initially discussions were had with the applicant to shift the podium 2.8m west of the site to accommodate for the setback along Good Street to retain the GFA delivered on the site under an FSR of 6:1. However, this would reduce the width of the proposed 9m laneway that connects Parramatta Road through to Cowper Street which is currently identified within the exhibited version of the Draft Site Specific DCP.
60. This laneway according to the Site Specific DCP and the reference design associated with the Planning Proposal is envisaged to be activated through the provision of retail frontages and the inclusion of the entry lobbies to the proposed residential towers. Street frontage awnings are to be provided along active frontages to provide shade and shelter for pedestrians and residents crossing through the block. This laneway assists with the separation of residential uses and the adherence to the ADG (noting that some issues were previously identified to be further addressed as part of the Design Excellence process).
61. Council's Urban Design Officers do not recommend the width of this laneway be reduced to 6.2m to accommodate the 2.8m setback to Good Street. It is considered this would result in a poor built form outcome by reducing the building separation. It is recommended that the laneway be retained at 9m.
62. Furthermore, it is recommended that the laneway include the following characteristics, which is aided by it being 9m in width:
- Open to the sky with no over-hanging building elements above except as shown in the diagrams.
  - Located at natural ground level.
  - Activated at ground level.
  - Overlooked and suitably lit.
  - Named to Council approval and signed.
63. In light of the retention of the 9m laneway and introduction of a 2.8m setback to Good Street, the podium on the eastern side of the site would reduce in width, and subsequently reduce the GFA provided for on this portion of the site. It is recommended that the GFA lost through the inclusion of the 2.8m setback to Good Street be redistributed on the subject site through the Design Competition process. Some options, which would need to be explored and validated through a reference design and through the design competition process, could be to increase the tower or podium heights to accommodate the GFA lost from the reduction in the podium size due to the 2.8m setback to Good Street. Should the design competition recommend a design which exceeds the permitted height of the planning proposal (i.e. 82m/25 storeys) then this could potentially be explored through a Clause 4.6 variation during the DA process.
64. The provision of the 2.8m setback will have implications on the VPA which is discussed below under the title 'Voluntary Planning Agreement'.

### **Parramatta Road Setback**

65. RMS have requested a setback of 6m along the entire length of the Parramatta Road frontage including through the portion of the land that accommodates the façade of the Heritage Item 'The Barn'.

66. The current reference design and Draft Site Specific DCP shows the Heritage Item being retained and integrated into the future building massing for the subject site. Council's Heritage Officer supports the retention of the item and integration of the item into the future building design. The building massing proposed within the reference design and the exhibited Site Specific DCP was considered to be a satisfactory response to the management of the heritage item for this stage of the planning process. The final design response to integrate the heritage item into the future development was to be determined via the Design Excellence Competition process. The delisting and removal of the item would not be supported by Council's Heritage Officer.
67. Whilst the OEH has not been consulted on the proposed delisting and removal of the Heritage Item, it can be assumed from the nature of the submission received to date (see Paragraph 27) that the agency would not be in support of the removal of the item albeit it is for the purposes of road widening.
68. Council will not be proposing to delist or demolish the item as part of this Planning Proposal given at this stage of the planning process we are 'future proofing' the site to ensure future road widening can occur should it be identified as needed in the future. Whilst the site specific modelling has been carried out by the applicant on the four surrounding intersections as requested by RMS in the interim, until the precinct wide traffic study is carried out and the intersections and potential infrastructure improvement options have been investigated, there is not complete certainty over the need for the additional lane. Therefore, Council will not be proposing to delist or demolish the heritage item as part of this Planning Proposal until this need is identified with complete certainty.
69. A setback of 6m along Parramatta Road will be shown within the Site Specific DCP without including the Heritage Item. Should it be identified as required in the future to meet the needs of the RMS, then the RMS using its powers under the Roads Act will be required to undergo the assessment process to demolish the Heritage Item as it would be required to satisfy their infrastructure requirements.
70. Should it be identified that the land is not required for road widening in the future once the precinct wide study has been completed, then the item will remain as part of the future built form and massing. The future building will need to be designed in a way that enables the heritage item to be removed without compromising the design and building envelopes of the future development. For example, should the design competition process proceed prior to the completion of the precinct wide traffic study, the heritage item will form part of the building design, and then if it is later determined that the heritage item must be removed due to the need for road widening, then the design will need to be adaptable to the removal of the item depending on what stage of the design and development stage the site is up to.
71. The design competition brief will need to be prepared in a way that ensures the technicalities described above in relation to the timing of the design and precinct wide traffic study can be managed and resolved as part of the future design competition process to ensure that the resulting built form on the site (with or without the heritage item) is appropriate and delivers a good built form outcome for Parramatta Road.

72. Should it be determined with certainty through the precinct wide traffic study that an additional westbound lane is required on Parramatta Road and the land within the 6m setback is required for additional road widening, and as a result the heritage item needs to be delisted and demolished, the VPA will need to include a Clause that requires the landowner to dedicate the land currently occupied by the heritage item to Council free of charge (along with the remainder of the land within the 6m setback to Parramatta Road which currently forms the VPA offer) (see section titled 'Voluntary Planning Agreement' for more information).

#### AMENDED SITE SPECIFIC DCP

73. The Site Specific DCP has been amended following the result of the public exhibition held across October to November 2016. Changes have been made to address the comments made by OEH in relation to building materials and landscaping, however primarily have been made in response to the advice received from RMS and the provision of the 2.8m setback arrangement along the Good Street frontage (discussed above).
74. Whilst this is not a direct result from the submission received during the exhibition, Officers have also taken this opportunity to include some provisions around the management of the proposed 9m pedestrian laneway that connects Parramatta Road to Cowper Street.
75. The amended DCP is included within **Attachment 5** with amendments shown in red. A summary of the key changes are included below:
- I. Inclusion of a 2.8m setback provision along Good Street to accommodate for either:
    - Future road widening (and the need for a splay on the corner of Parramatta Road and Good Street) to accommodate an additional lane turning left from Good Street westbound along Parramatta Road.
    - Public domain along Good Street, should the need for the road widening along Good Street not be required in the future. Additional controls to plan for the design of this future public domain area have been included.
  - II. Text to describe the process to be adopted as part of the future Design Excellence Competition in light of the 2.8m setback to be provided for and the need to redistribute the lost GFA across the site (discussed above).
  - III. Characteristics of the laneway
  - IV. Additional objectives to ensure the façade of the development and the landscaping is sympathetic to the heritage item (in response to the OEH advice).
76. It is recommended that this amended DCP be adopted by Council and re-exhibited in line with the exhibition process required under the Gateway Determination and under the procedures adopted for the initial exhibition (see section titled 'Public Exhibition').



## AMENDED PLANNING PROPOSAL

77. A mapping error was identified during the public exhibition of the Planning Proposal. The proposed LEP Maximum Height of Building Map incorrectly delineates the 82m prescribed by the Gateway for the majority of the site and the 17m prescribed by the Gateway directly along Good Street.
78. This mapping error has been fixed and the correct height controls are shown in the amended Planning Proposal shown in **Attachment 4**. It is recommended that this be re-exhibited along with the Site Specific DCP, and with the drafted VPA (discussed below).
79. Commentary has been included in relation to the requirements of RMS to future proof the site for road widening.
80. The RMS in **Attachment 11** request that the SIDRA network modelling be updated to address the RMS comments. The updated modelling is to be carried out prior to exhibition, and attached to the Planning Proposal in **Attachment 4** as an addendum.

## VOLUNTARY PLANNING AGREEMENT

81. On 12 September 2016 Council considered a report on the status of the formation of the Draft Site Specific DCP and the progression of the VPA negotiations associated with the subject Planning Proposal for the land on the corner of Parramatta Road, Good Street and Cowper Street, Granville.
82. At this meeting in relation to the Draft VPA, Council resolved the following:
- (a) ***That** Council write to the applicant advising that the most recent discussions about the content of the Draft VPA have been encouraging and that Council would like to continue those discussions to see whether an agreement can be reached on an offer that in the opinion of Council better addresses the future infrastructure demands and other needs of the community as identified in the Draft Parramatta Road Urban Transformation Strategy.*
  - (b) ***That** Council authorise the Interim General Manager to continue the Draft VPA negotiation process and endorse the final agreement if it achieves, in his opinion, infrastructure provision commensurate with the additional community needs arising from development under the Draft Parramatta Road Urban Transformation Strategy.*
  - (c) ***That** Council authorise the Interim General Manager to finalise the drafting of the VPA for the purposes of public exhibition which may occur separately from the exhibition of the Planning Proposal and Draft DCP discussed above.*
  - (d) ***Further, that** Council authorise the Interim General Manager to correct any minor policy inconsistencies and any anomalies of an administrative nature relating to the Planning Proposal, Draft DCP and VPA documentation that may arise during the amendment processes*
83. As resolved by Council, the Interim General Manager has delegation to negotiate and accept the final VPA offer. Negotiations have continued on the VPA in accordance with this resolution and the following offer was endorsed:

- Three (3) two bedroom units for affordable housing purposes;
- A monetary contribution of \$400,000;
- Land dedication of
  - a. the set-backs to Cowper and Good Streets, and Parramatta Road, with the Parramatta Road setback being an extensive 6m;
  - b. vehicular laneway linking Bold and Cowper Streets;
  - c. through pedestrian laneway, linking Parramatta Road and Cowper Street; and
- \$5,000 for every additional residential unit developed on the site in excess of 350 residential units.

84. The legal terms of this offer are still subject to ongoing negotiations with the applicant.

85. However in light of the recent discussions with RMS and the need to future proof the subject site to allow for road widening along Parramatta Road and Good Street should it be identified under the Granville Precinct Traffic Study, the VPA will include provisions which explain that the land within the

- 2.8m setback to Good Street
- 6m setback to Parramatta Road (with the potential to include or exclude the land occupied by The Barn Heritage Item)

will be dedicated to Council for either road widening or for the public domain (subject to the findings of the Granville Precinct Traffic Study).

#### Granville Precinct Traffic Study Completed Prior to DA

86. If the traffic study has been completed at the time of the Design Excellence competition and Development Application process commences, and the study identifies that this land is required for future road widening, the land within the 6m setback to Parramatta Road (including the heritage item) and 2.8m setback to Good Street will be dedicated to Council for road widening. Given the need for the road widening has been identified for the purposes of delivering infrastructure required by the RMS, the RMS under the Roads Act will be required to delist and demolish the heritage item.

87. The Design Competition and DA can proceed based on designs that do not include the retention of the heritage item given the need for its removal has been identified within the study.

#### Granville Precinct Traffic Study Completed After DA

88. If the traffic study has not been completed at the time of the Design Excellence competition and Development Application process commences, the land within the 6m setback to Parramatta Road (excluding the heritage item) and 2.8m setback to Good Street will be dedicated Council to future proof the site in case it is needed in the future for infrastructure purposes.

89. Until the study is completed, the land within the setbacks will remain in the public domain. Should the study determine the land is required for road widening then it will be used for this purpose. Should the study determine it is

not required for road widening, the land will be retained within the public domain.

90. If the Design Excellence and Development Application process has been completed, and the development has commenced construction or has completed construction, and the study determines that the land within the 6m setback is required for additional road widening, and as a result the heritage item needs to be delisted and demolished, the VPA will need to include a Clause that requires the landowner to dedicate the land occupied by the heritage item to Council free of charge (along with the remainder of the land within the 6m setback to Parramatta Road which currently forms the VPA offer).
91. In this case, the VPA will need to address this to satisfy RMS requirements. The land will be required to be dedicated to Council for free and no compensation will be provided to the landowner for the demolition of the heritage item (should it ultimately be deemed necessary for traffic management reasons) however the cost of demolishing the item and restoration works to the façade of the development is recommended to be funded by RMS.
92. The VPA will be written in a way which allows this flexibility. This approach will ensure the land gets future proofed, addresses the concerns of the RMS, can accommodate the outcome of the precinct wide traffic study, whilst allowing the Planning Proposal to proceed. If the land is not required for road widening, the community will benefit from a larger public domain area along Good Street and Parramatta Road.
93. Whilst the Council Resolution from 12 September 2016 allows for the exhibition of the Planning Proposal and Site Specific DCP to occur separate to the VPA, it is recommended to exhibit all three documents concurrently. This will enable an all-encompassing exhibition process for the community and is good planning practice (given it is recommended to re-exhibit the amended DCP and Planning Proposal). Furthermore, the RMS require the VPA to be finalised with the terms relating to the dedication of the land within the setbacks along Good Street and Parramatta Road prior to re-exhibition of the DCP and Planning Proposal to ensure the appropriate mechanism is in place to enable the dedication of the land.
94. The legal terms of the offer are yet to be finalised between both Council and the landowner. It is recommended the CEO to use the delegation granted on 12 September 2016 to finalise the draft VPA to enable it to proceed for exhibition along with the Planning Proposal, DCP, and draft VPA.

## NEXT STEPS

95. It is recommended that Council endorse the amended Draft Site Specific DCP found in **Attachment 5** and the amended Planning Proposal found in **Attachment 4** prepared for the land on the corner of Parramatta Road, Good Street and Cowper Street, Granville, for public exhibition, subject to the completion of the SIDRA modelling requested by RMS in **Attachment 11** which is to be attached to the Planning Proposal in **Attachment 4** as an addendum prior to exhibition.
96. The Draft VPA will need to be finalized to ensure Council's and the RMS issues are effectively resolved so that the Draft VPA can be exhibited with the updated

Planning Proposal and Draft DCP. The CEO will utilize the delegation granted on the 12 Sept 2016 and reinforced in the recommendation of this report to finalise the Draft VPA once it is ready for public exhibition.

97. The result of this exhibition will be reported back to Council prior to a decision being made on how the proposal is to proceed.

Sonia Jacenko  
**Project Officer Land Use Planning**

Robert Cologna  
**Service Manager Land Use Planning**

Sue Weatherley  
**Director Strategic Outcomes and Development**

#### **ATTACHMENTS:**

<b>1</b>	Summary of Submissions	9 Pages
<b>2</b>	Submission from RMS 23 November 2016	2 Pages
<b>3</b>	Letter from RMS 3 March 2017	3 Pages
<b>4</b>	Amended Planning Proposal	314 Pages
<b>5</b>	Amended Draft Site Specific DCP Post Exhibition	20 Pages
<b>6</b>	Chronology of Planning Proposal	5 Pages
<b>7</b>	Gateway Determination	7 Pages
<b>8</b>	Letter from UrbanGrowth NSW 19 February 2017	2 Pages
<b>9</b>	Council Report 12 September 2016	19 Pages
<b>10</b>	Exhibited Draft DCP 5 October 2016 - 4 November 2016	13 Pages
<b>11</b>	Further advice from RMS dated 5 May 2017 and 26 May 2017	11 Pages

#### **REFERENCE MATERIAL**

## Attachment 1 – Summary of Submissions

Public Exhibition of Planning Proposal and Draft Site Specific DCP for land on the corner of Parramatta Road, Good Street and Cowper Street, Granville

Public Submissions		
Respondent	Issues Raised	Council Officer Comments
Community Member	<p>The Planning Proposal would allow the development of a building that is large and out of scale with development in the immediate surroundings of the site, and negatively affect the existing residents of the streets surrounding the development site. The Planning Proposal should allow for up to 3 storeys to be keeping with the existing built form of the local area.</p>	<p>Officers acknowledge that the proposed height of 82m/17m and FSR of 6:1 is significantly denser than the scale of development that is currently on the site. However, the proposal is consistent with the renewal and vision proposed for the Granville Precinct under the strategic planning framework of the Draft PRCUTS (which was applicable at the time of the Planning Proposal's assessment and the exhibition) and subsequently the final PRCUTS.</p> <p>Both versions of the strategy plan for an increase in density within the precinct, which would result in the redevelopment of the precinct. This Planning Proposal is one of the first to commence the implementation of this planning framework, albeit it is consistent with the draft which was available at the time of assessment. The Gateway Determination requires the proposal to align with the recommendations of the Draft Strategy.</p> <p>The draft provides for indicative building heights for 'high-rise' development with an average height of 14 storeys to a maximum of 25 storeys. The proposed development scheme seeks a twin-tower design consisting of a 25 storey element and lower storey element. This is deemed appropriate in this proposal due to its consistency with the strategy planning framework and proximity to Granville Station.</p>

## Attachment 1 – Summary of Submissions

Public Exhibition of Planning Proposal and Draft Site Specific DCP for land on the corner of Parramatta Road, Good Street and Cowper Street, Granville

	<p>The Planning Proposal would result in a loss of privacy to existing residents due to the size and scale of the development under the proposed controls, would result in overshadowing, and lost views to Parramatta.</p>	<p>The issues raised in relation to privacy, overshadowing, and the inconsistency with the existing height and building massing within the local context will continue in the short term as the Granville Precinct currently is, and will continue to be, undergoing a process of renewal. Under this process, the area will exhibit an inconsistent built form/development pattern, as sites commence redevelopment consistent with the density and vision for the precinct under the strategic planning framework at different times. In the interim, the streetscape will have the existing low scale development stock adjacent to new development of greater heights and density as land is redeveloped on a site by site basis.</p> <p>Furthermore, the Design Excellence Competition process will ensure that the development exhibits a high degree of design integrity, responds to the Apartment Design Guidelines, and contributes positively to the Granville skyline, streetscape, and public domain. This process will also take into account the amenity issues generated by Parramatta Road.</p>
	<p>The cumulative impact of the additional traffic that will be generated by the increase in size and scale of development at the site will be detrimental to the existing residents of the area, in terms of both traffic flows as well as on-street car parking.</p>	<p>A traffic assessment of the Planning Proposal was conducted by Council's Traffic Management team. Based on this assessment, it is considered that any future development under the revised controls will not result in substantially adverse traffic impacts. The submitted access configuration plans include the provision of a laneway that connects through to Cowper Street, with a two-way flow of traffic. This plan has been</p>

## Attachment 1 – Summary of Submissions

Public Exhibition of Planning Proposal and Draft Site Specific DCP for land on the corner of Parramatta Road, Good Street and Cowper Street, Granville

		<p>tested and endorsed by Council's Traffic Management team, and forms part of the draft Site Specific DCP.</p> <p>Officers acknowledge the concern in relation to the broader traffic implications of the proposal, however this is addressed in the Council Report under the heading 'Submission from Roads and Maritime Services'.</p>
	<p>The proposed development will cause a 'wind tunnel effect' with several tall buildings in close proximity to each other, affecting the public domain amenity of the development site and its surroundings.</p>	<p>The provision of the lower podium levels and well as a further setback from the podium as part of the proposed controls will assist in circumventing any 'wind tunnel effect' caused by the proximity of the tall towers. Further, the adoption of a built form that enables well-designed, taller and more slender buildings is also noted to assist in combatting this potential issue.</p>
	<p>Loss of property value as a result of surrounding development.</p>	<p>In response to the concerns raised in relation to the Planning Proposal generating a reduction in property values, the land identified within the Granville Precinct (in particular the land immediately surrounding the subject site) has been flagged for uplift and renewal under the PRCUTS therefore is likely to have similar renewal opportunities and therefore likely to result in an increase in property values for landowners.</p>

## Attachment 1 – Summary of Submissions

Public Exhibition of Planning Proposal and Draft Site Specific DCP for land on the corner of Parramatta Road, Good Street and Cowper Street, Granville

	Additional noise from construction in the short term and people and cars in the long term.	Any future development approval will have requirements relating to the building times and standards.
<b>Community Member</b>	A decrease in the value of current units in the area.	The land identified within the Granville Precinct (in particular the land immediately surrounding the subject site) has been flagged for uplift and renewal under the PRCUTS therefore is likely to have similar renewal opportunities and therefore likely to result in an increase in property values for landowners.
	A loss of privacy to residents by having a development that is 'overlooking' existing dwellings.	Officers acknowledge that the proposed height of 82m/17m and FSR of 6:1 is significantly denser than the scale of development that is currently on the site. However, the proposal is consistent with the renewal and vision proposed for the Granville Precinct under the strategic planning framework of the Draft PRCUTS (which was applicable at the time of the Planning Proposal's assessment and the exhibition) and subsequently the final PRCUTS.  The issues raised in relation to privacy and the inconsistency with the existing height and building massing within the local context will continue in the short term as the Granville Precinct currently is, and will continue to be, undergoing a process of renewal. Under this process, the area will exhibit an inconsistent built form/development pattern, as sites commence redevelopment consistent with the density and vision for the precinct under the strategic planning framework at different times. However due to the precinct being recommended for change and an increase in density



## Attachment 1 – Summary of Submissions

Public Exhibition of Planning Proposal and Draft Site Specific DCP for land on the corner of Parramatta Road, Good Street and Cowper Street, Granville

		<p>adjoining sites may in the interim experience some privacy issues however in the long term is likely to have similar types of development on the sites. The Apartment Design Guidelines have minimum building separation controls to manage such issues.</p>
	<p>Inadequate on-street parking and access to the site.</p>	<p>A traffic assessment of the Planning Proposal was conducted by Council's Traffic Management team. Based on this assessment, it is considered that any future development under the revised controls will not result in substantially adverse traffic impacts. The submitted access configuration plans include the provision of a laneway that connects through to Cowper Street, with a two-way flow of traffic. This plan has been tested and endorsed by Council's Traffic Management team, and forms part of the draft Site Specific DCP.</p>
	<p>A decrease in amenity of the local area, with particular concerns about odour and noise.</p>	<p>The proposal will form part of the Strategy for the Granville Precinct, aimed at revitalising the local area by providing for a greater mix of residential, commercial and employment opportunities. The proposed design scheme allows for a lower level podium with residential accommodation located back from Parramatta Road to minimise impact to residents and allow for land uses compatible with major roads fronting Parramatta Road. It should also be noted that the proposal does not allow for residential uses on ground level, and must allow for a minimum of 4,000m<sup>2</sup> of non-residential space. The proposal is also subject to the Urban Design Guidelines for the Parramatta Road Corridor, of which the proposal is broadly compliant, in which directly address the</p>

## Attachment 1 – Summary of Submissions

Public Exhibition of Planning Proposal and Draft Site Specific DCP for land on the corner of Parramatta Road, Good Street and Cowper Street, Granville

		enhancement of amenity through upgrades to landscaping, footpaths, access and provides for additional through links.
	Greater demands on utility infrastructure such as water, wastewater and electricity.	Any subsequent Development Application arising from the changes to the planning controls will be referred to the relevant state agencies to assess the impact of the development on local assets, and whether upgrade or augmentation is required.
<b>Community Group</b>	The Draft DCP ought to include requirements for Vertical Gardens to address environmental concerns, reduce urban heat, air pollution and liveability.	The subsequent development scheme will be subject to a Design Excellence Competition and a Development Assessment in which aspects of environmental sustainability will be considered.
	The façade of the former Fire Station ought to be retained and celebrated equally with the Barn Site.	Council Officers acknowledge that the former fire façade contributes to the low-scale streetscape that currently is offered by the built form along Good Street.  However, the mentioned façade of the former Fire Station is not a protected heritage item listed under Schedule 5 of the PLEP 2011 and is not recognised formally as an item for retention.
		The Planning Proposal, proposed massing and built form, and reference design for the subject site was considered by Council's Heritage Advisor who did not raise concern with the removal of the former fire station or recommend its retention. Furthermore, the Office of Environment and Heritage considered this proposal and

## Attachment 1 – Summary of Submissions

Public Exhibition of Planning Proposal and Draft Site Specific DCP for land on the corner of Parramatta Road, Good Street and Cowper Street, Granville

		<p>the proposed built form and did not raise concern with the scheme and its removal of the fire station façade.</p> <p>A review of the heritage items and streetscape within Granville was included as part of the preparation of the Parramatta Road Corridor Urban Transformation Strategy and this building was not flagged for preservation or retention. However, it is noted that the strategy does recommend that the existing scale of development be retained along Good Street to provide for that fine-grain retail edge within this portion of the centre. The Planning Proposal will retain the fine-grain retail edge, and this will be considered as part of the Design Excellence process.</p>
Agency Submissions		
Respondent	Issues Raised	
Transport for NSW – Sydney Trains	<p>Council Officer Comments</p> <p>The Planning Proposal responds to the Urban Design Guidelines within the Draft PRCUTS (which the Gateway requires). These were prepared within consideration to the “Development near Rail Corridors and Busy Roads – Interim Guidelines”.</p>	
	<p>Consideration should be given to the Department of Planning and Environment’s <i>“Development near Rail Corridors and Busy Roads – Interim Guidelines”</i> in the development of any Planning Proposal or Development Application.</p>	<p>It is not believed that site is in close proximity to the heritage item to have an adverse visual impact. Furthermore, the proposal is consistent with the renewal and vision proposed for the Granville Precinct under the strategic planning framework of the Draft PRCUTS (which was applicable at the time of the</p>
	<p>Granville Station is a State Rail Heritage item within close proximity of the proposed development site. Consideration should be made to any potential visual impacts regarding future developments within close proximity to the heritage item.</p>	

## Attachment 1 – Summary of Submissions

Public Exhibition of Planning Proposal and Draft Site Specific DCP for land on the corner of Parramatta Road, Good Street and Cowper Street, Granville

		Planning Proposal's assessment and the exhibition) and subsequently the final PRCUTS. Of note, the OEH did not raise this concern within their submission to the Planning Proposal.
<b>Transport for NSW - Roads and Maritime Services</b>	<p>Prior to any rezoning commencing, a Precinct-wide traffic study and supporting modelling is required to be completed which considers the recommended land uses and densities, as well as future WestConnex conditions and identifies the necessary road improvements and upgrades required to be delivered as part of any proposed renewal in the precinct.</p> <p>The proponent shall be required to prepare a Precinct Transport Report which addresses the traffic concerns, addressing the following requirements:</p> <ul style="list-style-type: none"> <li>a) Traffic modelling of the cumulative impacts of the corridor transformation is to be prepared in consultation with Transport for NSW (TfNSW), Roads and Maritime Services and Council.</li> <li>b) Consistency with the future strategic transport network as described within the Parramatta Road Corridor Urban Transformation Strategy – Precinct Transport Report.</li> </ul>	<p>Council Officers acknowledge the concerns raised by RMS in relation to the need for a precinct wide traffic study to be undertaken for Granville. Council wishes to work with RMS in the future to satisfactorily address the concerns in relation to traffic impacts resultant from the densities proposed under the PRCUTS. However other ways to manage traffic were explored with RMS to enable the Planning Proposal to proceed whilst future proofing the subject site. A detailed response to this submission is provided in the Council Report.</p>
<b>NSW Office of Environment and</b>	The Planning Proposal seeks a significant increase in height from 15m to 82m and 21m. It is	Officers acknowledge the proposed height is inconsistent with the existing height and building

## Attachment 1 – Summary of Submissions

Public Exhibition of Planning Proposal and Draft Site Specific DCP for land on the corner of Parramatta Road, Good Street and Cowper Street, Granville

<p><b>Heritage – Heritage Division</b></p>	<p>considered that the proposed residential tower may be out of character in height, bulk and scale with the surrounding locality and heritage item. The tower is likely to dominate the background of the heritage listed property when viewed from the junction of Parramatta Road, Good Street, and Cowper Street.</p> <p>To manage this the OEH recommends the following:</p> <ul style="list-style-type: none"> <li>• The finishes, façade articulation and colours of any future development should be complementary to the Heritage Item to avoid visual clutter and visual competition.</li> <li>• A landscaping plan should be prepared to ensure that the historic significance and views of the Heritage Item are not compromised.</li> <li>• Objective O6 should include the terms <i>"that the built form be sympathetic to the Heritage item."</i></li> </ul>	<p>massing within the local context. This will continue in the short term as the Granville Precinct currently is, and will continue to be, undergoing a process of renewal. Under this process, the area will exhibit an inconsistent built form/development pattern, as sites commence redevelopment consistent with the density and vision for the precinct under the strategic planning framework at different times. In the interim, the streetscape will have the existing low scale development stock adjacent to new development of greater heights and density as land is redeveloped on a site by site basis.</p> <p>The Design Excellence process will ensure the future building design responds to the heritage item appropriately, and Council's Heritage Advisory supports this process in ensuring an appropriate design is formulated to manage the impact on the item.</p> <p>The DCP has been amended to include the recommendations of the OEH in relation to the finishes and facades and landscaping.</p>
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### Note

Attachments 2-11 of the IHAP Report Item 5.2 Result of Public Exhibition – Planning Proposal and Site Specific DCP for the land on the corner of Parramatta road, Good Street and Cowper Street Granville (considered on 20 June 2017) have not been included in this business paper but can be accessed on Council Website using this web address

[https://businesspapers.parracity.nsw.gov.au/Open/2017/IHAP\\_20062017\\_AGN\\_414\\_AT.PDF](https://businesspapers.parracity.nsw.gov.au/Open/2017/IHAP_20062017_AGN_414_AT.PDF)