

# Planning Proposal for land on the corner of Parramatta Road, Good Street and Cowper Street, Granville

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Parramatta City Council  
July 2015

**Note:** This Planning Proposal was submitted for a Gateway Determination with the Department of Planning and Environment in August 2015. A Gateway Determination was issued in November 2016 which instructed the City of Parramatta Council to proceed with the Planning Proposal subject to a number of amendments. These amendments were made to the respective sections of the Planning Proposal (primarily the Explanation of Provisions) and responded to the strategic planning framework under the Draft Parramatta Road Corridor Urban Transformation Strategy prepared by UrbanGrowth NSW which was applicable at the time the Gateway was issued in November 2015.

The Planning Proposal was first exhibited from Wednesday 5 October 2015 to Friday 4 November 2016. Since its exhibition the strategic planning context has evolved, with the final Parramatta Road Corridor Urban Transformation Strategy prepared by UrbanGrowth NSW being released in November 2016.

The Planning Proposal is being re-exhibited to correct a mapping error within 'Section 6. Mapping' which was identified as part of the initial exhibition. The remaining content of this Planning Proposal reflects the content of the version of the Planning Proposal exhibited between Wednesday 5 October 2015 to Friday 4 November 2016 with the exception of the italicised and outlined text within Section 5.4 relating to infrastructure and future potential road widening (which was a result of the initial exhibition). The indicative timeline for completion of this Planning Proposal has also been updated.

Please note that the reference design concept has evolved as a result of the initial exhibition of the Planning Proposal, and now includes an additional setback to Good Street and proposes the relocation of the heritage facade in line with the 6m setback to Parramatta Road. For information on the current building massing proposed for the site please refer to the associated Site Specific DCP which supports this proposal.

Please refer to the Explanation of Provisions and Maps for the proposed changes to the Parramatta Local Environmental Plan 2011 sought through this Planning Proposal as required by the Gateway Determination.

Additional Traffic Modelling at the request of the Roads and Maritime Services has been conducted which is attached to this Planning Proposal as an addendum.

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# 1. Introduction

This Planning Proposal seeks to amend the Parramatta Local Environmental Plan 2011 (PLEP 2011) to modify the zoning, maximum building height and FSR controls that apply to the land at the corner of Parramatta Road, Good Street, and Cowper Street, Granville.

The Planning Proposal is required to provide a consistent zoning across the site and to permit residential development along Parramatta Road. The Planning Proposal is to allow high density development to be located in close proximity to Granville Town Centre and Railway Station, supporting transit orientated development. The proposal will require the site to achieve design excellence to ensure future development delivers a good design outcome, and will also deliver employment generating land uses.

This Planning Proposal has been prepared in accordance with Section 55 of the Environmental Planning & Assessment Act, 1979 (EP&A Act) and the NSW Department of Planning & Environment's (DPE) relevant guidelines, including 'A guide to preparing Local Environmental Plans' (April 2013) and 'A guide to preparing Planning Proposals' (October 2012).

## 2. The Site

The subject site is made up of 15 allotments and fronts Parramatta Road, Good Street and Cowper Street in Granville. The land has a total site area of 5,150m<sup>2</sup> and is outlined in the aerial below. It comprises the following allotments:

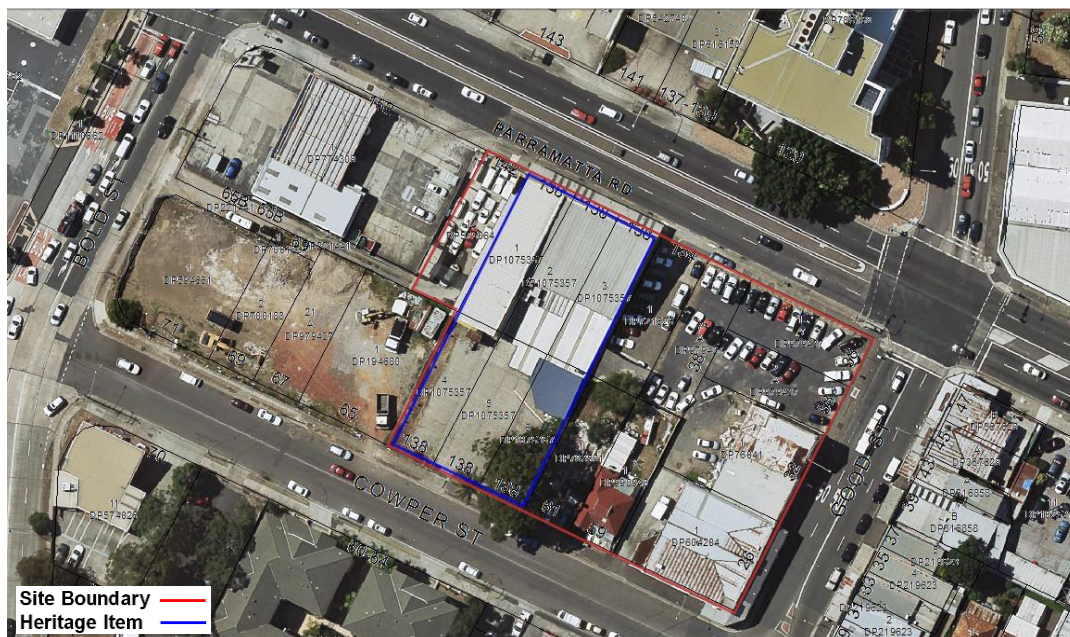
Lot 1 DP783581 (61 Cowper Street, Granville)  
Lot 12 DP575064 (142 Parramatta Road, Granville)  
Lot 1 DP1075357 (138 Parramatta Road, Granville)  
Lot 2 DP1075357 (130 Parramatta Road, Granville)  
Lot 3 DP1075357 (138 Parramatta Road, Granville)  
Lot 4 DP1075357 (138 Parramatta Road, Granville)  
Lot 5 DP1075357 (138 Parramatta Road, Granville)  
Lot 6 DP1075357 (138 Parramatta Road, Granville)  
Lot 1 DP604204 (26 Good Street, Granville)  
Lot 7 Sec A DP979437 (38 Good Street, Granville)  
Lot 1 DP721626 (134 Parramatta Road, Granville)  
Lot 1 DP76041 (32 Good Street, Granville)  
Lot 1 DP998948 (59 Cowper Street, Granville)  
Lot 1 Sec A DP979437 (38 Good Street, Granville)  
Lot 2 Sec A DP979437 (38 Good Street, Granville)



**Figure 1: Aerial Map of the Subject Site**

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.

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**.



**Figure 2: Aerial Site Map**

The lots fronting Parramatta Road are adjacent to a petrol station. The lots fronting Cowper Street are adjacent to a large vacant lot that has approval for a mixed use development to deliver a 9 storey building with a total of 68 units (DA/683/2014). The lots fronting Good Street are opposite a mixture of one and two storey buildings occupied by commercial and retail uses. The wider locality has a mix of commercial, industrial and residential land uses of varying ages and architectural styles.

The site includes Heritage Item 157 – The Barn which fronts Parramatta Road and is an iconic building in Granville (refer to **Figure 2**).

The site is located in close proximity to the Parramatta City Centre. Several key arterial road networks are also in close proximity to the site. These include Parramatta Road and the M4 Motorway, connecting to Western Sydney and the Sydney CBD; Woodville Road, connecting South Western Sydney to Parramatta; and James Ruse Drive, connecting North Western Sydney to Parramatta. This is illustrated by the broader aerial map below.





**Figure 3: Broader Locality Map**

### 3. Existing Planning Controls

The Parramatta Local Environmental Plan 2011 is the primary environmental planning instrument applying to the site. This Planning Proposal seeks to amend the zoning, the height and FSR controls that currently apply to the site to facilitate a mixed use development. The key current planning controls that apply to the site are summarised below:

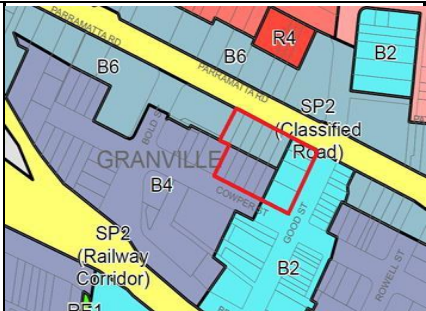

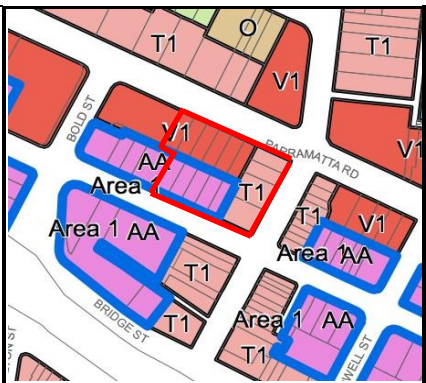
<b>Zoning</b>	<p>B6 – Enterprise Corridor B2 – Local Centre B4 – Mixed Use</p>	 <p>Legend:</p> <ul style="list-style-type: none"> <li>B2 Local Centre</li> <li>B4 Mixed Use</li> <li>B6 Enterprise Corridor</li> </ul>
<b>Height</b>	<p>15 Metres 21 Metres 21 Metres (as per Clause 4.3(2A) of the PLEP 2011)</p>	 <p>Legend:</p> <ul style="list-style-type: none"> <li>O1 15</li> <li>R 21</li> <li>Y 52</li> <li>21m under clause 4.3(2A) PLEP 2011</li> </ul>
<b>FSR</b>	<p>2:1 3:1 3.5:1 (as per Clause 4.4(2A) of the PLEP 2011)</p>	 <p>Legend:</p> <ul style="list-style-type: none"> <li>T1 2.0</li> <li>V1 3.0</li> <li>AA 6.0</li> <li>Refer to table in Cl 4.4(2A)</li> </ul>

Table 1 – Current Planning Controls

## 4. The Planning Proposal

### 4.1 Background

The Planning Proposal for the subject site was endorsed by Council on 10 August 2015 and forwarded to the Department of Planning and Environment for a Gateway Determination originally seeking the following changes to the Parramatta Local Environmental Plan 2011:

- Rezone the land from part B2 Local Centre and part B6 Enterprise Corridor to B4 Mixed Use.
- Increase the Maximum Height of Buildings from 15 metres and 21 metres to 96.6 metres (approximately 30 storeys).
- Increase the Maximum Floor Space Ratio from 2:1, 3:1, and 3.5:1 to 5.22:1.
- Introduce a Design Excellence Clause to require the site to undertake a design excellence competition, with the winning scheme being awarded a 15% height and FSR bonus (i.e. resulting in a final building height of 111 metres (approximately 34 storeys) and final FSR of 6:1).
- Introduce a Site Specific Clause requiring the provision of a minimum of 4,000 metres square of non-residential floorspace.

A Gateway Determination (**Appendix A**) was issued in early November 2015 advising Council that the Planning Proposal should proceed subject to a number of conditions. One of the conditions required that the Planning Proposal be amended to ensure consistency with the recommendations of the Draft Parramatta Road Urban Transformation Strategy (discussed in detail in Section 5.2) prepared by UrbanGrowth NSW and its associated Urban Design Guidelines.

In response to the Gateway Determination, the Planning Proposal has been revised to address the recommendations of the Draft Strategy by reducing the building height to 82m (a maximum of 25 storeys) and applying (with some minor variation) the setbacks and built form controls prescribed by the Urban Design Guidelines. As a result, the applicant has retained an FSR of 6:1, with the Gross Floor Area now being distributed within two connected towers on the site as opposed to one tower in the original scheme.

### 4.2 Objectives and Intended Outcomes

The Planning Proposal is to permit residential land uses along Parramatta Road and apply a single zoning across the entire landholding of 5,150m<sup>2</sup> to deliver a high density mixed use development which exhibits design excellence and delivers employment uses within a transit orientated location.

### 4.3 Explanation of Provisions

In accordance with the guidelines prepared by the Department of Planning and Environment, this section outlines the amendments required to the relevant environmental planning instrument to achieve the stated objectives and/or intended outcomes.



## Zoning

It is proposed to amend the PLEP 2011 to rezone the subject site to **B4 – Mixed Use**. The proposed zoning map is provided at **Section 6 Figure 6**.

## Height

It is proposed to amend the PLEP 2011 to permit a building height of 82m (25 storeys) for the majority of the site extending through from Cowper Street to Parramatta Road, and a 17m height (4 storeys) for the land fronting Good Street. This is to ensure consistency with the Draft Structure Plan within the Draft Parramatta Road Urban Transformation Strategy issued by UrbanGrowth NSW as per the requirements of the Gateway Determination issued by the Department of Planning and Environment in November 2015. The proposed height of building map is provided at **Section 6 Figure 7**.

## FSR

It is proposed to amend the PLEP 2011 to permit an FSR of 6:1. This FSR was derived from the application of the Draft Parramatta Road Urban Transformation Strategy's Urban Design Guidelines as per the requirements of the Gateway Determination issued by the Department of Planning and Environment in November 2015. The proposed FSR map is provided at **Section 6 Figure 8**.

## Design Excellence

A Design Excellence Clause is proposed to ensure future development on the subject site exhibits design excellence through a competitive design process. A Key Sites Map is proposed to accompany the clause that identifies the sites that are required to undergo a design excellence competition process. The intention of this standard clause is to easily permit the inclusion of other sites on the Key Sites Map, requiring compliance with the clause to undertake a design competition. This is important to manage the increase in density envisaged by the Draft Parramatta Road Urban Transformation Strategy which projects an additional 7000 dwellings within the North Granville Precinct (discussed further in Section 5.2) which will have heights up to 25 storeys.

It is proposed that the subject site on the corner of Parramatta Road, Good Street and Cowper Street, Granville be included on the key sites map provided in **Section 6 Figure 9** to ensure that a design competition is run to deliver the highest standard of architectural, urban and landscape design. The Gateway Determination specifies that no height or FSR bonus will be awarded to the final height and FSR provisions within the PLEP 2011 as a result of the competition.

The structure of the Design Excellence Clause is similar to the one that applies in the Parramatta City Centre, however this will need to be further revised during drafting as a bonus is not proposed to be granted as a result of the design excellence process.



#### *Clause 5.4 - Design excellence*

*(1) The objective of this clause is to deliver the highest standard of architectural, urban and landscape design.*

*(2) This clause applies to development involving the erection of a new building or external alterations to an existing building on land to which this Part applies.*

*(3) Development consent must not be granted to development to which this clause applies unless, in the opinion of the consent authority, the proposed development exhibits design excellence.*

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

*(a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,*

*(b) whether the form and external appearance of the proposed development will improve the quality and amenity of the public domain,*

*(c) whether the proposed development detrimentally impacts on view corridors,*

*(d) how the proposed development addresses the following matters:*

*(i) the suitability of the land for development,*

*(ii) the existing and proposed uses and use mix,*

*(iii) any heritage and archaeological issues and streetscape constraints or opportunities,*

*(iv) the location of any tower proposed, having regard to the need to achieve an acceptable relationship with other towers (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form,*

*(v) the bulk, massing and modulation of buildings,*

*(vi) street frontage heights,*

*(vii) environmental impacts, such as sustainable design, overshadowing and solar access, visual and acoustic privacy, noise, wind and reflectivity,*

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

*(ix) pedestrian, cycle, vehicular and service access and circulation requirements, including the permeability of any pedestrian network,*

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

*(xi) the impact on any special character area,*

*(xii) achieving appropriate interfaces at ground level between the building and the public domain,*

*(xiii) excellence and integration of landscape design.*

*(5) Development consent must not be granted to the following development to which this clause applies unless a competitive design process has been held in relation to the proposed development:*

(a) Identified on the Key Sites Map, and

(b) Is development in respect of a building that has, or will have, a height above ground level (existing) greater than 55 metres.

(6) If the design of a new building, or an external alteration to an existing building, being development to which this clause applies, is the winner of a competitive design process and the consent authority is satisfied that the building or alteration exhibits design excellence, it may grant development consent to the erection of the new building, or the alteration to the existing building, with:

\*(a) a building height that exceeds the maximum height shown for the land on the Height of Buildings Map or an amount of floor space that exceeds the maximum floor space ratio shown for the land on the Floor Space Ratio Map by up to 15%.

(7) In this clause:

**building or alteration demonstrating design excellence** means a building where the design of the building (or the design of an external alteration to the building) is the winner of a competitive design process and the consent authority is satisfied that the building or alteration exhibits design excellence

**competitive design process** means an architectural design competition carried out in accordance with procedures approved by the Secretary of the Department of Planning and Environment.

\*This will need to be removed as a bonus is not being awarded as a result of the design competition process.

Under this clause, no changes to the height of 82m (25 storeys) and FSR of 6:1 sought within the Planning Proposal will be granted as a result of the design competition process.

### Retention of Employment Generating Land Uses

The Planning Proposal seeks to introduce a site specific clause prescribing a maximum of 4,000m<sup>2</sup> of non-residential floorspace on the ground and first levels of any development fronting Parramatta Road on the subject site in the future, by prohibiting residential uses. This is to ensure employment generating land uses are retained on the ground and first floor of any future development fronting Parramatta Road and to mitigate the amenity constraints imposed by the corridor.

## 5. Assessment of the Planning Proposal against the NSW Department of Planning and Infrastructure Guidelines

### 5.1 Need for a Planning Proposal

Is the Planning Proposal a result of any strategic study or report?

This Planning Proposal is not the direct result of a strategic study or report, however has been the subject of detailed site testing to determine the most appropriate development for the site and the building height and FSR controls that are most appropriate for the site's location within Granville Town Centre and on the edge of the Parramatta City Centre.

Whilst the Planning Proposal is not the direct result of a strategic study, it relates to the WestConnex Motorway project and the Draft Parramatta Road Urban Transformation Strategy (Draft Strategy) prepared by UrbanGrowth NSW which was released for community consultation in September 2015. The key objective of the Draft Strategy is to revitalise Parramatta Road, by delivering future housing, employment, public transport, open space and amenity needs. The Draft Strategy projects by 2050 that an additional 70,000 people will be living along the Parramatta Road corridor. Further detail of the Draft Strategy is discussed below in Section 5.2 Relationship to Strategic Planning Framework.

Is the Planning Proposal the best means of achieving the objectives or intended outcomes?

This Planning Proposal is the best means of achieving the intended outcome of the development, which is to facilitate a mixed use development (with a large residential component) on the site. The current zoning does not permit residential development along Parramatta Road nor does it provide the appropriate built form controls to permit redevelopment of this density. The proposed amendment to the planning controls will deliver an appropriate built form and permit high density transit orientated development.

### 5.2 Relationship to Strategic Planning Framework

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 Strategy - A Plan for Growing Sydney*

The Metropolitan Strategy, *A Plan for Growing Sydney* released in December 2014, and the Draft West Central Subregional Strategy strengthens the NSW State Government policy position that Parramatta should continue to develop as Sydney's second CBD and the premier regional centre of Western Sydney.

Whilst the subject site is not located directly within the City Centre, its location within Granville Town Centre and within walking distance to Granville Station makes it an

appropriate location to concentrate high density residential development. The high level of connectivity from Granville to the City Centre makes it a sound location to concentrate density and is consistent with the State Government's policy position on transit orientated development.

The proposed development facilitated by this Planning Proposal will contribute to the Metropolitan Strategy and Draft West Central Subregional Strategy dwelling targets and provide necessary housing in close proximity to the employment opportunities of the City Centre. It will also provide for an increased amount of employment generating land uses than currently exists on the site.

### *Draft Parramatta Road Urban Transformation Strategy*

UrbanGrowth NSW released the Draft Parramatta Road Urban Transformation Strategy which identifies areas for urban revitalisation along the Parramatta Road Corridor. The Draft Strategy is a long term planning strategy which focuses an additional 40,000 homes and 50,000 jobs (by 2050) across the following eight precincts of Granville, Auburn, Homebush, Burwood, Kings Bay (part of Five Dock), Taverners Hill, Leichhardt and Camperdown.

The Draft Strategy estimates that by 2050 the Granville precinct will accommodate approximately 1,000 new jobs and 7,000 new dwellings, down from the 16,000-19,000 new dwellings originally forecasted in the high level draft strategy that was released by the NSW Government on 25 November 2014. This initial draft was titled Draft Parramatta Road Urban Renewal Strategy, and was considered when the Planning Proposal for the subject site was initially assessed in 2015.

The current Draft Strategy presents a Structure Plan, a Built Form Plan and an Access and Movement Plan for Granville. These plans outline the proposed land uses, built form controls including heights, new and existing open space, new and existing vehicular and active transport routes. As seen in **Figure 4** and **Figure 5**, the Draft Strategy proposes to introduce a mixed use zone with a height of 82m (approximately 25 storeys) on the subject site. Whilst an FSR is not proposed within the Draft Strategy for any of the land within the Precinct, a series of Urban Design Guidelines have been drafted to guide built form and manage density.

The Draft Strategy does not contain draft LEP maps that propose final zoning, FSRs or heights, however the proposed land use and built form outcome to result from the Planning Proposal on the subject site is consistent with the intention of the Draft Strategy and with the requirements of the Gateway Determination issued for the subject site in November 2015.

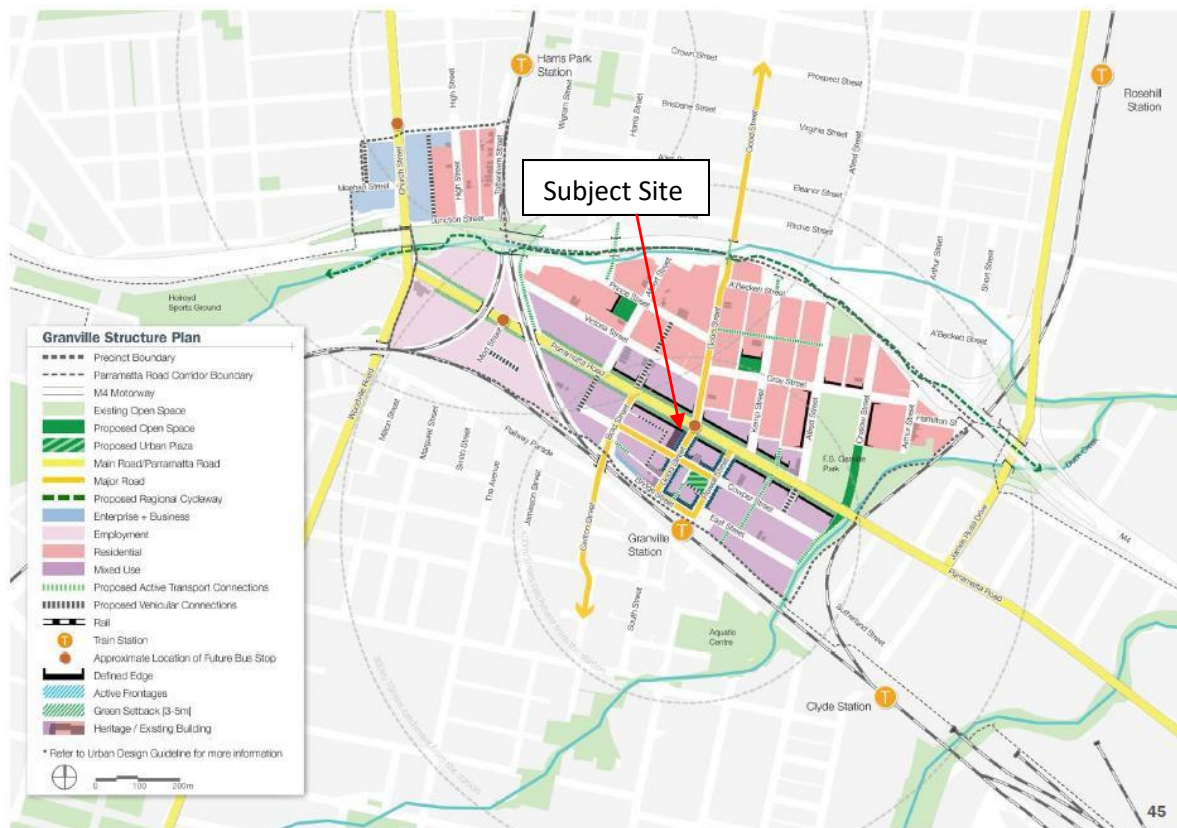


Figure 4 – Draft Granville Structure Plan

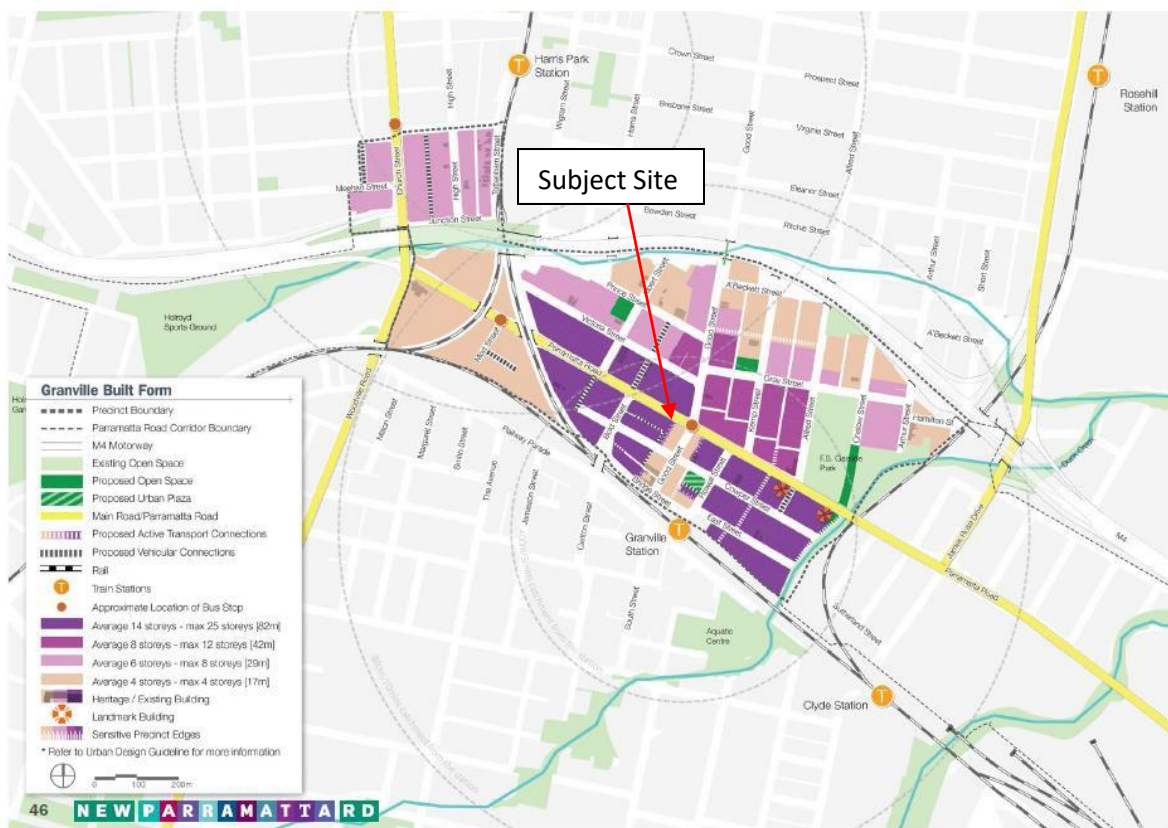


Figure 5 – Draft Granville Built Form



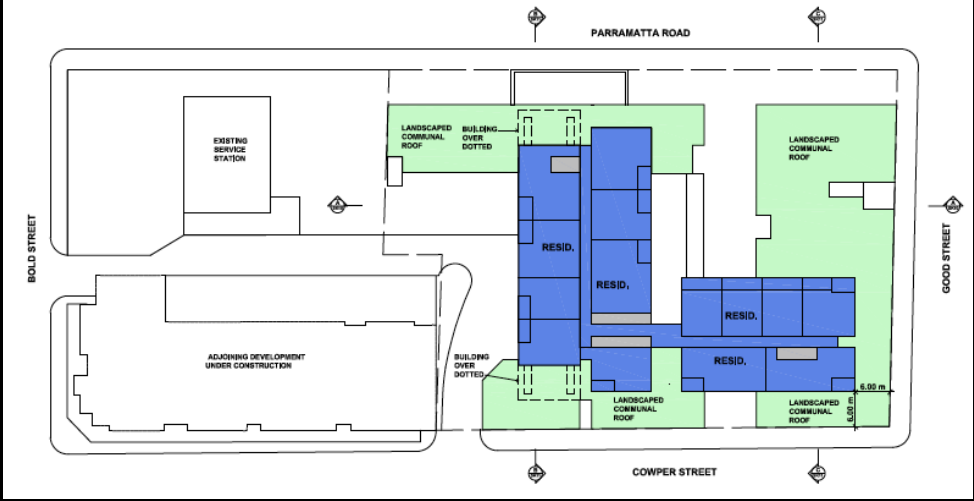
The revised scheme complies with the vision, principles, and structure plan of the Draft Strategy and delivers the built form outcome the urban design guidelines were intended to achieve. Compliance with the Draft Strategy is discussed within Table 2 below. There are some minor technical inconsistencies between the proposed built form and the Draft Strategy, which are summarised below, and in general are supported as they do not detract from the intention of the Draft Strategy.

<b>Draft Parramatta Road Urban Design Guidelines</b>	<b>Complies</b>	<b>Comment in Relation to this Planning Proposal</b>
<b>2.1 Vision</b>	Yes	The Planning Proposal will deliver a mixed use development that provides commercial, retail and residential land uses within a built form that responds to the site's location on Parramatta Road, improves amenity and the public domain, and improves access to transport choices for the future population of the precinct.
<b>2.2 Principles</b>	Yes	<p>The Planning Proposal will transform the subject site to create a mixed use development comprising housing, employment and public spaces.</p> <p>The proposal incorporates new through site pedestrian connections and provides a laneway between Cowper St and Parramatta Road, improving access and connectivity to Granville Railway Station.</p> <p>The proposal retains and interprets a heritage item, while creating a positive ground plane contributing to the urban fabric of the area.</p> <p>The proposal will contribute to a revitalised Parramatta Road through the activities and uses proposed. It will also provide the 6m green setback to Parramatta Road to deliver urban streetscape and public domain enhancements.</p>
<b>2.3 Character and Identity</b>	Yes	The proposal respects the character and identity of the road through the preservation of an item of environmental heritage. The lower built form (maximum of 4 storeys) along Good Street addresses the existing fine grain development along the street, is sympathetic to the historical context, and retains the active ground level uses within Granville's Town Centre which at the moment are around 2-3 storeys.
<b>2.4 Urban Structure</b>	Yes	The proposal is within the Granville precinct and addresses the context, access to transport and the suitability of the site, and is consistent with the intentions of the Granville precinct. The proposal contributes towards the new identity and character of the Parramatta Road.

<b>2.5 Public Realm, Open Space and Community Facilities</b>	Yes	The proposal contributes to a network of plazas and open spaces with the provision of a through site link and public space.
<b>2.6 Sustainability and Resilience</b>	Yes	The proposal is in close proximity to Granville Transport Interchange and sustainable transport options for future residents. Specific measures to manage water use, solar efficiency and so forth will be considered in detail as part of the Development Application process.
<b>2.7 Street Types</b>	Yes	The proposal does not interrupt the existing street network, and contributes to pedestrian movement via a through site pedestrian area. In addition, it completes the vehicular laneway connecting through the block out into Cowper Street.
<b>2.8 Active Transport</b>	Yes	The proposal contributes to the pedestrian network in and around the Granville Railway Station by providing a through site pedestrian link.
<b>2.9 Heritage</b>	Yes	The proposal incorporates the preservation and celebration of a large heritage item that fronts Parramatta Road. The integration of the heritage item will be further investigated as part of the future design competition process.
<b>2.10 Public Transport</b>	Yes	The proposal assists in the requirement to “facilitate safe pedestrian and cycle access to public transport nodes” by providing a through site link which better connects pedestrians through to the Granville Transport Interchange.
<b>2.11 Cultural and Creative Industries and Places</b>	Yes	<p>The designation of uses for the heritage building and other ground floor spaces will be determined at the Development Application stage. However the Planning Proposal requires a minimum of 4,000m<sup>2</sup> of non-residential uses on ground floor.</p> <p>The proposal will result in new spaces that would be capable for use by a range of industries and purposes, inclusive of creative industries.</p>
<b>2.12 Creative Places / Precincts</b>	Yes	The designation of uses for the heritage building and other ground floor spaces are not determined at the planning proposal stage. Nevertheless the proposal will result in new spaces that could accommodate a range of industries and purposes, inclusive of creative places.
<b>3.1 Design and Architectural Diversity</b>	Yes	The Planning Proposal provides a podium edge development that addresses and activates the streets, with a recessed upper connected tower form. The amenity of the pedestrian and ground floor experience is protected through the recessed tower, above the podium.



<b>3.2 Building Typologies (Mixed Use)</b>	Yes	<p>The proposal will result in improved activation of the ground floor, particularly the public realm.</p> <p>A range of tenancy spaces will be created as a result of the Planning Proposal.</p> <p>The Design Excellence process and future Development Application process will incorporate active edges, legible entry points for each use and include awnings to the active edges.</p>
<b>3.3 Site Planning</b>	Refer to comment	<p>The Planning Proposal generally complies with the majority of the requirements to create clear urban forms, manage the relationship between buildings and the public domain, residential amenity, access to views and variety in urban form.</p> <p>However, strictly the proposal does not comply with the floor plate size for developments over 8 storeys which is 650m<sup>2</sup> Gross Floor Area. The western tower has a floor plate of approximately 805m<sup>2</sup> and the eastern tower has a floor plate of 450m<sup>2</sup>. As the tower elements are connected, they have a combined floor plate of 1255m<sup>2</sup> (refer to concept design below).</p> <p>The site consolidates 15 allotments to deliver a total area greater than 5,000m<sup>2</sup>, which is double the land size the guidelines require to achieve the full FSR. The site therefore is appropriate for a tower of larger proportions given the significant land size that accommodates the development.</p> <p>The scheme presents as two distinct built forms due to the variation in architectural treatment and tower orientation as seen in the plan below. The reference design breaks up the building massing into discrete portions. The design competition process will facilitate a building that satisfies the intent of the Draft Guidelines within 3.3 Site Planning “creation of a clear urban form, the relationship between buildings to the public domain, resident amenity, access to views and variety in the urban form.”</p> <p>In addition, Council in its submission to the Draft Strategy raised concern with the application of a maximum 650m<sup>2</sup> floor plate, as this may result in developments that are unable to achieve their FSR when a height limit is imposed.</p>

	
<b>3.4 Built Form and Building Setbacks</b>	<p>Refer to comment</p> <p>Table 3.1 and Figure 3.7 'Parramatta Road - Green Edge' of the Urban Design Guidelines prescribes a 6m setback from Parramatta Road to the street wall of the podium and a further 6-8m setback from the podium edge to the tower element of the built form.</p> <p>The proposed built form delivers the 6m setback to Parramatta Road (including the land the Heritage Item - The Barn is located on). As a result of consultation with RMS, the land may be required for road widening (see Page 32). Therefore it is proposed that the facade of the Heritage Item be relocated in line with the 6m setback to ensure the Item's retention in the event the land is required for widening.</p> <p>The tower fronting Parramatta Road does not comply with the 6-8m setback from the podium wall. The eastern section is set back 4.5m, and the western section is set back 1m for the top 15 levels. The 4.5m tower setback at the eastern portion of the built form combined within the 6m podium setback to Parramatta Road will still deliver a total setback of 10.5m which provides a sufficient buffer to Parramatta Road.</p> <p>The western portion of the tower element is recessed at Levels 4-9 to create a sufficient buffer from Parramatta Road. At Level 10 the tower is setback 1m from the podium however it is considered that there is still sufficient vertical separation and horizontal separation from Parramatta Road, protecting residential amenity. This variation is considered acceptable.</p>
<b>3.4 Built Form and Building Setbacks</b>	<p>Refer to comment</p> <p>Table 3.1 and Figure 3.9 'Local Street – With Setback' within the Urban Design Guidelines prescribes a 3m setback from the local street to the street wall of the podium and a further 4-6m setback from the podium edge to the tower element of the built form</p> <p>The Draft Structure Plan for the Granville Precinct</p>

		<p>does not nominate Cowper Street as a defined edge or active frontage within the precinct.</p> <p>The revised scheme provides a nil setback from the local street edge of Cowper Street to the podium, and therefore does not comply with the setbacks prescribe for local streets.</p> <p>The built form controls within Table 3.1 'Activity Edge – non Heritage' are considered more suitable in this location, as Cowper Street is deemed an extension of the retail core of the precinct.</p> <p>A nil podium setback on Cowper Street is considered appropriate on the subject site to ensure that the retail and commercial uses on the ground floor that extend from Good Street into Cowper Street are active. Cowper Street is considered an extension of the retail core, and complies with the intent of the urban design guidelines by reinforcing street edges that contribute to the character of the area.</p> <p>In addition, a nil setback will generate a consistent setback with the adjoining site which recently was approved for a development that has a nil setback. Furthermore, the Parramatta DCP 2011 prescribes a nil setback for this part of Cowper Street.</p>
<b>3.5 Transition Zones</b>	N/A	These guidelines are not applicable due to the sites location within the centre of the precinct.
<b>3.6 Building Articulation</b>	Yes	<p>A number of the elements intended by the Building Articulation guidelines have been incorporated into the proposed building scheme for the Planning Proposal.</p> <p>The proposed scheme provides detail on the intended articulation of the building envelopes. The built form is considered to be highly articulated in relation to the overall envelopes due to the inclusion of a podium, recessed tower, through site link and the retention of the heritage façade.</p> <p>The proposed built form within the included reference design will be further embellished as part of the Design Excellence competition process and the eventual Development Application process.</p>
<b>3.7 Amenity</b>	Refer to comment	The proposal contributes to Parramatta Road through the dedication of land for the creation of the 'green edge' envisaged by the Draft Strategy, the retention of a prominent heritage façade fronting Parramatta Road, the consolidation of a highly fragmented landownership pattern and introduction

		<p>of a permeable pedestrian environment that will contribute to the activation of Parramatta Road, Goods and Cowper Streets.</p> <p>The tallest element of the proposal is oriented north-south which assists in minimising overshadowing. The site's southern boundary of Cowper Street enables greater separation to the south to mitigate overshadowing impacts.</p> <p>The podium that fronts Parramatta Road will provide a minimum of 4,000m<sup>2</sup> of commercial / retail floorspace, setting back residential uses and orientating any residential uses within the podium towards Good Street.</p> <p>The reference design that accompanies this Planning Proposal includes some Apartment Design Guidelines compliance issues which will need to be resolved as part of the Design Competition process.</p> <p>Concerns are raised in relation to privacy and building separation at the internal corner of the tower buildings. Three units identified within the scheme (approximately 210m<sup>2</sup> of GFA) that are orientated to the laneway underneath the tower are not considered to achieve sufficient amenity or daylight access. This will need to be resolved as part of the Design Excellence competition process.</p>
<b>3.8 Landscape Setback</b>	Yes	<p>The Planning Proposal incorporates the dedication of land and setting back of buildings to achieve the intended landscape setback along Parramatta Road.</p>
<b>3.9 Access and Parking</b>	Yes	<p>The proposal removes a series of crossovers on Parramatta Road and introduces a consolidated single access point to the site from the south off Cowper Street / laneway.</p> <p>The location of the parking entry point maximises street activation on the primary streets.</p> <p>Parking is located in the basement and is not visible from public spaces.</p>
<b>3.10 Development on Busy Roads</b>	Yes	<p>Figure 3.18 'Section of Development on Busy Roads' of the Urban Design Guidelines requires a 20m separation buffer from Parramatta Road and residential uses to ensure amenity is managed.</p> <p>The location of residential development within the podium on the corner of Good Street and Parramatta Road does not achieve the 20m separation buffer.</p> <p>The residential uses within the upper levels of the</p>

		podium on the corner of Parramatta Road and Good Street are orientated away from Parramatta Road and front Good Street. Whilst this does not comply with the 20m buffer, the design options within Table 3.2 of the guidelines can be applied to manage amenity including mechanical ventilation. Council Officers assert these can be further addressed as part of the Design Excellence process and any future Development Application process.
<b>3.11 Accessibility, Safety and Security</b>	Yes	Detailed consideration of how future development can comply with the principles of CPTED will be assessed as part of the Design Excellence and Development Application process. As seen from the reference design, the site will permit accessibility at grade, likely CPTED compliance and ensure appropriate accessibility into apartments, retail and commercial spaces.
<b>3.12 Signage and Advertising</b>	N/A	No signage proposed at the Planning Proposal stage. This is a matter that will be further considered as part of a future Development Application.
<b>3.13 Design Excellence</b>	Yes	The Urban Design Guidelines refer to the various processes that have been implemented across Sydney to achieve design excellence. The guidelines do not prescribe one approach to be complied with across the Parramatta Road Corridor. However the Gateway Determination (as recommended by Council within the Planning Proposal) requires that a Design Excellence Competition be held on the subject site to deliver the highest standard of architectural, urban and landscape design. The Gateway Determination specifies that no bonus will be rewarded to the final height and FSR provisions within the PLEP 2011.

**Table 2 – Compliance with the Draft Parramatta Road Urban Transformation Strategy's Urban Design Guidelines**

#### *Draft Parramatta Road Urban Transformation Strategy Precinct Transport Plan*

The Draft Strategy has an accompanying Precinct Transport Plan. Table 12 within the plan provides the maximum parking rate per land use, which for residential development is 0.5 spaces per 1 bedroom, 2 bedroom and 3+ bedroom dwellings.

The car parking rate applied by the applicant exceeds the recommended rate within the Draft Strategy's Precinct Transport Plan. The following maximum rates for residential development have been proposed by the applicant: 0.5 spaces per studio; 0.8 spaces per 1 Bedroom Unit; 1 space per 2 Bedroom Unit; and 1.2 spaces per 3 Bedroom Unit. This is consistent with the rate previously endorsed by Council in August 2015, which was endorsed prior to the release of the Draft Strategy.

Whilst a higher parking rate is sought, Council Officers believe this is a matter that can be later addressed as part of the Design Competition process or as part of any future Development Application process.

**Is the Planning Proposal consistent with the local Council's Community Strategic Plan, or other local strategic plan?**

The Planning Proposal is consistent with 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.

**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 Table 2 below.

State Environmental Planning Policies (SEPPs)	Consistent		N/A	Comment
	Yes	No		
SEPP No 1 Development Standards			X	This SEPP is not applicable to the subject land under Clause 1.9 of the Parramatta LEP 2011.
SEPP 4 – Development Without Consent and Miscellaneous Exempt and Complying Development			X	This SEPP is not applicable to the subject land under Clause 1.9 of the Parramatta LEP 2011.
SEPP 6 – Number of Storeys in a Building			X	Standard instrument definitions apply.
SEPP No 32 Urban Consolidation (Redevelopment of Urban Land)	X			The Planning Proposal is consistent with SEPP 32 by providing additional housing in an area where there is existing public transport and is close to employment, leisure and other opportunities.
SEPP No 55 Remediation of Land	X			A Phase 1 preliminary contamination investigation report for the subject site has been prepared. The preliminary site investigation conforms with the NSW EPA Guidelines for Reporting on Contaminated sites. Historic contaminating activities are suspected and the potential exists for unacceptable concentrations of contamination (with respect to human health) to

				<p>be present in soils on the site.</p> <p>Council's Contaminated Lands Officer is satisfied that the site can be made suitable for the proposed mixed-use development subject to the specific findings of a Stage 2 detailed contamination investigation at the development assessment stage.</p>
SEPP 60 – Exempt and Complying Development			X	This SEPP is not applicable to the subject land under Clause 1.9 of the Parramatta LEP 2011.
SEPP 64 – Advertising and Signage			X	Not relevant to proposed amendment. May be relevant to future DAs.
SEPP No 65 Design Quality of Residential Flat Development	X			Detailed compliance with SEPP 65 will be demonstrated at the time of making a development application for the site facilitated by this Planning Proposal. During the design development phase, detailed testing of SEPP 65 and the Residential Flat Design Code was carried out and the indicative scheme is capable of demonstrating compliance with the SEPP.
SEPP No.70 Affordable Housing (Revised Schemes)			X	Not relevant to proposed amendment.
SEPP (Affordable Rental Housing) 2009			X	Not relevant to proposed amendment.
SEPP (BASIX) 2004	X			Detailed compliance with SEPP (BASIX) will be demonstrated at the time of making a development application for the site facilitated by this Planning Proposal.
SEPP (Exempt and Complying Development Codes) 2008	X			May apply to future development of the site.
SEPP (Infrastructure) 2007	X			May apply to future development of the site.
Sydney Regional Environmental Plan No 18–Public Transport Corridors			X	This SEPP is not applicable to the subject land under Clause 1.9 of the Parramatta LEP 2011.



Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005			X	The proposed development is not located directly on the Sydney Harbour Catchment foreshore. Any potential impacts as a result of development on the site, such as stormwater runoff, will be considered and addressed at DA stage.
SEPP (Urban Renewal) 2010	X			The Planning Proposal will stimulate renewal within the nominated precinct of Granville and will contribute to the employment and job targets for the area.

Is the Planning Proposal consistent with applicable Ministerial Directions (s.117 directions)?

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

Section	Comment	Compliance
<b>1. Employment and Resources</b>		
Direction 1.1 – Business and Industrial Zones	<p>This Planning Proposal seeks to rezone part of the subject site from B6 Enterprise Corridor and B2 Local Centre to B4 Mixed Use.</p> <p>Whilst it proposes to remove a zone that permits strictly business related land uses, and introduce one that permits residential land uses, the proposed clause to mandate the inclusion of 4,000m<sup>2</sup> of floorspace for non-residential uses on the ground and first floors of any future development will retain employment generating land uses.</p> <p>The economic analysis conducted indicates that the Planning Proposal will generate a significant increase in the number of jobs. The site currently provides employment for 15 – 20 workers. The Planning Proposal is estimated to generate a future workforce of 118-160 workers within the 4,000m<sup>2</sup> of commercial and retail floorspace on the ground and podium levels.</p> <p>The objectives and permitted land uses within the B2 Local Centre zone and the B4 Mixed Use zone are similar in terms of its delivery of employment generating land uses. Therefore the Planning Proposal will not be removing non-residential land uses on the land currently zoned B2.</p>	Yes
<b>2. Environment and Heritage</b>		
Direction 2.3 - Heritage Conservation	The subject site contains Heritage Item I157 – The Barn listed in Schedule 5 of the Parramatta LEP 2011. The Barn is a two storey commercial building,	Yes

	<p>representative of the Victorian architectural era.</p> <p>The proposed building envelope and indicative architectural plans within the Urban Design Analysis (<b>Appendix A</b>) show the treatment of the heritage item and its integration into the proposed development. In response to the requirements of the RMS to 'future proof' the land along Parramatta Road for road widening (see Page 32) the facade of the Heritage Item is proposed to be relocated in line with the 6m setback to ensure its retention irrespective of the potential requirement to undertake road widening. The Development Application and the Design Excellence processes will explore the most appropriate methodology to relocate the heritage façade in line with the proposed 6m setback to Parramatta Road. Council's Heritage Advisor will be involved in these processes to ensure the façade is deconstructed and reconstructed in the most appropriate way in order to retain the integrity of the item as part of the future design of the overall building.</p> <p>The retained components will provide a distinct feature within the development scheme and could greatly augment the aesthetic value of the development.</p>	
<b>3. Housing, Infrastructure and Urban Development</b>		
Direction 3.1 - Residential Zones	<p>The Planning Proposal is consistent with this direction, in that it:</p> <ul style="list-style-type: none"> <li>– facilitates additional housing in close proximity to Granville Town Centre and the Parramatta City Centre that is currently not provided on the site</li> <li>– provides residential development in an existing urban area that will be fully serviced by existing infrastructure</li> </ul>	Yes
Direction 3.4 - Integrating Land Use and Transport	<p>The Planning Proposal is consistent with this direction, in that it:</p> <ul style="list-style-type: none"> <li>– will provide new dwellings in close proximity to existing public transport links</li> <li>– will enable residents to walk or cycle to work if employed in the Parramatta City Centre or utilise the heavy rail</li> </ul>	Yes

	<p>service.</p> <ul style="list-style-type: none"> <li>– will maintain and provide additional commercial premises in proximity to existing transport links</li> <li>– makes more efficient use of space and infrastructure by increasing densities on an underutilised site</li> </ul>	
<b>4. Hazard and Risk</b>		
Direction 4.1 - Acid Sulfate Soils	The site is identified as Class 5 on the Acid Sulfate Soils Map in Parramatta Local Environmental Plan 2011. Acid sulfate soils are generally not found in Class 5 areas however this will be addressed further at the development application stage.	Yes
Direction 4.3 - Flood Prone Land	<p>The site is not flood prone and is above the 1:100 year flood level.</p> <p>Any potential impacts as a result of development on the site, such as stormwater runoff, will be considered and addressed appropriately at DA stage. This will also include any design detail required to ensure compliance with Council's water management controls within the Parramatta DCP 2011.</p>	Yes
<b>6. Local Plan Making</b>		
Direction 6.1 - Approval and Referral Requirements	The Planning Proposal does not introduce any provisions that require any additional concurrence, consultation or referral.	Yes
Direction 6.3 - Site Specific Provisions	The Planning Proposal seeks to introduce a site specific clause prescribing a maximum of 4,000m <sup>2</sup> of non-residential floorspace on the ground and first levels of any development fronting Parramatta Road on the subject site in the future.	Yes
<b>7. Metropolitan Planning</b>		
Direction 7.1 - Implementation of the Metropolitan Plan for Sydney 2036	The Planning Proposal is consistent with the <i>Metropolitan Plan for Sydney 2036</i> – this is discussed in this Planning Proposal.	Yes – (refer to section 5.2 of this Planning Proposal)

### 5.3 Environmental, social and economic impact

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

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

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

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

Those specialist investigations include:

- Urban Design Analysis by Krikis Tayler Architects included in **Appendix B**.
- Preliminary Site Contamination Assessment prepared by Compaction & Soil Testing Services Pty Ltd in **Appendix C**.
- Heritage Assessment Report by NBRSPartners in **Appendix D**.
- Traffic Impact & Parking Assessment by McLaren Traffic Engineering in **Appendix E**.

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

#### Urban Design

The Urban Design Analysis in **Appendix B** provides an indicative development scheme for the site to reflect the objectives of the Planning Proposal. The proposed built form has been designed to utilise the site's location on Parramatta Road.

The key urban design initiatives include:

- Podium development
- Two connected towers
- Through site links
- Location of commercial uses along Parramatta Road to protect amenity
- activation of public streets
- Improvement of the public domain along Parramatta Road.

The analysis considers the standards within State Environmental Planning Policy No. 65 - Design Quality of Residential Flat Development, solar access and overshadowing, suitable vehicle access arrangements, and other residential amenity

considerations for a mixed use development in close proximity to the neighbouring developments.

### Site Contamination

The Preliminary Contamination Assessment in **Appendix C** carried out in accordance with *State Environmental Planning Policy 55 – Remediation of Land*. The report recommends that a Phase 2 detailed contamination investigation be carried out to define the extent and degree of contamination to better assess the risks which can be done as part of any future development application process. Council's Contaminated Lands Officer reviewed the Phase 1 report and advises that the site can be made suitable for the proposed mixed-use development subject to the findings of the Phase 2 report. In the event that some remediation requirement is identified in the future, this can be undertaken prior to the development of the site.

### Heritage

The subject site contains Heritage Item I157 – The Barn listed in Schedule 5 of the Parramatta LEP 2011. The Barn is a two storey commercial building, representative of the Victorian architectural era. A Heritage Impact Study can be found in **Appendix D**. The study undertakes a thorough analysis of the history of the item. The study explains that full retention of the building is not justified on heritage grounds. The retention of the front façade and its three dimensional character by partial reconstruction of side wall elements is satisfactory at a concept level and was shown in **Appendix A**. However, in response to the requirements of the RMS to 'future proof' the land along Parramatta Road for road widening (see Page 32) the facade of the Heritage Item is proposed to be relocated in line with the 6m setback to ensure its retention irrespective of the potential requirement to undertake road widening. The Development Application and the Design Excellence processes will explore the most appropriate methodology to relocate the heritage façade in line with the proposed 6m setback to Parramatta Road. Council's Heritage Advisor will be involved in these processes to ensure the façade is deconstructed and reconstructed in the most appropriate way in order to retain the integrity of the item as part of the future design of the overall building.

### Traffic Management –

**Refer to Page 32 for an update on Traffic Management**

The impacts of the Planning Proposal in the context of its local road network are addressed in the traffic and parking assessment included as **Appendix E**. This traffic and parking assessment was conducted as part of the original Planning Proposal that was lodged with Council and sent to the Department of Planning and Environment for a Gateway Determination. Whilst the proposal has been revised in line with the Conditions of the Gateway Determination, the traffic recommendations and findings remain the same as a lower level of density will be delivered under the updated Planning Proposal.

The traffic study considered the impact on the local road network on the assumption that an FSR of 7:1 FSR and a 34 storey height limit would be delivered on the site. Therefore the conclusions are based on a yield that far exceeds that which is proposed in the updated Planning Proposal. The advice of the traffic study remains relevant and applicable given the lesser FSR now proposed.

In summary, the report considers that any future development under the provision of the revised planning controls will not result in substantially adverse traffic impacts.

This is subject to the implementation of various measures to influence parking and traffic movement.

### How has the Planning Proposal adequately addressed any social and economic effects?

The Planning Proposal will result in positive social and economic outcomes. The Economic Assessment conducted by MacroPlan Dimasi in **Appendix F** outlines the employment generating opportunities created by this Planning Proposal. The Planning Proposal will also enable the provision of public domain upgrades and facilities, and increase housing opportunities.

#### Employment Generating Opportunities

Whilst the Planning Proposal will result in the introduction of residential development on the site under the proposed B4 Mixed Use zone, the proposed clause will require 4,000m<sup>2</sup> of commercial and retail (non-residential) floorspace on the site to ensure employment opportunities are delivered. The Planning Proposal will result in an increase in employment opportunities. The analysis confirms that the existing site accommodates 15-20 workers at an employment density of 240-320sqm per worker. This is considered to be an 'underperforming site' in terms of employment. The employment outcome estimated for the site as a result of the Planning Proposal is estimated to be 118-160 workers.

The subject site is strategically located and makes up a substantial portion of Good Street, which is the retail 'main street' for the northern side of the Granville town centre. Accordingly, the proposal will retain and reinforce the retail offering at ground level. The current provision of single fronted and shallow retail shops fronting Goods Street are to be replaced by retail shops of improved dimension and capacity for responding to retail needs in terms of area and dimension. The proposal also seeks to provide increased retail strength by connecting residents from the site and to the west to Good Street via a through site link and arcade. The increased volume of pedestrians and shoppers, that are connected to Good Street via the through site link, arcade and double fronted retailing is a key component to strengthening the retail employment generating opportunities, and in turn the role and function of the town centre.

#### Public Domain Upgrades and Facilities

The Planning Proposal will result in the renewal of the existing footpath infrastructure along Parramatta Road, Good Street and Cowper Street. It also includes a new north-south through site link. The new footway will improve pedestrian permeability through the existing block formed by Parramatta Road, Cowper Street, and Good Street. This in turn will facilitate improved accessibility and pedestrian connectivity to the Granville Town Centre, local employment opportunities, and public transport.

The Planning Proposal will result in the renewal of elements of the public domain. The key elements to be incorporated into a Voluntary Planning Agreement in association with this Planning Proposal comprise the following:

- The dedication of 6m wide strip of land along the frontage of Parramatta Road.

- The embellishment and upgrade of the public domain along Parramatta Road to provide for a broader verge that will allow an improved pedestrian environment with wider footpath.
- The creation of an activated north-south through site pedestrian link. This will improve accessibility and connectivity to the Granville Town Centre, local employment opportunities, and public transport.
- The retention and emphasis of the Heritage Item through the preservation of the façade of The Barn through its relocation 6m to the remaining building setback.
- The provision of a laneway that connects through to Cowper Street, with two-way traffic movements for the section of the laneway that meets Cowper Street.

The proposed upgrades and facilities will be the subject of a Voluntary Planning Agreement (VPA) between Council and the landowner where the details and delivery of such facilities will be negotiated. The items have the potential to deliver significant social and public benefit for future residents on the site and within the area.

### Housing Opportunities

The majority of the proposed built form is allocated for residential development, with the Planning Proposal having the potential to deliver approximately **300-320 dwellings**. This will increase housing opportunities close to a major town centre and railway station, supporting transit orientated development and encouraging the use of public transport.

## **5.4 State and Commonwealth Interests**

### **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 DA stage to determine whether any upgrade of existing facilities is required.

The Planning Proposal includes the provision of a new pedestrian through site link and a vehicular laneway to improve connectivity and alleviate the impact of any future development on traffic congestion. The proposal will also result in the update of elements of the public domain including the existing footpaths around the site.

UrbanGrowth NSW is investigating the Granville North precinct's infrastructure needs as part of its preparation of the Parramatta Road Strategy. Consideration is being given to the demand development within Granville will have on infrastructure and service needs such as open space, public transport, and services.

It is crucial sufficient public benefit is generated from the Planning Proposals to ensure the future population of Granville has adequate access to services and infrastructure.

Sufficient investment is needed to ensure future development delivers a sustainable and well-designed public domain and urban environment. As discussed above, a VPA between Council and the landowner will be negotiated under a separate process to contribute to the areas infrastructure needs.



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

State and/or Commonwealth public authorities have not been consulted as part of preparing this Planning Proposal. The authorities will have the opportunity to provide comment on the Planning Proposal as part of the formal exhibition. Any future DA will be referred to the relevant authorities as required.

*As a result of the initial public exhibition of the Planning Proposal and draft Development Control Plan (which occurred from Wednesday 5 October 2015 to Friday 4 November 2016) the RMS flagged the requirement to 'future proof' the subject site to enable road widening should it be required in the future as a result of the Precinct Wide Traffic Study within Granville.*

*The associated Site Specific DCP has been updated to include a 2.8m setback to Good Street to secure this land should it be required for infrastructure in the future. Similarly, the land within the existing proposed 6m setback to Parramatta Road has also been flagged by RMS as potentially being needed for road widening should an additional west bound lane be identified as a requirement to accommodate the anticipated growth in Granville under the Parramatta Road Corridor Urban Transformation Strategy.*

*A precinct wide traffic study is to be carried out for Granville that will identify future infrastructure requirements. The setbacks along Good Street and Parramatta Road will protect this land for infrastructure use should it be required in the future. Should the land along both Parramatta Road and Good Street not be required for road widening it will be incorporated into the public domain. The land within the setbacks will be dedicated to Council through a Voluntary Planning Agreement and the future use will be determined at a later date (i.e. whether it be for the public domain or road widening) subject to the outcome of the traffic study for Granville.*

*As discussed on Page 28, the facade of the Heritage Item - 'The Barn' located within the 6m setback to Parramatta Road is proposed to be relocated in line with the 6m setback to ensure its retention irrespective of the outcome of the traffic study. Council's report dated 4 September 2017 and the associated Site Specific Development Control Plan for this Planning Proposal provides further information on this approach to managing the Heritage Item.*

## 6. Mapping

Maps of the proposed amendments to the LEP zoning, height, and FSR controls applying to the site have been provided and are located below at Figures 3 – 6.

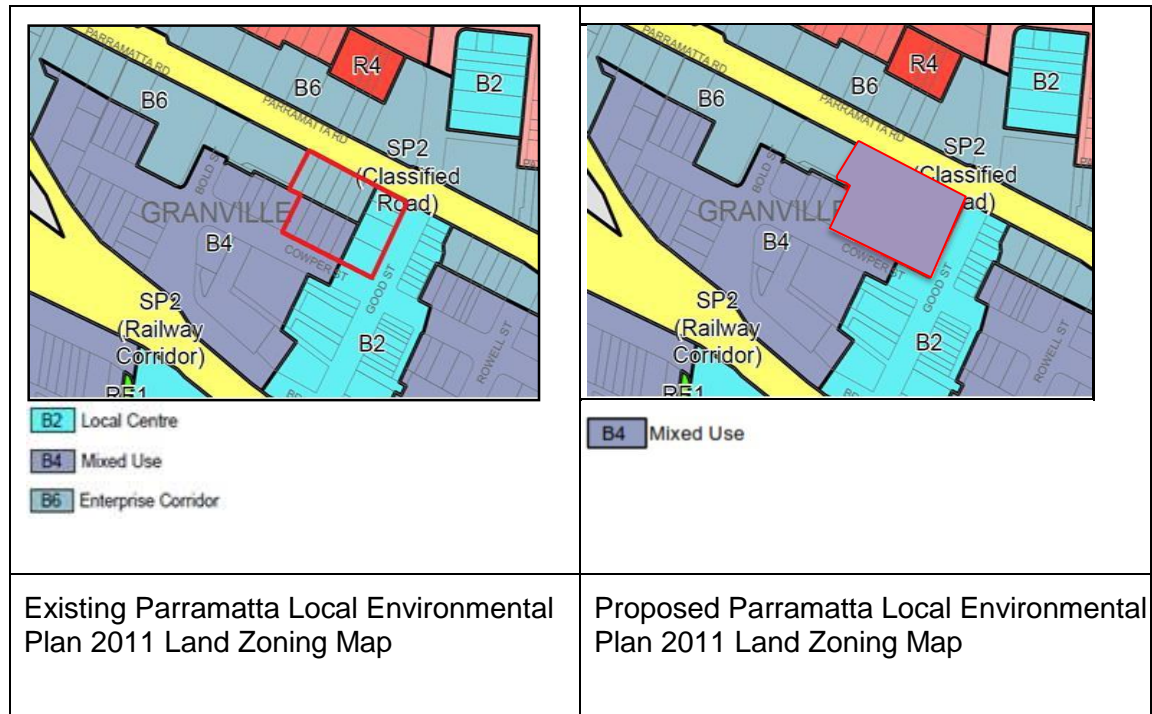


Figure 6 – Existing and proposed zoning map

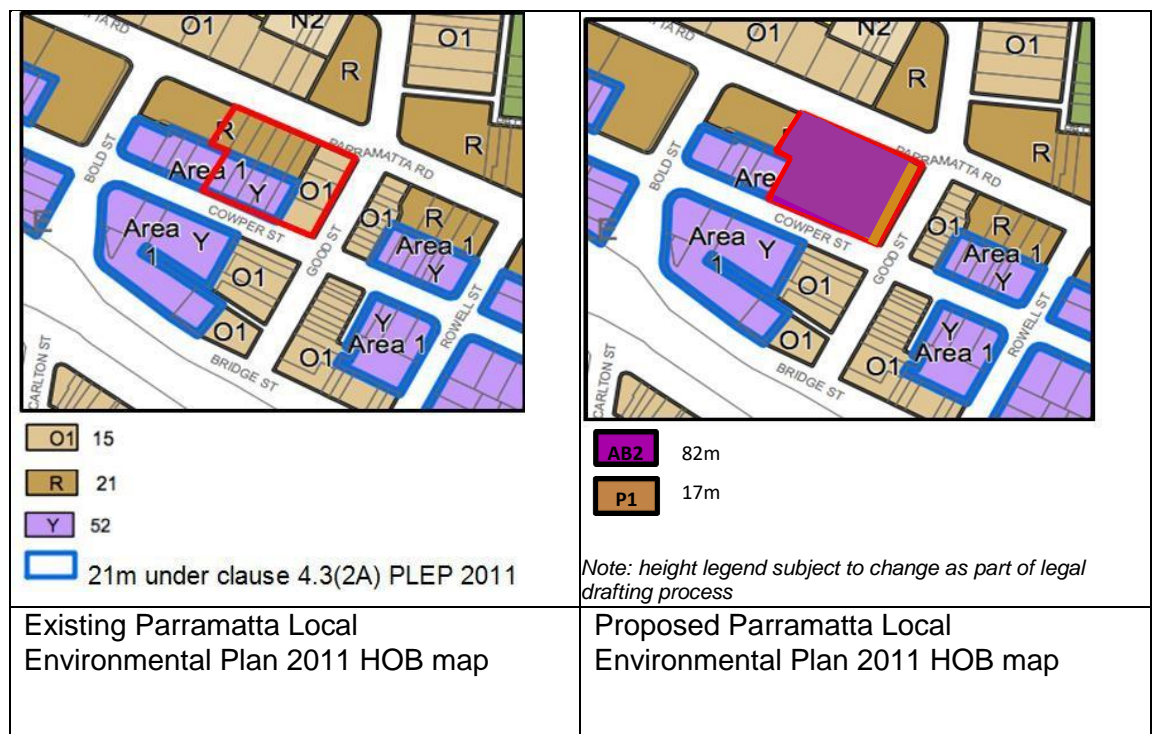
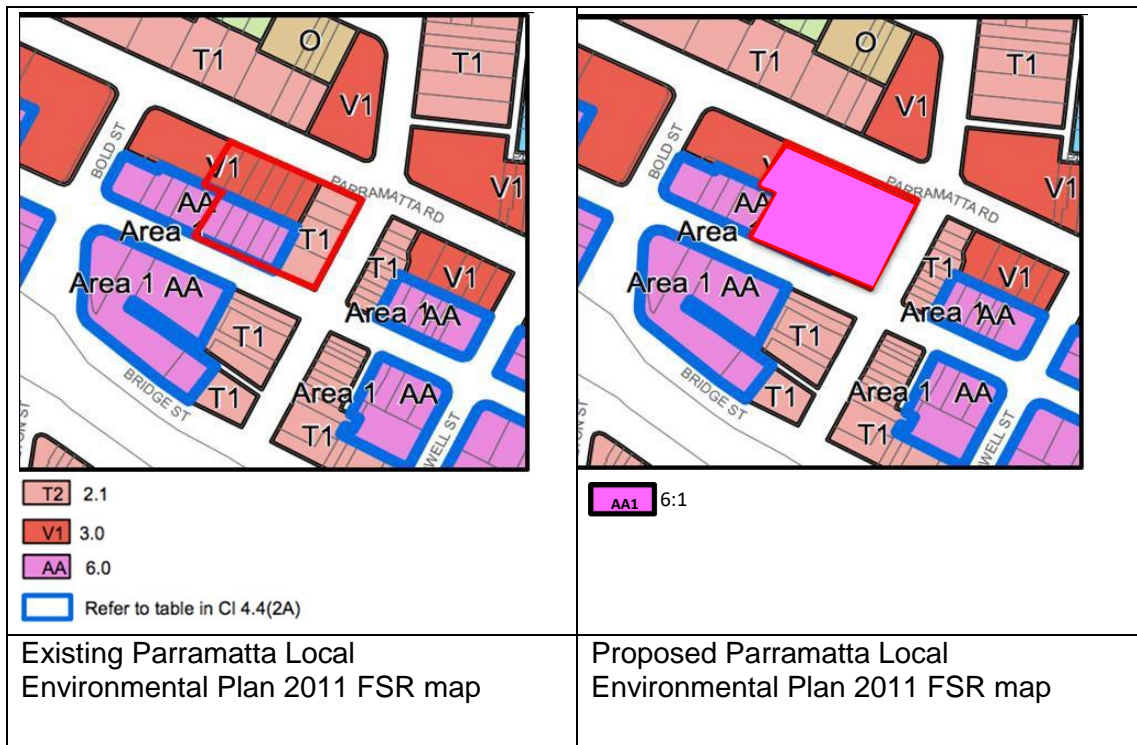


Figure 7 – Existing and proposed HOB map



**Figure 8 – Existing and proposed FSR map**

Under the Design Excellence clause a Key Sites Map is proposed to identify the site subject to the clause. The intention is to include additional sites on this map to be the subject of this clause in future amendments.



**Figure 9 – Proposed key sites map**



## 7. Community Consultation

It is noted that confirmation of the public exhibition period and requirements for the Planning Proposal will be outlined in the Gateway determination. It is recommended that this Planning Proposal be exhibited for 28 days.

The level of community consultation will be carried out in accordance with Section 2.5 of A Guide to Preparing Planning Proposals.

The consultation program will include:

- Newspaper Advertising in local papers;
- Website information; and
- Letters to adjoining land owners and surrounding properties
- Letter to adjoining Councils (Cumberland Council)

## 8 - Indicative Timeline

Below is an indicative timeline for the Planning Proposal.

- Referral to Minister for Gateway determination: August 2015
- Date of Gateway determination: November 2015
- Consultation with UrbanGrowth NSW: February 2016
- Exhibition including government agency consultation: October 2016
- Timeframe for the consideration of proposal post exhibition: November 2016-June 2017
- Re-exhibition of Planning Proposal including government agency consultation: August 2017
- Timeframe for the consideration of proposal post exhibition: September 2017
- Reporting of proposal to Council: October 2017
- Date of submission to PCO to finalise the LEP: November 2017

# **Appendix A – Gateway Determination**



Mr G Dyer  
Chief Executive Officer  
Parramatta City Council  
PO Box 32  
PARRAMATTA NSW 2124

Attention: Sonia Jacenko

### **Planning proposal to amend Parramatta Local Environmental Plan 2011**

I am writing in response to Council's letter dated 13 August 2015 requesting a Gateway determination under section 56 of the *Environmental Planning and Assessment Act 1979* (the Act) in respect of the planning proposal to amend the land use zones, floor space ratio and building height provisions for land on the corner of Parramatta Road, Good Street and Cowper Street, Granville, and require a design competition process and ensure provision of non-residential floor space.

As delegate of the Minister for Planning, I have now determined the planning proposal should proceed subject to the conditions in the attached Gateway determination.

As you would be aware UrbanGrowth NSW recently released the draft *Parramatta Road Urban Transformation Strategy*, which is on public exhibition until 18 December 2015. While the Department supports urban renewal in the corridor and growth in the Granville Precinct, it is important that future development is guided by the vision for the area identified in the draft Strategy. The Strategy identifies an average height of buildings within the Granville Precinct of 14 storeys and a maximum height of 25 storeys, well below the 35 storeys proposed in the planning proposal.

For this reason, the planning proposal is to be amended to permit a maximum building height of 82 metres (25 storeys). Further, to ensure consistency with the Strategy, a 17 metre (4 storey) maximum building height is also to be applied to land fronting Good Street.

It is also noted that Council proposes to include a site specific provision to ensure a minimum 4,000 square metres of non-residential floorspace is provided in a future development. While commercial and retail uses are supported and encouraged on ground and lower storeys, it is important that the growth of business related uses are sustainable having regard to the overall growth and development of the broader Precinct and the potential impacts on the Granville Centre. Therefore, Council is also to amend the planning proposal to apply a maximum of 4,000 square metres of non-residential floorspace.



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

I have also agreed the planning proposal's inconsistency with S117 Directions 1.1 Business and Industrial Zones, 2.3 Heritage Conservation, 4.1 Acid Sulfate Soils and 6.3 Site Specific Provisions are of minor significance. No further approval is required in relation to these Directions.

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

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

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

Yours sincerely



**Marcus Ray**  
**Deputy Secretary**  
**Planning Services**

09/11/2015  
Encl: Gateway Determination

## Gateway Determination

**Planning proposal (Department Ref: PP\_2015\_PARRA\_007\_00):** to amend the land use zones, floor space ratio and building height provisions, as well as require a design competition process and ensure provision of non-residential floor space for land at the corner of Parramatta Road, Good Street and Cowper Street, Granville.

I, the Deputy Secretary, Planning Services, at the Department of Planning and Environment as delegate of the Minister for Planning, have determined under section 56(2) of the *Environmental Planning and Assessment Act 1979* (the Act) that an amendment to the *Parramatta Local Environmental Plan (LEP) 2011* to amend the land use zones, floor space ratio and building height provisions, as well as require a design competition process and ensure provision of non-residential floor space at the corner of Parramatta Road, Good Street and Cowper Street, Granville should proceed subject to the following conditions:

1. Prior to public exhibition, the planning proposal is to be amended as follows:

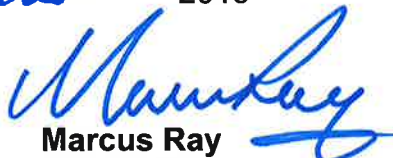
- (a) amend the Explanation of Provisions, proposed maps and relevant supporting studies to ensure consistency with the *draft Parramatta Road Urban Transformation Strategy* prepared by UrbanGrowth NSW. This includes:
  - i. amending the explanation of provisions to indicate that the design excellence process will not enable any bonus height or FSR provisions;
  - ii. apply a maximum height of buildings of 82m (25 storeys) for the majority of the site and a maximum height of buildings of 17m (4 storeys) fronting Good Street; and
  - iii. apply a maximum FSR consistent with achieving the vision, principles and desired built form outcomes within the draft Parramatta Road Urban Design Guidelines prepared by UrbanGrowth NSW, as permitted through this Gateway determination.
- (b) include advice from a suitably qualified practitioner to confirm that the site is suitable for residential use, in accordance with State Environmental Planning Policy No.55 - Remediation of Land.
- (c) correct the legend in the existing Height of Building Maps shown at Table 1 and Figure 4 to replace "AA 72m" with "Y 52m" and replace the words "refer to table in cl.4.3(2A)" with the words "21m under clause 4.3(2A)".
- (d) correct the reference to S117 Direction 6.3 Site Specific Provisions in the table on page 16 to indicate that the planning proposal seeks to introduce a site specific provision in relation to requiring a maximum of 4,000sqm of non-residential floor space.

- (e) amend the requirements related to the provision of non-residential floor space to require a maximum of 4,000sqm rather than a minimum.
2. Prior to public exhibition, Council is to consult with UrbanGrowth NSW, providing a 21 day period within which to comment. Any comments received are to be included and addressed in the planning proposal.
3. Community consultation is required under sections 56(2)(c) and 57 of the Act as follows:
- (a) the planning proposal must be made publicly available for a minimum of 28 days; and
  - (b) the relevant planning authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in section 5.5.2 of *A Guide to Preparing LEPs (Department of Planning and Environment 2013)*.
4. Consultation is required with the following public authorities under section 56(2)(d) of the Act:
- Office of Environment and Heritage - Heritage Division
  - Department of Education and Communities
  - Department of Health
  - Transport for NSW - Road and Maritime Services
  - Transport for NSW - Sydney Trains

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

5. A public hearing is not required to be held into the matter by any person or body under section 56(2)(e) of the Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).
6. The timeframe for completing the LEP is to be **12 months** from the week following the date of the Gateway determination.

Dated 9th day of November 2015

  
**Marcus Ray**  
**Deputy Secretary**  
**Planning Services**

**Delegate of the Minister for Planning**

Mr Greg Dyer  
General Manager  
City of Parramatta Council  
PO Box 32  
PARRAMATTA NSW 2124

Attention: Robert Cologna

Dear Mr Dyer

**Request for Extension to Time Frames of Planning Proposals for Corner of Parramatta Road, Good Street and Cowper Street, 171-189 Parramatta Road, and 181 James Ruse Drive.**

I refer to Council's letter of 1 March 2017, seeking extension of time frames for the above planning proposals.

I have determined, as delegate of the Greater Sydney Commission, in accordance with section 56(7) of the *Environmental Planning and Assessment Act 1979*, to alter the Gateway determinations as indicated in the table below:

	PLANNING PROPOSAL	CONDITION No.	CURRENT TIME FRAME (Incl. previous extensions)	PROPOSED TIME FRAME
1	<b>Corner of Parramatta Road, Good Street and Cowper Street, Granville</b> (PP_2015_PARRA_007_00)	6	15 months (expired 16/2/17)	21 months (6 months extension) expires 16/8/17
2	<b>171-189 Parramatta Road, Granville</b> (PP_2016_PARRA_013_00)	9	12 months (expired 22/6/17)	15 months (3 months extension) expires 22/9/17
3	<b>181 James Ruse Drive, Camellia</b> (PP_2014_PARRA_004_00)	8	24 months (expired 15/8/16)	36 months (12 months extension) expires 15/8/17

An Alteration of Gateway Determination for each planning proposal is **enclosed**.



If you have any questions in relation to this matter, please contact Ms Chantelle Chow on (02) 9860 1548.

Yours sincerely



20/03/17

**Gatherine Van Laeren**  
**Director, Sydney Region West**  
**Planning Services**

**Delegate of the Greater Sydney Commission**

Encl:  
Alteration to Gateway Determination (3)





## **Alteration of Gateway Determination**

**Planning proposal (Department Ref: PP\_2015\_PARRA\_007\_00):** for land at the corner of Parramatta Road, Good Street and Cowper Street, Granville.

I, the Director, Sydney Region West at the Department of Planning and Environment as delegate of the Greater Sydney Commission, have determined under section 56(7) of the *Environmental Planning and Assessment Act 1979* (the Act) to alter the Gateway determination dated 9 November 2015 (as amended) for the proposed amendment to the *Parramatta Local Environmental Plan 2011* as follows:

1. Delete:

condition "6"

and replace with:

a new condition 6 "The LEP is to be finalised by 16 August 2017".

Dated 20<sup>th</sup> day of March 2017

**Catherine Van Laeren  
Director, Sydney Region West  
Planning Services  
Department of Planning and Environment**

**Delegate of the Greater Sydney Commission**

## **Appendix B – Urban Design Report & Concept Reference Design**

*The concept reference design has evolved as a result of the initial exhibition of the Planning Proposal, and now includes an additional setback to Good Street and involves the relocation of the heritage item facade in line with the 6m building setback subject to Council consent being issued. This is to ensure its retention should future road widening be required by RMS, which is to be confirmed by a Precinct Wide Traffic Study. For information on the current building massing proposed for the site please refer to the associated Site Specific DCP which supports this proposal.*



**krikis taylor architects**

## **URBAN DESIGN REPORT**

Gran Central  
Parramatta Road, Good Street  
& Cowper Street Granville

December 18 2015

*The concept reference design has evolved as a result of the initial exhibition of the Planning Proposal, and now includes an additional setback to Good Street and involves the relocation of the heritage item facade in line with the 6m building setback subject to Council consent being issued. This is to ensure its retention should future road widening be required by RMS, which is to be confirmed by a Precinct Wide Traffic Study. For information on the current building massing proposed for the site please refer to the associated Site Specific DCP which supports this proposal.*



**krikis taylor architects pty limited abn 87 074 121 609**



## Proposal Description

- The proposal is for a mixed use development comprising commercial and retail space at ground level and podium commercial suites fronting Parramatta Road with a 4 storey residential block facing Good Street and a residential tower block above the podium and basement carparking.
- Retention of the original extent of the front heritage façade of The Barn 138 Parramatta Road.
- The proposal involves a 15 lot amalgamation with a combined site area of approximately 5,150 m<sup>2</sup>.
- The consolidation of zoning to B4 mixed use.
- Tower height of 25 stories plus roof modelling.
- Floor Space Ratio of 6:1 including:
  - 1,750 m<sup>2</sup> commercial
  - 1,550 m<sup>2</sup> retail
  - 27,600 m<sup>2</sup> residential
- Public domain improvements to widen Parramatta Road footpath with improvements to pedestrian zones, landscaping in accordance with the Draft Parramatta Road Urban Design Guidelines.
- Provision of a new pedestrian laneway linking the Parramatta Road frontage through to Cowper Street, activated by commercial retail and residential uses.
- Extension of the existing service vehicle laneway connecting Cowper Street to Bold Street.

## Site Context

- Located near Sydney's Second CBD of Parramatta which is a commercial, transport and employment hub. Two short train stops and strong vehicular connection to Parramatta CBD.
- The broader area is well serviced by schools, a TAFE, child care centres, community service, recreational opportunities and an established commercial centre.
- Several key arterial road networks including Parramatta Road and The M4 Motorway which connects Western Sydney to Sydney CBD and inner western suburbs, Woodville Road which connects South Western Sydney to Parramatta and James Ruse Drive, which connects North Western Sydney to Parramatta.
- The Western Railway Line separates Granville Town Centre into two. Granville Town Centre (South) has played a more traditional commercial role for the wider locality whilst Granville Town Centre (North) has played a supporting role with commercial uses concentrated predominantly along Good Street.
- Granville Town centre (North) is bounded by Parramatta Road to the north, Western Railway Lines to the west and south and Duck Creek to the east. This is illustrated by an aerial photo below.
- The site is ideally located within the Granville Town Centre and in close proximity to transport and road infrastructure.



FIGURE 1- LOCATION PLAN



FIGURE 2- CONTEXT PLAN



## Design Principles

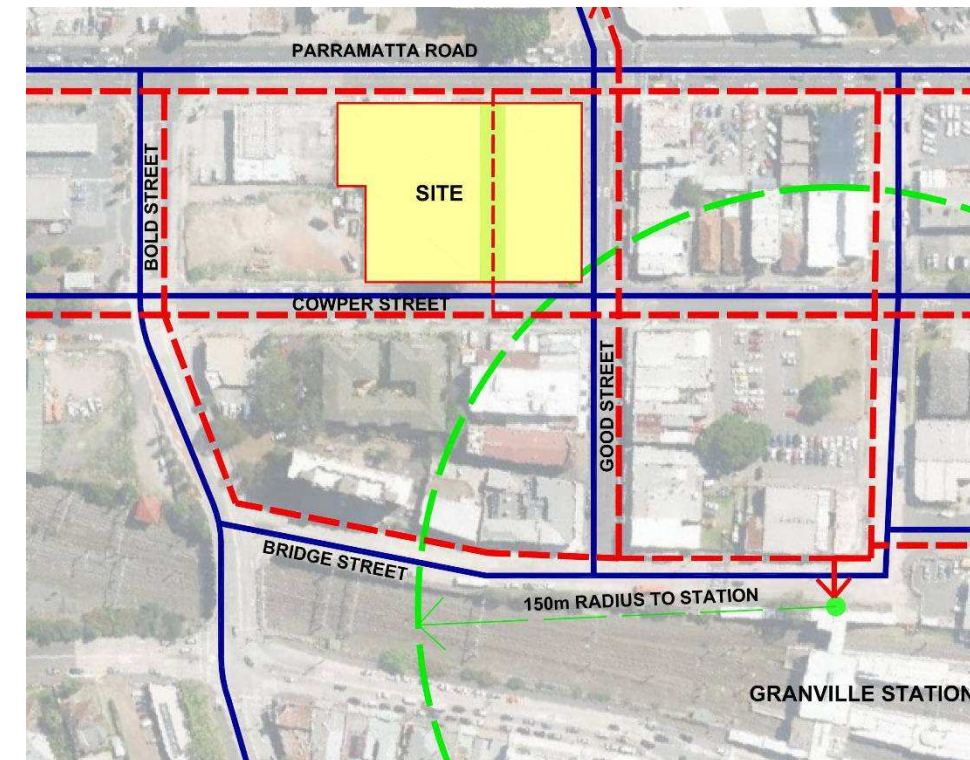
## 1. Urban Structure

The design of the site has been developed in collaboration between Krikis Tayler Architects and Think Planners.

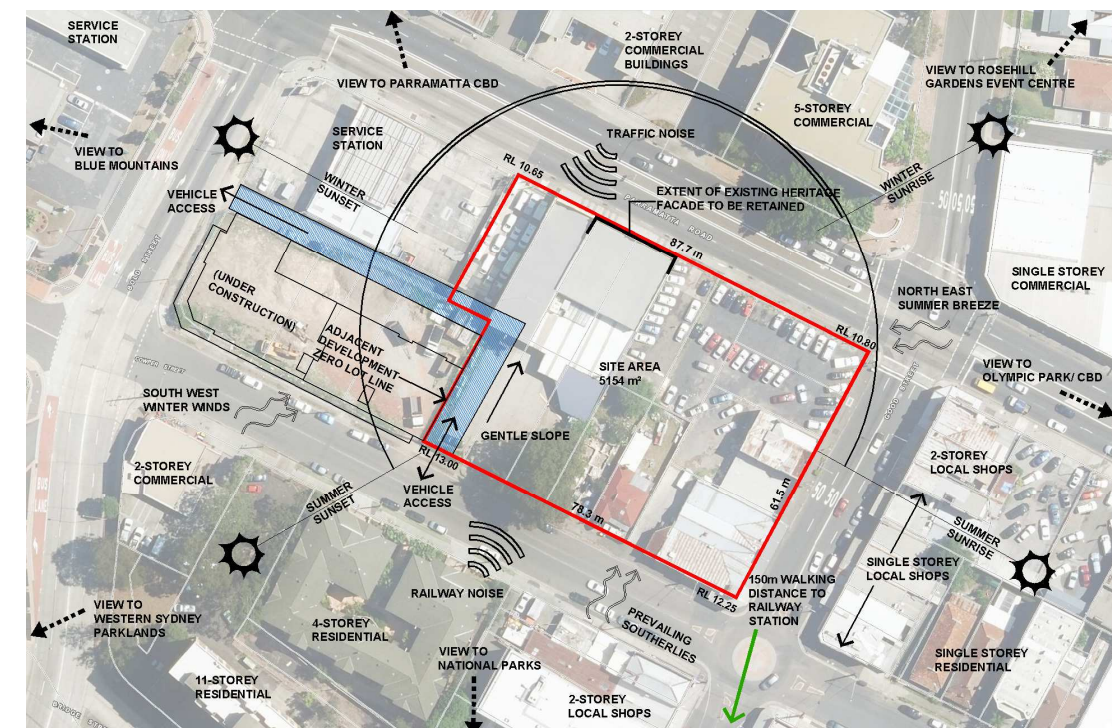
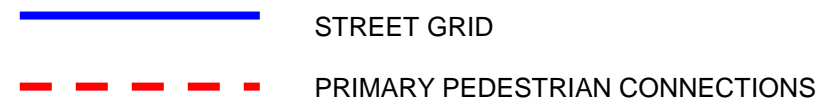
Extensive analysis has been undertaken to determine the highest and best outcome for the site in line with the Granville Town Centre PDCP 2011, the Draft Parramatta Road Urban Design Guidelines and the NSW Department of Planning and Environment Gateway Determination.

Key drivers of the design are:

- Responding to the generally orthogonal, connected east west north south street pattern.
- Reinforcement of the Good Street precinct as the primary local retail destination, a primary pedestrian and vehicular connection across Parramatta Road to the north as well as being a primary pedestrian route to Granville Station.
- Providing a low scale massing to the Good Street precinct.
- Minimising residential noise exposure from Parramatta Road.
- Providing a finer grain pedestrian network.
- Retention of the original extent of the front heritage façade of The Barn 138 Parramatta Road.



### FIGURE 3- URBAN STRUCTURE





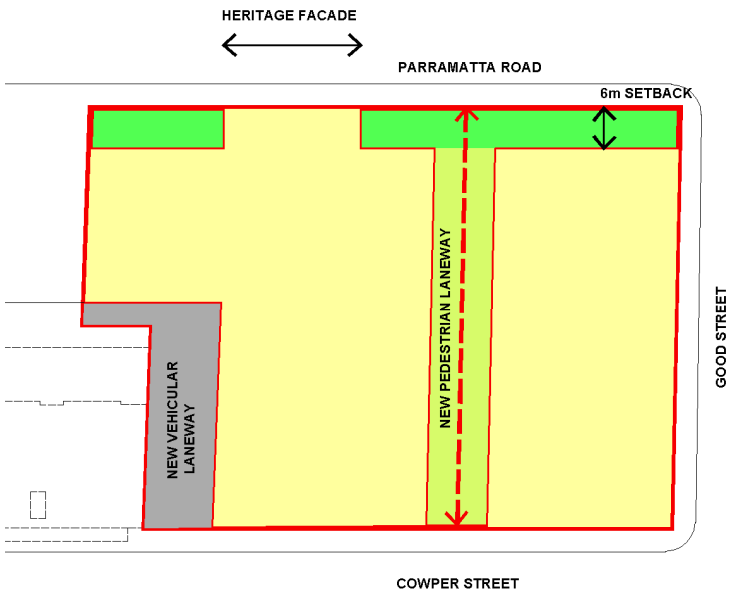
**FIGURE 4- SITE ANALYSIS**

2. Public Space

The large site area allows for the opportunity to create improved pedestrian amenity along Parramatta Road as well as introducing a finer grain pedestrian network through the site to enable a ground floor retail environment of appropriate dimensions.

Key attributes include:

- A 6m setback to the Parramatta Road frontage in accordance with the Draft Parramatta Road Urban Design Guidelines.
- Creation of a new pedestrian laneway connection from the Parramatta Road frontage through to Cowper Street, providing the opportunity for a finer grain retail environment for the precinct, thus reinforcing Good Street as a primary retail/services hub.
- Retention of the original extent of the front heritage façade of The Barn 138 Parramatta Road.



**FIGURE 5- PUBLIC SPACE**

 6m SETBACK TO PARRAMATTA ROAD



**FIGURE 6 – VISION OF PARRAMATTA RD**



**FIGURE 7- RETAIL SHOPS**



**FIGURE 8 – NEW LANEWAY**

### 3. Vehicular access and servicing

- Vehicular and service access to be from Cowper Street, with a new laneway extension connecting the existing laneway to Bold Street.

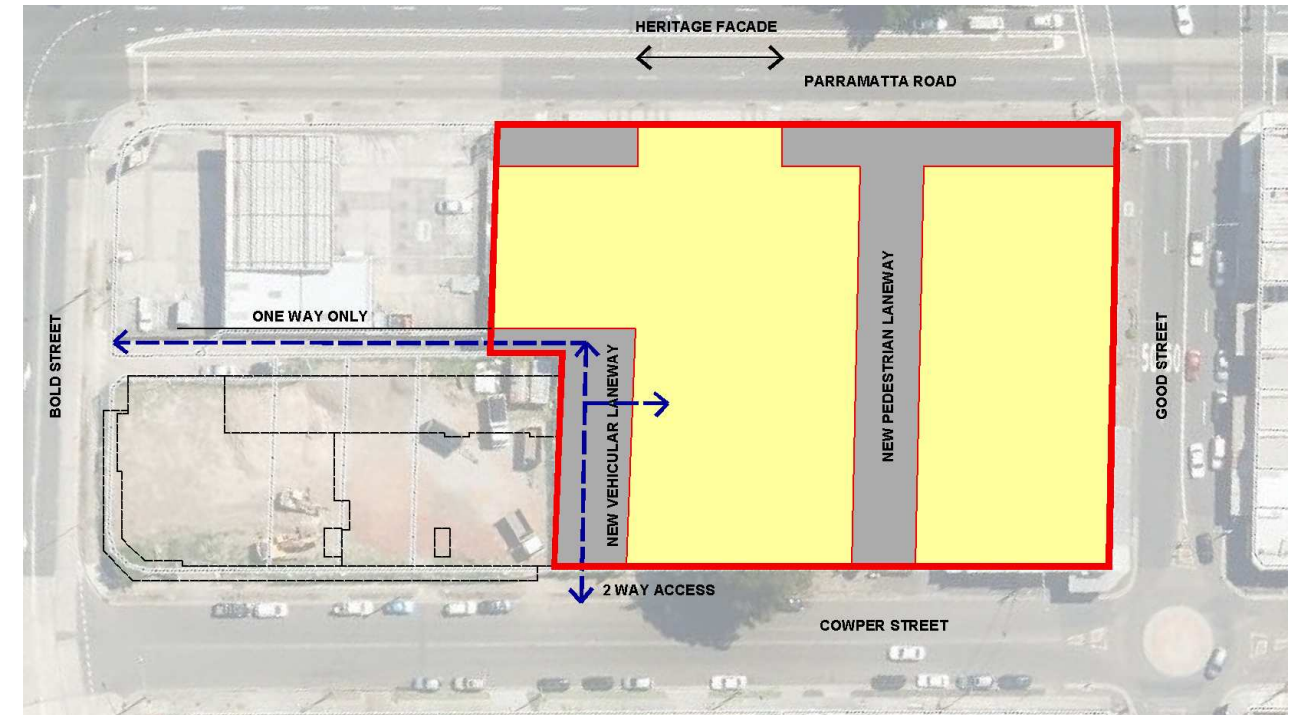


FIGURE 9 – VEHICLE ACCESS AND SERVICING

— — — — — SERVICE VEHICLE / CAR PARKING ACCESS

### 4. Streetscape design principles

The design of the site has been developed in line with the design controls contained in the Granville Town Centre PDCD 2011 and the Draft Parramatta Road Urban Design Guidelines.

- A 6m setback is proposed for the new widened Parramatta Road frontage, in accordance with the Draft Parramatta Road Urban Design Guidelines.
- A maximum 4 storey podium height is proposed to the Parramatta Road, Good Street and Cowper Street frontages with additional setbacks to the tower development above in accordance with the DCP and the Draft Parramatta Road Urban Design Guidelines.
- Zero setbacks to Good Street and Cowper Street in accordance with the DCP and the Draft Parramatta Road Urban Design Guidelines.
- Maximum 17m height limit (4 storeys) to Good Street in accordance with the NSW Department of Planning and Environment Gateway Determination.

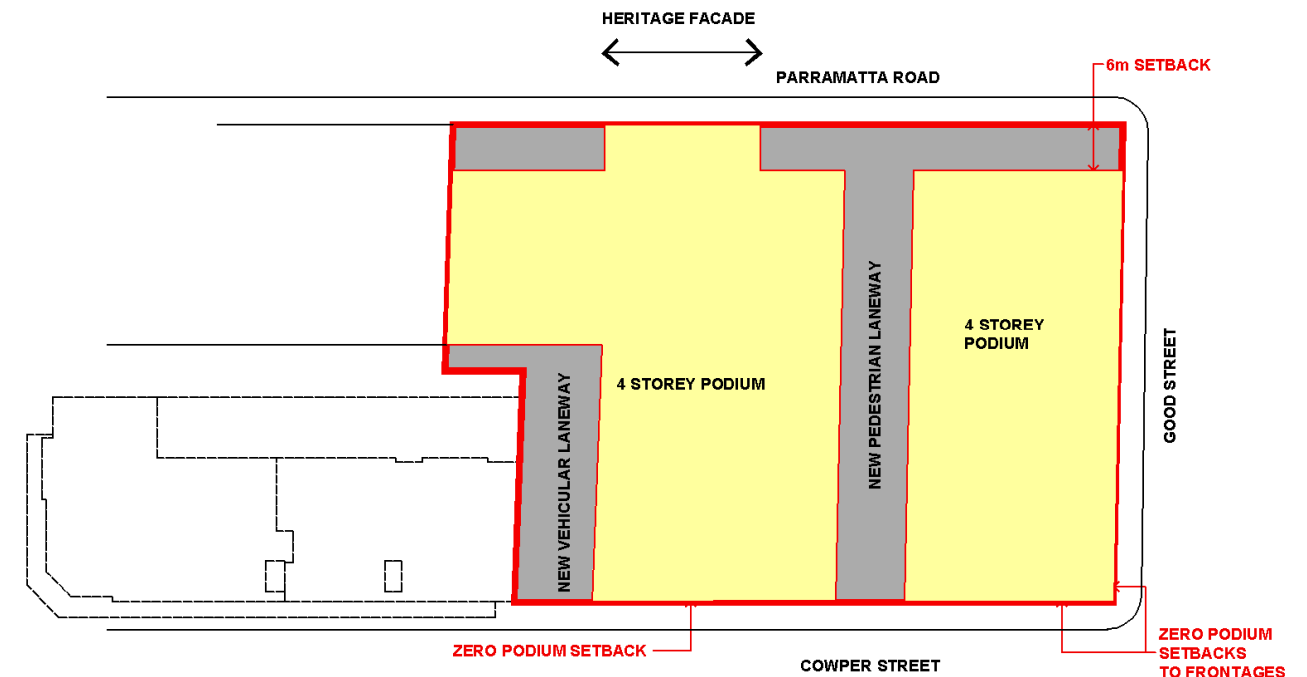


FIGURE 10 - STREET SCALE & DESIGN PRINCIPLES

### 5. Setbacks and tower forms

- Higher north south tower axis minimises bulk and scale impact to Cowper Street. Lower east west tower minimises overshadowing impact on properties to the South
- Achieves good solar access to rooftop communal open space
- Presents low scale to Good Street
- Minimal residential exposure to Parramatta Road noise
- Towers setback from podium edges
- Maximum 82m height limit (25 storeys) along Parramatta Road and the majority of the site in accordance with the NSW Department of Planning and Environment Gateway Determination.

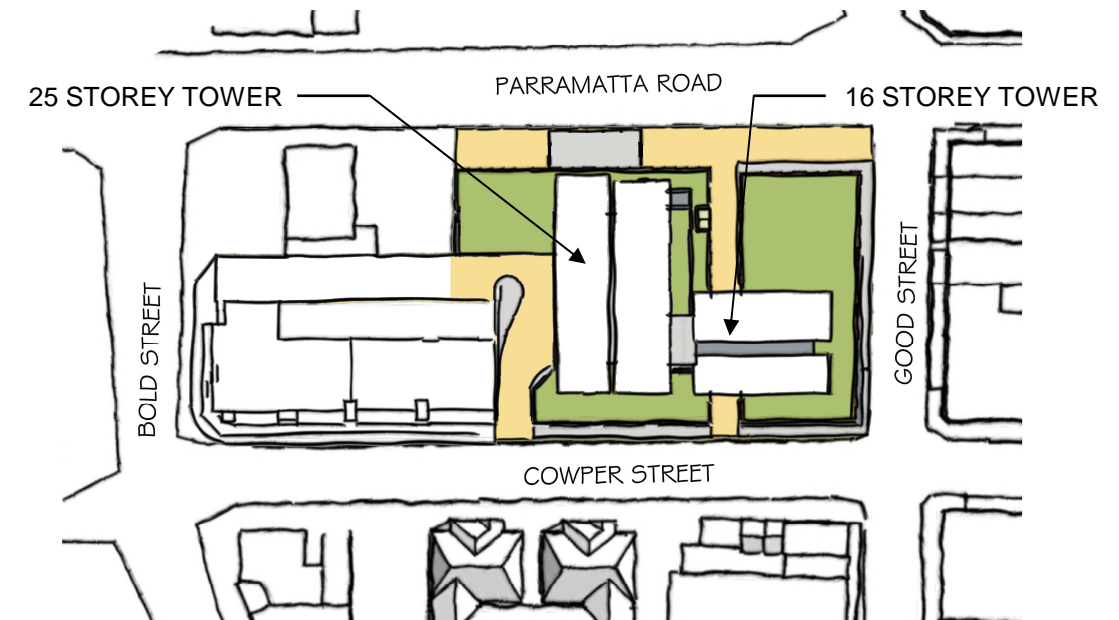


FIGURE 11 – CONCEPT SCHEME PLAN

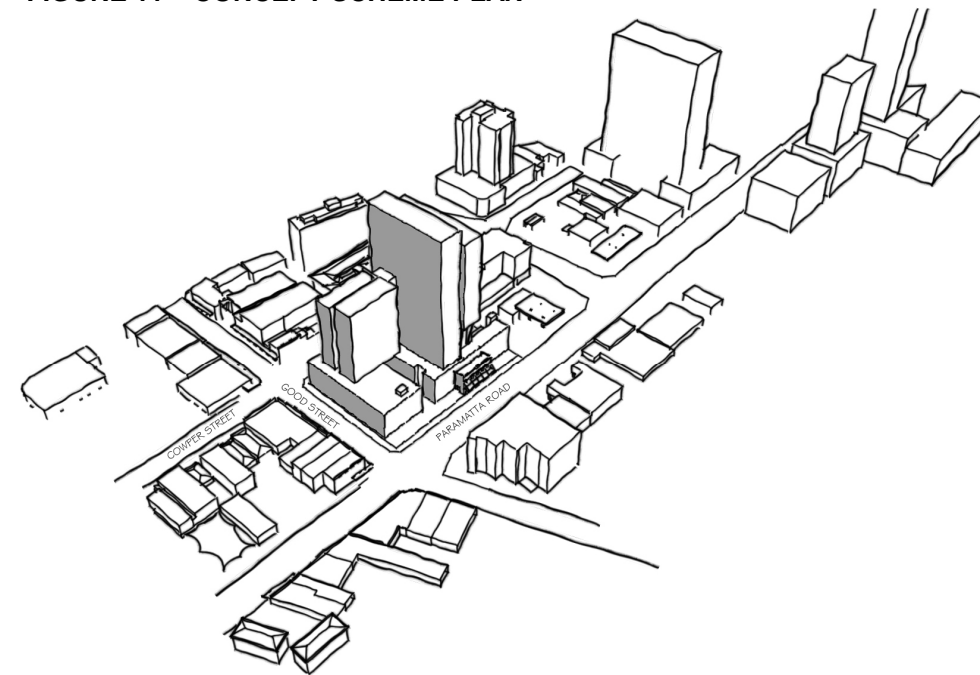


FIGURE 12 – CONCEPT SCHEME PERSPECTIVE



6. Shadow analysis preferred scheme



FIGURE 13 - 21<sup>ST</sup> JUNE 9 AM



FIGURE 14 - 21<sup>ST</sup> JUNE 10 AM

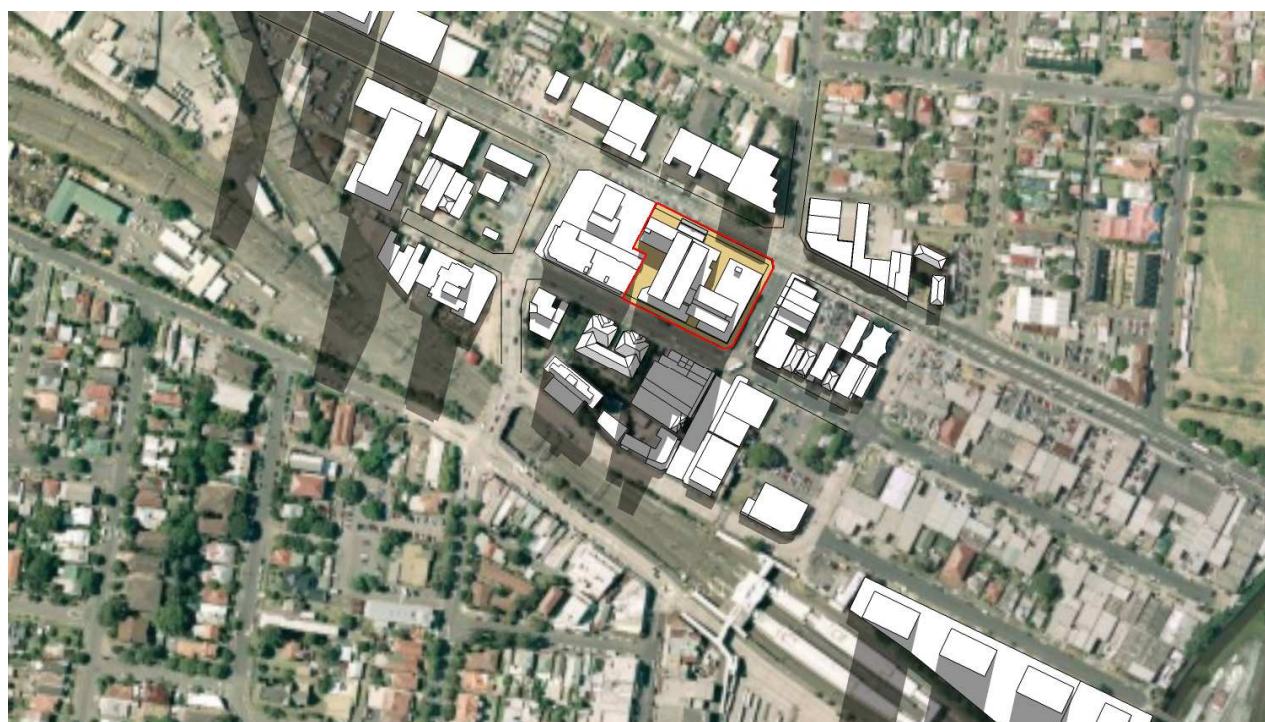


FIGURE 15 - 21<sup>ST</sup> JUNE 11 AM



FIGURE 16 - 21<sup>ST</sup> JUNE NOON





FIGURE 17 - 21<sup>ST</sup> JUNE 1 PM

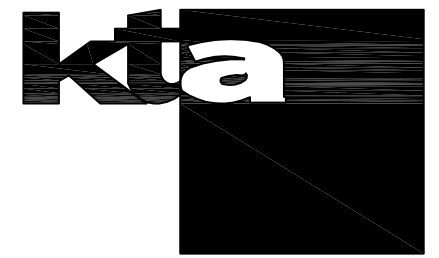


FIGURE 18 - 21<sup>ST</sup> JUNE 2 PM



FIGURE 19 - 21<sup>ST</sup> JUNE 3 PM





**krikis tayler** architects



## **CONCEPT REFERENCE DESIGN**

Gran Central  
Parramatta Road, Good Street  
& Cowper Street, Granville

December 18 2015



CONTENTS

SK01	Location Plan
SK02	Context Plan
SK03	Site Analysis
SK04	Concept Massing Diagram
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SK06	Typical Podium Concept Plan L1-L3
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SK08	Typical Tower Concept Plan L10 - L15
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SK10	Concept Cross Section A-A
SK11	Concept Cross Sections B-B, C-C
SK12	Concept Cross Section Pedestrian Laneway
SK13	Concept Streetscape Study Cowper Street
SK14	Shadow Diagrams 1
SK15	Shadow Diagrams 2
SK16	Perspective from Parramatta Rd. Looking West

CONCEPT REFERENCE DESIGN  
STATISTICS

SITE - 5,150 m²	GFA m²
FSR - 6:1	30,900
Commercial Efficiency Assumed @ 85%	1,750
Retail Efficiency Assumed @ 85%	1,550
Residential Efficiency Assumed @ 75%	27,600





**APPROVED DEVELOPMENTS**

- 1. ASPIRE TOWER - 306m
- 2. 330 CHURCH ST - 176m
- 3. DISCOVER CENTRE - 150m
- 4. AUTO ALLEY - 130m
- 5. MACQUARIE PLACE - 90m
- 6. MACQUARIE ST CARPARK - 90m
- 7. 181 JAMES RUSE DRIVE, CAMELLIA - 86m
- 8. WESTFIELD - 120m

**SITE**

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PROPRIETOR  
**AIRBOSI PTY LTD**

**GRAN CENTRAL**  
PARRAMATTA ROAD, GOOD STREET,  
COWPER STREET, GRANVILLE

**LOCATION PLAN**

ARCHITECT

**kta**  
krtkls taylor architects

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**AIRBOSI PTY LTD**

## GRAN CENTRAL

PARRAMATTA ROAD, GOOD STREET,  
COWPER STREET, GRANVILLE

### CONTEXT PLAN

ARCHITECT

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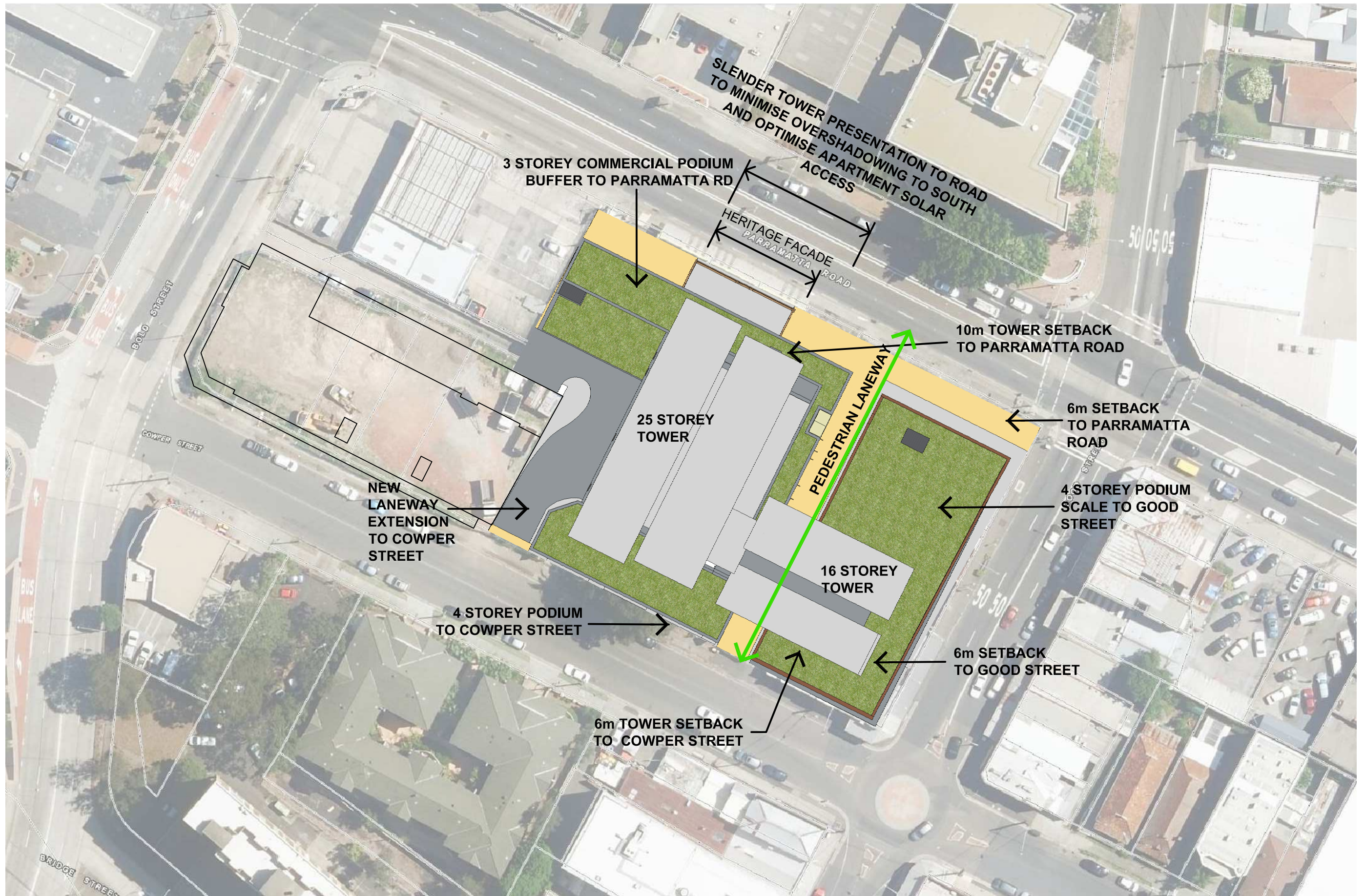
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**GRAN CENTRAL**  
PARRAMATTA ROAD, GOOD STREET,  
COWPER STREET, GRANVILLE

**CONCEPT MASSING  
DIAGRAM**

ARCHITECT

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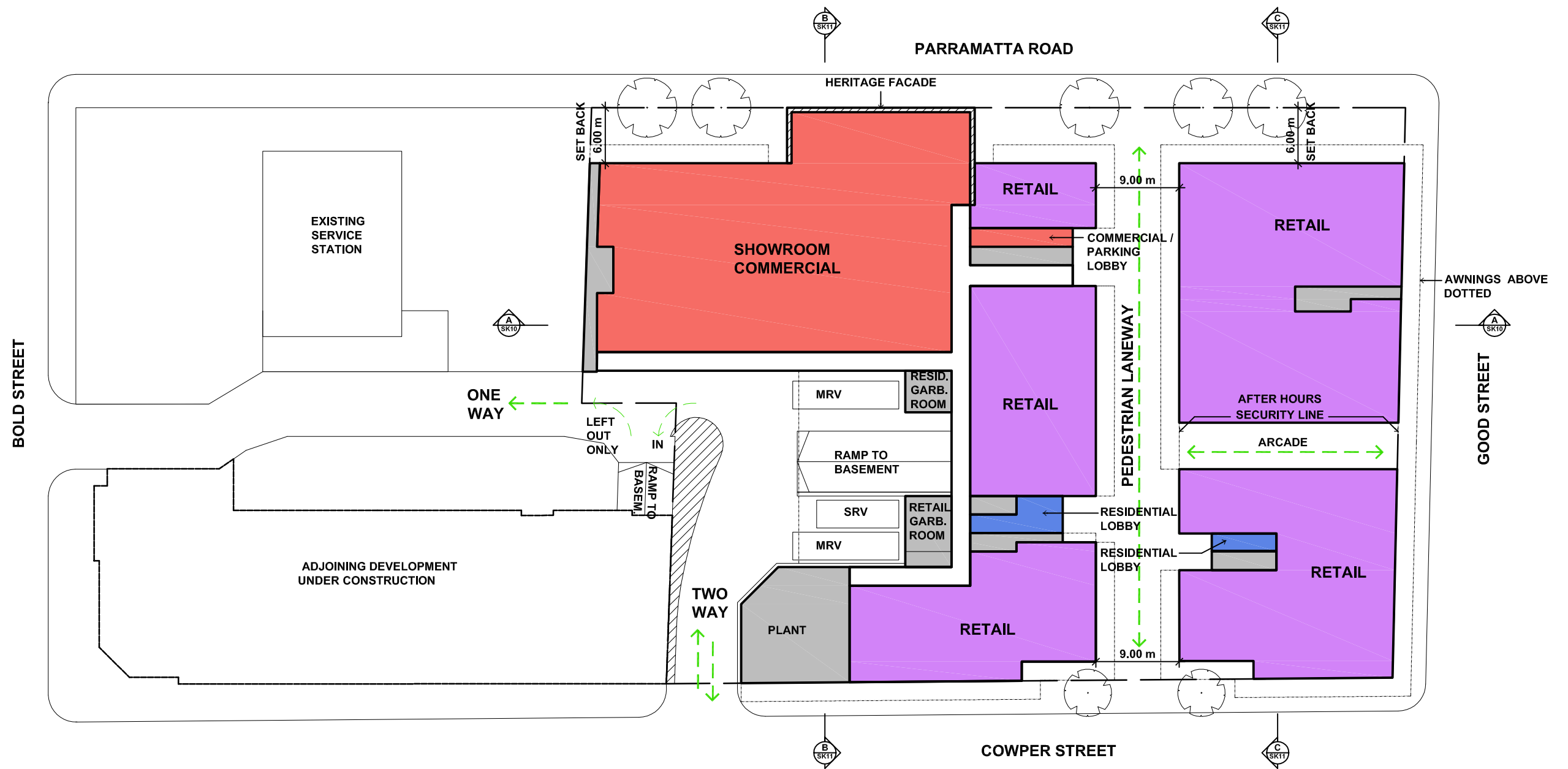
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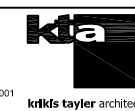


# **GRAN CENTRAL** PARRAMATTA ROAD, GOOD STREET, COWPER STREET, GRANVILLE **GROUND LEVEL PLAN CONCEPT PLAN**

PROPRIETOR  
**AIRBOSI PTY LTD**

ARCHITECT

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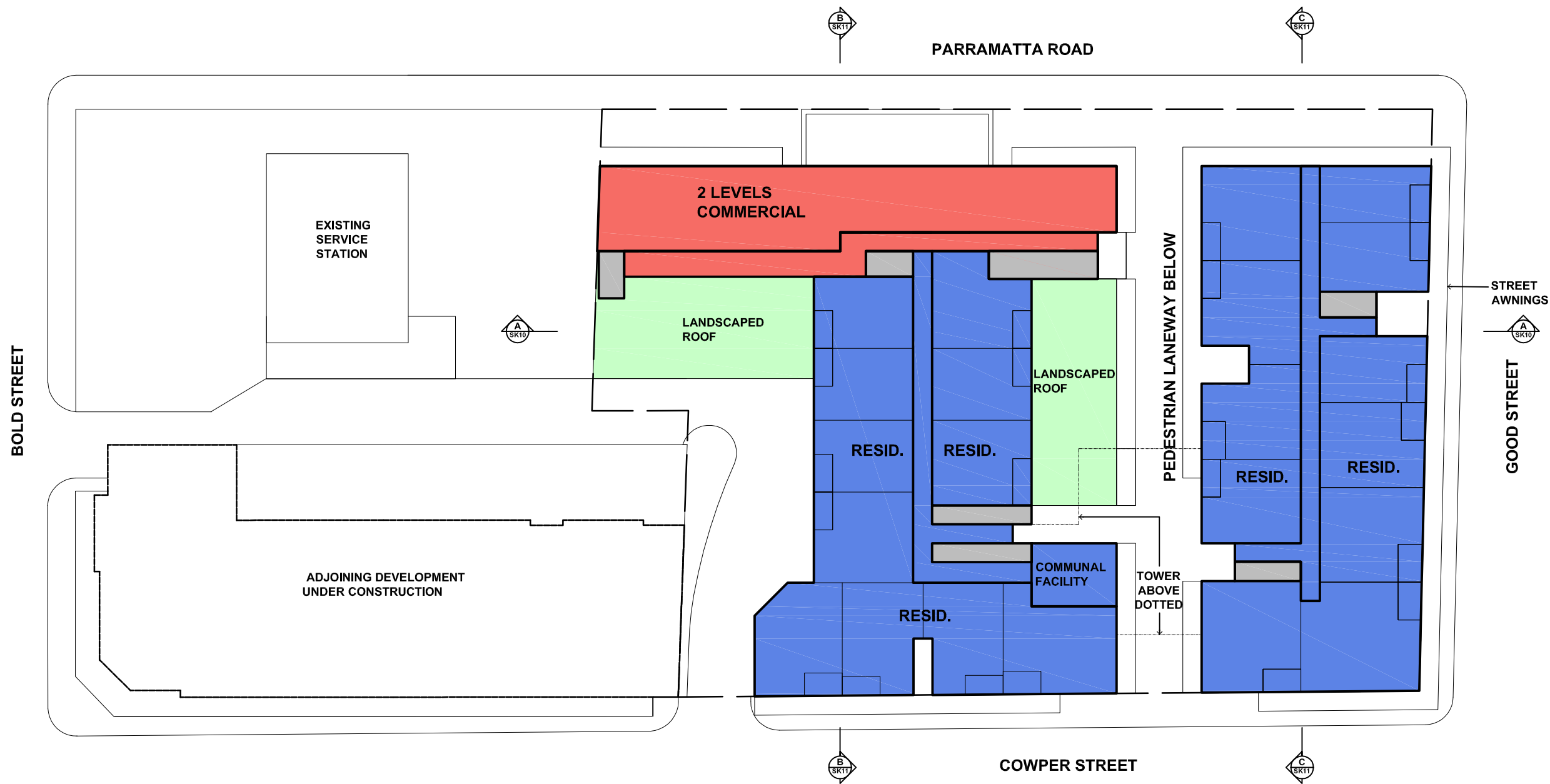
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**GRAN CENTRAL**  
PARRAMATTA ROAD, GOOD STREET,  
COWPER STREET, GRANVILLE

**TYPICAL PODIUM PLAN L1 - L3**  
**CONCEPT PLAN**

PROPRIETOR  
**AIRBOSI PTY LTD**

ARCHITECT

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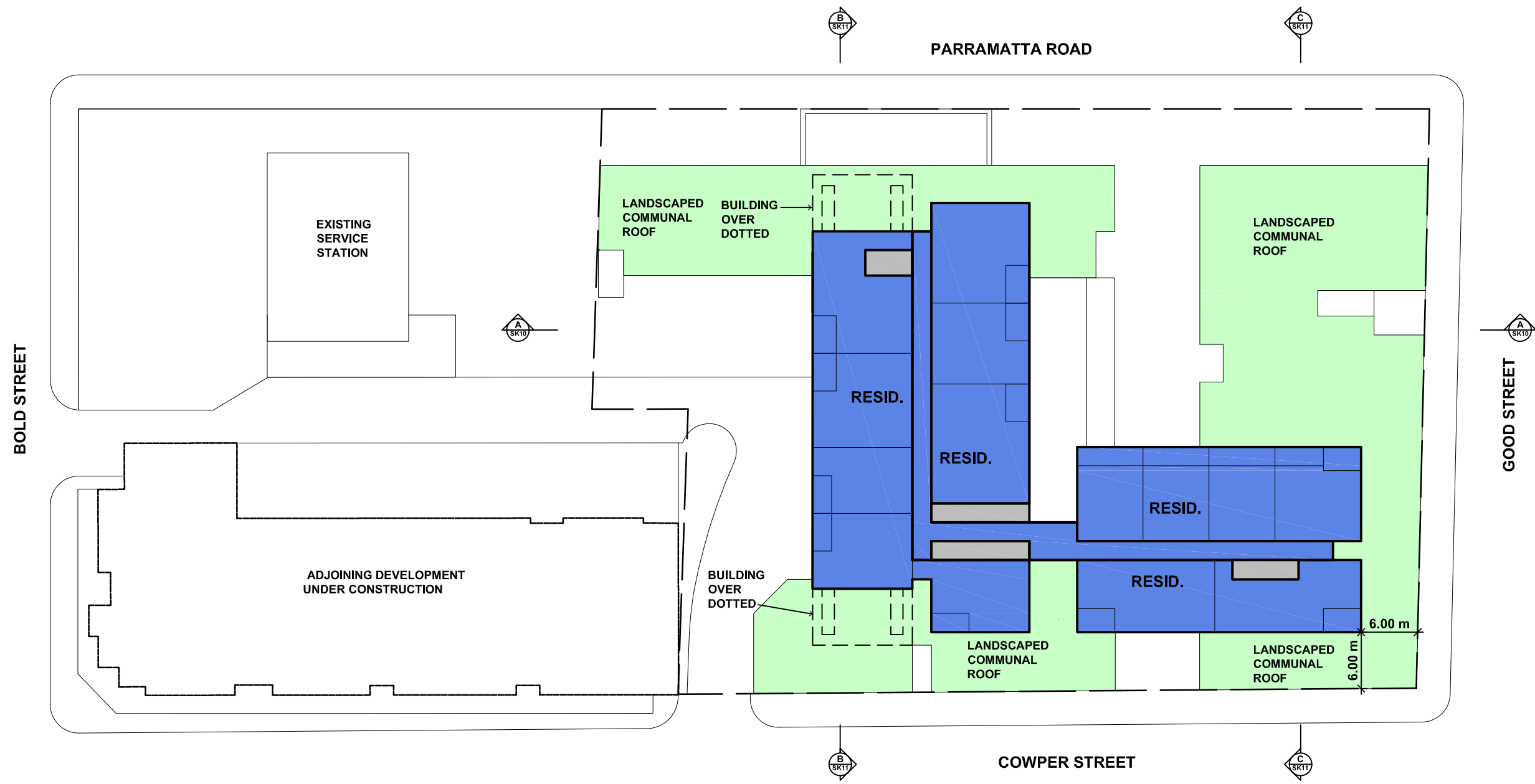


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# GRAN CENTRAL

PARRAMATTA ROAD, GOOD STREET,  
COWPER STREET, GRANVILLE

## TYPICAL TOWER PLAN L4 - L9

### CONCEPT PLAN

ARCHITECT

**kta**

krktds taylor architects

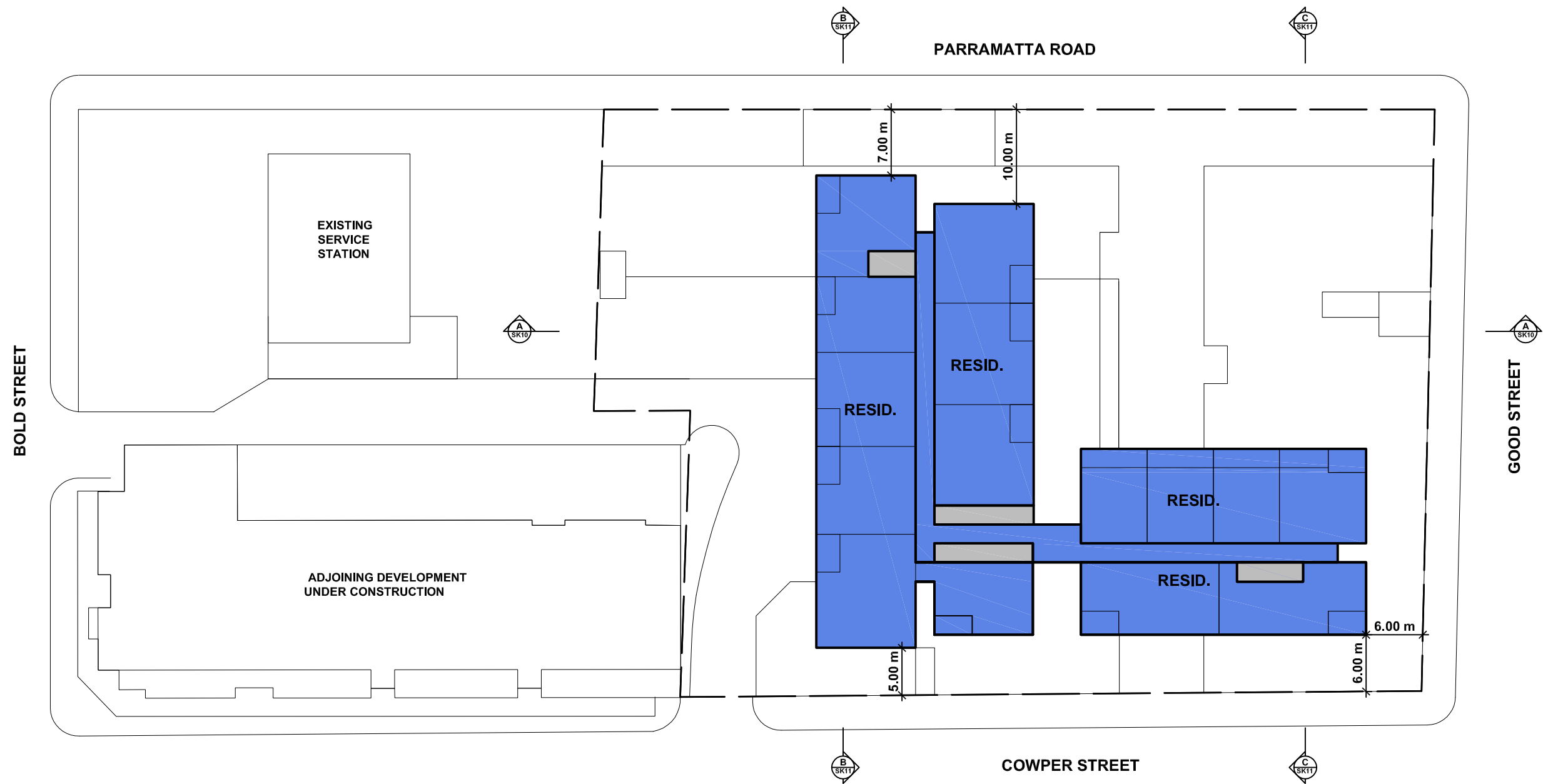
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## GRAN CENTRAL

PARRAMATTA ROAD, GOOD STREET,  
COWPER STREET, GRANVILLE

### TYPICAL TOWER PLAN L10 - L15 CONCEPT PLAN

ARCHITECT



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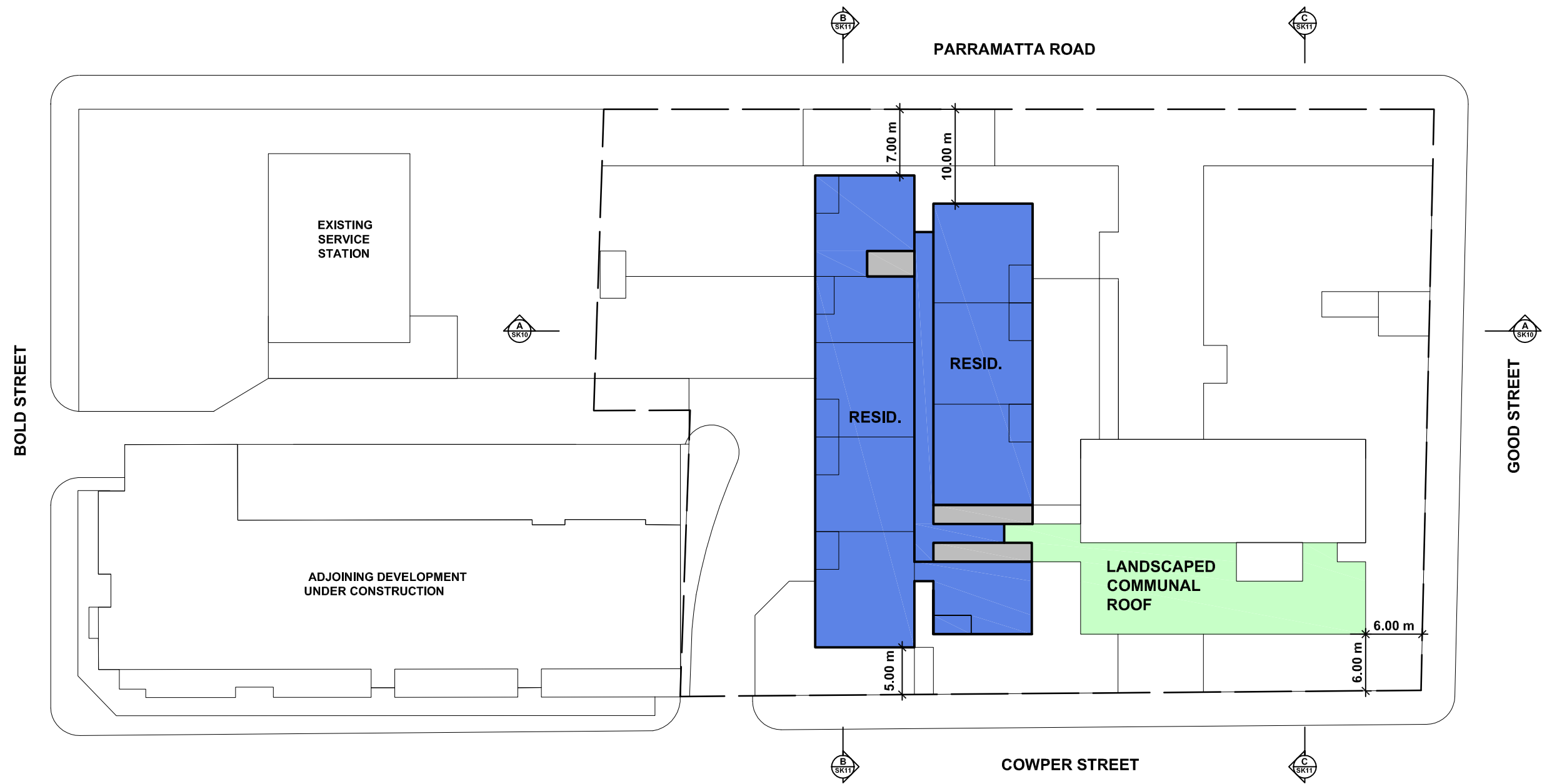
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# GRAN CENTRAL

PARRAMATTA ROAD, GOOD STREET,  
COWPER STREET, GRANVILLE

## TYPICAL TOWER PLAN L16- L24

### CONCEPT PLAN

ARCHITECT

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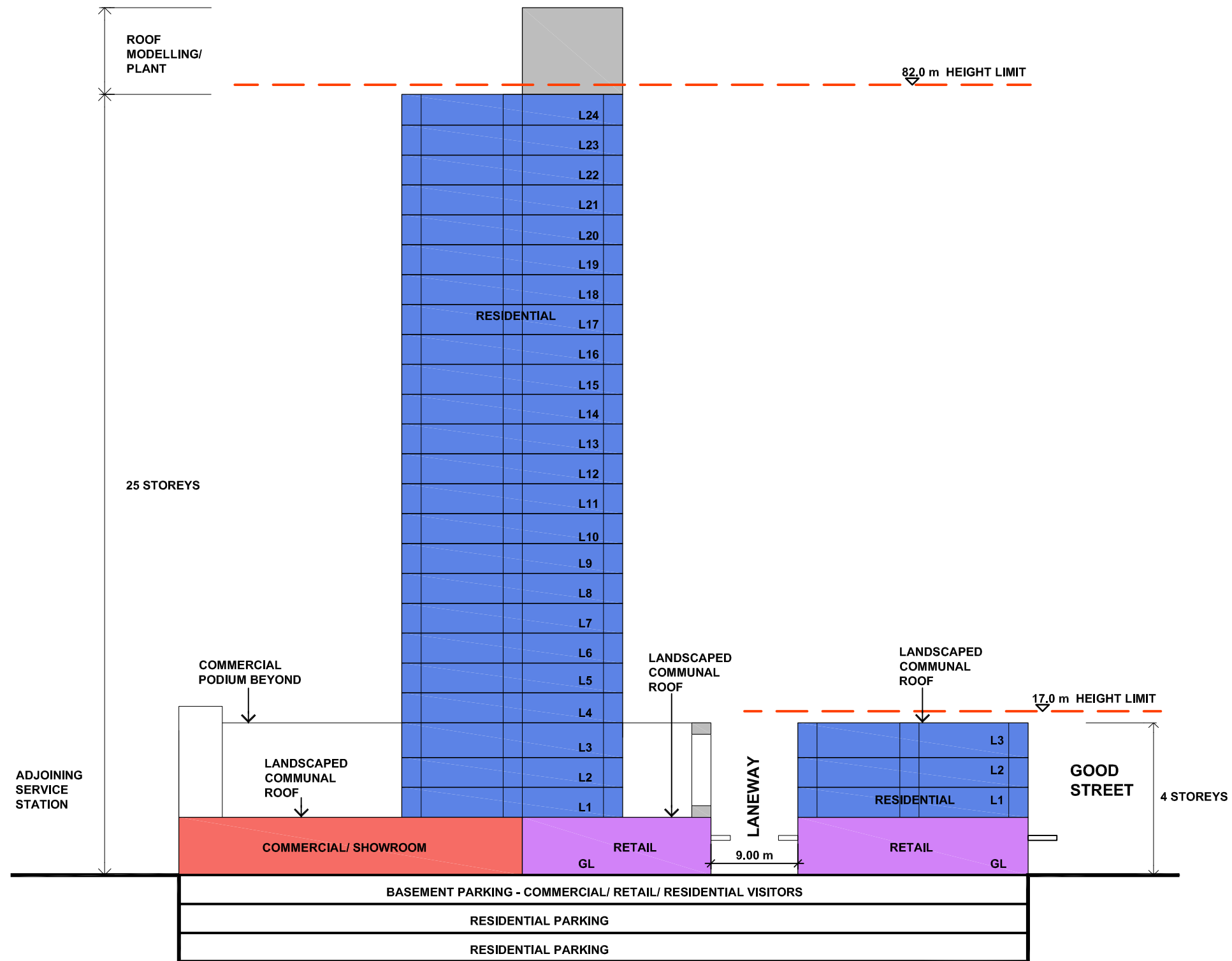


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# GRAN CENTRAL PARRAMATTA ROAD, GOOD STREET, COWPER STREET, GRANVILLE

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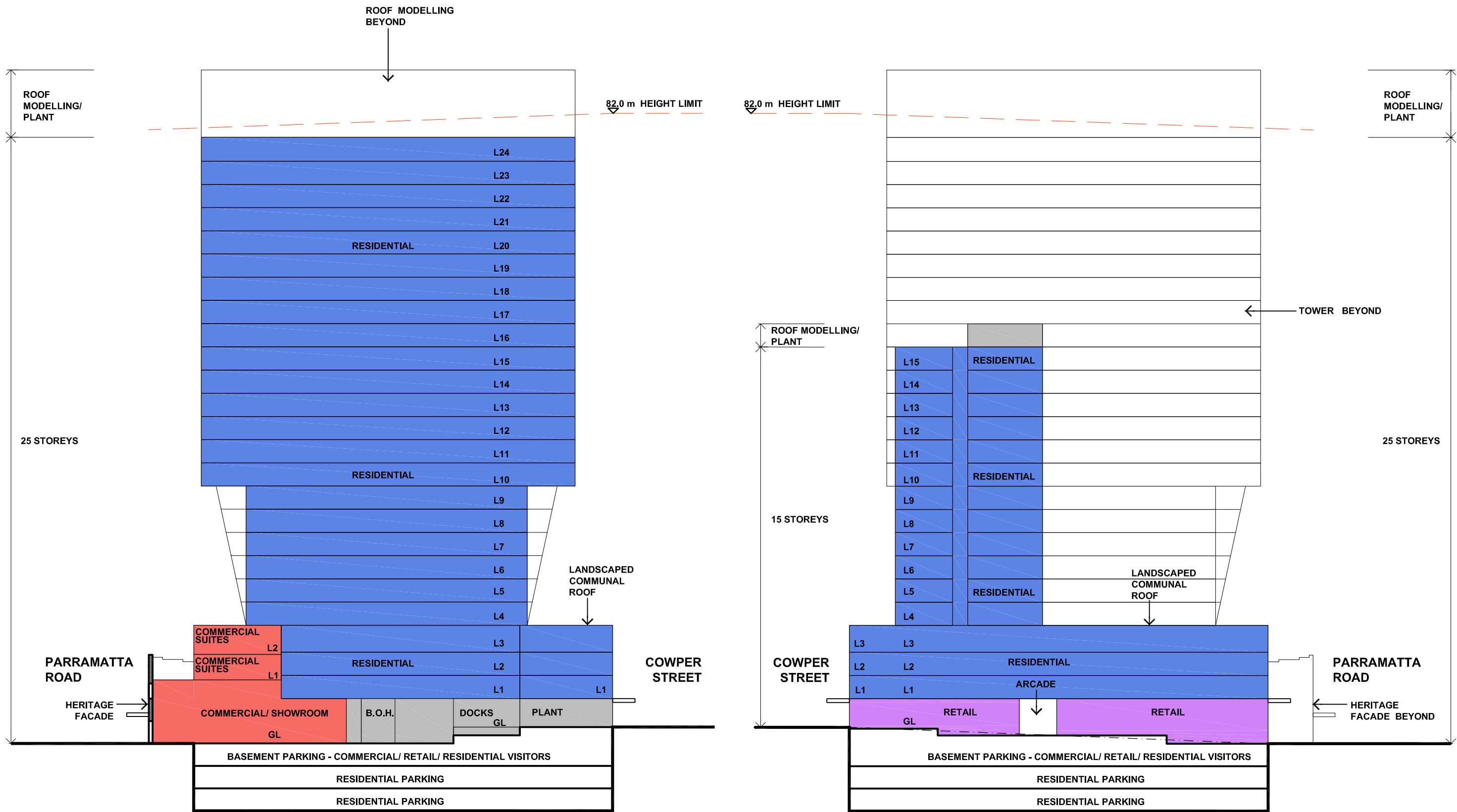
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# GRAN CENTRAL

PARRAMATTA ROAD, GOOD STREET,  
COWPER STREET, GRANVILLE

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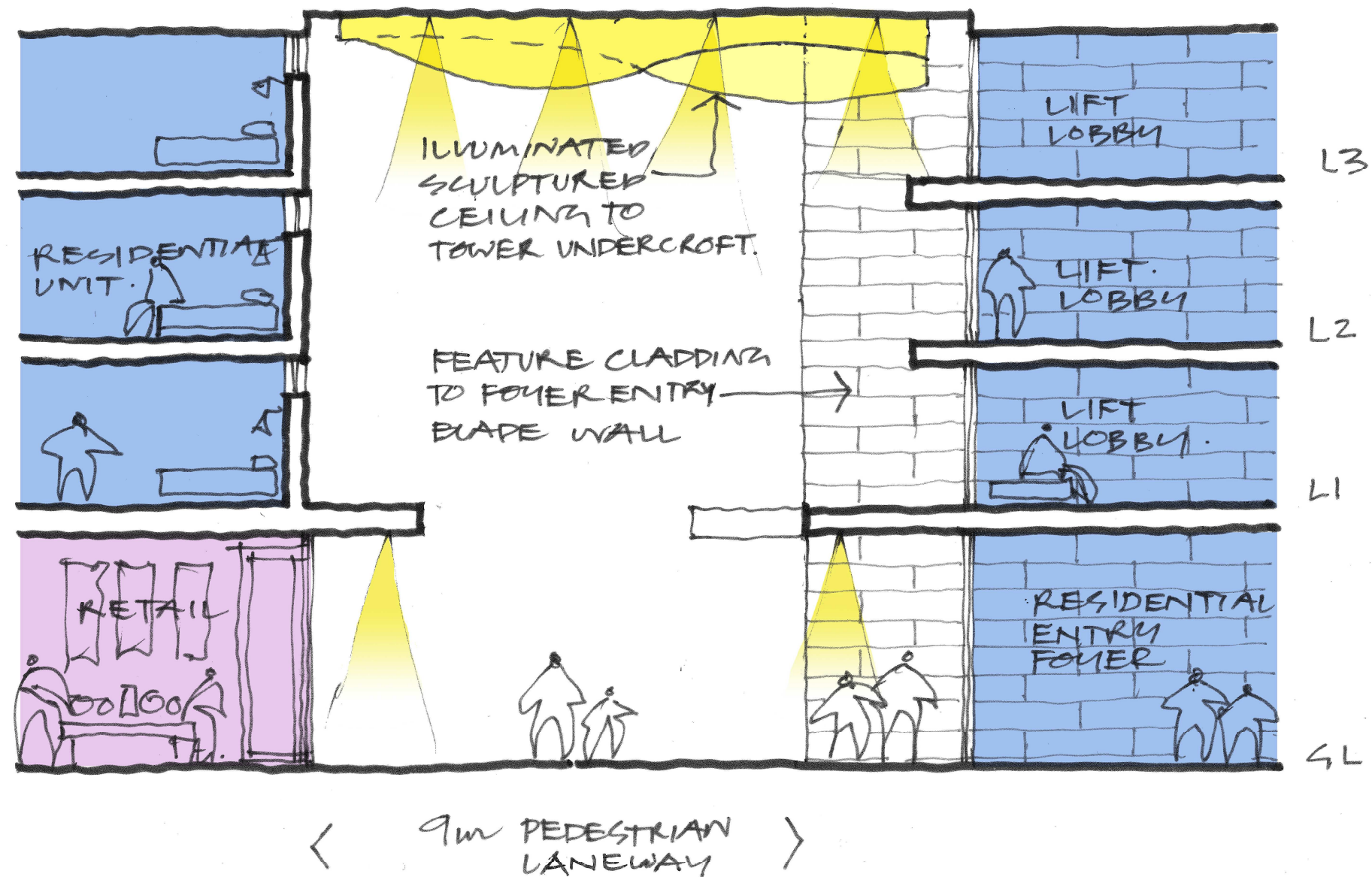
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## GRAN CENTRAL

PARRAMATTA ROAD, GOOD STREET,  
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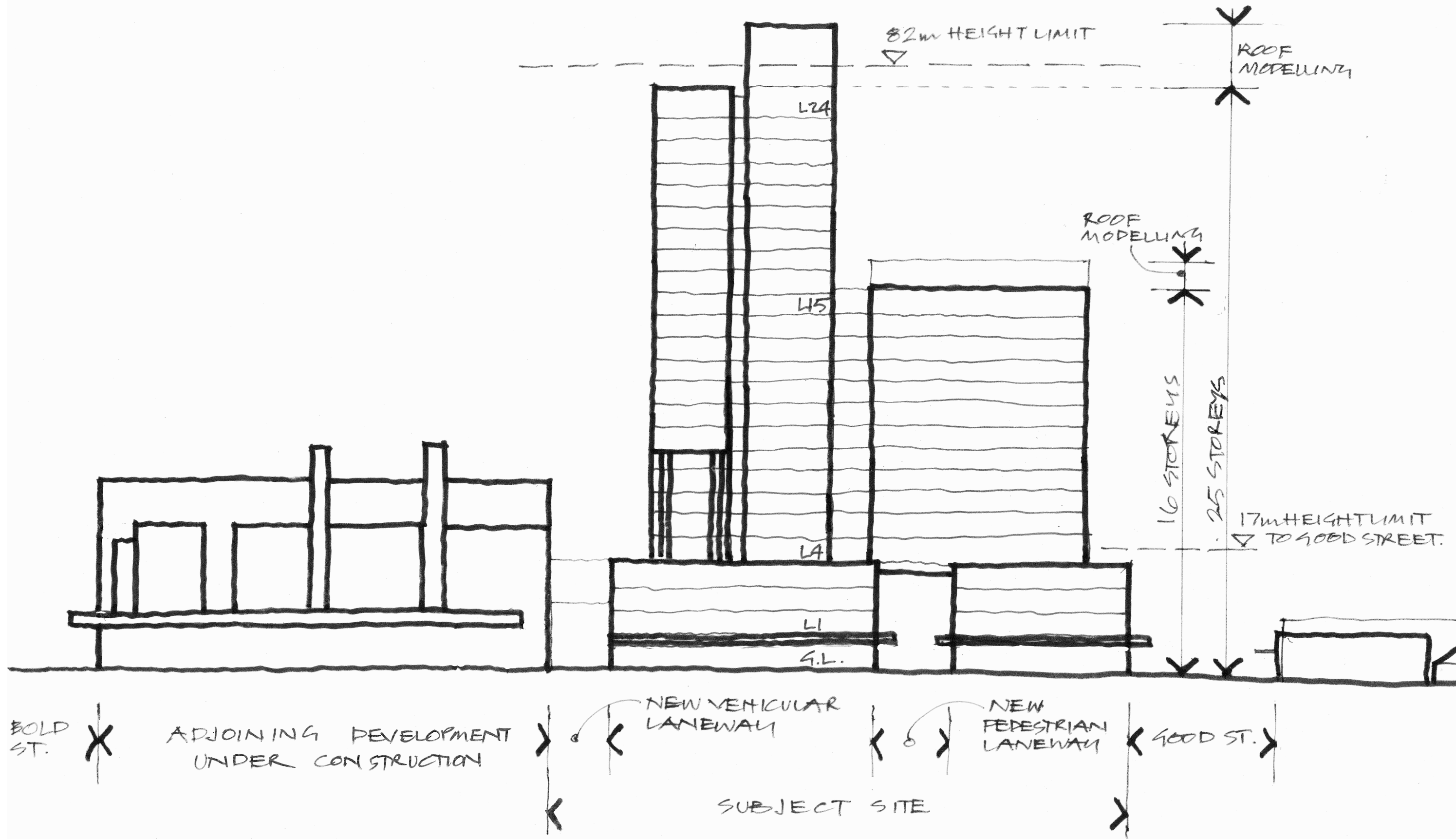
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PARRAMATTA ROAD, GOOD STREET,  
COWPER STREET, GRANVILLE

CONCEPT STREETSCAPE STUDY  
COWPER STREET

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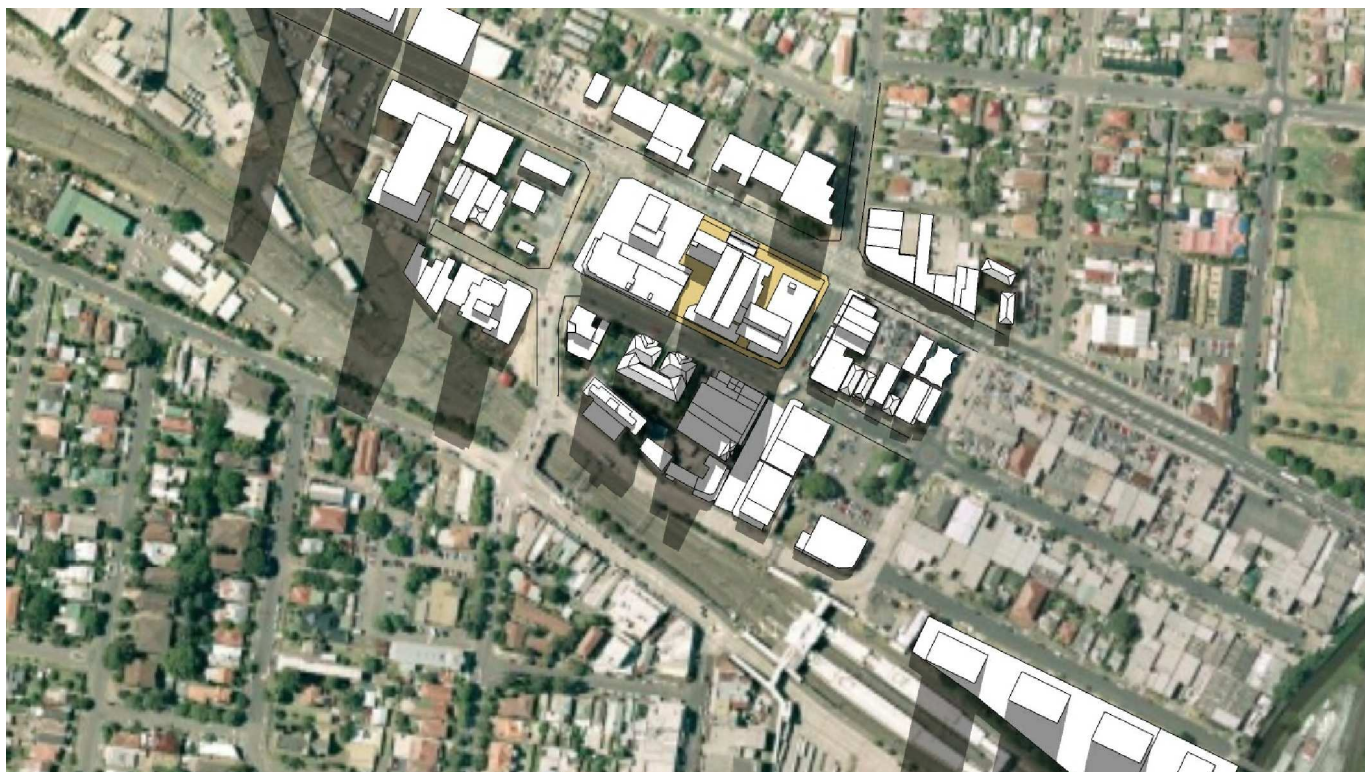




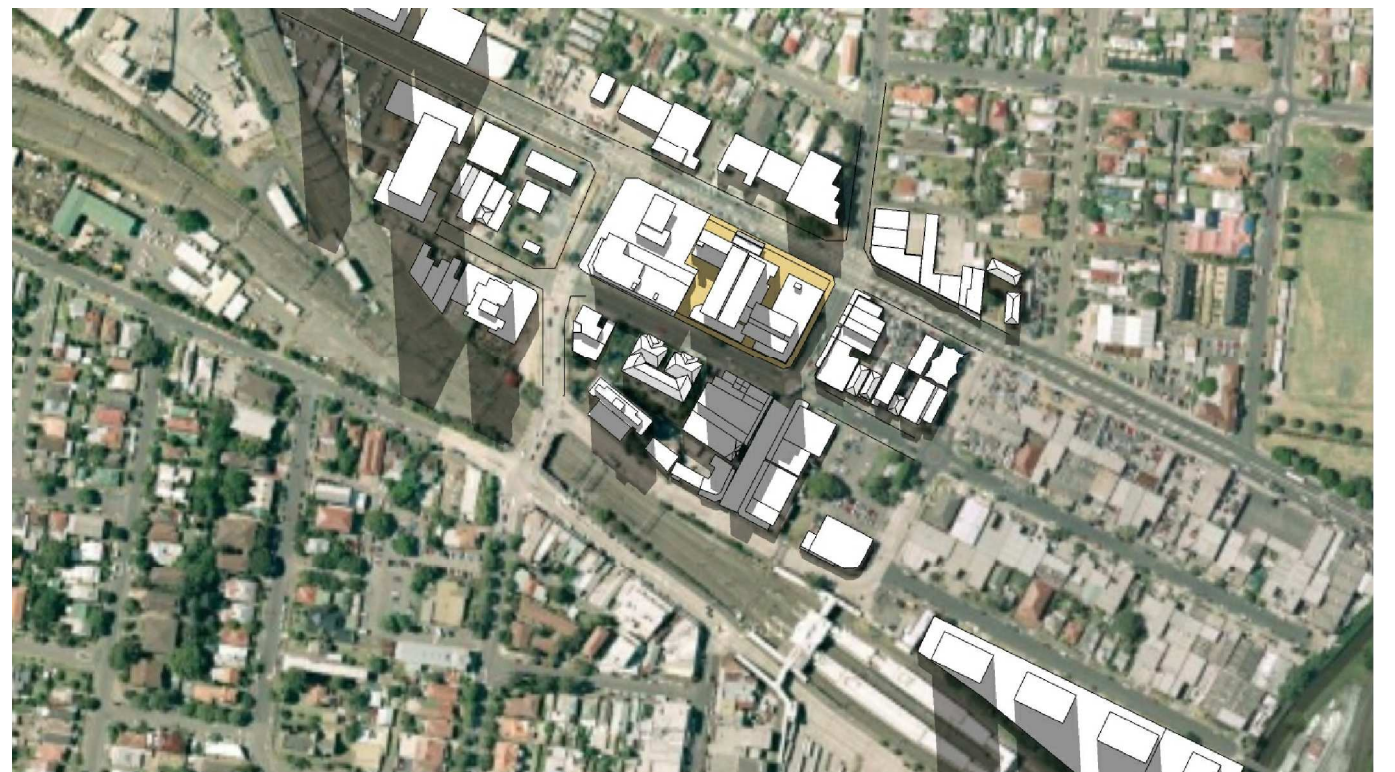
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**GRAN CENTRAL**  
PARRAMATTA ROAD, GOOD STREET,  
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**SHADOW DIAGRAMS**  
**WINTER SOLSTICE SHEET 1 OF 2**

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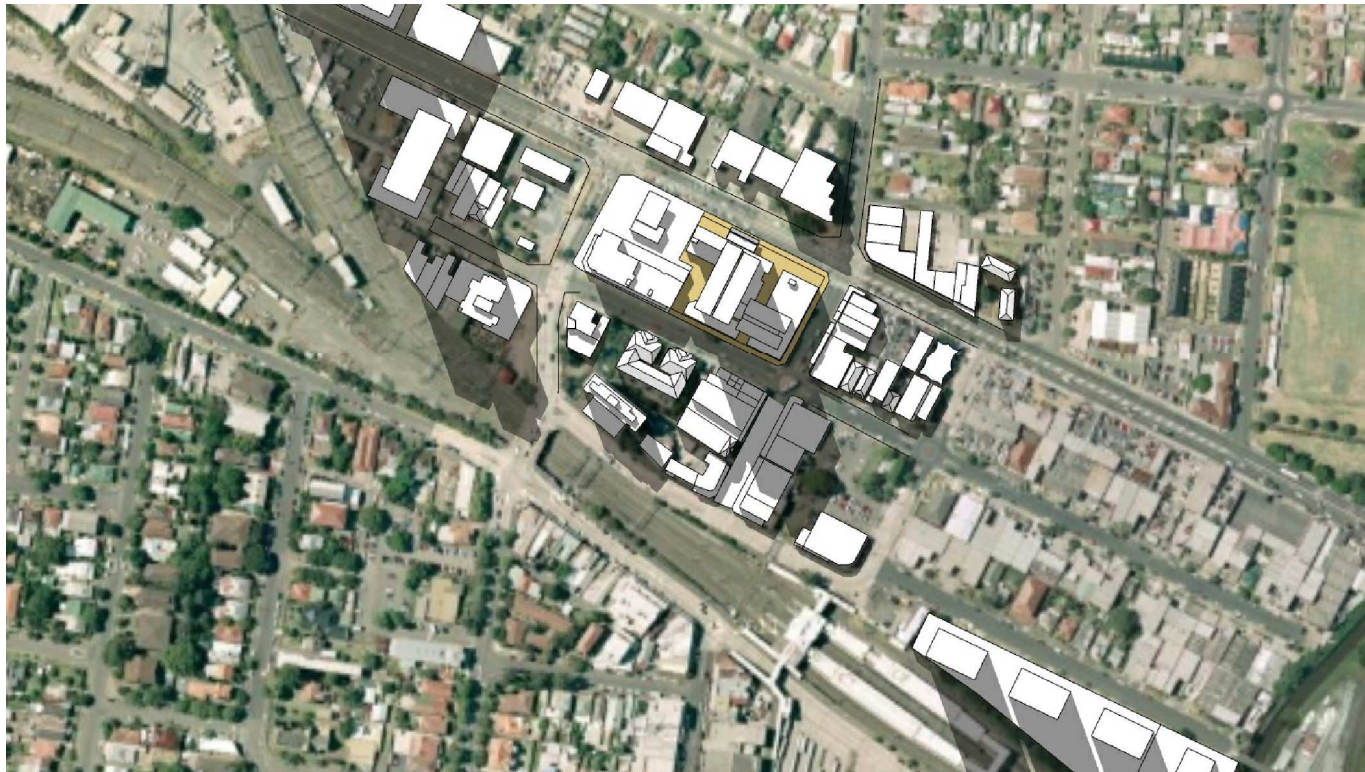
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**GRAN CENTRAL**  
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**SHADOW DIAGRAMS**  
**WINTER SOLSTICE SHEET 2 OF 2**

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# GRAN CENTRAL

PARRAMATTA ROAD, GOOD STREET,  
COWPER STREET, GRANVILLE

PERSPECTIVE  
FROM PARRAMATTA RD. LOOKING WEST

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# **Appendix C – Preliminary Site Contamination Assessment**



**REPORT**

**TO**

**AIRBOSI PTY LTD**

**ON**

**PRELIMINARY SITE CONTAMINATION ASSESSMENT**

**FOR**

**PROPOSED DEVELOPMENT**

**AT**

**PARRAMATTA ROAD, GOOD STREET & COWPER STREET, GRANVILLE NSW**

**Doc Ref: 111 – E1005 – AA**

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ABN: 44 106 976 738

Doc Ref: 111 – E1005 – AA

Attention: Ms Evian Delfabbro



Airbosi Pty Ltd  
10 Crown Street  
Woolloomooloo NSW 2011

**Preliminary Site Contamination Assessment  
Gran Central  
Parramatta Road, Good Street & Cowper Street, Granville NSW**

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All enquiries regarding this project are to be directed to the undersigned

Document Status		
 Ashleigh Brice B. Environment Environmental Consultant Compaction & Soil Testing Services Pty Ltd		 Craig Ridley B. App. Sci. (Environmental Health) Environmental Consultant Compaction & Soil Testing Services Pty Ltd
Revision Number	Status	Date
0	Draft	29 January 2015
0	Draft	03 February 2015
0	Final	04 February 2015



## Compaction & Soil Testing Services Pty Limited

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1/78 Owen Street, GLENDENNING NSW 2761

### Executive Summary

Compaction & Soil Testing Services Pty Ltd (CSTS) has been engaged by Ms Evian Delfabbro of Airbosi Pty Ltd to conduct a Preliminary Site Contamination Assessment for proposed development within the site known as 'Gran Central' 134 – 142 Parramatta Road, 26 – 44 Good Street, and 59 – 61 Cowper Street, Granville NSW. This assessment has been prepared in general accordance with the *NSW EPA Guidelines for Consultants Reporting on Contaminated Sites 2011*.

CSTS has been advised that the proposed development involves high density residential buildings with ground level commercial land use, landscaped rooftops and basement car parking.

The objectives of the investigation were to:

- Determine the potential for site contamination,
- Provide a preliminary assessment of site contamination,
- Provide conclusions and recommendations regarding the contamination status of the site, and the need for further investigations.

In order to achieve the objectives, the following scope of works was undertaken;

- Site inspection to determine the site condition,
- Review of available contamination status information such as EPA notification, WorkCover dangerous goods information, and local soil and landscape maps,
- Review of available historical information to provide an indication of potential sources of contamination,
- Determination of Potential Areas of Environmental Concern,
- Compilation of this Preliminary Site Contamination Assessment.

The site is composed of a number of individual properties which are used for various purposes including commercial / industrial and residential land uses, in addition to a block of vacant land. Based on the desktop assessment and the observed site conditions, the following Potential Areas of Environmental Concern (PAEC) have been identified:

- Car Yards – Vehicle storage and maintenance. Potential fuel or chemical spillage. Placement of aggregate products. Fallout from adjacent Parramatta Road (Heavy Metals, PAH, BTEX, TRH, PCB),
- Buildings – Asbestos Containing Material used in construction and insulation. Lead based paint. Poor demolition practice / storage of general and construction debris (Asbestos, Lead),
- Landscaped Areas – Historic or recent application of pesticides or fertilisers (Heavy Metals, OCP, OPP),
- Historic Fire Station – Vehicle maintenance and wash down. Transformers. Chemical storage. Burning of fuels – emissions from chimneys (Heavy Metals, PAH, BTEX, TRH, PCB),
- Shed – Chemical storage (Undetermined; no access),
- Residential Properties – Burning of fuels – emissions from chimneys (Heavy Metals, PAH),

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- Entire Site – Groundwater and/or soil contamination from the adjacent service station to the north west of the site (Heavy Metals, PAH, BTEX, TRH).

Based on the available historical, landscape and regulatory information, and the observed site condition, CSTS concludes that there is a low to moderate potential for contamination at the site known as 'Gran Central' 134 – 142 Parramatta Road, 26 – 44 Good Street, and 59 – 61 Cowper Street, Granville NSW. CSTS is of the opinion that the site will likely be suitable for the proposed development.

Based on the findings of this Preliminary Site Contamination Assessment, CSTS recommends that a Hazardous Risk Assessment be undertaken prior to demolition to determine the presence or absence of Asbestos within the buildings at the site.

In addition, CSTS recommends a Detailed Site Contamination Assessment be conducted in due course, in order to provide a more comprehensive assessment of the contamination status of the site. The Detailed Site Contamination Assessment is to include a soil assessment, an ASS assessment, and a groundwater assessment. These works are to be undertaken by a suitably qualified consultant, and reported in accordance with the *NSW EPA Guidelines for Consultants Reporting on Contaminated Sites 2011*. All laboratory analysis is to be undertaken by laboratories accredited by NATA for the relevant test methods and quality system compliance to ISO/IEC 17025.

The Detailed Site Contamination Assessment is to conclude whether or not the site is suitable for the proposed use in accordance with *NEPM 2013*. Under the circumstances that the site contains levels of contaminants above the threshold criteria, remedial action will be determined in order to make the site suitable for the proposed development. The Assessment is to provide recommendations regarding any measures to be taken in regard to the contamination status of the site as the development proceeds, including but not limited to the requirement for the issue of an Asbestos Clearance certificate certifying the successful removal of any Asbestos within the buildings after demolition and that the soils have not been impacted by the presence of ACM; an Unexpected Finds Protocol; an Acid Sulfate Soils Management Plan, or the preparation of a Remedial Action Plan.

Should you have any queries about the methodology, findings, conclusions or recommendations of this Preliminary Site Contamination Assessment, please do not hesitate to contact our office on (02) 9675 7522.



# Compaction & Soil Testing Services Pty Limited

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## Abbreviations

ACM	Asbestos Containing Material
ASS	Acid Sulfate Soil
ASSMAC	Acid Sulfate Soil Management Advisory Committee
B(a)P	Benzo(a)pyrene
BTEX	Benzene, Toluene, Ethyl-benzene, Xylene
CLM Act	Contaminated Land Management Act 1997
CSTS	Compaction & Soil Testing Services Pty Ltd
DP	Deposit Plan
EC	Electrical Conductivity
EPA	Environment Protection Authority
EPL	Environment Protection Licence
HIL	Health-based Investigation Levels
IEC	International Electrotechnical Commission
ISO	International Organisation for Standardisation
LEP	Local Environmental Plan
LGA	Local Government Area
NATA	National Association of Testing Authorities
NEPC	National Environment Protection Council
NEPM	National Environment Protection Measure
NSW	New South Wales
OCP	Organochlorine Pesticides
OPP	Organophosphorus Pesticides
PAEC	Potential Areas of Environmental Concern
PAH	Polycyclic Aromatic Hydrocarbons
PCB	Polychlorinated Biphenyls
pH	A measure of acidity
POEO Act	Protection of the Environment Operations Act 1997
PVC	Polyvinyl Chloride
QA	Quality Assurance
QC	Quality Control
RAP	Remedial Action Plan
RL	Relative Level
TRH	Total Recoverable Petroleum Hydrocarbons
TSS	Total Suspended Solids



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## 1. Introduction

Compaction & Soil Testing Services Pty Ltd (CSTS) has been engaged by Ms Evian Delfabbro of Airbosi Pty Ltd to conduct a Preliminary Site Contamination Assessment for proposed development within the site known as 'Gran Central' 134 – 142 Parramatta Road, 26 – 44 Good Street, and 59 – 61 Cowper Street, Granville NSW. This assessment has been prepared in general accordance with the *NSW EPA Guidelines for Consultants Reporting on Contaminated Sites 2011*.

CSTS has been advised that the proposed development involves high density residential buildings with ground level commercial land use, landscaped rooftops and basement car parking. Architectural Plans of the proposed development are within Appendix A.

The objectives of the investigation were to:

- Determine the potential for site contamination,
- Provide a preliminary assessment of site contamination,
- Provide conclusions and recommendations regarding the contamination status of the site, and the need for further investigations.

## 2. Scope of Works

In order to achieve the objectives, the following scope of works was undertaken;

- Site inspection to determine the site condition,
- Review of available contamination status information such as EPA notification, WorkCover dangerous goods information, and local soil and landscape maps,
- Review of available historical information to provide an indication of potential sources of contamination,
- Determination of Potential Areas of Environmental Concern,
- Compilation of this Preliminary Site Contamination Assessment.

## 3. Site Identification

The site is known as 'Gran Central' and comprises the properties known as 134 – 142 Parramatta Road, 26 – 44 Good Street and 59 – 61 Cowper Street, Granville NSW. The site has an area of approximately 5,200m<sup>2</sup> and is bound by Parramatta Road to the north-east, Good Street to the south-east, Cowper Street to the south-west, and a service station and vacant land to the north-west. The approximate centre of the site is 33° 49' 50.93"S 151° 00'41.32"E. The site is within the City of Parramatta LGA in the Parish of Liberty Plains and County of Cumberland. Refer to Table A for further site identification information and Appendix A for Site Maps.

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**Table A: Site Identification**

Lot ID	Lot	DP	Street Address	Area (m <sup>2</sup> )	Land Zone
A	1	721626	134 Parramatta Road	326	Enterprise Corridor
B	1	1075357	138 Parramatta Road	297	Enterprise Corridor
C	2			332	Enterprise Corridor
D	3			327	Enterprise Corridor
E	4			280	Mixed Use
F	5			324	Mixed Use
G	6			310	Mixed Use
H	12	575064	142 Parramatta Road	329	Enterprise Corridor
I	1	604204	26 – 30 Good Street	566	Local Centre
J	1	76041	32 Good Street	569	Local Centre
K	1	979437	38 – 44 Good Street	265	Local Centre
L	2			301	Local Centre
M	7			312	Enterprise Corridor
N	1	998948	59 Cowper Street	306	Mixed Use
O	1	783581	61 Cowper Street	310	Mixed Use

## 4. Site Condition

### 4.1. Site Observations

The site is composed of a number of individual properties which are used for various purposes including commercial / industrial and residential land uses, in addition to a block of vacant land.

The Barn New & Used Office Furniture occupies a significant portion of the site (Lot ID B–G). The properties which have frontage to Parramatta Road contain a large commercial painted brick warehouse which is in reasonable condition. The properties with frontage to Cowper Street serve as a concrete carpark and loading dock for the business. These properties also contain a corrugated iron shed which is in good condition, a shipping container, and landscaped areas. Timber, cardboard, pallets, and small quantities of general waste were observed in the garden beds within this portion of the site.

Car yards are located within the north eastern and north western portions of the site (Lot ID A, H, K, L & M). Lot ID H is sealed with concrete which is in good condition, while the other lots are sealed with asphalt and aggregate. Some staining was observed within these areas. Car maintenance was being conducted on these lots, yet there were no designated areas in which this occurred. A demountable office was located in the south western portion of Lot ID H, and a shed within the southern portion of Lot ID A was used for the same purpose. A number of tyres were stockpiled on a trailer in Lot ID H, yet straight onto the aggregate ground surface in Lot ID A.

Commercial premises occupy the south eastern portion of the site (Lot ID I & J). These are currently occupied by a butcher, patisserie, mobile phone repair centre, and a discount wares shop, while one is vacant. The brick buildings are in moderate condition. The awning overhanging the butcher is in poor condition and is likely



# Compaction & Soil Testing Services Pty Limited

composed of Asbestos Containing Material. A driveway with access to the rear of these buildings is composed of concrete in the south, and asphalt and aggregate in the north.

A residential property is located within Lot ID N, which is in poor condition. The weatherboard house has two brick chimneys, and is likely to contain ACM, particularly within the roof and panelling at the rear of the property, and within internal fibro or insulation materials. Tree roots have disrupted the lower panels of the property on the western site, and the paint is peeling off the timber in a number of locations. Lot ID O is a vacant lot. Both of these properties contain significant quantities of general and construction debris including timber, corrugated iron sheeting, tyres, milk crates, brick, ceramic, wire, styrofoam, and PVC piping.

Refer to Appendix B – Site Photographs.

## 4.2. Landscape Characteristics

The site has an RL of 13.00m at the south western corner, and 10.66 at the north western corner. The site is slightly lower in the east than in the west along the southern boundary, yet is higher in the east than in the west along the northern boundary. The site slopes gently to the north. Surface water is expected to predominantly flow to Parramatta Road, though small quantities will likely also run off toward Good Street, Cowper Street and the surrounding land to the west.

The site is within an area of Class 5 risk of Acid Sulfate Soils. The proposed development has the potential to impact the groundwater levels in Class 4 land which is in close proximity to the site. Refer to Appendix A.

Reference to the Sydney 1:100 000 Geological Map indicates that the site lies within an area of Ashfield Shale of the Wianamatta Group. This material is of the Middle Triassic Epoch of the Mesozoic Era and consists of black to dark-grey shale and laminate. Refer to Appendix A)

Reference to the Natural Resources – Biodiversity Map within the *Parramatta City Council Local Environment Plan 2011* (Appendix A) indicates that the site is not within an area of significant natural biodiversity, nor is there such an area within close proximity to the site. The Natural Resources – Riparian Land and Waterways Map within the LEP (Appendix A) identifies riparian land to the east and north east of the site.

Duck Creek is less than 500m from the site to the southeast. Groundwater is likely to flow towards this water body. As such, there is the potential for groundwater contaminated by the service station to the north west of the site to have an impact on the soils and groundwater within the site.

## 4.3. Regulatory Searches

A search of the Contaminated Lands Register for Notices issued under the CLM Act 1997 did not return any results regarding the site (Appendix C). Furthermore, as of 23 December 2014, the site is not within the list of NSW Contaminated Sites Notified to the NSW EPA (Appendix C). A search of the POEO Public Register did not return an Environment Protection Licence, application, or notice for the site (Appendix C).

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WorkCover Dangerous Goods Searches (Appendix C) for the properties returned a result for 142 Parramatta Road. A licence was issued in 1998 for the storage of up to 225L of Class 3 dangerous goods to Leah Hardaker of Hollywood Nail and Beauty Supplies Pty Ltd. The licence states that the following chemicals may be stored at the property:

- Acetone (has a short half-life, and therefore has minimal ongoing environmental effects),
- Acrylic Glue Remover (contains Acetone),
- Ethyl Acetate (has a low toxicity to humans or other animals)
- Methyl Spirit (has the potential to cause significant health effects, yet is readily biodegradable and readily dilutes in water),
- Nail Enamel (predominantly contains Ethyl Acetate),
- Non-Acetone Remover (contains Ethyl Acetate).

Considering the nature of chemicals, the length of time which has passed since these chemicals were stored at the property, and the limited quantity that was stored on the site at any one time; the risk of contamination to the underlying soils is considered minor. WorkCover has no other record of dangerous goods within the site.

Section 149 Certificates (Appendix C) were provided by the Client for the following properties:

- 134 Parramatta Road – Lot 1 DP 721616 (Lot ID A),
- 138 Parramatta Road – Lot 1–6 DP 1075357 (Lot ID B–G),
- 142 Parramatta Road – Lot 12 DP 575064 (Lot ID H)
- 26–30 Good Street – Lot 1 DP 604204 (Lot ID I),
- 32 Good Street – Lot 1 DP 76041 (Lot ID J),
- 38–44 Good Street – Lots 1, 2, 7 DP 979437 (Lot ID K–M),
- 61 Cowper Street – Lot 1 DP 783581 (Lot ID O).

The Section 149 Certificates conclude that the land is not a conservation area, does not contain items of environmental heritage, has limited potential to contain items of Aboriginal Heritage, is not bushfire prone land, is above the 1 in 100 year flood level, and is not affected by any matters contained in Clause 59(2) of the *Contaminated Land Management Act 1997*.

No Section 149 Certificate was provided for:

- 59 Cowper Street – Lot 1 DP 998948 (Lot ID N).

CSTS has made no effort to obtain this information as this was beyond the scope of works, and as such cannot place comment in this regard for this property. In addition, CSTS notes that the provided certificates were issued 19 June 2006, 07 December 2007, 10 December 2007, 27 October 2010, 12 August 2014, and 26 September 2014 and as such may not contain relevant information that occurred after these dates, or became known after these dates.

## 5. Site History

Information contained within this section (Section 5) has been obtained from the NBRSPARTNERS *Heritage Assessment Report: Planning Proposal 138 Parramatta Road, Granville* dated December 2014, and the historic aerial photographs contained within Appendix D.

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## 5.1. European Era

The site is a component of land known as 'Drainwell Estate' granted to Garnham Blaxcell by the Crown in 1806. The estate was sold to a surgeon, Thomas Jamison in 1809 before it was subdivided and sold in 1855. Thomas Sutcliffe Mort purchased the portion of land bound by Parramatta Road, Good Street, Cowper Street and Bold Street in 1858, which includes the site as well as the service station and vacant land to the west of the site. This area was sold numerous times until it was subdivided in 1883 into fifty one (51) separate allotments.

## 5.2. 134 Parramatta Road – Lot 1 DP 721626 (Lot ID A)

The property was purchased by Neal Collins in 1891 who then sold it to Emma Lockwood in 1894. Thomas McKee purchased the site in 1919, and then sold it to Alexander Colquhoun in 1929, after which it came into the ownership of Colin Edward Wyatt, a car dealer, in 1958. The site was purchased by various individuals, including shopkeepers, retired men, and company directors. It is presumed that the site functioned as a car sales yard since the 1950s; however the 1970 aerial photograph appears to show a structure along the eastern boundary of the property that is not visible within the 1956 or 1982 photographs. It is possible that there was an alternate land use for the property during this period. It is currently occupied by Alexander Cars Pty Ltd.

## 5.3. The Barn – 138 Parramatta Road – Lots 1–6 DP 1075357 (Lot ID B–G)

Lots 1 – 3 (frontage to Parramatta Road) were sold to John Colquhoun who built a store in 1913 for the operations of his business as a bag, sack and jute merchant. Lots 4 – 6 (frontage to Cowper Street) were conveyed to Alfred Row in 1918 and changed hands numerous times before being purchased by Alexander Colquhoun by 1927 who had taken over the operation of the business in 1920. An extension of the building in Lots 1 – 3 occurred in 1922, which was later damaged by fire in 1939. The property was leased to various parties including Davey's Furniture Pty Ltd and Ebon Pty Ltd between 1971 and 2000, at which point it was purchased by Stephen Manning and Simone Fechner. The 1982 aerial photograph indicates that the rear component of the building has been demolished since 1970. A concrete slab had been installed between 1982 and 1994 across the properties with frontage to Cowper Street. A shed was installed in the north eastern portion of the car park area between 2003 and 2006. The site is currently occupied by The Barn, New & Used Office Furniture.

## 5.4. 142 Parramatta Road – Lot 12 DP 575064 (Lot ID H)

The site was occupied by a single storey semi-detached pair of cottages by 1910. The ownership of the site has been transferred on multiple occasions. The WorkCover dangerous goods search indicates that these properties may have had commercial uses in addition to the presumed residential land uses. The properties were demolished at some point between 2006 and 2009, at which point the site commenced use as a car yard. It is currently occupied by Advanced Autos.

## 5.5. 26 – 30 Good Street – Lot 1 DP 604204 (Lot ID I)

Gideon Patten acquired the property in 1905 and constructed a building for a new grocery store and butchers shop. The Patten family was still in possession of the site in 1974 when it was sold to Peter and Valmai Walton. Aerial photographs up to and including 1970 appear to include structures in the western portion of the site which are not present in the 1982 photograph, which may have been used for stabling or



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other accommodation, as indicated in the *NBRS+PARTNERS, 2014, Heritage Assessment Report*. The property was divided into three tenancies and leased to various occupiers, including the National Bank of Australasia. The ownership of the property has been transferred multiple times, including to Heathrow Holdings Pty Ltd. The property is currently occupied by Tony Francis Quality Meat, a patisserie named La Goulee Maison Du Gateau, and a mobile phone repair centre.

## **5.6. 32 Good Street – Lot 1 DP 76041 (Lot ID J)**

A single storey building was constructed on the property in 1899 for the Granville Fire Station, to which a second storey was added by the mid-1920s. The fire station was decommissioned in 1945 and was rented as office space. The site was sold in 1966 to George Avramides, a baker, who sold it to Heathrow Holdings Pty Ltd in 1974. The property changed hands in 1980, 1985, 2001, and in 2004, at which point it came into the ownership of Brodieville Pty Ltd. The southern portion of the property is currently occupied by a discount wares shop, while the northern portion of the building is vacant.

## **5.7. 38 – 44 Good Street – Lots 1, 2, 7 DP 979437 (Lot ID K-M)**

Thomas Forbes purchased the properties from George Thomas Suttor in 1886 after which it changed hands multiple times until 1915 when a tender was issued for the construction of three shops and dwellings. The property continued to change hands and was owned or occupied by the National Bank of Australasia, a butcher, and various other individuals. The site became the property of Antonius Lazarom in 1985, after which the buildings were demolished in the early 2000s. The site has been used as a car yard, and is currently occupied by Alexander Cars Pty Ltd.

## **5.8. 59 Cowper Street – Lot 1 DP 998948 (Lot ID N)**

A timber house was erected on this site in 1910 for Frederick C Gouldthorpe who occupied the dwelling until 1933. The same house currently occupies the property, though is in a dilapidated condition.

## **5.9. 61 Cowper Street – Lot 1 DP 783581 (Lot ID O)**

A residential property was erected on this site at some point between 1928 and 1943. Eileen Sonter sold the property to Tony Louie Takchi in 1988. The house was demolished in late 2009, and has since been vacant land.

## **5.10. Surrounding Area**

The land to the northwest of the site appeared to contain residential buildings and vacant land. The northern portion of this land, along Parramatta Road, was redeveloped into a service station between 1956 and 1970, which is currently operational. The south western corner of this land was redeveloped for what appears to be commercial / industrial purposes between 1970 and 1982, which was demolished in early 2010. The remaining residential properties were demolished between 2003 and 2006. The site is now vacant pending development.

The broader surrounding area has been used for a mix of residential, commercial and industrial purposes since the early 1900s. The rail corridor to the south west of the site has been a component of the area since 1855. By 1970, many of the standalone residential properties in the area were demolished to make way for high density residential or commercial / industrial purposes.

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## 6. Site Characterisation

Based on the desktop assessment and the observed site conditions, the following Potential Areas of Environmental Concern have been identified (Table B).

**Table B: Potential Areas of Environmental Concern**

Potential Area of Environmental Concern (PAEC)	Location	Activity / Source	Contaminants of Concern
Car Yards	Lot ID A Lot ID H Lot ID K Lot ID L Lot ID M	Vehicle storage and maintenance. Potential fuel or chemical spillage. Placement of aggregate products. Fallout from adjacent Parramatta Road.	Heavy Metals PAH BTEX TRH PCB
Buildings	Southern portion of Lot ID A Lot ID B Lot ID C Lot ID D Southern portion of Lot ID H Lot ID I Eastern portion of Lot ID J Lot ID N Lot ID O	Asbestos Containing Material used in construction and insulation. Lead based paint. Treated timber. Poor demolition practice / storage of general and construction debris.	Asbestos Lead OCP OPP
Landscaped Areas	Western portion of Lot ID E Eastern portion of Lot ID G Lot ID N Lot ID O	Historic or recent application of pesticides or fertilisers.	Heavy Metals OCP OPP
Historic Fire Station	Lot ID J	Vehicle maintenance and wash down. Transformers. Chemical storage. Burning of fuels – emissions from chimneys.	Heavy Metals PAH BTEX TRH PCB
Shed	Lot ID G	Possible Chemical storage	Undetermined; no access
Residential Properties	Lot ID N Lot ID O	Burning of fuels – emissions from chimneys	Heavy Metals PAH
Entire Site	Entire Site; particularly areas in the north west	Groundwater and/or soil contamination from the adjacent service station to the north west of the site	Heavy Metals PAH BTEX TRH

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These Potential Areas of Environmental Concern have been identified based on the available historic and landscape information, and the observed site condition. Access was not provided to the entirety of the site, therefore some areas of concern may remain unobserved, and thus unidentified. In addition, the potential remains for unexpected finds to be present at the site, such as imported fill material or underground storage tanks which were not reported, and therefore do not appear on the WorkCover Dangerous Goods searches. No investigation of the subsurface conditions of the site has been undertaken. Therefore, the potential for other PAEC to exist remains a possibility for the site.

## 7. Conclusions and Recommendations

Based on the available historical, landscape and regulatory information, and the observed site condition, CSTS concludes that there is a low to moderate potential for contamination at the site known as 'Gran Central' 134 – 142 Parramatta Road, 26 – 44 Good Street, and 59 – 61 Cowper Street, Granville NSW. CSTS is of the opinion that the site will likely be suitable for the proposed development.

Based on the findings of this Preliminary Site Contamination Assessment, CSTS recommends that a Hazardous Risk Assessment be undertaken prior to demolition to determine the presence or absence of Asbestos within the buildings at the site.

In addition, CSTS recommends a Detailed Site Contamination Assessment be conducted in due course, including the following works, in order to provide a more comprehensive assessment of the contamination status of the site:

### ➤ Soil Assessment

- Sampling locations are to be excavated to the proposed depth of excavation or into natural material (whichever is less), based on a random stratified sampling pattern, in accordance with the *NSW EPA Sampling Design Guidelines 1995*.
- CSTS recommends that thirty (30) sampling locations be excavated across the site, that is, at twice the minimum sampling density outlined within the *NSW EPA Sampling Design Guidelines 1995*.
- One (1) sample is to be recovered from each profile at each sampling location (at the discretion of the Environmental Consultant), ensuring that samples are recovered from areas with visual indicators of contamination. Each sample is to be analysed for 8 Heavy Metals, PAH including B(a)P, BTEX, TRH, OCP, OPP, PCB, Phenols, and Asbestos.
- The results of the laboratory analysis are to be compared to the Health Investigation Levels detailed within the *NEPC National Environment Protection (Assessment of Site Contamination) Measure 2013*.
- At a minimum the following QA/QC sampling is to be undertaken: one (1) duplicate per ten (10) primary samples, one (1) trip blank sample per day of sampling, one (1) trip spike sample per day of sampling, and one (1) rinsate sample per day of sampling.
- CSTS is of the opinion that this is the most appropriate sampling regime due to the extent of development and redevelopment that has occurred at the site, and the range of potential contaminants of concern that may be present within each of the PAEC.



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## ➤ ASS Assessment

- While the site is located in an area of Class 5 risk of ASS, the proposed development has the potential to impact the groundwater levels in Class 4 land which is in close proximity to the site.
- CSTS recommends that an ASS assessment be undertaken in accordance with the *ASSMAC Acid Sulfate Soil Manual 1998*, to ascertain the presence of PASS or AASS within the site.
- An ASS Management Plan may be required to address the potential impacts of the development on the adjacent land.

## ➤ Groundwater Assessment

- A minimum of five (5) groundwater monitoring wells are to be installed at triangulated locations at the boundaries of the site.
- One (1) representative sample is to be recovered from each well and analysed for a minimum of 8 Heavy Metals, PAH including B(a)P, BTEX, TRH, pH, EC, TSS, Cyanide, and Phenols.
- The results of the laboratory analysis are to be compared to the Investigation Levels within *NEPM 2013*.
- At a minimum, the following QA/QC sampling is to be undertaken: one (1) duplicate sample per sampling event, one (1) trip blank sample per sampling event, one (1) trip spike sample per sampling event, and one (1) rinsate sample per sampling event.

These works are to be undertaken by a suitably qualified consultant, and reported in accordance with the *NSW EPA Guidelines for Consultants Reporting on Contaminated Sites 2011*. All laboratory analysis is to be undertaken by laboratories accredited by NATA for the relevant test methods and quality system compliance to ISO/IEC 17025.

The Detailed Site Contamination Assessment is to conclude whether or not the site is suitable for the proposed use in accordance with *NEPM 2013*. Under the circumstances that the site contains levels of contaminants above the threshold criteria, remedial action will be determined in order to make the site suitable for the proposed development. The Assessment is to provide recommendations regarding any measures to be taken in regard to the contamination status of the site as the development proceeds, including but not limited to the requirement for the issue of an Asbestos Clearance certificate certifying the successful removal of any Asbestos within the buildings after demolition and that the soils have not been impacted by the presence of ACM; an Unexpected Finds Protocol; an Acid Sulfate Soils Management Plan, or the preparation of a Remedial Action Plan.

## 8. Limitations

This report pertains to the site known as 134 – 142 Parramatta Road, 26 – 44 Good Street and 59 – 61 Cowper Street, Granville NSW as at the time of the visual assessment. Should there be any variations in site conditions since the abovementioned date (such as the importation of fill, chemical spillage, illegal dumping, etc.), further assessment will be required. Should any suspect material be encountered, we recommend that this office be contacted immediately for further assessment. Neither Compaction & Soil Testing Services Pty Ltd, nor any other

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reputable firm can give unqualified warranties on the condition of the site and subsurface conditions. Unless otherwise stated, Compaction & Soil Testing Services Pty Ltd has made no effort to verify the validity of the information gathered from external sources, and assumes it provides a reliable foundation for the assessment. Compaction & Soil Testing Services Pty Ltd does not assume any liability for site conditions unobserved or inaccessible at the time of the investigation.

This report has been prepared for the particular project described and no responsibility is accepted for the use of any part of this report in any other context or for any other purpose. If there is any change in the proposed development described in the report, then all recommendations are to be reviewed. No other warranty expressed or implied is made or intended. Copyright of this report remains the property of Compaction & Soil Testing Services Pty Ltd.

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Should you have any queries about the methodology, findings, conclusions or recommendations of this Preliminary Site Contamination Assessment, please do not hesitate to contact our office on (02) 9675 7522.

## **9. References**

Acid Sulfate Soil Management Advisory Committee, 1998, Acid Sulfate Soil Manual

Herbert C, 1983, Sydney 1:100,000 Geological Sheet 9130, 1<sup>st</sup> Edition, Geological Survey of New South Wales, Sydney

National Environment Protection Authority, 2013, National Environment Protection (Assessment of Site Contamination) Measure 1999 (Amended 2013)

NBRS+PARTNERS, 2014, Heritage Assessment Report; Planning Proposal; 138 Parramatta Road, Granville

New South Wales Environment Protection Authority, 1995, Sampling Design Guidelines

New South Wales Environment Protection Authority, 2011, Guidelines for Consultants Reporting on Contaminated Sites

New South Wales Government, 1997, Protection of the Environment Operations Act

New South Wales Government, 1997, Contaminated Land Management Act

Parramatta City Council, 2011, Local Environment Plan



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1/78 Owen Street, GLENDENNING NSW 2761


### **Appendix A**

#### **Site Maps**

<b>Site Location Drawings</b>	<b>AA 001; AA 002; AA 003</b>
<b>Architectural Plans</b>	<b>KTA Architect</b>
<b>Land Zone Map</b>	<b>AA 004</b>
<b>Acid Sulfate Soils Map</b>	<b>AA 005</b>
<b>Geology Map</b>	<b>AA 006</b>
<b>Biodiversity Map</b>	<b>AA 007</b>
<b>Riparian Land Map</b>	<b>AA 008</b>






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	Approved: CR Date: 14/01/2015 Scale: Not to scale					Project Code: E1005





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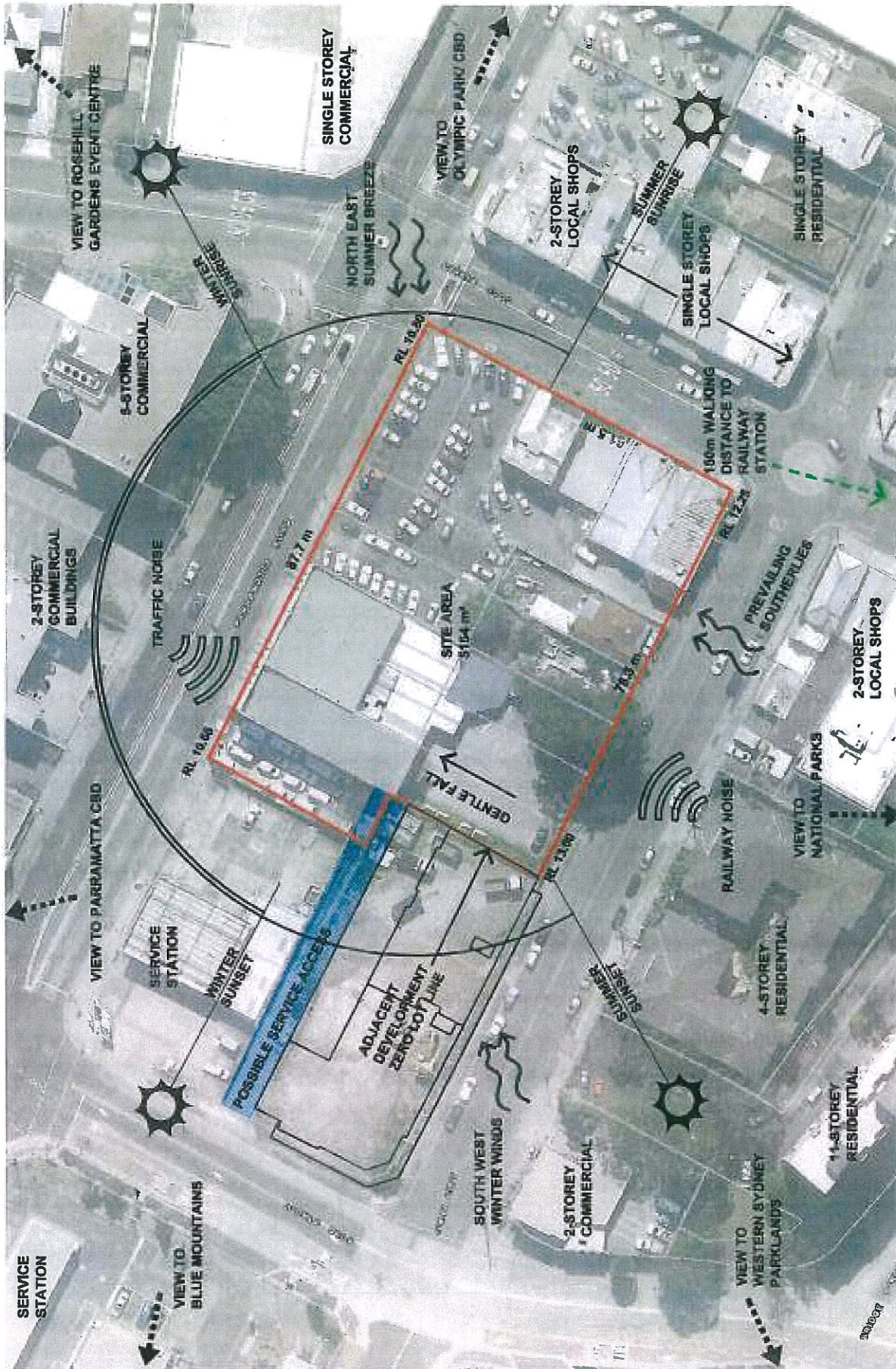




### Compaction & Soil Testing Services Pty Ltd

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	Date: 14/01/2015		
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# **GRAN CENTRAL** PARAMATTA ROAD, GOOD STREET, COMPER STREET, GRANVILLE

**SITE ANALYSIS**

**AIRBOS/ PTY LTD**



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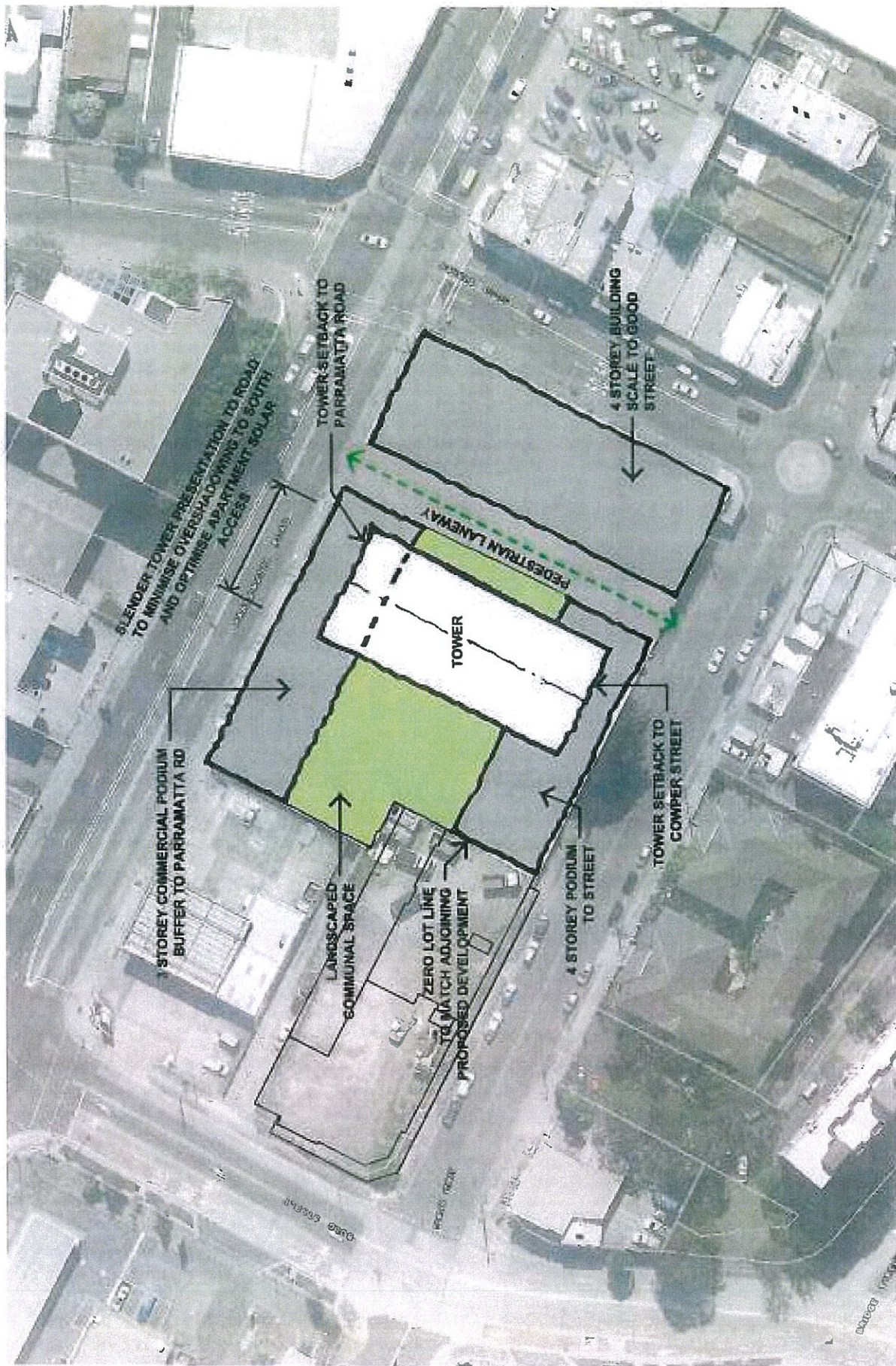


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# **GRAN CENTRAL** PARRAMATTA ROAD, GOOD STREET, COWPER STREET, GRANVILLE

## **CONCEPT MASSING DIAGRAM**

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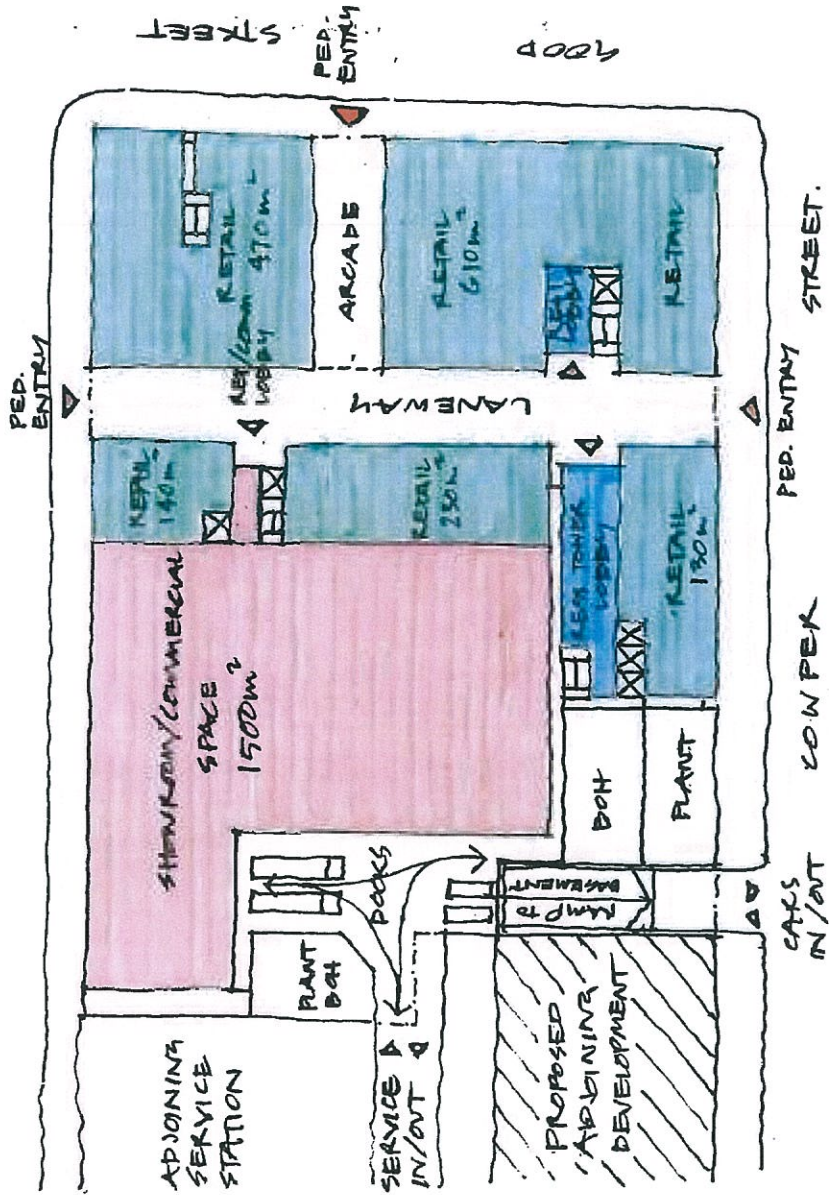
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REVISION 03





PARRAMATTA ROAD



# GRAN CENTRAL PARRAMATTA ROAD, GOOD STREET, COMPER STREET, GRANVILLE

GROUND LEVEL  
CONCEPT PLAN

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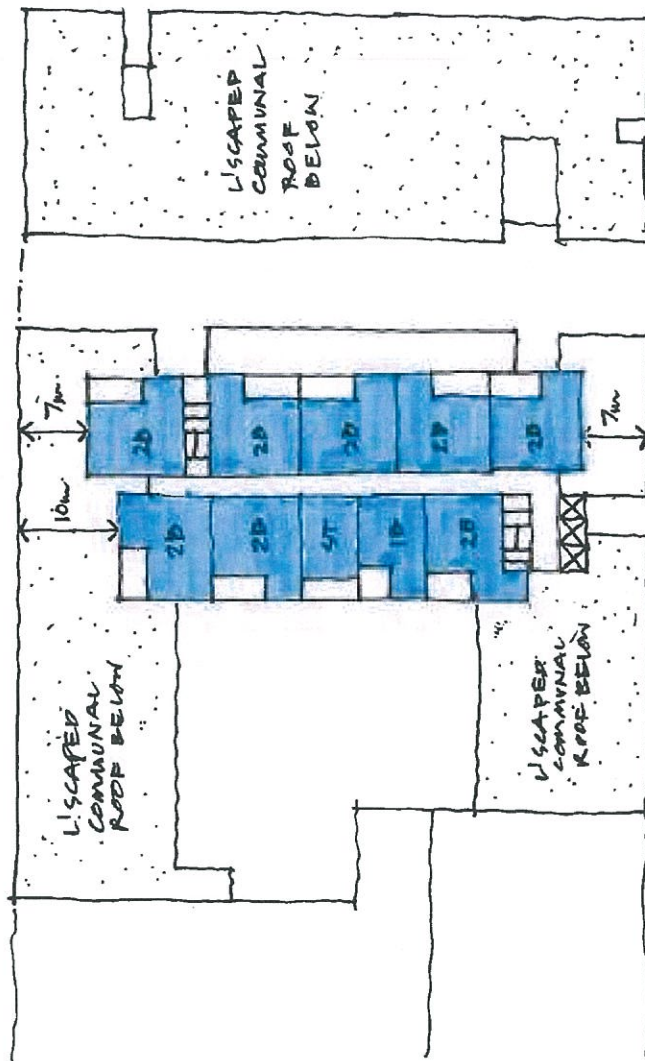


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PROJECT NO. 1615  
DRAWING NO. SK05  
REUSE 03



PARRAMATTA ROAD



4000 STREET

COWPER STREET

GRAN CENTRAL  
PARRAMATTA ROAD, GOOD STREET,  
COWPER STREET, GRANVILLE

TYPICAL TOWER  
CONCEPT PLAN

PROPOSED  
AIRBOSI PTY LTD



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COMPER STREET, GRANVILLE

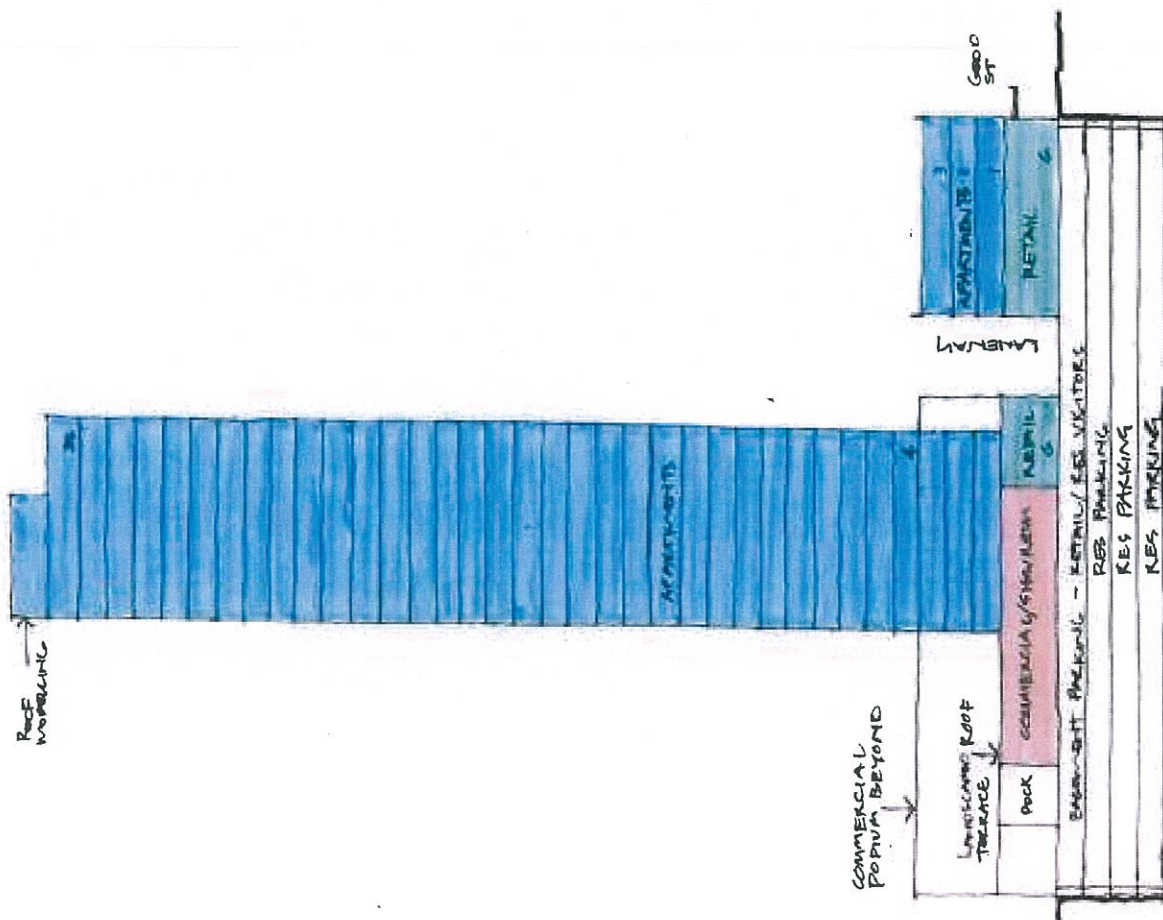
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LOOKING NORTH**

**PROPRIETOR**  
**AIRBOSI PTY LTD**

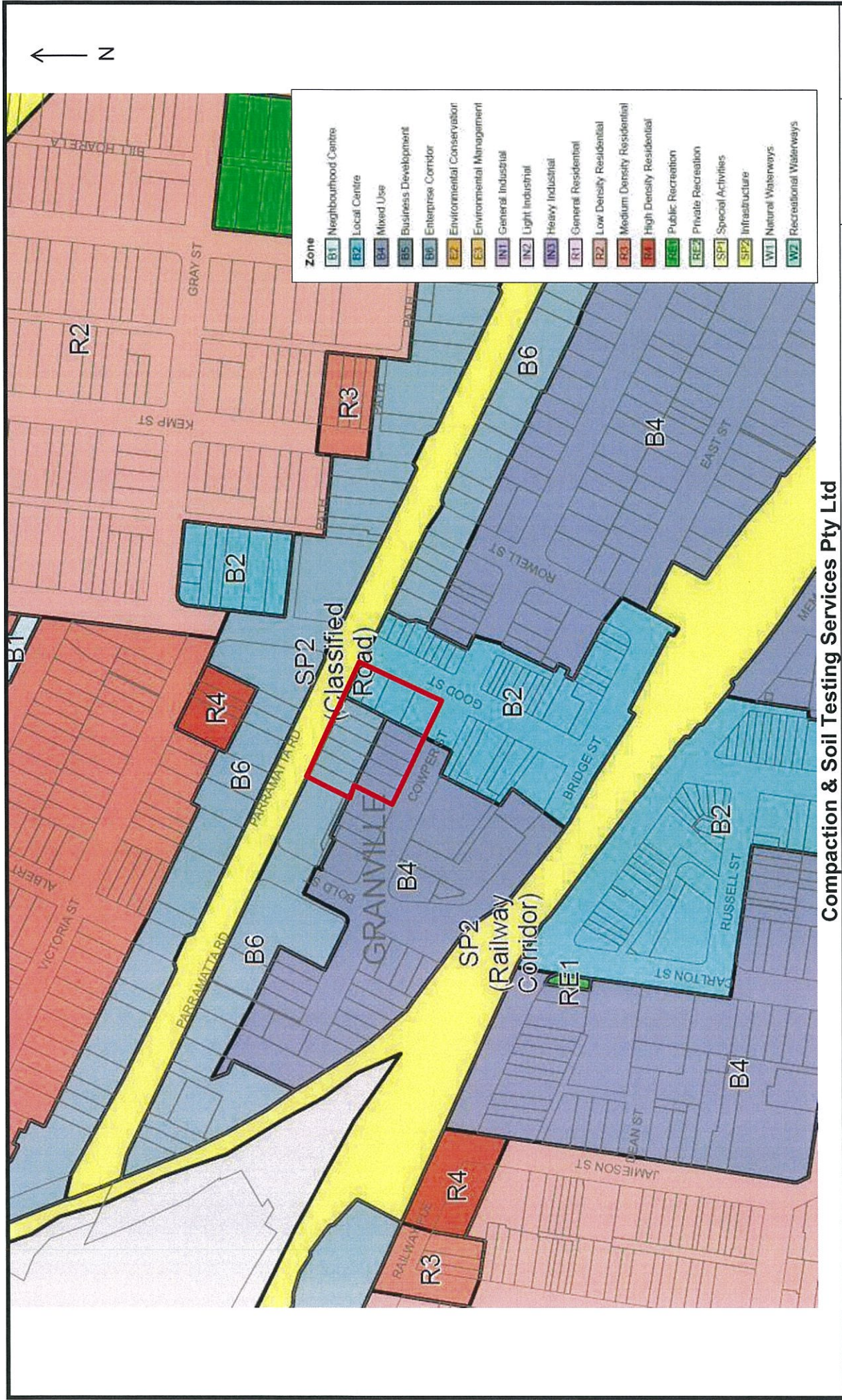
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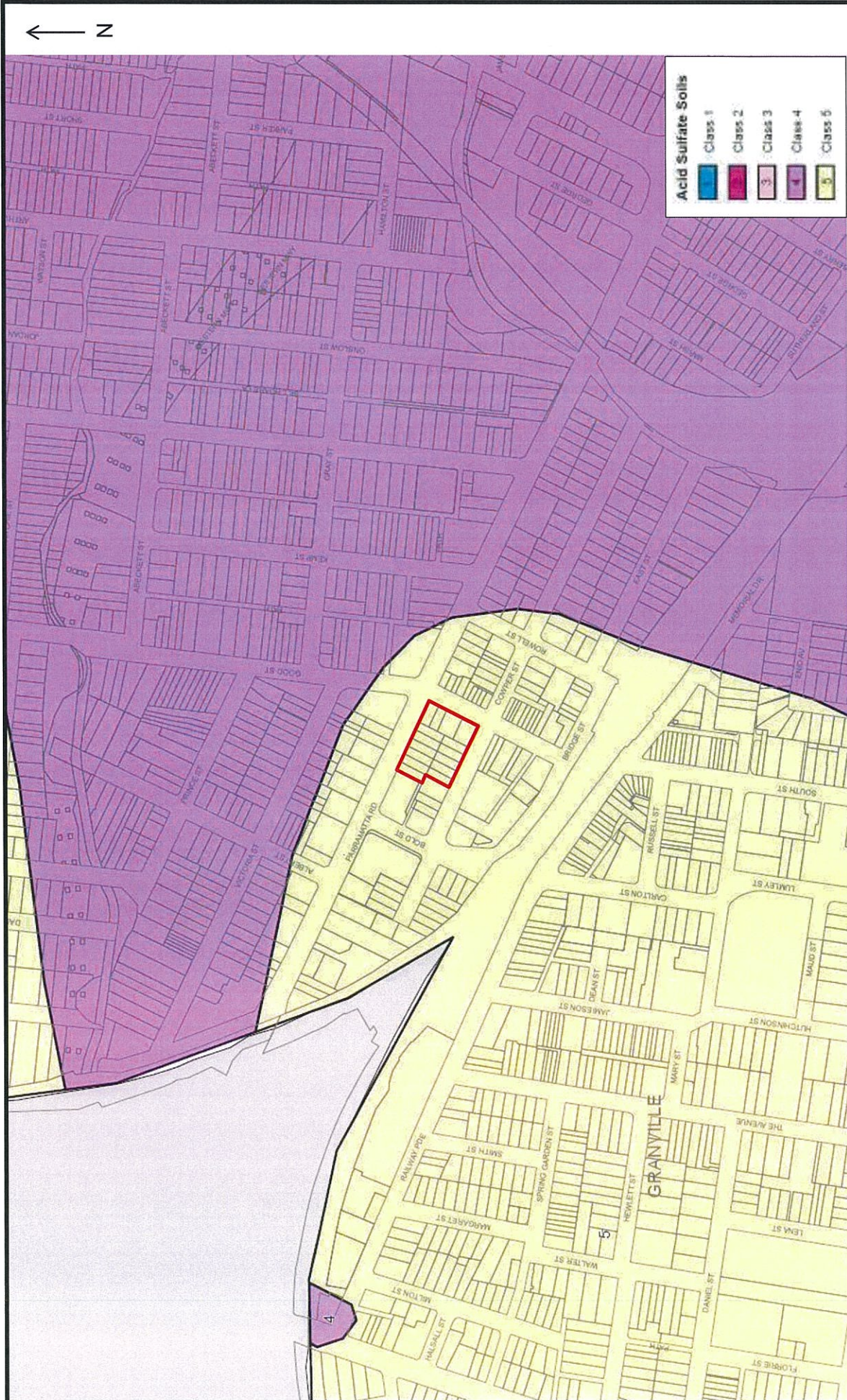







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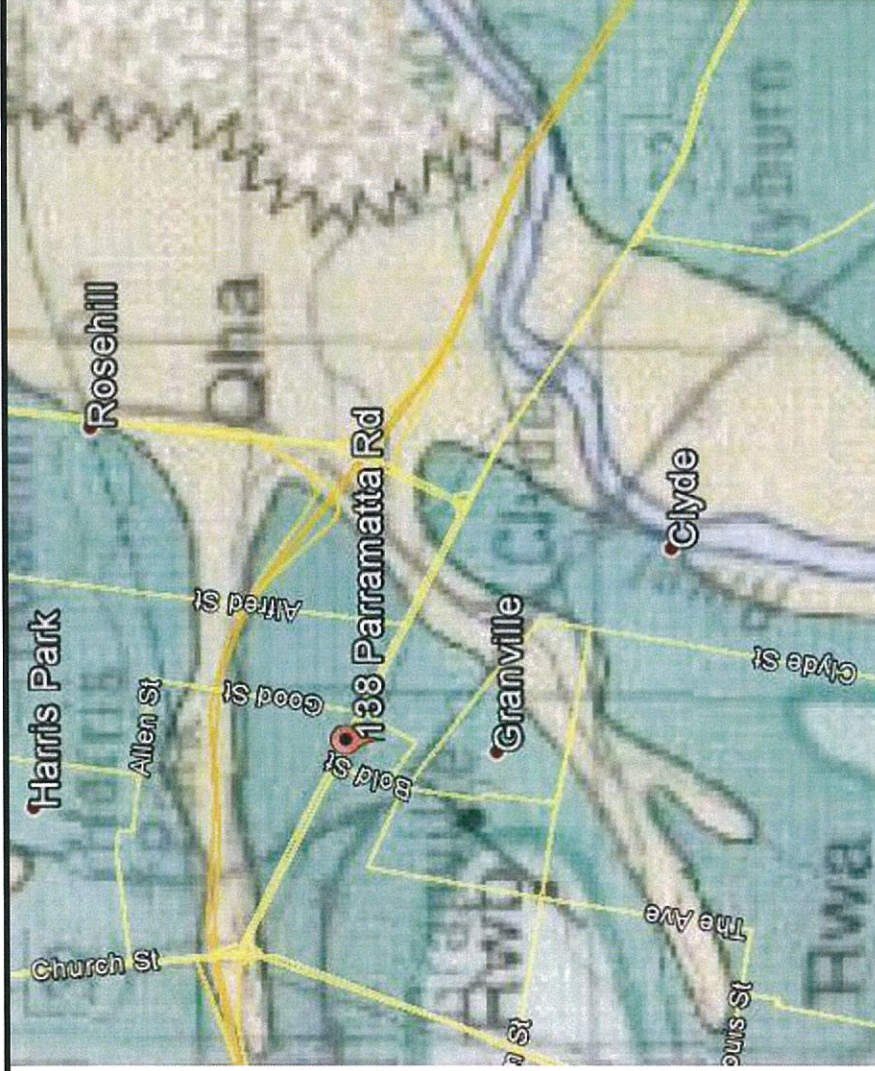





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	Date: 14/01/2015		
	Scale: Not to scale		

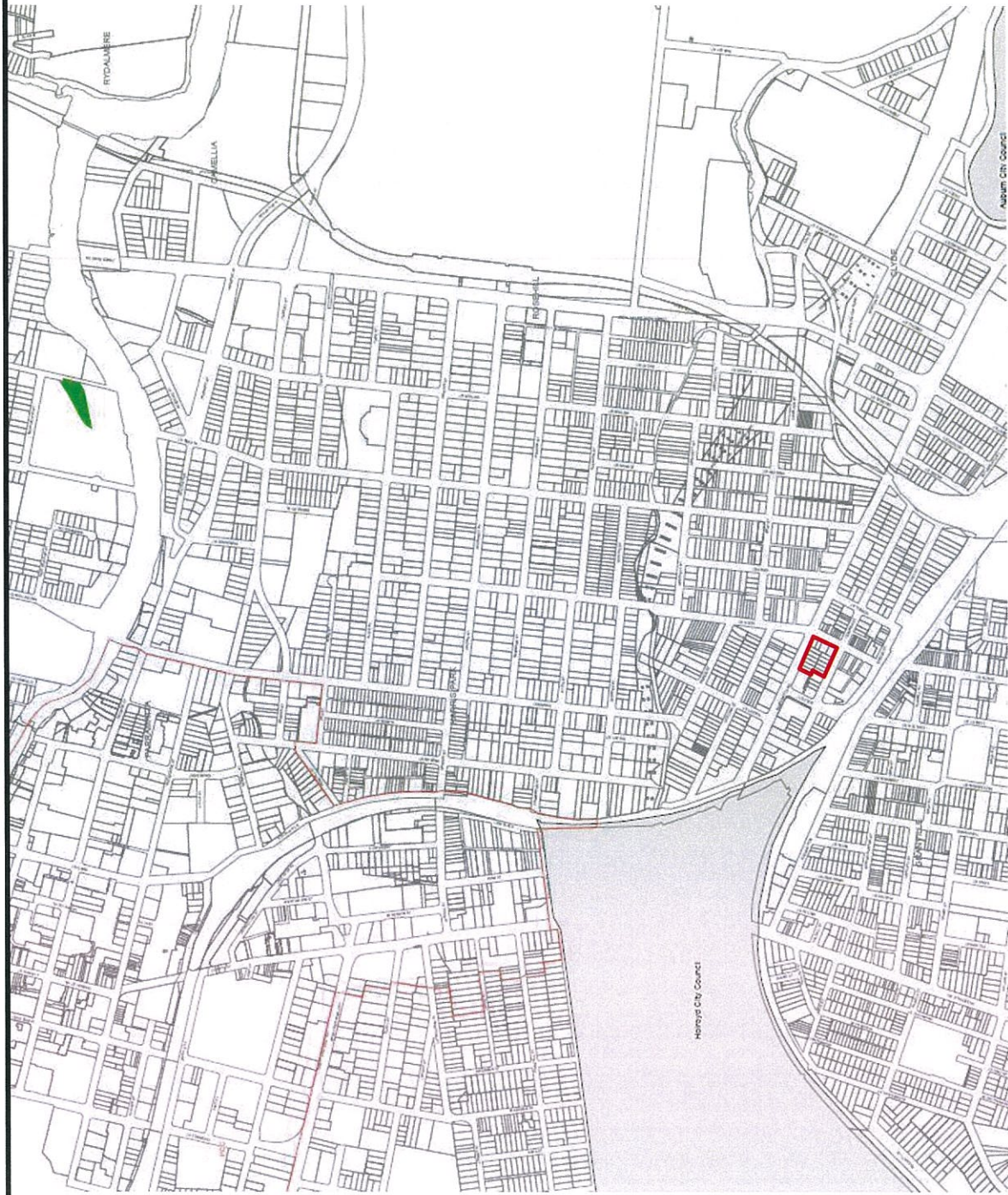





# Compaction & Soil Testing Services Pty Ltd

	Drawn: AB	<p><b>Geological Map</b></p> <p>Parramatta Road, Good Street &amp; Cowper Street, Granville NSW</p> <p>Source: Sydney 1:100,000 Geological Sheet 9130</p>	Drawing No: AA 006
	Approved: CR		Project Code: E1005
Date: 14/01/2015	Scale: Not to scale		





Natural Resource
Biodiversity

	Drawn: AB	<b>Natural Resources – Biodiversity Map</b> Parramatta Road, Good Street & Cowper Street, Granville NSW Source: Parramatta City Council Local Environment Plan 2011	Drawing No: AA 007
	Approved: CR		Project Code: E1005
Date: 14/01/2015			
Scale: Not to scale			









## **Compaction & Soil Testing Services Pty Limited**

ABN 44 106 976 738

**Phone:** (02) 9675 7522 **Fax:** (02) 9675 7544 **Email:** office@comsoiltest.com.au  
1/78 Owen Street, GLENDENNING NSW 2761

### **Appendix B**

#### **Site Photographs AA 009 – AA 015**



A: Western boundary of 138 Parramatta Road – 'The Barn'



B: 142 Parramatta Road – facing south

Photographs taken by CSTS Environmental Consultants on 14/01/2015

**Compaction & Soil Testing Services Pty Ltd**

	Drawn:	AB	<b>Site Photographs</b> Parramatta Road, Good Street & Cowper Street, Granville NSW	Drawing No:	AA 009
	Approved:	CR		Project Code:	E1005
	Date:	22/01/2015			
	Scale:	Not to scale			





C: 134 Parramatta Road & 38–44 Good Street – facing south east



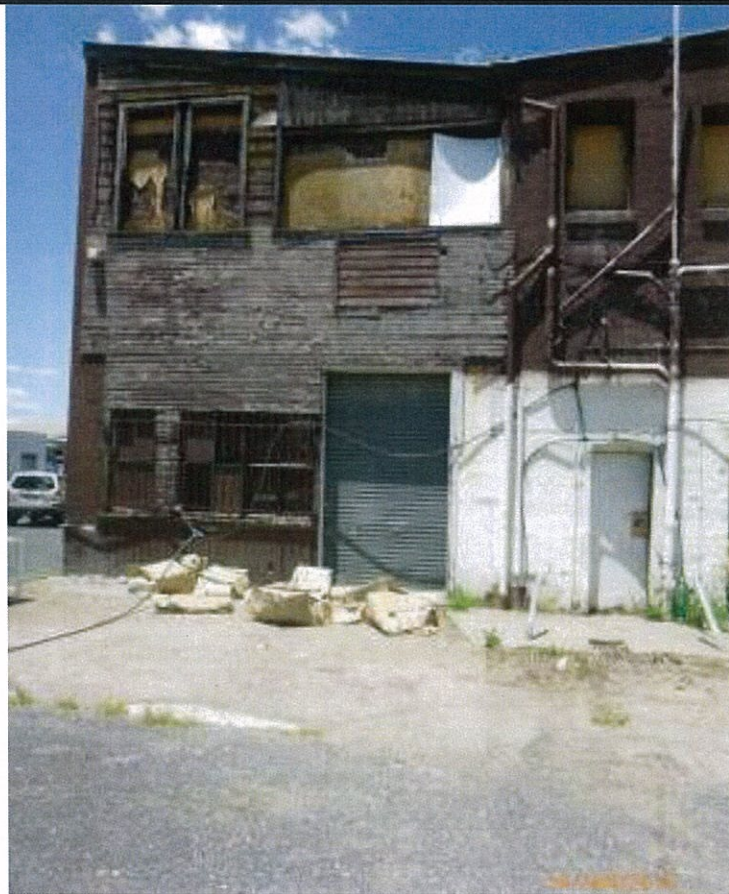
D: 134 Parramatta Road & 38–44 Good Street – facing north west

Photographs taken by CSTS Environmental Consultants on 14/01/2015

**Compaction & Soil Testing Services Pty Ltd**

	Drawn:	AB	<b>Site Photographs</b> Parramatta Road, Good Street & Cowper Street, Granville NSW	Drawing No:	AA 010
	Approved:	CR		Project Code:	E1005
	Date:	22/01/2015			
	Scale:	Not to scale			





E: Western portion of 32 Good Street – facing east



F: Eastern portion of 32 Good Street – facing north

Photographs taken by CSTS Environmental Consultants on 14/01/2015

**Compaction & Soil Testing Services Pty Ltd**

	Drawn:	AB	<b>Site Photographs</b> Parramatta Road, Good Street & Cowper Street, Granville NSW	Drawing No:	AA 011
	Approved:	CR		Project Code:	E1005
	Date:	22/01/2015			
	Scale:	Not to scale			





G: Western portion of 26–30 Good Street – facing north east



H: 26–30 Good Street – facing north

Photographs taken by CSTS Environmental Consultants on 14/01/2015

**Compaction & Soil Testing Services Pty Ltd**

	Drawn:	AB	<b>Site Photographs</b> Parramatta Road, Good Street & Cowper Street, Granville NSW	Drawing No:	AA 012
	Approved:	CR		Project Code:	E1005
	Date:	22/01/2015			
	Scale:	Not to scale			





I: 26–30 Good Street – awning



J: 59 Cowper Street – facing north east

Photographs taken by CSTS Environmental Consultants on 14/01/2015

**Compaction & Soil Testing Services Pty Ltd**



Drawn:	AB
Approved:	CR
Date:	22/01/2015
Scale:	Not to scale

**Site Photographs**  
Parramatta Road, Good Street & Cowper  
Street, Granville NSW

Drawing No:	AA 013
Project Code:	E1005






K: 59 Cowper Street – facing south west



L: 61 Cowper Street – facing north

Photographs taken by CSTS Environmental Consultants on 14/01/2015

**Compaction & Soil Testing Services Pty Ltd**

	Drawn:	AB	<b>Site Photographs</b> Parramatta Road, Good Street & Cowper Street, Granville NSW	Drawing No:	AA 014
	Approved:	CR		Project Code:	E1005
	Date:	22/01/2015			
	Scale:	Not to scale			





M: 138 Parramatta Road – frontage to Cowper Street – facing north west



N: 138 Parramatta Road – frontage to Cowper Street - facing north east

Photographs taken by CSTS Environmental Consultants on 14/01/2015

**Compaction & Soil Testing Services Pty Ltd**

	Drawn:	AB	<b>Site Photographs</b> Parramatta Road, Good Street & Cowper Street, Granville NSW	Drawing No:	AA 015
	Approved:	CR		Project Code:	E1005
	Date:	22/01/2015			
	Scale:	Not to scale			





## **Compaction & Soil Testing Services Pty Limited**

ABN 44 106 976 738

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1/78 Owen Street, GLENDENNING NSW 2761

### **Appendix C**

#### **Regulatory Searches**

<b>Contaminated Lands Register for Notices</b>
<b>NSW Contaminated Sites Notified to the NSW EPA</b>
<b>POEO Public Register</b>
<b>WorkCover Dangerous Goods</b>
<b>Title Searches and Section 149 Certificates</b>



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[Home](#) > [Contaminated land](#) > [Record of notices](#)

## Search results

Your search for: LGA: Parramatta City Council

Matched 78 notices  
relating to 14 sites.
[Search Again](#)
[Refine Search](#)

Suburb	Address	Site Name	Notices related to this site
Camellia	6-10 Grand Avenue	Alcoa Nobel Chemicals	8 current and 4 former
Camellia	12 Grand Avenue	Aluminium Manufacturer	2 current and 7 former
Camellia	14 Grand Avenue	Nymix	1 current and 2 former
Camellia	1 Grand Avenue	James Hardie Asbestos Factory	1 former
Camellia	37 Grand Avenue	Legacy Chromium Contamination	6 current and 3 former
Camellia	39 Grand Avenue	Legacy Chromium Contamination	7 current and 3 former
Camellia	41 Grand Avenue	Sydney Water	3 former
Clyde	Durham Street	Shell Clyde Refinery	1 current
Granville	28 Factory Street	Ajax Battery Factory	1 current and 2 former
Granville	2 Blaxcell Street	Shore Petroleum	4 current
Rosehill	2 Ritchie Street	2 Ritchie Street, Rosehill	2 former
Rosehill	Devon/Colquhoun Street	James Hardie Landfill	4 current and 6 former
Rydalmere	346 Victoria Road	Mitsubishi Electric Facility	6 current
Rydalmere	1 Alan Street	Rheem Rydalmere	5 former

Page 1 of 1

15 January 2015

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# List of NSW Contaminated Sites Notified to EPA as of 23 December 2014

## Background

In response to 2008 amendments to the *Contaminated Land Management Act 1997* (CLM Act) clarifying the Section 60 duty to report contaminated sites, the Environment Protection Authority (EPA) has received 1,105 notifications (as 23 December 2014) from owners or occupiers of sites where they believe the site is contaminated.

A strategy to systematically assess, prioritise and respond to these notifications has been developed by the EPA. This strategy acknowledges the EPA's obligations to make information available to the public under *Government Information (Public Access) Act 2009*.

When a site is notified to the EPA, it may be accompanied by detailed site reports where the owner has been proactive in addressing the contamination and its source. However, often there is minimal information on the nature or extent of the contamination.

For some notifications, the information indicates the contamination is securely immobilised within the site, such as under a building or carpark, and is not currently causing any offsite consequences to the community or environment. Such sites would still need to be cleaned up, but this could be done in conjunction with any subsequent building or redevelopment of the land. These sites may not require intervention under the CLM Act, but could be dealt with through the planning and development consent process.

Where indications are that the nominated site is causing actual harm to the environment or an unacceptable offsite impact (i.e. it is a "significantly contaminated site"), the EPA would apply the regulatory provisions of the CLM Act to have the responsible polluter and/or landowner investigate and remediate the site.

As such, the sites notified to the EPA and presented in the following table are at various stages of the assessment and/or remediation process. Understanding the nature of the underlying contamination, its implications and implementing a remediation program where required, can take a considerable period of time. The tables provide an indication, in relation to each nominated site, as to the management status of that particular site. Further detailed information may be available from the EPA or the responsible landowner.

The following questions and answers may assist those interested in this issue:

## Frequently asked questions

**What is the difference between the "List of NSW Contaminated Sites Notified to the EPA" and the "Contaminated Land: Record of Notices"?**

A site will be on the Contaminated Land: Record of Notices only if the EPA has issued a regulatory notice in relation to the site under the *Contaminated Land Management Act 1997*.

The sites appearing on this "List of NSW contaminated sites notified to the EPA" indicate that the notifiers consider that the sites are contaminated and warrant reporting to the EPA. However, the contamination may or may not be significant enough to warrant regulation by the EPA. The EPA needs to review and, if necessary, obtain more information before it can make a determination as to whether the site warrants regulation.

**Why my site appears on the list?**

Your site appears on the list because of one or more of the following reasons:

- The site owner and/or the person partly or fully responsible for causing the contamination notified to the EPA about the contamination under Section 60 of the *Contaminated Land Management Act 1997*. In other words, the site owner or the "polluter" believes the site is contaminated.
- The EPA has been notified via other means and is satisfied that the site is or was contaminated.

#### **Does the list contain all contaminated sites in NSW?**

No. The list only contains contaminated sites that the EPA is aware of, with regard to its regulatory role under the CLM Act. An absence of a site from the list does not necessarily imply the site is not contaminated.

The EPA relies upon responsible parties to notify contaminated sites.

#### **How are these notified contaminated sites managed by the EPA?**

There are different ways that the EPA manages these notified contaminated sites. First, an initial assessment is carried out by the EPA. At the completion of the initial assessment, the EPA may take one or more than one of the following management approaches:

- The contamination warrants the EPA's direct regulatory intervention either under the *Contaminated Land Management Act 1997* or the *Protection of the Environment Operations Act 1997* (POEO Act), or both. Information about current or past regulatory action on this site can be found on EPA website.
- The contamination with respect to the current use or approved use of the site, as defined under the *Contaminated Land Management Act 1997*, is not significant enough that it warrants EPA regulation.
- The contamination does not require EPA regulation and can be managed by a planning approval process.
- The contamination is related to an operational Underground Petroleum Storage System, such as a service station or fuel depot. The contamination may be managed under the POEO Act and the Protection of the Environment Operation (Underground Petroleum Storage Systems) Regulation 2008.
- The contamination is being managed under a specifically tailored program operated by another agency (for example the Department of Industry and Investment's *Derelict Mines Program*).

#### **I am the owner of a site that appears on the list. What should I do?**

First of all, you should ensure the current use of the site is compatible with the site contamination. Secondly, if the site is the subject of EPA regulation, make sure you comply with the regulatory requirements, and you have considered your obligations to notify other parties who may be affected.

If you have any concerns, contact us and we may be able to offer you general advice, or direct you to accredited professionals who can assist with specific issues

#### **I am a prospective buyer of a site that appears on the list. What should I do?**

You should seek advice from the vendor to put the contamination issue into perspective. You may need to seek independent expert advice.

The information provided in the list is meant to be indicative only, and a starting point for your own assessment. Site contamination as a legacy of past site uses is not uncommon, particularly in an urbanised environment. If the contamination on a site is properly remediated or managed, it may not materially impact upon the intended future use of the site. However, each site needs to be considered in context.



## List of NSW Contaminated Sites Notified to the EPA

### Disclaimer

The EPA has taken all reasonable care to ensure that the information in the list of contaminated sites notified to the EPA (the list) is complete and correct. The EPA does not, however, warrant or represent that the list is free from errors or omissions or that it is exhaustive.

The EPA may, without notice, change any or all of the information in the list at any time.

You should obtain independent advice before you make any decision based on the information in the list.

The list is made available on the understanding that the EPA, its servants and agents, to the extent permitted by law, accept no responsibility for any damage, cost, loss or expense incurred by you as a result of:

1. any information in the list; or
2. any error, omission or misrepresentation in the list; or
3. any malfunction or failure to function of the list;
4. without limiting (2) or (3) above, any delay, failure or error in recording, displaying or updating information.

Site Status	Explanation
Under assessment	The contamination is being assessed by the EPA to determine whether regulation is required. The EPA may require further information to complete the assessment. For example, the completion of management actions regulated under the planning process or <i>Protection of the Environment Operations Act 1997</i> . Alternatively, the EPA may require information via a notice issued under s77 of the <i>Contaminated Land Management Act 1997</i> or issue a Preliminary Investigation Order.
Regulation under CLM Act not required	The EPA has completed an assessment of the contamination and decided that regulation under the <i>Contaminated Land Management Act 1997</i> is not required.
Regulation being finalised	The EPA has completed an assessment of the contamination and decided that the contamination is significant enough to warrant regulation under the <i>Contaminated Land Management Act 1997</i> . A regulatory approach is being finalised.
Contamination currently regulated under CLM Act	The EPA has completed an assessment of the contamination and decided that the contamination is significant enough to warrant regulation under the <i>Contaminated Land Management Act 1997</i> (CLM Act). Management of the contamination is regulated by the EPA under the CLM Act. Regulatory

	<p>notices are available on the EPA's <a href="#">Contaminated Land Public Record</a>.</p>
Contamination currently regulated under POEO Act	<p>The EPA has completed an assessment of the contamination and decided that the contamination is significant enough to warrant regulation. Management of the contamination is regulated under the <i>Protection of the Environment Operations Act 1997</i> (POEO Act). The EPA's regulatory actions under the POEO Act are available on the <a href="#">POEO public register</a>.</p>
Contamination being managed via the planning process (EP&A Act)	<p>The EPA has completed an assessment of the contamination and decided that the contamination is significant enough to warrant regulation. The contamination of this site is managed by the consent authority under the <i>Environmental Planning and Assessment Act 1979</i> (EP&amp;A Act) planning approval process, with EPA involvement as necessary to ensure significant contamination is adequately addressed. The consent authority is typically a local council or the Department of Planning and Environment.</p>
Contamination formerly regulated under the CLM Act	<p>The EPA has determined that the contamination is no longer significant enough to warrant regulation under the <i>Contaminated Land Management Act 1997</i> (CLM Act). The contamination was addressed under the CLM Act.</p>
Contamination formerly regulated under the POEO Act	<p>The EPA has determined that the contamination is no longer significant enough to warrant regulation. The contamination was addressed under the <i>Protection of the Environment Operations Act 1997</i> (POEO Act).</p>
Contamination was addressed via the planning process (EP&A Act)	<p>The EPA has determined that the contamination is no longer significant enough to warrant regulation. The contamination was addressed by the appropriate consent authority via the planning process under the <i>Environmental Planning and Assessment Act 1979</i> (EP&amp;A Act).</p>
Ongoing maintenance required to manage residual contamination (CLM Act)	<p>The EPA has determined that ongoing maintenance, under the <i>Contaminated Land Management Act 1997</i> (CLM Act), is required to manage the residual contamination. Regulatory notices under the CLM Act are available on the EPA's <a href="#">Contaminated Land Public Record</a>.</p>



Suburb/City	Site Description	Site Address	Activity that caused contamination	s60 Form received
Abbotsford	Former Gasworks	43 St Albans Street	Gasworks	Contamination currently regulated under the CLM Act
Goulburn	Former Goulburn Gasworks	1 Blackshaw Road	Gasworks	Contamination currently regulated under the CLM Act
Goulburn	Former Mobil Service Station	422-428 Auburn Street	Service Station	Under assessment
Goulburn	Former Shell Autoport Service Station	Corner Bruce Street and Lagoon Street	Service Station	Under assessment
Goulburn	Goulburn Tannery	13 Gibson Street	Other Industry	Under assessment
Goulburn	Mobil Depot	23 Braidwood Road	Other Petroleum	Under assessment
Goulburn	Mobil Service Station	129 Lagoon Street	Service Station	Contamination currently regulated under the CLM Act
Goulburn	Shell Service Station	Corner Clinton and Cowper Streets	Service Station	Under assessment
Grafton	BP Service Station	58 Fitzroy Street	Service Station	Under assessment
Grafton	Callex Service Station	179 Prince St	Service Station	Under assessment
Grafton	Callex Service Station	72 Swallow Road	Service Station	Under assessment
Grafton	Callex Service Station	Corner Villiers St and Fitzroy St	Service Station	Regulation under the CLM Act not required
Grafton	Former BP Service Station	202 Queen Street	Service Station	Under assessment
Grafton	Former service station site	161 Turf Street	Other Petroleum	Under assessment
Grafton	Former Shell Depot	2 Milton Street	Other Petroleum	Under assessment
Grafton	Grafton Depot (Reliance Petroleum)	13 Orara Street	Other Petroleum	Under assessment
Grafton	Grafton Works Depot	26-28 Bruce St	Other Petroleum	Under assessment
Grafton	Mobil Depot	2-16 Bruce Street	Other Petroleum	Under assessment
Grafton	Shell Coles Express Service Station	91 Bent Street	Service Station	Under assessment
Grafton	Woodwards Petrol	75 - 77 Fitzroy Street Cnr of Duke Street	Service Station	Under assessment
Grafton South	Callex Service Station	Pacific Hwy Cnr Gwyder Hwy	Service Station	Under assessment
Grainville	7-Eleven Service Station	154-160 Panamatta Road	Service Station	Regulation under the CLM Act not required
Grainville	Austroland	15-17 Berry St	Other Industry	Contamination being managed via the planning process (IEP&A Act)
Grainville	Callex Service Station	144 Panamatta Rd	Service Station	Under assessment
Grainville	Evans Deacon Ind	2B Factory St	Other Industry	Ongoing maintenance required to manage residual contamination (CLM Act)
Grainville	Old Grainville Depot	23 Elizabeth Street	Unclassified	Regulation under the CLM Act not required
Greengore	Callex Service Station	77 Roberts Rd	Service Station	Under assessment
Greengore	Former Plating Works	12 Claremont Street	Unclassified	Regulation under the CLM Act not required



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## Search results

Your search for: **General Search with the following criteria**

**Suburb - GRANVILLE**

returned 22 results

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1 of 2 Pages

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Number	Name	Location	Type	Status	Issued date
1128	BORAL RESOURCES (NSW) PTY LTD	MORT STREET, GRANVILLE, NSW 2142	POEO licence	No longer in force	22 Aug 2000
1065273424	BORAL RESOURCES (NSW) PTY LTD	MORT STREET, GRANVILLE, NSW 2142	Pengaly Notice	Issued	05 Mar 2014
1024	BRITISH AMERICAN TOBACCO AUSTRALIA LIMITED	26 FERNDILL STREET, GRANVILLE, NSW 2142	POEO licence	Surrendered	09 May 2000
1020	CAPRAL LIMITED	UNWIN STREET, GRANVILLE, NSW 2142	POEO licence	Surrendered	04 Apr 2000
1003974	CAPRAL LIMITED	UNWIN STREET, GRANVILLE, NSW 2142	s.58 Licence Variation	Issued	14 May 2002
429	ENDLEUM ROAD SERVICES PTY LTD	GATE 1, UNWIN STREET, GRANVILLE, NSW 2142	POEO licence	No longer in force	16 May 2000
1012359	ENDLEUM ROAD SERVICES PTY LTD	GATE 1, UNWIN STREET, GRANVILLE, NSW 2142	s.58 Licence Variation	Issued	12 Jun 2003
1553	HANDYMIX AUSTRALIA PTY LTD	1 TENNYSON STREET, GRANVILLE, NSW 2142	POEO licence	Surrendered	19 Jan 2001
4906	HELIPORT DEVELOPERS PTY LIMITED	25 WENTWORTH STREET, GRANVILLE, NSW 2142	POEO licence	Issued	19 Jan 2000
1004309	HELIPORT DEVELOPERS PTY LIMITED	25 WENTWORTH STREET, GRANVILLE, NSW 2142	s.58 Licence Variation	Issued	06 Mar 2002
1525359	HELIPORT DEVELOPERS PTY LIMITED	25 WENTWORTH STREET, GRANVILLE, NSW 2142	s.58 Licence Variation	Issued	23 Oct 2014
20943	Liang O'Bourke Australia Construction Pty Ltd	Within the rail corridor of the Western Rail Line between Auburn Junction and Granville, GRANVILLE, NSW 2142	POEO licence	Issued	20 May 2014
2172	MERCK SHARP & DOHME (AUSTRALIA) PTY LTD	54-68 FERNDILL STREET (SOUTH GRANVILLE), GRANVILLE, NSW 2142	POEO licence	Surrendered	21 Jan 2000
1012833	MERCK SHARP & DOHME (AUSTRALIA) PTY LTD	54-68 FERNDILL STREET (SOUTH GRANVILLE), GRANVILLE, NSW 2142	s.58 Licence Variation	Issued	16 May 2001
1010292	MERCK SHARP & DOHME (AUSTRALIA) PTY LTD	54-68 FERNDILL STREET (SOUTH GRANVILLE), GRANVILLE, NSW 2142	s.58 Licence Variation	Issued	16 Sep 2002
1051370	MERCK SHARP & DOHME (AUSTRALIA) PTY LTD	54-68 FERNDILL STREET (SOUTH GRANVILLE), GRANVILLE, NSW 2142	s.58 Licence Variation	Issued	17 May 2008
1022489	MERCK SHARP & DOHME (AUSTRALIA) PTY LTD	54-68 FERNDILL STREET (SOUTH GRANVILLE), GRANVILLE, NSW 2142	s.58 Licence Variation	Issued	15 Oct 2007
1186292				Issued	01 Oct 2009

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	MERCK SHARP & DOHME (AUSTRALIA) PTY LTD	54-68 FERNDELL STREET (SOUTH GRANVILLE), NSW 2142	L50 Licence Variation	
2009	SIBELCO AUSTRALIA LIMITED	CAMP UNWIN & SHARLEY STREETS, GRANVILLE, NSW 2142	POEO Licence	Surrendered 11 Aug 2009
2011	VIP STEEL PACKAGING PTY LTD	11A Ferndehl Street, GRANVILLE, NSW 2142	POEO Licence	No longer in force 16 Dec 2003

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15 January 2015



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## Search results

Your search for: **General Search** with the following criteria

**Suburb - GRANVILLE**

returned 22 results

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2 of 2 Pages

[Search Again](#)

Number	Name	Location	Type	Status	Issued date
1037042	VIP STEEL PACKAGING PTY LTD	11A Ferndehl Street, GRANVILLE, NSW 2142	s.58 Licence Variation	Issued	25 May 2004
1058756	VIP STEEL PACKAGING PTY LTD	11A Ferndehl Street, GRANVILLE, NSW 2142	s.58 Licence Variation	Issued	21 Apr 2006

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15 January 2015

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WorkCover

Our Ref: D15/008232  
Your Ref: Ashleigh Brice

WorkCover NSW  
92-100 Donnison Street, Gosford, NSW 2250  
Locked Bag 2906, Lisarow, NSW 2252  
T 02 4321 5000 F 02 4325 4145  
WorkCover Assistance Service 13 10 50  
OX 731 Sydney [workcover.nsw.gov.au](http://workcover.nsw.gov.au)

27 January 2015

Attention: Ashleigh Brice  
Compaction and Soil testing Services Pty Ltd  
1/78 Owen St  
Glendenning NSW 2761

Dear Ms Brice,

**RE SITE: 134-138 & 142 Parramatta Rd & 59-61 Cowper St & 26-30 Good St  
Granville NSW**

I refer to your site search request received by WorkCover NSW on 19 January 2015 requesting information on licences to keep dangerous goods for the above site.

Please note that we have no files for the street numbering you have provided, based on modern address usage, our file is called 140 Parramatta Rd Granville which would appear to have been subsumed within the address now known as 134-138 & 142 Parramatta Rd.

Enclosed are copies of the documents that WorkCover NSW holds on Dangerous Goods Licence 35/033092 relating to the storage of dangerous goods at the above-mentioned premises, as listed on the Stored Chemical Information Database (SCID).

If you have any further queries please contact the Dangerous Goods Licensing Team on (02) 4321 5500.

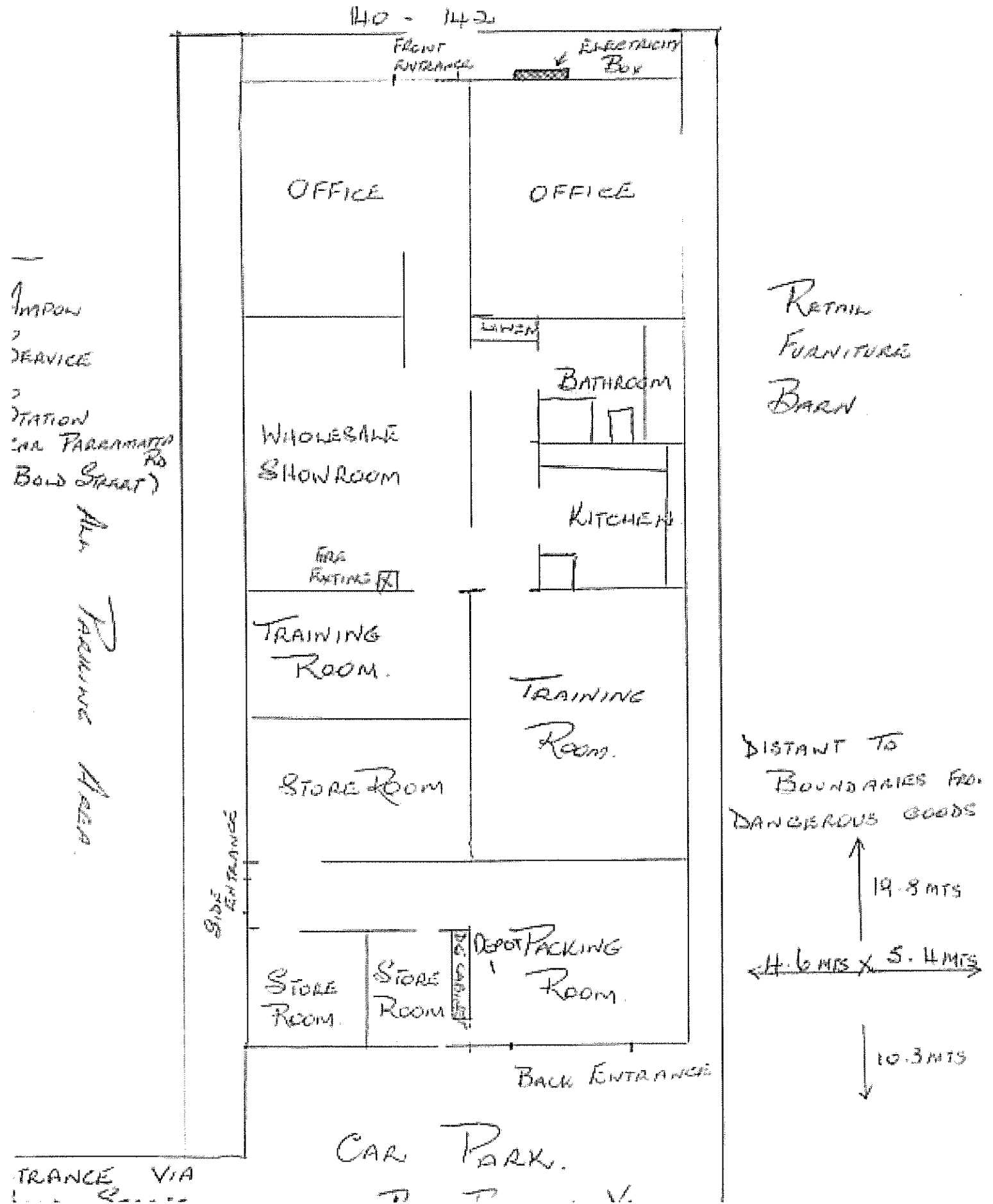
Yours Sincerely

Brent Jones  
Senior Licensing Officer  
Dangerous Goods Notification Team

TO PARRAMATTA

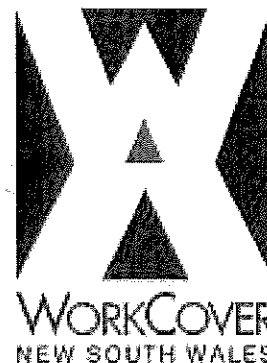
TO CITY

← PARRAMATTA RD. →





# Application for Licence to Keep Dangerous Goods



Application for ☒ new licence ☐ amendment ☐ transfer ☐ renewal of expired licence

Exp date 30/1/99

conditional  
App lic + lic issued on conditions  
that add info on storage + confinement  
that storage is in compliance to section  
ACN 4.5 AS 1990-1993 submitted

## PART A - Applicant and site information

1 Name of applicant

HOLLYWOOD NAIL & BEAUTY SUPPLIES PTY LTD 003 017 1787 6/1/98

2 Postal address of applicant

Suburb/Town

Postcode

P.O. Box 452 GRANVILLE 2142

3 Trading name or site occupier's name

AS ABOVE Conditional Licence 4.5.98

4 Contact for licence inquiries

Phone

Fax

Name

02 9682 3488 02 9682 3512 (MRS) LEAH HARDAKER

5 Previous licence number (if known)

35/ 033092

6 Previous occupier (if known)

7 Site to be licensed

No

Street

140 PARRAMATTA RD

Suburb / Town

Postcode

GRANVILLE N.S.W. 2142

8 Main business of site WHOLESALE TO NAIL & BEAUTY INDUSTRY

9 Site staffing: Hours per day

8

Days per week

5 Full time 23.1.98

10 Emergency contact

Phone

Name

9682 3488 (M) 018 465 810 LEAH HARDAKER

11 Major supplier of dangerous goods

I.C.I.

12 If a new site or for amendments to depots

Plan stamped by:

Name of Accredited Consultant

Date stamped

I certify that the details in this application (including any accompanying computer disk) are correct and cover all licensable quantities of dangerous goods kept on the premises.

13 Signature of applicant

Date

Leah Hardaker

23.1.98

Please send your application, marked CONFIDENTIAL, to:

Dangerous Goods Licensing, Level 3, Locked Bag 10, Clarence Street,  
SYDNEY NSW 2000

**PART C – Dangerous Goods Storage** Complete one section per depot.

**If you have more depots than the space provided, photocopy sufficient sheets first.**

Depot Number	Type of depot	Depot Class	Maximum storage capacity
1	ROOVED STORE FLC	3	CABINET 225 L

UN Number	Correct Shipping Name	PG Class (I, II, III)	Product or common name	Typical quantity	Unit, e.g. L, kg, m³
1090	ACETONE	3 II	ACETONE	20LBS	L
1993	acetone	3 II	ACETONE	20LBS	L
1143	ETHYL ACETATE	3 II	ETHYL ACETATE	20	L
1140	METHYL SPIRIT	3 II	METHYL SPIRIT	20	L
2089	NAIL ENAMEL	3 I II	NAIL ENAMEL	40	L
1993	Non-Acetone Remover	3 II	Non-Acetone Remover	40	L

[illegible]



Provided Electronically by EZISEARCH an Approved LPI/MSJ Information Provider

LAND AND PROPERTY INFORMATION NEW SOUTH WALES - TITLE SEARCH

FOLIO: 1/721626

SEARCH DATE	TIME	EDITION NO	DATE
15/6/2006	4:07 PM	3	1/2/2005

LAND

LOT 1 IN DEPOSITED PLAN 721626

AT GRAYVILLE

LOCAL GOVERNMENT AREA: PARRAMATTA

PARISH OF LIBERTY PLAINS COUNTY OF CUMBERLAND

TITLE DIAGRAM: DP721626

FIRST SCHEDULE

SITANA PTY LIMITED

(T AB330156)

SECOND SCHEDULE (2 NOTIFICATIONS)

1. RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
2. AB120240 MORTGAGE TO NATIONAL AUSTRALIA BANK LIMITED

NOTATIONS

UNREGISTERED DEALINGS: NIL

\*\*\* END OF SEARCH \*\*\*

Provided Electronically by EZISEARCH an Approved LPI NSW Information Provider

LAND AND PROPERTY INFORMATION NEW SOUTH WALES - TITLE SEARCH  
-----POLIO: 1/781581  
-----

SEARCH DATE	TIME	EDITION NO	DATE
15/6/2005	4:12 PM	10	1/1/2005

LAND  
-----

LOT 1 IN DEPOSITED PLAN 783581  
AT GRANVILLE  
LOCAL GOVERNMENT AREA: PARRAMATTA  
PARISH OF ST JOHN COUNTY OF CUMBERLAND  
TITLE DIAGRAM: DP783581

FIRST SCHEDULE  
-----

SITANA PTY LIMITED

(T A2440867)

SECOND SCHEDULE (3 NOTIFICATIONS)  
-----

1. RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
2. LIMITED TITLE. LIMITATION PURSUANT TO SECTION 28T(4) OF THE REAL PROPERTY ACT, 1900. THE BOUNDARIES OF THE LAND COMPRISED HEREIN HAVE NOT BEEN INVESTIGATED BY THE REGISTRAR GENERAL.
3. AB320240 MORTGAGE TO NATIONAL AUSTRALIA BANK LIMITED

NOTATIONS  
-----

UNREGISTERED DEALINGS: NIL

\*\*\* END OF SEARCH \*\*\*





## PLANNING CERTIFICATE

### CERTIFICATE UNDER SECTION 149

Environmental Planning and Assessment Act, 1979 as amended 1998

Certificate No: 2006/2010  
Fee: \$100.00  
Issue Date: 19 June 2006  
Receipt No: 2290627  
Applicants Ref: 360 280346

### APPLICANT

Leap Disbursement Management  
DX 578  
SYDNEY

### DESCRIPTION OF LAND

Address: 134 Parramatta Road  
GRANVILLE NSW 2142  
Lot Details: Lot 1 DP 721626

### SECTION A

The following Environmental planning instrument to which this certificate relates applies to the land:

Parramatta Local Environmental Plan 2001 (as amended).

The land being:  
Mixed Use 10  
Local Transport Reservation 9C(proposed)

The purpose for which development may be carried out with or without development consent or is prohibited in this zone are set out in the table contained in Annexure 'A' to this certificate.

**PARRAMATTA  
CITY COUNCIL**

30 Darcy Street Parramatta NSW 2150  
PO Box 32 Parramatta NSW 2124

Phone 02 9806 5000 Fax 02 9806 5017 DX 8270 Parramatta  
ABN 49 907 174 773 [www.parramatta.nsw.gov.au](http://www.parramatta.nsw.gov.au)



## SECTION B

For the purpose of Section 149(2) it is advised that as the date of this certificate the abovementioned land is affected by the matters referred to as follows:

The land is affected by State Environmental Planning Policies and Regional Environmental Plans as detailed in Annexure "B1".

The land is affected by Draft State Environmental Plans in respect of information as detailed in Annexure "B2". This information is provided only to the extent that the Council has been notified by Department of Planning.

Is AFFECTED by a Draft Environmental Plan which has been placed on Public Exhibition but has not yet been prescribed –

DRAFT – Draft Amendment No.4 to Parramatta Local Environmental Plan 1996 (Heritage and Conservation).

DRAFT – Local Floodplain Risk Management Policy.

DRAFT – Parramatta Local Environmental Plan 2001 (Draft Amendment) (DCP Review 2005).

DRAFT – Parramatta Local Environmental Plan 2001 Amendment No.3.

The land IS AFFECTED by Parramatta Development Control Plan 2005.

The Parramatta Comprehensive Section 94 Contributions Plan (effective 1 July 2002) applies to this land.

The land is affected by exempt development provisions. (Parramatta Local Environmental Plan 2001, Clause 17).

The land is affected by complying development provisions. (Parramatta Local Environmental Plan 2001 Clause 18).

A person may excavate or fill land with the consent of Council. (Parramatta Local Environmental Plan 2001 Clause 23).

A master plan IS REQUIRED for development of land exceeding 5000 sqm and listed in schedule 4. (Parramatta Local Environmental Plan 2001 Clause 30).

The land is not affected by Section 38 or 39 of the Coastal Protection Act 1979.

The land IS AFFECTED by road widening or road realignment under:

- (1) Roads Act, 1993.
- (2) Any Environmental Planning Instrument.
- (3) Any Resolution of Council.





The Parramatta Local Environmental Plan 2001 clause 12 provides for acquisition of certain lands by public authorities.

The land is not affected by Section 15 of the Mine Subsidence Compensation Act 1961 proclaiming land to be a Mine Subsidence District.

The land IS NOT in a conservation area.

An item of environmental heritage IS NOT situated on the land.

The land IS NOT AFFECTED by any of the matters contained in Clause 59(2) of the Contaminated Land Management Act 1997.

The land IS NOT bushfire prone land.

The land IS AFFECTED by a Tree Preservation Order.

The Director General with responsibility for the Threatened Species Conservation Act 1995 has not advised Council that the land includes or comprises a critical habitat.

Council has adopted a policy covering the entire City of Parramatta to restrict development of any land by reason of the likelihood of flooding.

Council HAS NOT adopted a policy to restrict the development of the land by reason of the likelihood of land slip, tidal inundation, subsidence or any other risk.

#### SPECIAL NOTES

Large areas of the local government area of Parramatta have the potential to be affected by acid sulfate soils which become problematic if exposed during excavation or similar activities. The Department of Planning has maps which indicated the potential occurrences of acid-sulfate soils. Prior to undertaking work which involves substantial soil disturbance, you should ascertain the possibility of acid-sulfate soils existing on your property. Enquiries should be made to the Department of Planning.

Applicants for Sections 149 Certificates are advised that Council does not hold sufficient information to fully detail the effect of any encumbrances on the title of the subject land. Further information should be sought from relevant Statutory Departments.



## SECTION C

The following additional information is issued under Section 149(5)

Pursuant to S149(5) the Council supplies information as set out below on the basis that the Council takes no responsibility for the accuracy of the information. The information if material should be independently checked by the applicant.

Aboriginal Heritage – low sensitivity – limited potential to contain items of Aboriginal heritage. Contact Council's Customer Service/Duty Planner (02) 9806 5000 for more information.

The land is considered by Council TO BE ABOVE the 1 in 100 year mainstream flood level.

This information is based on data available to the Council. It is provided on the basis that neither Council nor its servants hold out advice or warrant to you in any way its accuracy, nor shall the Council or its servants, be liable for any negligence in the preparation of that information.

### ANNEXURE "A"

issued pursuant to Section 149 of the Environmental Planning and Assessment Act, 1979.  
NOTE: This table is an excerpt from LEP 2001 (as amended) and must be read in conjunction with and subject to the other provisions of that instrument, and the other Environmental Planning Instruments specified in the Certificate and in force at that date.

#### LOCAL ROAD (PROPOSED) 9(C) ZONE

##### 1. Objectives of the Local Road (Proposed) 9(c) Zone

- (a) To identify and protect land intended to be acquired for the provisions of future local roads or the widening of existing local roads, and
- (b) To provide flexibility in the development of sites identified for the provision of future roads by allowing development which is permissible in an adjacent zone and consistent with the objectives of that zone.

##### (2). Development within the Local Road (Proposed) 9(c) zone

- (a) Within the Local Road (Proposed) 9(c) zone, development for the purpose of local roads, local road widening and exempt development may be carried out without development consent.
- (b) Within the Local Road (Proposed) 9(c) zone, development for the purpose of the following may be carried out, but only with development consent:

Any land use which may be carried out (with or without consent) on land in (and is consistent with the objectives of) an adjoining zone, drainage, public utility installations (other than gas holders and generating works), roads, workshops, associated with the widening of roads, demolition, subdivision.

- (c) Any other development is prohibited within the Transport (Proposed) 9(c) zone.



ANNEXURE "A"

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act, 1979.  
**NOTE:** This table is an excerpt from LEP 2001 (as amended) and must be read in conjunction with and subject to the other provisions of that instrument, and the other Environmental Planning Instruments specified in the Certificate and in force at that date.

**MIXED USE 10 ZONE****1. Objectives of the Mixed Use 10 Zone**

- (a) To encourage a mix of compatible land uses, such as office and commercial, retail, residential, tourist, service, recreational, community and light industrial development, but only where adjacent uses will not have an adverse impact on each other, and
- (b) To promote the development of the area to its maximum potential, while minimising environmental impacts of development by facilitating the use of public transport, bicycle and pedestrian facilities and services, and
- (c) To ensure that development is energy and water efficient in design, minimises pollution and conserves the natural and built landscapes, and
- (d) To establish a highly attractive area to live and work in, and for recreational and tourist uses.

**2. Development within the Mixed Use 10 Zone**

- (a) Within the Mixed Use 10 zone, development for the purpose of home based child care centres and exempt development may be carried out without development consent.
- (b) Within the Mixed Use 10 zone, development for the purpose of the following may be carried out, but only with development consent:  
Advertising structures, amusement centres, animal establishments, backpackers' accommodation, bed and breakfast establishments, boarding houses, car parking stations, car repair stations, centres based child care services, clubs, commercial premises, community facilities, dual occupancies, dwelling houses, educational establishments, educational facilities, hospitals, hotels, kiosks, light industries, medical centres, medical consulting rooms, mixed use development, motels, motor showrooms, multi unit housing, place of public worship, portable recycling facilities, public buildings, public transport facilities, public utility installations (other than gas holders and generating works), recreation areas, recreation facilities, residential flat buildings, restaurants, roads, service stations, serviced apartments, shops, telecommunication facilities, tourist facilities, vehicles rental centres, veterinary establishments, demolition, subdivision.
- (c) Any other development is prohibited within the Mixed Use 10 zone.

ANNEXURE "B1"

issued pursuant to Section 148 of the Environmental Planning and Assessment Act 1979.

Note: The following information is supplied in respect of Section 149 and embodies the requirements of Department of Planning Circular No. A2 dated 17 March 1989 and the Ministerial Notification dated 15 December 1986.

- STATE ENVIRONMENTAL PLANNING POLICY NO.1 - Development Standards
- STATE ENVIRONMENTAL PLANNING POLICY NO.4 - Development without Consent and Miscellaneous Complying Development
- STATE ENVIRONMENTAL PLANNING POLICY NO.6 - Number of Storeys in a Building
- STATE ENVIRONMENTAL PLANNING POLICY NO.8 - Surplus Public Land
- STATE ENVIRONMENTAL PLANNING POLICY NO.9 - Group Homes
- STATE ENVIRONMENTAL PLANNING POLICY NO.10 - Retention of Low Cost Rental Accommodation
- STATE ENVIRONMENTAL PLANNING POLICY NO.11 - Traffic Generating Developments
- STATE ENVIRONMENTAL PLANNING POLICY NO.16 - Tertiary Institutions
- STATE ENVIRONMENTAL PLANNING POLICY NO.19 - Bushland in Urban Areas
- STATE ENVIRONMENTAL PLANNING POLICY NO.21 - Caravan Parks
- STATE ENVIRONMENTAL PLANNING POLICY NO.22 - Shops and Commercial Premises
- STATE ENVIRONMENTAL PLANNING POLICY NO.32 - Urban Consolidation (Redevelopment of Urban Land)
- STATE ENVIRONMENTAL PLANNING POLICY NO.33 - Hazardous and Offensive Development
- STATE ENVIRONMENTAL PLANNING POLICY NO.35 - Maintenance Dredging of Tidal Waterways
- STATE ENVIRONMENTAL PLANNING POLICY NO.37 - Continued Mines and Extractive Industries
- STATE ENVIRONMENTAL PLANNING POLICY NO.48 - Major Putrescible Landfill Sites
- STATE ENVIRONMENTAL PLANNING POLICY NO.55 - Remediation of Land
- STATE ENVIRONMENTAL PLANNING POLICY NO.60 - Exempt and Complying Development
- STATE ENVIRONMENTAL PLANNING POLICY NO.63 - Major Transport Projects
- STATE ENVIRONMENTAL PLANNING POLICY NO.64 - Advertising and Signage
- STATE ENVIRONMENTAL PLANNING POLICY NO.65 - Design Quality of Residential Flat Development.
- STATE ENVIRONMENTAL PLANNING POLICY NO.70 - Affordable Housing (Revised Schemes)
- STATE ENVIRONMENTAL PLANNING POLICY - Seniors Living 2004

Printed Date: 10 June 2005

Certificate No. 2006/2010





STATE ENVIRONMENTAL PLANNING POLICY - (Building Sustainability Index: BASIX) 2004

STATE ENVIRONMENTAL PLANNING POLICY - (State Significant Development) 2005

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.7 - Multi-Unit Housing Surplus  
Government Sites

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.8 (No.2) - Extractive Industries

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.18 - Public Transport Corridors

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.24 - Homebush Bay Area

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.28 - Parramatta

SYDNEY REGIONAL ENVIRONMENTAL PLAN - (Sydney Harbour Catchment) 2005

#### ANNEXURE "B2"

issued pursuant to Section 149 of the Environmental Planning and Assessment Act 1979.

The following information is supplied in respect of Section 149 and embodies the requirements of Department of Environment and Planning Circular No.120 dated 6 January 1987 and the Ministerial Notification dated 15 December 1986.

#### DRAFT STATE ENVIRONMENTAL PLANNING POLICY Subdivision

This draft policy helps to complete the transfer of subdivision control to the planning system. It defines the subdivision and introduces the requirement that consent be obtained for

"subdivision where not covered by an existing environmental planning instrument";  
and  
"subdivision works".

#### DRAFT STATE ENVIRONMENTAL PLANNING POLICY NO. 66 Integration of Land Use and Transport

This draft policy aims to better integrate land use and transport planning at the local level by putting in place provisions to guide the preparation of draft local environmental plans, the adoption of development control plans and master plans and the consideration of development applications.

N.B. All enquiries as to the application of Draft, State and Regional Environmental Planning Policies should be directed to The Department of Planning - 23-33 Bridge Street Sydney NSW 2000.

John Neish

General Manager per                      Date 19 June 2006



## PLANNING CERTIFICATE

### CERTIFICATE UNDER SECTION 149

Environmental Planning and Assessment Act, 1979 as amended 1998

Certificate No: 2008/2008  
Fee: \$100.00  
Issue Date: 19 June 2006  
Receipt No: 2290627  
Applicants Ref: 360 280347

### APPLICANT

Leap Disbursement Management  
OX 578  
SYDNEY

### DESCRIPTION OF LAND

Address: 61 Cowper Street  
GRANVILLE NSW 2142  
Lot Details: LOT 1 DP 783581

### SECTION A

The following Environmental planning instrument to which this certificate relates applies to the land:

Parramatta Local Environmental Plan 2001 (as amended).

The land being:  
Local Transport Reservation 9C(proposed)  
Mixed Use 10

The purpose for which development may be carried out with or without development consent or is prohibited in this zone are set out in the table contained in Annexure 'A' to this certificate.

**PARRAMATTA  
CITY COUNCIL**

30 Darcy Street Parramatta NSW 2150  
PO Box 32 Parramatta NSW 2124

Phone 02 9806 5000 Fax 02 9806 5017 DX B279 Parramatta  
ABN 49 907 174 773 [www.parramatta.nsw.gov.au](http://www.parramatta.nsw.gov.au)



## SECTION B

For the purpose of Section 149(2) it is advised that as the date of this certificate the abovementioned land is affected by the matters referred to as follows:

The land is affected by State Environmental Planning Policies and Regional Environmental Plans as detailed in Annexure "B1".

The land is affected by Draft State Environmental Plans in respect of information as detailed in Annexure "B2". This information is provided only to the extent that the Council has been notified by Department of Planning.

Is AFFECTED by a Draft Environmental Plan which has been placed on Public Exhibition but has not yet been prescribed –

DRAFT – Draft Amendment No.4 to Parramatta Local Environmental Plan 1996 (Heritage and Conservation).

DRAFT – Local Floodplain Risk Management Policy.

DRAFT – Parramatta Local Environmental Plan 2001 (Draft Amendment) (DCP Review 2005).

DRAFT – Parramatta Local Environmental Plan 2001 Amendment No.3.

The land IS AFFECTED by Parramatta Development Control Plan 2005.

The Parramatta Comprehensive Section 94 Contributions Plan (effective 1 July 2002) applies to this land.

The land is affected by exempt development provisions. (Parramatta Local Environmental Plan 2001, Clause 17).

The land is affected by complying development provisions. (Parramatta Local Environmental Plan 2001 Clause 18).

A person may excavate or fill land with the consent of Council. (Parramatta Local Environmental Plan 2001 Clause 23).

A master plan IS REQUIRED for development of land exceeding 5000 sqm and listed in schedule 4. (Parramatta Local Environmental Plan 2001 Clause 30).

The land is not affected by Section 38 or 39 of the Coastal Protection Act 1979.

The land IS AFFECTED by road widening or road realignment under:

- (1) Roads Act, 1993.
- (2) Any Environmental Planning Instrument.
- (3) Any Resolution of Council.





The Parramatta Local Environmental Plan 2001 clause 12 provides for acquisition of certain lands by public authorities.

The land is not affected by Section 15 of the Mine Subsidence Compensation Act 1981 proclaiming land to be a Mine Subsidence District.

The land IS NOT in a conservation area.

An item of environmental heritage IS NOT situated on the land.

The land IS NOT AFFECTED by any of the matters contained in Clause 59(2) of the Contaminated Land Management Act 1997.

The land IS NOT bushfire prone land.

The land IS AFFECTED by a Tree Preservation Order.

The Director General with responsibility for the Threatened Species Conservation Act 1995 has not advised Council that the land includes or comprises a critical habitat.

Council has adopted a policy covering the entire City of Parramatta to restrict development of any land by reason of the likelihood of flooding.

Council HAS NOT adopted a policy to restrict the development of the land by reason of the likelihood of land slip, tidal inundation, subsidence or any other risk.

#### SPECIAL NOTES

Large areas of the local government area of Parramatta have the potential to be affected by acid sulfate soils which become problematic if exposed during excavation or similar activities. The Department of Planning has maps which indicated the potential occurrences of acid-sulfate soils. Prior to undertaking work which involves substantial soil disturbance, you should ascertain the possibility of acid-sulfate soils existing on your property. Enquiries should be made to the Department of Planning.

Applicants for Sections 149 Certificates are advised that Council does not hold sufficient information to fully detail the effect of any encumbrances on the title of the subject land. Further information should be sought from relevant Statutory Departments.

**SECTION C**

The following additional information is issued under Section 149(5)

Pursuant to S149(5) the Council supplies information as set out below on the basis that the Council takes no responsibility for the accuracy of the information. The information if material should be independently checked by the applicant.

Aboriginal Heritage – low sensitivity – limited potential to contain items of Aboriginal heritage. Contact Council's Customer Service/Duty Planner (02) 9806 5000 for more information.

The land is considered by Council TO BE ABOVE the 1 in 100 year mainstream flood level.

This information is based on data available to the Council. It is provided on the basis that neither Council nor its servants hold out advice or warrant to you in any way its accuracy, nor shall the Council or its servants, be liable for any negligence in the preparation of that information.

**ANNEXURE "A"**

issued pursuant to Section 149 of the Environmental Planning and Assessment Act, 1979.  
**NOTE:** This table is an excerpt from LEP 2001 (as amended) and must be read in conjunction with and subject to the other provisions of that instrument, and the other Environmental Planning Instruments specified in the Certificate and in force at that date.

**LOCAL ROAD (PROPOSED) 9(C) ZONE****1. Objectives of the Local Road (Proposed) 9(c) Zone**

- (a) To identify and protect land intended to be acquired for the provisions of future local roads or the widening of existing local roads; and
- (b) To provide flexibility in the development of sites identified for the provision of future roads by allowing development which is permissible in an adjacent zone and consistent with the objectives of that zone.

**(2). Development within the Local Road (Proposed) 9(c) zone**

- (a) Within the Local Road (Proposed) 9(c) zone, development for the purpose of local roads, local road widening and exempt development may be carried out without development consent.
- (b) Within the Local Road (Proposed) 9(c) zone, development for the purpose of the following may be carried out, but only with development consent:

Any land use which may be carried out (with or without consent) on land in (and is consistent with the objectives of) an adjoining zone, drainage, public utility installations (other than gas holders and generating works), roads, workshops, associated with the widening of roads, demolition, subdivision.

- (c) Any other development is prohibited within the Transport (Proposed) 9(c) zone.



### ANNEXURE "A"

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act, 1979.

NOTE: This table is an excerpt from LEP 2006 (as amended) and must be read in conjunction with and subject to the other provisions of that instrument, and the other Environmental Planning Instruments specified in the Certificate and in force at that date.

#### MIXED USE 10 ZONE

##### 1. Objectives of the Mixed Use 10 Zone

- (a) To encourage a mix of compatible land uses, such as office and commercial, retail, residential, tourist, service, recreational, community and light industrial development, but only where adjacent uses will not have an adverse impact on each other, and
- (b) To promote the development of the area to its maximum potential, while minimising environmental impacts of development by facilitating the use of public transport, bicycle and pedestrian facilities and services, and
- (c) To ensure that development is energy and water efficient in design, minimises pollution and conserves the natural and built landscapes, and
- (d) To establish a highly attractive area to live and work in, and for recreational and tourist uses.

##### 2. Development within the Mixed Use 10 Zone

- (a) Within the Mixed Use 10 zone, development for the purpose of home based child care centres and exempt development may be carried out without development consent.
- (b) Within the Mixed Use 10 zone, development for the purpose of the following may be carried out, but only with development consent:

Advertising structures, amusement centres, animal establishments, backpackers' accommodation, bed and breakfast establishments, boarding houses, car parking stations, car repair stations, centres based child care services, clubs, commercial premises, community facilities, dual occupancies, dwelling houses, educational establishments, educational facilities, hospitals, hotels, kiosks, light industries, medical centres, medical consulting rooms, mixed use development, motels, motor showrooms, multi unit housing, place of public worship, portable recycling facilities, public buildings, public transport facilities, public utility installations (other than gas holders and generating works), recreation areas, recreation facilities, residential flat buildings, restaurants, roads, service stations, serviced apartments, shops, telecommunication facilities, tourist facilities, vehicles rental centres, veterinary establishments, demolition, subdivision.

- (c) Any other development is prohibited within the Mixed Use 10 zone.



ANNEXURE "B1"

issued pursuant to Section 149 of the Environmental Planning and Assessment Act 1979.

Note: The following information is supplied in respect of Section 149 and embodies the requirements of Department of Planning Circular No. A2 dated 17 March 1989 and the Ministerial Notification dated 15 December 1988.

- STATE ENVIRONMENTAL PLANNING POLICY NO.1 - Development Standards
- STATE ENVIRONMENTAL PLANNING POLICY NO.4 - Development without Consent and Miscellaneous Complying Development
- STATE ENVIRONMENTAL PLANNING POLICY NO.6 - Number of Storeys in a Building
- STATE ENVIRONMENTAL PLANNING POLICY NO.5 - Surplus Public Land
- STATE ENVIRONMENTAL PLANNING POLICY NO.9 - Group Homes
- STATE ENVIRONMENTAL PLANNING POLICY NO.10 - Retention of Low Cost Rental Accommodation
- STATE ENVIRONMENTAL PLANNING POLICY NO.11 - Traffic Generating Developments
- STATE ENVIRONMENTAL PLANNING POLICY NO.16 - Tertiary Institutions
- STATE ENVIRONMENTAL PLANNING POLICY NO.18 - Bushland in Urban Areas
- STATE ENVIRONMENTAL PLANNING POLICY NO.21 - Caravan Parks
- STATE ENVIRONMENTAL PLANNING POLICY NO.22 - Shops and Commercial Premises
- STATE ENVIRONMENTAL PLANNING POLICY NO.32 - Urban Consolidation (Redevelopment of Urban Land)
- STATE ENVIRONMENTAL PLANNING POLICY NO.33 - Hazardous and Offensive Development
- STATE ENVIRONMENTAL PLANNING POLICY NO.35 - Maintenance Dredging of Tidal Waterways
- STATE ENVIRONMENTAL PLANNING POLICY NO.37 - Continued Mines and Extractive Industries
- STATE ENVIRONMENTAL PLANNING POLICY NO.48 - Major Putrescible Landfill Sites
- STATE ENVIRONMENTAL PLANNING POLICY NO.55 - Remediation of Land
- STATE ENVIRONMENTAL PLANNING POLICY NO.60 - Exempt and Complying Development
- STATE ENVIRONMENTAL PLANNING POLICY NO.63 - Major Transport Projects
- STATE ENVIRONMENTAL PLANNING POLICY NO.64 - Advertising and Signage
- STATE ENVIRONMENTAL PLANNING POLICY NO.65 - Design Quality of Residential Flat Development.
- STATE ENVIRONMENTAL PLANNING POLICY NO.70 - Affordable Housing (Revised Schemes)
- STATE ENVIRONMENTAL PLANNING POLICY - Seniors Living 2004



STATE ENVIRONMENTAL PLANNING POLICY – (Building Sustainability Index: BASIX) 2004

STATE ENVIRONMENTAL PLANNING POLICY – (State Significant Development) 2005

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.7 - Multi-Unit Housing Surplus  
Government Sites

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.9 (No.2) - Extractive Industries

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.18 - Public Transport Corridors

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.24 - Homebush Bay Area

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.28 - Parramatta

SYDNEY REGIONAL ENVIRONMENTAL PLAN – (Sydney Harbour Catchment) 2005

#### ANNEXURE "B2"

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act 1979.

The following information is supplied in respect of Section 149 and embodies the requirements of Department of Environment and Planning Circular No.120 dated 9 January 1987 and the Ministerial Notification dated 15 December 1986;

#### DRAFT STATE ENVIRONMENTAL PLANNING POLICY Subdivision

This draft policy helps to complete the transfer of subdivision control to the planning system. It defines the subdivision and introduces the requirement that consent be obtained for

"subdivision where not covered by an existing environmental planning instrument";

and

"subdivision works".

#### DRAFT STATE ENVIRONMENTAL PLANNING POLICY NO. 66 Integration of Land Use and Transport

This draft policy aims to better integrate land use and transport planning at the local level by putting in place provisions to guide the preparation of draft local environmental plans, the adoption of development control plans and master plans and the consideration of development applications.

N.B. All enquiries as to the application of Draft, State and Regional Environmental Planning Policies should be directed to The Department of Planning – 23-33 Bridge Street Sydney NSW 2000.

John Nelsh

General Manager per.....*[Signature]*.....Date.....*19 June 2006*.....

LAND AND PROPERTY INFORMATION NEW SOUTH WALES - TITLE SEARCH

FOLIO: AUTO CONSOL 7706-186

SEARCH DATE	TIME	EDITION NO	DATE
7/8/2014	4:35 PM	4	28/11/2007

LAND

LAND DESCRIBED IN SCHEDULE OF PARCELS  
AT GRANVILLE  
LOCAL GOVERNMENT AREA PARROMATTA  
PARISH OF LIBERTY PLAINS COUNTY OF CUMBERLAND  
TITLE DIAGRAM DP1075357

FIRST SCHEDULE

MANVILLE PTY LIMITED  
FRENCHVILLE PTY LIMITED  
MOLYVILLE PTY LIMITED  
AS TENANTS IN COMMON IN EQUAL SHARES (T AD596550)

SECOND SCHEDULE (3 NOTIFICATIONS)

- 1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
- 2 AC360493 LEASE TO THE BARN OFFICE FURNITURE (GRANVILLE) PTY  
LIMITED EXPIRES: 30/3/2011. OPTION OF RENEWAL: 3 YEARS  
AND A FURTHER 3 YEARS.
- 3 AC590551 MORTGAGE TO WESTPAC BANKING CORPORATION

NOTATIONS

UNREGISTERED DEALINGS: NIL

SCHEDULE OF PARCELS

LOTS 1-6 IN DP1075357.

\*\*\* END OF SEARCH \*\*\*

Grown Wright Stain Lawyers

PRINTED ON 7/8/2014

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\* ANY ENTRIES PRECEDED BY AN ASTERISK DO NOT APPEAR ON THE CURRENT EDITION OF THE CERTIFICATE OF TITLE  
WARNING: THE INFORMATION APPEARING UNDER NOTATIONS HAS NOT BEEN FORMALLY RECORDED IN THE REGISTER.  
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## PLANNING CERTIFICATE

### CERTIFICATE UNDER SECTION 149

Environmental Planning and Assessment Act, 1979 as amended

Certificate No: 2014/3911  
Fee: \$133.00  
Issue Date: 12 August 2014  
Receipt No: 4182896  
Applicant Ref: 684832:25126

### DESCRIPTION OF LAND

Address: 138 Parramatta Road  
GRANVILLE NSW 2142  
Lot Details: Lots 1-6 DP 1075357

### SECTION A

The following Environmental Planning Instrument to which this certificate relates applies to the land:

Parramatta Local Environmental Plan 2011

For the purpose of Section 149(2) it is advised that as the date of this certificate the abovementioned land is affected by the matters referred to as follows:

**PARRAMATTA  
CITY COUNCIL**

38 Darcy Street Parramatta NSW 2150  
PO Box 99 Parramatta NSW 2124

Phone 02 9836 6000 Fax 02 9206 6017 DX 8270 Parramatta  
AON 49 901 174 773 [www.parramatta.nsw.gov.au](http://www.parramatta.nsw.gov.au)

**The land is zoned: B6 Enterprise Corridor PLEP2011**

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act, 1979.

**NOTE:** This table is an excerpt from Parramatta Local Environmental Plan 2011 and must be read in conjunction with and subject to the other provisions of that instrument, and in force at that date.

**1 Objectives of zone**

- To promote businesses along main roads and to encourage a mix of compatible uses.
- To provide a range of employment uses (including business, office, retail and light industrial uses).
- To maintain the economic strength of centres by limiting retailing activity.

**2 Permitted without consent**

Nil

**3 Permitted with consent**

Building identification signs; Bulky goods premises; Business identification signs; Business premises; Community facilities; Food and/or motel accommodation; Kiosks; Landscaping material supplies; Light industries; Neighbourhood shops; Passenger transport facilities; Plant nurseries; Roads; Self-storage units; Timber yards; Vehicle sales or hire premises; Warehouse or distribution centres; Water recycling facilities; Any other development not specified in item 2 or 4

**4 Prohibited**

Agriculture; Air transport facilities; Airstrips; Animal boarding or training establishments; Amusement centres; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourist boating facilities; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Entertainment facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Function centres; Heavy industrial storage establishments; Helipads; Highway service centres; Home-based child care; Home businesses; Home industries; Home occupations; Home occupations (sex services); Industrial retail outlets; Industries; Information and education facilities; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Port facilities; Recreation facilities (major); Research stations; Residential accommodation; Restricted premises; Retail premises; Rural industries; Sewerage systems; Sex services premises; Signage; Storage premises; Transport depots; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boating facilities

**The land is zoned: B4 Mixed Use PLEP2011**

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act, 1979.

**NOTE:** This table is an excerpt from Parramatta Local Environmental Plan 2011 and must be read in conjunction with and subject to the other provisions of that instrument, and in force at that date.

**1 Objectives of zone**

- To provide a mixture of compatible land uses.



- To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.
- To encourage development that contributes to an active, vibrant and sustainable neighbourhood.

## **2 Permitted without consent**

Home occupations

## **3 Permitted with consent**

Boarding houses; Building Identification signs; Business Identification signs; Child care centres; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Hotel or motel accommodation; Information and education facilities; Medical centres; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Seniors housing; Shop top housing; Water recycling facilities; Any other development not specified in Item 2 or 4

## **4 Prohibited**

Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Crematoria; Depots; Dual occupancies; Dwelling houses; Eco-tourist facilities; Electricity generating works; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home industries; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Port facilities; Recreation facilities (major); Research stations; Rural industries; Rural workers' dwellings; Secondary dwellings; Semi-detached dwellings; Sewerage systems; Sex services premises; Signage; Storage premises; Transport depots; Truck depots; Vehicle body repair workshops; Warehouse or distribution centres; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boaling facilities; Wholesale supplies

## **SECTION B**

### **State Policies and Regional Environmental Plans**

The land is affected by State Environmental Planning Policies and Regional Environmental Plans as detailed in Annexure "B1".

### **Draft Local Environmental Plan**

The land is not affected by a Draft Local Environmental Plan which has been placed on Public Exhibition and has not yet been published.

### **Development Control Plan**

The land is affected by Parramatta Development Control Plan 2011.





The Minister for Planning has issued directions that provisions of an EPI do not apply to certain Part 4 development where a concept plan has been approved under Part 3A.

**Development Standards**

The land is located within State Environmental Planning Policy (Urban Renewal) 2010.

**Development Contribution Plan**

The Parramatta Section 94A Development Contributions Plan applies to the land.

**Heritage Item/Heritage Conservation Area**

The land is identified as containing a Heritage Item in Parramatta Local Environmental Plan 2011.

The land is not located in a heritage conservation area.

**Road Widening**

The land IS AFFECTED by road widening or road realignment under:

- (1) Roads Act, 1993.
- (2) Any Environmental Planning Instrument.
- (3) Any Resolution of Council.

**Land Reservation Acquisition**

The land is identified as being reserved for Local Road Widening purposes on the Land Reservation Acquisition map in Parramatta Local Environmental Plan 2011.

**Site Compatibility Certificate (Seniors Housing, Infrastructure and Affordable Rental Housing)**

At the date of issue of this certificate Council is not aware of any

- a. Site compatibility certificate (affordable rental housing),
- b. Site compatibility certificate (infrastructure),
- c. Site compatibility certificate (seniors housing)

in respect to the land issued pursuant to the Environmental Planning & Assessment Amendment (Site Compatibility Certificates) Regulation 2009 (NSW).

**Contamination**

The land is not affected by any of the matters contained in Clause 59(2) as amended in the Contaminated Land Management Act 1997 – as listed

- a. that the land to which the certificate relates is significantly contaminated land
- b. that the land to which the certificate relates is subject to a management order
- c. that the land to which the certificate relates is the subject of an approved voluntary management proposal
- d. that the land to which the certificate relates is subject to an ongoing maintenance order
- e. that the land to which the certificate relates is the subject of a site audit statement

**Tree Preservation**

The land is subject to Section 5.4 Preservation of Trees or Vegetation in Parramatta Development Control Plan 2011.

Council has not been notified of an order under the Trees (Disputes Between Neighbours) Act 2006 to carry out work in relation to a tree on the land.

**Coastal Protection**

The land is not affected by Section 38 or 39 of the Coastal Protection Act 1979.

Has an order been made under Part 4D of the Coastal Protection Act 1979 in relation to temporary coastal protection works (within the meaning of the Act) on the land (or on public land adjacent to that land)?

NO

Has Council been notified under section 55x of the Coastal Protection Act 1979 that temporary coastal protection works (within the meaning of the Act) have been placed on the land (or on public land adjacent to that land)?

NO

Has the owner (or any previous owner) of the land been consented in writing to the land being subject to annual charges under section 498B of the Local Government Act 1993 for coastal protection services that relate to existing coastal protection works (within the meaning of section 553B of that Act)?

NO

**Council Policy**

Council has not adopted a policy to restrict the development of the land by reason of the likelihood of projected sea level rise (coastal protection), tidal inundation, subsidence or any other risk.

Council has adopted a policy covering the entire City of Parramatta to restrict development of any land by reason of the likelihood of flooding.

**Mine Subsidence**

The land is not affected by Section 15 of the Mine Subsidence Compensation Act 1961 proclaiming land to be a Mine Subsidence District.

**Bushfire Land**

The land is not bushfire prone land.

**Threatened Species**

The Director General with responsibility for the Threatened Species Conservation Act 1995 has not advised Council that the land includes or comprises a critical habitat.



State Environmental Planning Policy  
(Exempt and Complying Development Codes) 2008

This does not constitute a Complying Development Certificate under section 85 of the  
EP&A Act

This information only addresses matters raised in Clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1)(c3) and 1.19 of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

It is your responsibility to ensure that you comply with the general requirements of the State Environmental Planning Policy (Exempt and Complying Codes) 2008. Failure to comply with these provisions may mean that a Complying Development Certificate issued under the provisions of State Environmental Planning Policy (Exempt and Complying Codes) 2008 is invalid.

General Housing Code

Complying Development pursuant to the General Housing Code may not be carried out on the land. The land is wholly affected by specific land exemptions under Clause 1.17A or Clause 1.18 (1) (c3) of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008. The land exemptions are:

- the land comprises, or contains an item of environmental heritage (that is listed on the State Heritage Register or that is subject to an interim heritage order under the *Heritage Act 1977* or that is identified as an item of environmental heritage in an environmental planning instrument),

The land is partially affected by specific land exemptions under Clause 1.19 of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008. The land exemptions are:

- part of the land is reserved for a public purpose in an environmental planning instrument,

Rural Housing Code

Complying Development pursuant to the Rural Housing Code may not be carried out on the land. The land is wholly affected by specific land exemptions under Clause 1.17A or Clause 1.18 (1) (c3) of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008. The land exemptions are:

- the land comprises, or contains an item of environmental heritage (that is listed on the State Heritage Register or that is subject to an interim heritage order under the *Heritage Act 1977* or that is identified as an item of environmental heritage in an environmental planning instrument),

The land is partially affected by specific land exemptions under Clause 1.19 of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008. The land exemptions are:

- part of the land is reserved for a public purpose in an environmental planning instrument,





#### Housing Alterations Code

Complying Development pursuant to the Housing Alterations Code may not be carried out on the land. The land is wholly affected by specific land exemptions under Clause 1.17A or Clause 1.18 (1) (c3) of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008. The land exemptions are:

- the land comprises, or contains an item of environmental heritage (that is listed on the State Heritage Register or that is subject to an interim heritage order under the *Heritage Act 1977* or that is identified as an item of environmental heritage in an environmental planning instrument),

#### General Development Code

Complying Development pursuant to the General Development Code may not be carried out on the land. The land is wholly affected by specific land exemptions under Clause 1.17A or Clause 1.18 (1) (c3) of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008. The land exemptions are:

- the land comprises, or contains an item of environmental heritage (that is listed on the State Heritage Register or that is subject to an interim heritage order under the *Heritage Act 1977* or that is identified as an item of environmental heritage in an environmental planning instrument),

#### Demolition Code

Complying Development pursuant to the Demolition Code may not be carried out on the land. The land is wholly affected by specific land exemptions under Clause 1.17A or Clause 1.18 (1) (c3) of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008. The land exemptions are:

- the land comprises, or contains an item of environmental heritage (that is listed on the State Heritage Register or that is subject to an interim heritage order under the *Heritage Act 1977* or that is identified as an item of environmental heritage in an environmental planning instrument),

#### Commercial and Industrial (New Buildings and Additions) Code

Complying Development pursuant to Commercial and Industrial (New Buildings and Additions) Code may not be carried out on the land. The land is wholly affected by specific land exemptions under Clause 1.17A or Clause 1.18 (1) (c3) of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008. The land exemptions are:

- the land comprises, or contains an item of environmental heritage (that is listed on the State Heritage Register or that is subject to an interim heritage order under the *Heritage Act 1977* or that is identified as an item of environmental heritage in an environmental planning instrument),

The land is partially affected by specific land exemptions under Clause 1.19 of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008. The land exemptions are:



- part of the land is reserved for a public purpose in an environmental planning instrument;

#### General Commercial and Industrial (Alterations) Code

Complying Development pursuant to the General Commercial and Industrial (Alterations) Code may not be carried out on the land. The land is wholly affected by specific land exemptions under Clause 1.17A or Clause 1.18 (1) (c3) of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008. The land exemptions are:

- the land comprises, or contains an item of environmental heritage (that is listed on the State Heritage Register or that is subject to an interim heritage order under the *Heritage Act 1977* or that is identified as an item of environmental heritage in an environmental planning instrument),

#### Subdivision Code

Complying Development pursuant to the Subdivision Code may not be carried out on the land. The land is wholly affected by specific land exemptions under Clause 1.17A or Clause 1.18 (1) (c3) of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008. The land exemptions are:

- the land comprises, or contains an item of environmental heritage (that is listed on the State Heritage Register or that is subject to an interim heritage order under the *Heritage Act 1977* or that is identified as an item of environmental heritage in an environmental planning instrument),

#### Fire Safety Code

Complying Development pursuant to the Fire Safety Code may not be carried out on the land. The land is wholly affected by specific land exemptions under Clause 1.17A or Clause 1.18 (1) (c3) of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008. The land exemptions are:

- the land comprises, or contains an item of environmental heritage (that is listed on the State Heritage Register or that is subject to an interim heritage order under the *Heritage Act 1977* or that is identified as an item of environmental heritage in an environmental planning instrument),

#### SPECIAL NOTES

The land is identified as Class 5 on the Acid Sulfate Soils map. Refer to Clause 6.1 of Parramatta Local Environmental Plan 2011.



Applicants for Sections 149 Certificates are advised that Council does not hold sufficient information to fully detail the effect of any encumbrances on the title of the subject land. The information available to Council is provided on the basis that neither Council nor its servants hold out advice or warrant to you in any way its accuracy, nor shall Council or its servants, be liable for any negligence in the preparation of that information. Further information should be sought from relevant Statutory Departments.

#### **SECTION C**

##### **The following additional information is issued under Section 149(5)**

Pursuant to S149(5) the Council supplies information as set out below on the basis that the Council takes no responsibility for the accuracy of the information. The information if material should be independently checked by the applicant.

Aboriginal Heritage – low sensitivity – limited potential to contain items of Aboriginal heritage. Contact Council's Customer Service/Duty Planner (02) 9806 5050 for more information.

The land is considered by Council TO BE ABOVE the 1 in 100 year mainstream flood level.

This information is based on data available to the Council. It is provided on the basis that neither Council nor its servants hold out advice or warrant to you in any way its accuracy, nor shall the Council or its servants, be liable for any negligence in the preparation of that information.

#### **ANNEXURE "B1"**

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act 1979. Note: The following information is supplied in respect of Section 149 and embodies the requirements of Department of Planning Circular No. A2 dated 17 March 1989 and the Ministerial Notification dated 15 December 1989.

STATE ENVIRONMENTAL PLANNING POLICY NO.1 - Development Standards

STATE ENVIRONMENTAL PLANNING POLICY NO.10 - Bushland in Urban Areas

STATE ENVIRONMENTAL PLANNING POLICY NO.21 – Caravan Parks

STATE ENVIRONMENTAL PLANNING POLICY NO.32 - Urban Consolidation (Redevelopment of Urban Land)

STATE ENVIRONMENTAL PLANNING POLICY NO.33 - Hazardous and Offensive Development

STATE ENVIRONMENTAL PLANNING POLICY NO.55 - Remediation of Land

STATE ENVIRONMENTAL PLANNING POLICY NO.64 - Advertising and Signage

STATE ENVIRONMENTAL PLANNING POLICY NO.65 – Design Quality of Residential Flat Development.

STATE ENVIRONMENTAL PLANNING POLICY NO.70 – Affordable Housing (Revised Schemes)





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STATE ENVIRONMENTAL PLANNING POLICY – (Housing for Seniors or People with a Disability)  
2004

STATE ENVIRONMENTAL PLANNING POLICY – (Building Sustainability Index: BASIX) 2004

STATE ENVIRONMENTAL PLANNING POLICY – (Major Development) 2006

STATE ENVIRONMENTAL PLANNING POLICY – (Mining, Petroleum Production and Extractive  
Industries) 2007

STATE ENVIRONMENTAL PLANNING POLICY – (Temporary Structures) 2007

STATE ENVIRONMENTAL PLANNING POLICY (Infrastructure) 2007

STATE ENVIRONMENTAL PLANNING POLICY (Exempt and Complying Development Codes) 2008

STATE ENVIRONMENTAL PLANNING POLICY (Affordable Rental Housing) 2009

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.9 (No.2) – Extractive Industries

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.24 – Homebush Bay Area

SYDNEY REGIONAL ENVIRONMENTAL PLAN – (Sydney Harbour Catchment) 2005

N.B. All enquiries as to the application of Draft, State and Regional Environmental Planning Policies  
should be directed to The Department of Planning and Infrastructure – 23-33 Bridge Street – Sydney  
NSW 2000.

Greg Dyer  
Chief Executive Officer

per

dated 12 August 2014

# Title Search

## LAND AND PROPERTY INFORMATION NEW SOUTH WALES - TITLE SEARCH

FOLIO: 12/575064

\*\*\*\*\*

SEARCH DATE	TIME	EDITION NO	DATE
21/11/2014	3:07 PM	10	4/12/2007

### LAND

-----

LOT 12 IN DEPOSITED PLAN 575064  
AT GRANVILLE  
LOCAL GOVERNMENT AREA PARRAMATTA  
PARISH OF LIBERTY PLAINS COUNTY OF CUMBERLAND  
TITLE DEPARTMENT DE575064

### FIRST SCHEDULE

-----

SHAMBAK HOSSSEINI

SHIVA HOSSSEINI

AS JOINT TENANTS

(S AD612061)

### SECOND SCHEDULE (4 NOTIFICATIONS)

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- 1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
- 2 AD612062 MORTGAGE TO SUNCORP-NETWAY LIMITED
- \* 3 AD612061 POSITIVE COVENANT
- \* 4 AD612062 RESTRICTION(S) ON THE USE OF LAND

### NOTATIONS

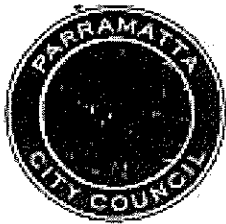
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UNREGISTERED DEALINGS: NIL

\*\*\* END OF SEARCH \*\*\*

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PRINTED ON 21/11/2014



## **PLANNING CERTIFICATE**

### **CERTIFICATE UNDER SECTION 149**

Environmental Planning and Assessment Act, 1979 as amended 1998

IQ 200 PG Ltd  
PO Box 494  
MOSMAN NSW 2088

Certificate No: 2010/4141  
Fee: \$100.00  
Issue Date: 27 October 2010  
Receipt No: 3244921  
Applicant Ref: HOSSEINI

### **DESCRIPTION OF LAND**

Address: 142 Parramatta Road  
GRANVILLE NSW 2142  
Lot Details: Lot 12 DP 575064

### **SECTION A**

The following Environmental planning instrument to which this certificate relates applies to the land:

**Parramatta Local Environmental Plan 2001 (as amended).**

The land being:  
Mixed Use 10  
Local Transport Reservation 9C(proposed)

The purpose for which development may be carried out with or without development consent or is prohibited in this zone are set out in the table contained in Annexure 'A' to this certificate.



**SECTION B**

For the purpose of **Section 149(2)** it is advised that as the date of this certificate the abovementioned land is affected by the matters referred to as follows:

The land is affected by State Environmental Planning Policies and Regional Environmental Plans as detailed in Annexure "B1".

Is **AFFECTED** by a Draft Local Environmental Plan which has been placed on Public Exhibition but has not yet been prescribed –

Draft Amendment to the Development Control Plan for Places of Public Worship

Is **AFFECTED** by a Draft Local Environmental Plan which has been placed on Public Exhibition but which has not yet been prescribed. (Refer to Annexure "C")

The land **IS AFFECTED** by Parramatta Development Control Plan 2005.

Parramatta Development Control Plan (DCP) as amended for Sex Services and Restricted Premises applies to the land.

Parramatta Development Control Plan (DCP) for Places of Public Worship applies to all land within the City of Parramatta.

The Parramatta Child Care Centres Development Control Plan applies to all land within the City of Parramatta.

The Minister for Planning has issued directions that provisions of an EPI do not apply to certain Part 4 development where a concept plan has been approved under Part 3A.

The Parramatta Section 94A Development Contributions Plan applies to the land.

The land **IS AFFECTED** by a Tree Preservation Order.

Council has not been notified of an order under the Trees (Disputes Between Neighbours) Act 2006 to carry out work in relation to a tree on the land.

The land is not affected by Section 38 or 39 of the Coastal Protection Act 1979.

The land **IS AFFECTED** by road widening or road realignment under:

- (1) Roads Act, 1993.
- (2) Any Environmental Planning Instrument.
- (3) Any Resolution of Council.



The land is not affected by Section 15 of the Mine Subsidence Compensation Act 1961 proclaiming land to be a Mine Subsidence District.

An item of environmental heritage IS NOT situated on the land.

The land IS NOT in a conservation area.

The land is affected by exempt development provisions. (Parramatta Local Environmental Plan 2001, Clause 17).

The land is affected by complying development provisions. (Parramatta Local Environmental Plan 2001 Clause 18).

A person may excavate or fill land with the consent of Council. (Parramatta Local Environmental Plan 2001 Clause 23).

A master plan IS REQUIRED for development of land exceeding 5000 sqm and listed in schedule 4. (Parramatta Local Environmental Plan 2001 Clause 30).

The land IS NOT bushfire prone land.

The Director General with responsibility for the Threatened Species Conservation Act 1995 has not advised Council that the land includes or comprises a critical habitat.

The Parramatta Local Environmental Plan 2001 clause 12 provides for acquisition of certain lands by public authorities.

#### Site Compatibility Certificate

At the date of issue of this certificate Council is not aware of any

- a. Site compatibility certificate (affordable rental housing),
- b. Site compatibility certificate (infrastructure),
- c. Site compatibility certificate (seniors housing)

in respect to the land issued pursuant to the Environmental Planning & Assessment Amendment (Site Compatibility Certificates) Regulation 2009 (NSW).

The land is **not affected** by any of the matters contained in Clause 59(2) as amended in the Contaminated Land Management Act 1997 – as listed

- a. that the land to which the certificate relates is significantly contaminated land
- b. that the land to which the certificate relates is subject to a management order
- c. that the land to which the certificate relates is the subject of an approved voluntary management proposal
- d. that the land to which the certificate relates is subject to an ongoing maintenance order
- e. that the land to which the certificate relates is the subject of a site audit statement



Council has adopted a policy covering the entire City of Parramatta to restrict development of any land by reason of the likelihood of flooding.

Council HAS NOT adopted a policy to restrict the development of the land by reason of the likelihood of land slip, tidal inundation, subsidence or any other risk.

**State Environmental Planning Policy (Exempt and Complying Development Codes)**  
**2008**

**General Housing Code**

Complying development pursuant to the General Housing Code **may not** be carried out on the land. The land is affected by specific land exemptions:

- land is reserved for a public purpose in an environmental planning instrument

**Housing Internal Alterations Code**

Complying development pursuant to the Housing Internal Alterations Code **may** be carried out on the land.

**General Commercial and Industrial Code**

Complying development pursuant to the General Commercial and Industrial Code **may** be carried out on the land.

**SPECIAL NOTES**

The land is identified on an Acid Sulfate Soils Map as being Class 5.

Applicants for Sections 149 Certificates are advised that Council does not hold sufficient information to fully detail the effect of any encumbrances on the title of the subject land. The information available to Council is provided on the basis that neither Council nor its servants hold out advice or warrant to you in any way its accuracy, nor shall Council or its servants, be liable for any negligence in the preparation of that information. Further information should be sought from relevant Statutory Departments.

**SECTION C**

**The following additional information is issued under Section 149(5)**

Pursuant to S149(5) the Council supplies information as set out below on the basis that the Council takes no responsibility for the accuracy of the information. The information if material should be independently checked by the applicant.

Aboriginal Heritage – low sensitivity – limited potential to contain items of Aboriginal heritage. Contact Council's Customer Service/Duty Planner (02) 9806 5050 for more information.

The land is considered by Council TO BE ABOVE the 1 in 100 year mainstream flood level.

This information is based on data available to the Council. It is provided on the basis that neither Council nor its servants hold out advice or warrant to you in any way its accuracy, nor shall the Council or its servants, be liable for any negligence in the preparation of that information.





### **ANNEXURE "A"**

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act, 1979.

NOTE: This table is an excerpt from LEP 2001 (as amended) and must be read in conjunction with and subject to the other provisions of that instrument, and the other Environmental Planning Instruments specified in the Certificate and in force at that date.

#### ***LOCAL ROAD (PROPOSED) 9(C) ZONE***

##### **1. Objectives of the Local Road (Proposed) 9(c) Zone**

- (a) To identify and protect land intended to be acquired for the provisions of future local roads or the widening of existing local roads, and
- (b) To provide flexibility in the development of sites identified for the provision of future roads by allowing development which is permissible in an adjacent zone and consistent with the objectives of that zone.

##### **(2). Development within the Local Road (Proposed) 9(c) zone**

- (a) Within the Local Road (Proposed) 9(c) zone, development for the purpose of local roads, local road widening and exempt development may be carried out without development consent.
- (b) Within the Local Road (Proposed) 9(c) zone, development for the purpose of the following may be carried out, but only with development consent:

Any land use which may be carried out (with or without consent) on land in (and is consistent with the objectives of) an adjoining zone, drainage, public utility installations (other than gas holders and generating works), roads, workshops, associated with the widening of roads, demolition, subdivision.

- (c) Any other development is prohibited within the Transport (Proposed) 9(c) zone.



### **ANNEXURE "A"**

issued pursuant to Section 149 of the Environmental Planning and Assessment Act 1979.

**NOTE:** This table is an excerpt from LEP 2001 (as amended) and must be read in conjunction with and subject to the other provisions of that instrument, and the other Environmental Planning Instruments specified in the Certificate and in force at that date.

#### **MIXED USE 10 ZONE**

##### **1. Objectives of the Mixed Use 10 Zone**

- (a) To encourage a mix of compatible land uses, such as office and commercial, retail, residential, tourist, services, recreational, community and light industrial development, but only where adjacent uses will not have an adverse impact on each other, and
- (b) To promote the development of the area to its maximum potential, while minimising environmental impacts of development by facilitating the use of public transport, bicycle and pedestrian facilities and services, and
- (c) To ensure that development is energy and water efficient in design, minimises pollution and conserves the natural and built landscapes, and
- (d) To establish a highly attractive area to live and work in, and for recreational and tourist uses.

##### **2. Development within the Mixed Use 10 Zone**

- (a) Within the Mixed Use 10 zone, development for the purpose of home based child care centres and exempt development may be carried out without development consent.
- (b) Within the Mixed Use 10 zone, development for the purpose of the following may be carried out, but only with development consent:

Advertising structures, amusement centres, animal establishments, backpackers' accommodation, bed and breakfast establishments, boarding houses, car parking stations, car repair stations, centres based child care services, clubs, commercial premises, community facilities, dual occupancies, dwelling houses, educational establishments, educational facilities, hospitals, hotels, kiosks, light industries, medical centres, medical consulting rooms, mixed use development, motels, motor showrooms, multi unit housing, place of public worship, portable recycling facilities, public buildings, public transport facilities, public utility installations (other than gas holders and generating works), recreation areas, recreation facilities, residential flat buildings, restaurants, roads, service stations, serviced apartments, shops, telecommunication facilities, tourist facilities, vehicles rental centres, veterinary establishments, demolition, subdivision.

- (c) Any other development is prohibited within the Mixed Use 10 zone.

### **ANNEXURE "B1"**

issued pursuant to Section 149 of the Environmental Planning and Assessment Act 1979.

**Note:** The following information is supplied in respect of Section 149 and embodies the requirements of Department of Planning Circular No. A2 dated 17 March 1989 and the Ministerial Notification dated 15 December 1986.

STATE ENVIRONMENTAL PLANNING POLICY NO.1 - Development Standards

Printed Date: 27/10/2012

Certificate No. 2010/4141



- STATE ENVIRONMENTAL PLANNING POLICY NO.4 - Development without Consent and Miscellaneous Complying Development
- STATE ENVIRONMENTAL PLANNING POLICY NO.6 - Number of Storeys in a Building
- STATE ENVIRONMENTAL PLANNING POLICY NO.10 - Retention of Low Cost Rental Accommodation
- STATE ENVIRONMENTAL PLANNING POLICY NO.19 - Bushland in Urban Areas
- STATE ENVIRONMENTAL PLANNING POLICY NO.21 - Caravan Parks
- STATE ENVIRONMENTAL PLANNING POLICY NO.22 - Shops and Commercial Premises
- STATE ENVIRONMENTAL PLANNING POLICY NO.32 - Urban Consolidation (Redevelopment of Urban Land)
- STATE ENVIRONMENTAL PLANNING POLICY NO.33 - Hazardous and Offensive Development
- STATE ENVIRONMENTAL PLANNING POLICY NO.55 - Remediation of Land
- STATE ENVIRONMENTAL PLANNING POLICY NO.60 - Exempt and Complying Development
- STATE ENVIRONMENTAL PLANNING POLICY NO.64 - Advertising and Signage
- STATE ENVIRONMENTAL PLANNING POLICY NO.65 - Design Quality of Residential Flat Development
- STATE ENVIRONMENTAL PLANNING POLICY NO.70 - Affordable Housing (Revised Schemes)
- STATE ENVIRONMENTAL PLANNING POLICY - (Housing for Seniors or People with a Disability) 2004
- STATE ENVIRONMENTAL PLANNING POLICY - (Building Sustainability Index: BASIX) 2004
- STATE ENVIRONMENTAL PLANNING POLICY - (Major Projects) 2005
- STATE ENVIRONMENTAL PLANNING POLICY - (Mining, Petroleum Production and Extractive Industries) 2007
- STATE ENVIRONMENTAL PLANNING POLICY - (Temporary Structures and Places of Public Entertainment) 2007
- STATE ENVIRONMENTAL PLANNING POLICY (Infrastructure) 2007
- STATE ENVIRONMENTAL PLANNING POLICY (Exempt and Complying Development Codes) 2008
- STATE ENVIRONMENTAL PLANNING POLICY (Affordable Rental Housing) 2009
- SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.9 (No.2) - Extractive Industries
- SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.18 - Public Transport Corridors
- SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.24 - Homebush Bay Area
- SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.26 - Parramatta
- SYDNEY REGIONAL ENVIRONMENTAL PLAN - (Sydney Harbour Catchment) 2005





N.B. All enquiries as to the application of Draft, State and Regional Environmental Planning Policies should be directed to The Department of Planning – 23-33 Bridge Street Sydney NSW 2000.

Annexure "C"

Draft Parramatta Local Environmental Plan 2010 proposes that this land be zoned:

B6 Enterprise Corridor.

The land uses permitted in this proposed zone without consent are outlined below:

Nil.

The land uses permitted in this proposed zone with consent are outlined below:

Building identification signs; Business identification signs; Business premises; Community facilities; Food and drink premises; Hotel or motel accommodation; Kiosks; Landscape and garden supplies; Light industries; Passenger transport facilities; Roads; Self storage units; Timber and building supplies; Warehouse or distribution centres; Water recycling facilities; Any development not specified as either permitted without consent or prohibited.

The land uses in this proposed zone that are prohibited are outlined below:

Agriculture; Air transport facilities; Amusement centres; Boat repair facilities; Boat sheds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Childcare centres; Correctional centres; Crematoriums; Depots; Electricity generating works; Entertainment facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Function centres; Funeral chapels; Funeral homes; Highway service centres; Home based childcare; Home business; Home industries; Home occupation (sex services); Home occupations; Industrial retail outlets; Industries; Information and education facilities; Marinas; Mining; Moorings; Mortuaries; Moveable dwellings; Nightclubs; Places of public worship; Port facilities; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Registered clubs; Research stations; Residential accommodation; Restricted premises; Retail premises; Rural supplies; Sewerage systems; Sex services premises; Signage; Storage premises; Tourist and visitor accommodation; Transport depots; Vehicle body repair workshops; Waste or resource management facilities; Water recreation structures; Water supply systems.

Dr Robert Lang  
Chief Executive Officer

per

dated 27 October 2010

# Land and Property Information Division

ABN: 84 104 377 806

GPO BOX 15

Sydney NSW 2001

DX 17 SYDNEY

Telephone: 1300 052 637



## Land & Property Information

A division of the Department of Finance & Services

## TITLE SEARCH

Title Reference: 1/604204

### LAND AND PROPERTY INFORMATION NEW SOUTH WALES - TITLE SEARCH

FOLIO: 1/604204

SEARCH DATE	TIME	EDITION NO	DATE
15/11/2014	12:49 PM	2	9/8/1993

#### LAND

LOT 1 IN DEPOSITED PLAN 504204  
AT GRANVILLE  
LOCAL GOVERNMENT AREA PARRAMATTA  
PARISH OF LIBERTY PLAINS COUNTY OF CUMBERLAND  
TITLE REFERENCE DP604204

#### FIRST SCHEDULE

NICHOLAS ROUFOCALIS  
ELIZABETH ROUFOCALIS  
AS JOINT TENANTS

[E 0063170]

#### SECOND SCHEDULE (5 NOTIFICATIONS)

- 1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
- 2 E563179 RIGHT OF WAY AFFECTING THE LAND SHOWN SO BURDENED  
IN THE PLAN WITH E563179
- 3 E563179 EASEMENT FOR SUPPORT AFFECTING THE LAND SHOWN SO  
BURDENED IN THE PLAN WITH E563179
- 4 Y591573 LEASE TO JOSEPH MUGUMARAN & VINCENT MUGUMARAN AS  
JOINT TENANTS OF PREMISES BEING 38 ODD ST, GRANVILLE  
TOGETHER WITH A RESERVING RIGHTS, EXPIRES 4.7.1993  
OPTION OF RENEWAL 3 YEARS  
E251557 TRANSFER OF LEASE TO SHAILENDRA SHARMA AND ARTE  
SHARMA AS JOINT TENANTS
- 5 J389651 LEASE TO TONY MARBLE OF SECOND FLOOR, 36 ODD  
STREET, GRANVILLE, EXPIRES 1.11.1997, OPTION OF  
RENEWAL 4 YRS.

#### NOTATIONS

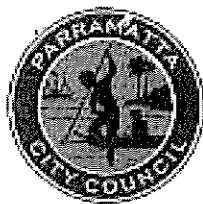
NOTE: THE CERTIFICATE OF TITLE FOR THIS FOLIO OF THE REGISTER DOES  
NOT INCLUDE SECURITY FEATURES INCLUDED ON COMPUTERISED  
CERTIFICATES OF TITLE ISSUED FROM 4TH JANUARY, 2004. IT IS  
RECOMMENDED THAT STRENCENT PROCESSES ARE ADOPTED IN VERIFYING THE  
IDENTITY OF THE PERSON(S) CLAIMING A RIGHT TO DEAL WITH THE LAND  
COMPRISED IN THIS FOLIO.

UNREGISTERED DEALINGS: NIL

\*\*\* END OF SEARCH \*\*\*

PRINTED ON 15/11/2014

\*ANY ENTRIES PRECEDED BY AN ASTERISK DO NOT APPEAR ON THE CURRENT EDITION OF THE CERTIFICATE OF TITLE.  
WARNING: THE INFORMATION APPEARING UNDER NOTATIONS HAS NOT BEEN FORMALLY RECORDED IN THE REGISTER



## PLANNING CERTIFICATE

### CERTIFICATE UNDER SECTION 149

Environmental Planning and Assessment Act, 1979 as amended

Lalotis Lawyers  
PO Box 97  
EARLWOOD NSW 2206

Certificate No: 2014/4744  
Fee: \$53.00  
Issue Date: 26 September 2014  
Receipt No: 4234274  
Applicant Ref: GNL BJ 3094

### DESCRIPTION OF LAND

Address: 26 Good Street  
GRANVILLE NSW 2142  
Lot Details: Lot 1 DP 604204

### SECTION A

The following Environmental Planning Instrument to which this certificate relates applies to the land:

**Parramatta Local Environmental Plan 2011**

For the purpose of **Section 149(2)** it is advised that as the date of this certificate the abovementioned land is affected by the matters referred to as follows:





## The land is zoned: B2 Local Centre PLEP2011

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act, 1979.

NOTE: This table is an excerpt from Parramatta Local Environmental Plan 2011 and must be read in conjunction with and subject to the other provisions of that instrument, and in force at that date.

### 1 Objectives of zone

- To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.
- To encourage employment opportunities in accessible locations.
- To maximise public transport patronage and encourage walking and cycling.
- To encourage the construction of mixed use buildings that integrate suitable commercial, residential and other developments and that provide active ground level uses.

### 2 Permitted without consent

Home occupations

### 3 Permitted with consent

Boarding houses; Building identification signs; Business identification signs; Child care centres; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Hostels; Information and education facilities; Medical centres; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Seniors housing; Service stations; Shop top housing; Tourist and visitor accommodation; Water recycling facilities; Any other development not specified in item 2 or 4

### 4 Prohibited

Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home industries; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Port facilities; Recreation facilities (major); Research stations; Residential accommodation; Rural industries; Sewerage systems; Sex services premises; Signage; Storage premises; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Warehouse or distribution centres; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boating facilities; Wholesale supplies

## SECTION B

### State Policies and Regional Environmental Plans

The land is affected by State Environmental Planning Policies and Regional Environmental Plans as detailed in Annexure "B1".

**Draft Local Environmental Plan**

The land is not affected by a Draft Local Environmental Plan which has been placed on Public Exhibition and has not yet been published.

**Development Control Plan**

The land is affected by Parramatta Development Control Plan 2011.

The Minister for Planning has issued directions that provisions of an EPI do not apply to certain Part 4 development where a concept plan has been approved under Part 3A.

**Development Standards**

The land is located within State Environmental Planning Policy (Urban Renewal) 2010.

**Development Contribution Plan**

The Parramatta Section 94A Development Contributions Plan applies to the land.

**Heritage Item/Heritage Conservation Area**

An item of environmental heritage is not situated on the land.

The land is not located in a heritage conservation area.

**Road Widening**

The land is not affected by road widening or road realignment under:

- (a) Division 2 of Part 3 of the Roads Act 1993.
- (b) Any Environmental Planning Instrument.
- (c) Any Resolution of Council.

**Land Reservation Acquisition**

The land is not affected by Land Reservation Acquisition in Parramatta Local Environmental Plan 2011.

**Site Compatibility Certificate** (Seniors Housing, Infrastructure and Affordable Rental Housing)

At the date of issue of this certificate Council is not aware of any

- a. Site compatibility certificate (affordable rental housing),
- b. Site compatibility certificate (infrastructure),
- c. Site compatibility certificate (seniors housing)

in respect to the land issued pursuant to the Environmental Planning & Assessment Amendment (Site Compatibility Certificates) Regulation 2009 (NSW).

**Contamination**

The land is not affected by any of the matters contained in Clause 59(2) as amended in the Contaminated Land Management Act 1997 – as listed

- a. that the land to which the certificate relates is significantly contaminated land
- b. that the land to which the certificate relates is subject to a management order



- c. that the land to which the certificate relates is the subject of an approved voluntary management proposal
- d. that the land to which the certificate relates is subject to an ongoing maintenance order
- e. that the land to which the certificate relates is the subject of a site audit statement

**Tree Preservation**

The land is subject to Section 5.4 Preservation of Trees or Vegetation in Parramatta Development Control Plan 2011.

Council has not been notified of an order under the Trees (Disputes Between Neighbours) Act 2006 to carry out work in relation to a tree on the land.

**Coastal Protection**

The land is not affected by Section 38 or 39 of the Coastal Protection Act 1979.

Has an order been made under Part 4D of the Coastal Protection Act 1979 in relation to temporary coastal protection works (within the meaning of the Act) on the land (or on public land adjacent to that land)?

**NO**

Has Council been notified under section 55x of the Coastal Protection Act 1979 that temporary coastal protection works (within the meaning of the Act) have been placed on the land (or on public land adjacent to that land)?

**NO**

Has the owner (or any previous owner) of the land been consented in writing to the land being subject to annual charges under section 496B of the Local Government Act 1993 for coastal protection services that relate to existing coastal protection works (within the meaning of section 553B of that Act)?

**NO**

**Council Policy**

Council has not adopted a policy to restrict the development of the land by reason of the likelihood of projected sea level rise (coastal protection), tidal inundation, subsidence or any other risk.

Council has adopted a policy covering the entire City of Parramatta to restrict development of any land by reason of the likelihood of flooding.

Council has adopted by resolution a policy on contaminated land that applies to all land within the City of Parramatta. The Policy will restrict the development of the land if the circumstances set out in the policy prevail. A copy of the policy is available on Council's website at [www.parracity.nsw.gov.au](http://www.parracity.nsw.gov.au) or from the Customer Service Centre.

**Mine Subsidence**

The land is not affected by Section 15 of the Mine Subsidence Compensation Act 1961 proclaiming land to be a Mine Subsidence District.



**Bushfire Land**

The land is not bushfire prone land.

**Threatened Species**

The Director General with responsibility for the Threatened Species Conservation Act 1995 has not advised Council that the land includes or comprises a critical habitat.

**State Environmental Planning Policy**  
**(Exempt and Complying Development Codes) 2008**

**This does not constitute a Complying Development Certificate under section 85 of the EP&A Act**

This information only addresses matters raised in Clauses 1.17A (1) (c) to (e), (2), (3) and (4), 1.18 (1)(c3) and 1.19 of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

It is your responsibility to ensure that you comply with the general requirements of the State Environmental Planning Policy (Exempt and Complying Codes) 2008. Failure to comply with these provisions may mean that a Complying Development Certificate issued under the provisions of State Environmental Planning Policy (Exempt and Complying Codes) 2008 is invalid.

**General Housing Code**

Complying Development pursuant to the General Housing Code may be carried out on the land under Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3) of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the General Housing Code may be carried out on the land under Clause 1.19 of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

**Rural Housing Code**

Complying Development pursuant to the Rural Housing Code may be carried out on the land under Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3) of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Rural Housing Code may be carried out on the land under Clause 1.19 of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

**Housing Alterations Code**

Complying Development pursuant to the Housing Alterations Code may be carried out on the land under Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3) of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.



Complying Development pursuant to the Housing Alterations Code may be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

#### **General Development Code**

Complying Development pursuant to the General Development Code may be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1) (c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the General Development Code may be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

#### **Demolition Code**

Complying Development pursuant to the Demolition Code may be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Demolition Code may be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

#### **Commercial and Industrial (New Buildings and Additions) Code**

Complying Development pursuant to the Commercial and Industrial (New Buildings and Additions) Code may be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Commercial and Industrial (New Buildings and Additions) Code may be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

#### **General Commercial and Industrial (Alterations) Code**

Complying Development pursuant to the General Commercial and Industrial (Alterations) Code may be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the General Commercial and Industrial (Alterations) Code may be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

#### **Subdivision Code**

Complying Development pursuant to the Subdivision Code may be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.



Complying Development pursuant to the Subdivision Code may be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

**Fire Safety Code**

Complying Development pursuant to the Fire Safety Code may be carried out on the land under **Clause 1.17A (1) (c) to (e), (2), (3) and (4) and Clause 1.18 (1)(c3)** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

Complying Development pursuant to the Fire Safety Code may be carried out on the land under **Clause 1.19** of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

**SPECIAL NOTES**

The land is identified as Class 5 on the Acid Sulfate Soils map. Refer to Clause 6.1 of Parramatta Local Environmental Plan 2011.

Applicants for Sections 149 Certificates are advised that Council does not hold sufficient information to fully detail the effect of any encumbrances on the title of the subject land. The information available to Council is provided on the basis that neither Council nor its servants hold out advice or warrant to you in any way its accuracy, nor shall Council or its servants, be liable for any negligence in the preparation of that information. Further information should be sought from relevant Statutory Departments.

**ANNEXURE "B1"**

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act 1979. Note: The following information is supplied in respect of Section 149 and embodies the requirements of Department of Planning Circular No. A2 dated 17 March 1989 and the Ministerial Notification dated 15 December 1988.

STATE ENVIRONMENTAL PLANNING POLICY NO.1 - Development Standards

STATE ENVIRONMENTAL PLANNING POLICY NO.19 - Bushland in Urban Areas

STATE ENVIRONMENTAL PLANNING POLICY NO.21 - Caravan Parks

STATE ENVIRONMENTAL PLANNING POLICY NO.32 - Urban Consolidation (Redevelopment of Urban Land)

STATE ENVIRONMENTAL PLANNING POLICY NO.33 - Hazardous and Offensive Development

STATE ENVIRONMENTAL PLANNING POLICY NO.55 - Remediation of Land

STATE ENVIRONMENTAL PLANNING POLICY NO.64 - Advertising and Signage

STATE ENVIRONMENTAL PLANNING POLICY NO.65 - Design Quality of Residential Flat Development.

STATE ENVIRONMENTAL PLANNING POLICY NO.70 - Affordable Housing (Revised Schemes)





STATE ENVIRONMENTAL PLANNING POLICY – (Housing for Seniors or People with a Disability) 2004

STATE ENVIRONMENTAL PLANNING POLICY – (Building Sustainability Index: BASIX) 2004

STATE ENVIRONMENTAL PLANNING POLICY – (Major Development) 2005

STATE ENVIRONMENTAL PLANNING POLICY – (Mining, Petroleum Production and Extractive Industries) 2007

STATE ENVIRONMENTAL PLANNING POLICY – (Temporary Structures) 2007

STATE ENVIRONMENTAL PLANNING POLICY (Infrastructure) 2007

STATE ENVIRONMENTAL PLANNING POLICY (Exempt and Complying Development Codes) 2008

STATE ENVIRONMENTAL PLANNING POLICY (Affordable Rental Housing) 2009

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.9 (No.2) - Extractive Industries

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.24 - Homebush Bay Area

SYDNEY REGIONAL ENVIRONMENTAL PLAN – (Sydney Harbour Catchment) 2005

N.B. All enquiries as to the application of Draft, State and Regional Environmental Planning Policies should be directed to The Department of Planning and Infrastructure – 23-33 Bridge Street Sydney NSW 2000.

Greg Dyer  
Chief Executive Officer

per

dated 26 September 2014

Provided Electronically by EZISEARCH an Approved LPI/NSW Information Provider

LAND AND PROPERTY INFORMATION NEW SOUTH WALES - TITLE SEARCH

FOLIO: 1/76041

\*\*\*\*\*

SEARCH DATE	TIME	EDITION NO	DATE
18/3/2008	11:40 AM	-	-

VOL 3883 FOL 42 IS THE CURRENT CERTIFICATE OF TITLE

LAND

-----

LOT 1 IN DEPOSITED PLAN 76041  
AT GRANVILLE  
LOCAL GOVERNMENT AREA PARRAMATTA  
PARISH OF LIBERTY PLAINS COUNTY OF CUMBERLAND  
TITLE DIAGRAM DP76041

FIRST SCHEDULE

-----

BROBIEVILLE PTY LIMITED

SECOND SCHEDULE (4 NOTIFICATIONS)

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- 1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
- \* 2 R963179 RIGHT OF WAY 3 METRE(S) WIDE APPURTENANT TO THE LAND  
ABOVE DESCRIBED & SHOWN IN PLAN ANNEXED TO R963179
- \* 3 R963179 EASEMENT FOR SUPPORT 0.23 METRE(S) WIDE APPURTENANT  
TO THE LAND ABOVE DESCRIBED & SHOWN IN PLAN ANNEXED TO  
R963179
- \* 4 AB57776 MORTGAGE TO NATIONAL AUSTRALIA BANK LIMITED

NOTATIONS

-----

UNREGISTERED DEALINGS: NIL

\*\*\* END OF SEARCH \*\*\*

# Espreon Online Information System

## NSW LTO Title Search

LAND AND PROPERTY INFORMATION NEW SOUTH WALES - TITLE SEARCH

FOLLOW AUTO CORREL F100-50

SEARCH DATE	TIME	EDITION NO	DATE
28/04/2006	1:20 PM	*****	1/11/2006

LAND

LAND DESCRIBED IN SCHEDULE OF PARCELS  
LOCAL GOVERNMENT AREA: PARRAMATTA  
PARISH OF CLIMENT PLAINS COUNTY OF CUMBERLAND  
TITLE DIAGRAM: DP99266

FIRST SCHEDULE

SPRINGVILLE PTY LIMITED

17/11/2006

SECOND SCHEDULE IS NOTIFICATIONS:

1. PRESERVATIONS AND CONDITIONS IN THE CROWN GRANT;
2. DISPOSAL OF ANY PART OF THIS LAND MAY REQUIRE REGISTRATION OF A DEPOSITED PLAN OF SURVEY PURSUANT TO SEC.104 OF THE REAL PROPERTY ACT
3. MORTGAGE TO NATIONAL AUSTRALIA BANK LIMITED

NOTATIONS

UNREGISTERED DEALINGS: NIL

SCHEDULE OF PARCELS

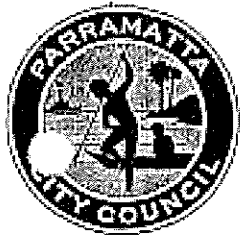
LOTS 1-2 SEC. A IN DP978439  
LOT 7 SEC. A IN DP978439.

\*\*\* END OF SEARCH \*\*\*

PRINTED ON 28/04/2006

Espreon hereby certifies that the information contained in this document has been provided electronically by the Registrar-General in accordance with Section 96B(2) of the Real Property Act, 1900.  
\*Any entries preceded by an asterisk do not appear on the current edition of title.  
Warning: The information appearing under notations has not been formally recorded in the register.





## PLANNING CERTIFICATE

### CERTIFICATE UNDER SECTION 149

Environmental Planning and Assessment Act, 1979 as amended 1998

|||||

Brodieville Pty Limited  
18 Grafton Street  
BALMAIN NSW 2141

Certificate No: 2007/4682  
Fee: \$100.00  
Issue Date: 10 December 2007  
Receipt No: 2610160  
Applicant Ref: GEOFF RODDY

### DESCRIPTION OF LAND

Address: 32 Good Street  
GRANVILLE NSW 2142

Lot Details: Lot 1 DP 76041

### SECTION A

The following Environmental planning instrument to which this certificate relates applies to the land:

Parramatta Local Environmental Plan 2001 (as amended).

The land being:  
Local Transport Reservation 9C(proposed)  
Mixed Use 10

The purpose for which development may be carried out with or without development consent or is prohibited in this zone are set out in the table contained in Annexure 'A' to this certificate.

*[Handwritten signature]*

Printed Date: 10 December 2007

**SECTION B**

For the purpose of **Section 149(2)** it is advised that as the date of this certificate the abovementioned land is affected by the matters referred to as follows:

The land is affected by State Environmental Planning Policies and Regional Environmental Plans as detailed in Annexure "B1".

The land is affected by Draft State Environmental Plans in respect of information as detailed in Annexure "B2". This information is provided only to the extent that the Council has been notified by Department of Planning.

Is **AFFECTED** by a Draft Environmental Plan which has been placed on Public Exhibition but has not yet been prescribed –

DRAFT – Draft Amendment No.4 to Parramatta Local Environmental Plan 1996 (Heritage and Conservation).

DRAFT – Parramatta Local Environmental Plan 2001 (Draft Amendment) (DCP Review 2005).

DRAFT – Parramatta Section 94A Contributions Plan.

DRAFT – Parramatta Local Environmental Plan 2001 Amendment No.3.

The land **IS AFFECTED** by Parramatta Development Control Plan 2005.

The Parramatta Child Care Centres Development Control Plan applies to all land within the City of Parramatta.

The Minister for Planning has issued directions that provisions of an EPI do not apply to certain Part 4 development where a concept plan has been approved under Part 3A.

The Parramatta Comprehensive Section 94 Contributions Plan (effective 1 July 2002) applies to this land.

The land is affected by exempt development provisions. (Parramatta Local Environmental Plan 2001, Clause 17).

The land is affected by complying development provisions. (Parramatta Local Environmental Plan 2001 Clause 18).

A person may excavate or fill land with the consent of Council. (Parramatta Local Environmental Plan 2001 Clause 23).

A master plan **IS REQUIRED** for development of land exceeding 5000 sqm and listed in schedule 4. (Parramatta Local Environmental Plan 2001 Clause 30).

The land is not affected by Section 38 or 39 of the Coastal Protection Act 1979.



The land IS AFFECTED by road widening or road realignment under:

- (1) Roads Act, 1993,
- (2) Any Environmental Planning Instrument,
- (3) Any Resolution of Council,

The Parramatta Local Environmental Plan 2001 clause 12 provides for acquisition of certain lands by public authorities.

The land is not affected by Section 15 of the Mine Subsidence Compensation Act 1961 proclaiming land to be a Mine Subsidence District.

The land IS NOT in a conservation area.

An item of environmental heritage IS NOT situated on the land.

The land IS NOT AFFECTED by any of the matters contained in Clause 59(2) of the Contaminated Land Management Act 1997.

The land IS NOT bushfire prone land.

The land IS AFFECTED by a Tree Preservation Order.

The Director General with responsibility for the Threatened Species Conservation Act 1995 has not advised Council that the land includes or comprises a critical habitat.

Council has adopted a policy covering the entire City of Parramatta to restrict development of any land by reason of the likelihood of flooding.

Council HAS NOT adopted a policy to restrict the development of the land by reason of the likelihood of land slip, tidal inundation, subsidence or any other risk.

### **SPECIAL NOTES**

Large areas of the local government area of Parramatta have the potential to be affected by acid sulfate soils which become problematic if exposed during excavation or similar activities. The Department of Planning has maps which indicated the potential occurrences of acid-sulfate soils. Prior to undertaking work which involves substantial soil disturbance, you should ascertain the possibility of acid-sulfate soils existing on your property. Enquiries should be made to the Department of Planning.

Applicants for Sections 149 Certificates are advised that Council does not hold sufficient information to fully detail the effect of any encumbrances on the title of the subject land. The information available to Council is provided on the basis that neither Council nor its servants hold out advice or warrant to you in any way its accuracy, nor shall Council or its servants, be liable for any negligence in the preparation of that information. Further information should be sought from relevant Statutory Departments.

*f*



**SECTION C****The following additional information is issued under Section 149(5)**

Pursuant to S149(5) the Council supplies information as set out below on the basis that the Council takes no responsibility for the accuracy of the information. The information if material should be independently checked by the applicant.

Aboriginal Heritage – low sensitivity – limited potential to contain items of Aboriginal heritage. Contact Council's Customer Service/Duty Planner (02) 9806 5000 for more information.

The land is considered by Council TO BE ABOVE the 1 in 100 year mainstream flood level.

This information is based on data available to the Council. It is provided on the basis that neither Council nor its servants hold out advice or warrant to you in any way its accuracy, nor shall the Council or its servants, be liable for any negligence in the preparation of that information.

**ANNEXURE 'A'**

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act, 1979.

NOTE: This table is an excerpt from LEP 2001 (as amended) and must be read in conjunction with and subject to the other provisions of that instrument, and the other Environmental Planning Instruments specified in the Certificate and in force at that date.

**Local Road (Proposed) 9(c) Zone****1. Objectives of the Local Road (Proposed) 9(c) Zone**

- (a) To identify and protect land intended to be acquired for the provisions of future local roads or the widening of existing local roads, and
- (b) To provide flexibility in the development of sites identified for the provision of future roads by allowing development which is permissible in an adjacent zone and consistent with the objectives of that zone.

**(2). Development within the Local Road (Proposed) 9(c) zone**

- (a) Within the Local Road (Proposed) 9(c) zone, development for the purpose of local roads, local road widening and exempt development may be carried out without development consent.
- (b) Within the Local Road (Proposed) 9(c) zone, development for the purpose of the following may be carried out, but only with development consent:

Any land use which may be carried out (with or without consent) on land in (and is consistent with the objectives of) an adjoining zone, drainage, public utility installations (other than gas holders and generating works), roads, workshops, associated with the widening of roads, Demolition, Subdivision.

- (c) Any other development is prohibited within the Transport (Proposed) 9(c) zone.



### ANNEXURE 'A'

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act, 1979.  
NOTE: This table is an excerpt from LEP 2001 (as amended) and must be read in conjunction with and subject to the other provisions of that instrument, and the other Environmental Planning Instruments specified in the Certificate and in force at that date.

#### Mixed Use 10 Zone

##### **1. Objectives of the Mixed Use 10 Zone**

- (a) To encourage a mix of compatible land uses, such as office and commercial, retail, residential, tourist, service, recreational, community and light industrial development, but only where adjacent uses will not have an adverse impact on each other, and
- (b) To promote the development of the area to its maximum potential, while minimising environmental impacts of development by facilitating the use of public transport, bicycle and pedestrian facilities and services, and
- (c) To ensure that development is energy and water efficient in design, minimises pollution and conserves the natural and built landscapes, and
- (d) To establish a highly attractive area to live and work in, and for recreational and tourist uses.

##### **2. Development within the Mixed Use 10 Zone**

- (a) Within the Mixed Use 10 zone, development for the purpose of home based child care centres and exempt development may be carried out without development consent.
- (b) Within the Mixed Use 10 zone, development for the purpose of the following may be carried out, but only with development consent:

Advertising structures, amusement centres, animal establishments, backpackers' accommodation, bed and breakfast establishments, boarding houses, car parking stations, car repair stations, centres based child care services, clubs, commercial premises, community facilities, dual occupancies, dwelling houses, educational establishments, educational facilities, hospitals, hotels, kiosks, light industry, medical centres, medical consulting rooms, mixed use development, motels, motor showrooms, multi unit housing, place of public worship, portable recycling facilities, public buildings, public utility installations (other than gas holders and generating works), recreation areas, recreation facilities, residential flat buildings, restaurants, roads, service stations, serviced apartments, shops, telecommunication facilities, tourist facilities, vehicles rental centres, veterinary establishments, Demolition, Subdivision.

- (c) Any other development is prohibited within the Mixed Use 10 zone.

ANNEXURE "B1"

issued pursuant to Section 149 of the Environmental Planning and Assessment Act 1979.

Note: The following information is supplied in respect of Section 149 and embodies the requirements of Department of Planning Circular No. A2 dated 17 March 1989 and the Ministerial Notification dated 15 December 1988.

- STATE ENVIRONMENTAL PLANNING POLICY NO.1 - Development Standards
- STATE ENVIRONMENTAL PLANNING POLICY NO.4 - Development without Consent and Miscellaneous Complying Development
- STATE ENVIRONMENTAL PLANNING POLICY NO.6 - Number of Storeys in a Building
- STATE ENVIRONMENTAL PLANNING POLICY NO.8 - Surplus Public Land
- STATE ENVIRONMENTAL PLANNING POLICY NO.9 - Group Homes
- STATE ENVIRONMENTAL PLANNING POLICY NO.10 - Retention of Low Cost Rental Accommodation
- STATE ENVIRONMENTAL PLANNING POLICY NO.11 - Traffic Generating Developments
- STATE ENVIRONMENTAL PLANNING POLICY NO.16 - Tertiary Institutions
- STATE ENVIRONMENTAL PLANNING POLICY NO.19 - Bushland in Urban Areas
- STATE ENVIRONMENTAL PLANNING POLICY NO.21 - Caravan Parks
- STATE ENVIRONMENTAL PLANNING POLICY NO.22 - Shops and Commercial Premises
- STATE ENVIRONMENTAL PLANNING POLICY NO.32 - Urban Consolidation (Redevelopment of Urban Land)
- STATE ENVIRONMENTAL PLANNING POLICY NO.33 - Hazardous and Offensive Development
- STATE ENVIRONMENTAL PLANNING POLICY NO.35 - Maintenance Dredging of Tidal Waterways
- STATE ENVIRONMENTAL PLANNING POLICY NO.48 - Major Putrescible Landfill Sites
- STATE ENVIRONMENTAL PLANNING POLICY NO.55 - Remediation of Land
- STATE ENVIRONMENTAL PLANNING POLICY NO.60 - Exempt and Complying Development
- STATE ENVIRONMENTAL PLANNING POLICY NO.63 - Major Transport Projects
- STATE ENVIRONMENTAL PLANNING POLICY NO.64 - Advertising and Signage
- STATE ENVIRONMENTAL PLANNING POLICY NO.65 - Design Quality of Residential Flat Development
- STATE ENVIRONMENTAL PLANNING POLICY NO.70 - Affordable Housing (Revised Schemes)
- STATE ENVIRONMENTAL PLANNING POLICY - (Housing for Seniors or People with a Disability) 2004
- STATE ENVIRONMENTAL PLANNING POLICY - (Building Sustainability Index: BASIX) 2004

8





STATE ENVIRONMENTAL PLANNING POLICY – (Major Projects) 2005

STATE ENVIRONMENTAL PLANNING POLICY – (Mining, Petroleum Production and Extractive Industries) 2007

STATE ENVIRONMENTAL PLANNING POLICY (Temporary Structures and Places of Public Entertainment) 2007

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.7 - Multi-Unit Housing Surplus Government Sites

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.9 (No.2) - Extractive Industries

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.16 - Public Transport Corridors

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.24 - Homebush Bay Area

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.28 – Parramatta

SYDNEY REGIONAL ENVIRONMENTAL PLAN – (Sydney Harbour Catchment) 2005

#### **ANNEXURE "B2"**

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act 1979.

The following information is supplied in respect of Section 149 and embodies the requirements of Department of Environment and Planning Circular No.120 dated 6 January 1987 and the Ministerial Notification dated 15 December 1986;

#### **DRAFT STATE ENVIRONMENTAL PLANNING POLICY** **Subdivision**

This draft policy helps to complete the transfer of subdivision control to the planning system. It defines the subdivision and introduces the requirement that consent be obtained for

"subdivision where not covered by an existing environmental planning instrument";

and

"subdivision works".

#### **DRAFT STATE ENVIRONMENTAL PLANNING POLICY NO. 66**

##### **Integration of Land Use and Transport**

This draft policy aims to better integrate land use and transport planning at the local level by putting in place provisions to guide the preparation of draft local environmental plans, the adoption of development control plans and master plans and the consideration of development applications.

#### **DRAFT STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2006**

The draft Policy has been prepared to consolidate and update planning provisions relating to infrastructure and government land.

N.B. All enquiries as to the application of Draft, State and Regional Environmental Planning Policies should be directed to The Department of Planning – 23-33 Bridge Street Sydney NSW 2000.

John Neish

General Manager per  Date 10 December 2007



## **PLANNING CERTIFICATE**

### **CERTIFICATE UNDER SECTION 149**

Environmental Planning and Assessment Act, 1979 as amended 1998



Brodieville Pty Limited  
18 Grafton Street  
BALMAIN NSW 2041

Certificate No: 2007/4660  
Fee: \$100.00  
Issue Date: 7 December 2007  
Receipt No: 2610160  
Applicant Ref: GEOFF RODDY

### **DESCRIPTION OF LAND**

Address: 38 Good Street  
GRANVILLE NSW 2142  
Lot Details: Lots 1 & 2 & 7 Sec A DP 979437

### **SECTION A**

The following Environmental planning instrument to which this certificate relates applies to the land:

**Parramatta Local Environmental Plan 2001 (as amended).**

The land being:  
Mixed Use 10  
Local Transport Reservation 9C(proposed)

The purpose for which development may be carried out with or without development consent or is prohibited in this zone are set out in the table contained in Annexure 'A' to this certificate.

Printed Date: 16 December 2007

**PARRAMATTA  
CITY COUNCIL**

30 Darcy Street Parramatta NSW 2150  
PO Box 32 Parramatta NSW 2124

Phone 02 9806 5050 Fax 02 9806 5917 DX B279 Parram  
ABN 49 907 174 773 [www.parracitynsw.gov.au](http://www.parracitynsw.gov.au)

**SECTION B**

For the purpose of **Section 149(2)** it is advised that as the date of this certificate the abovementioned land is affected by the matters referred to as follows:

The land is affected by State Environmental Planning Policies and Regional Environmental Plans as detailed in Annexure "B1".

The land is affected by Draft State Environmental Plans in respect of information as detailed in Annexure "B2". This information is provided only to the extent that the Council has been notified by Department of Planning.

Is AFFECTED by a Draft Environmental Plan which has been placed on Public Exhibition but has not yet been prescribed –

DRAFT – Parramatta Local Environmental Plan 2001 (Draft Amendment)  
(DCP Review 2005).

DRAFT – Draft Amendment No.4 to Parramatta Local Environmental Plan 1986  
(Heritage and Conservation).

DRAFT – Parramatta Section 94A Contributions Plan.

DRAFT – Parramatta Local Environmental Plan 2001 Amendment No.3.

The land IS AFFECTED by Parramatta Development Control Plan 2005.

The Parramatta Child Care Centres Development Control Plan applies to all land within the City of Parramatta.

The Minister for Planning has issued directions that provisions of an EPI do not apply to certain Part 4 development where a concept plan has been approved under Part 3A.

The Parramatta Comprehensive Section 94 Contributions Plan (effective 1 July 2002) applies to this land.

The land is affected by exempt development provisions. (Parramatta Local Environmental Plan 2001, Clause 17).

The land is affected by complying development provisions. (Parramatta Local Environmental Plan 2001 Clause 18).

A person may excavate or fill land with the consent of Council. (Parramatta Local Environmental Plan 2001 Clause 23).

A master plan IS REQUIRED for development of land exceeding 5000 sqm and listed in schedule 4. (Parramatta Local Environmental Plan 2001 Clause 30).

The land is not affected by Section 38 or 39 of the Coastal Protection Act 1979.





The land IS AFFECTED by road widening or road realignment under:

- (1) Roads Act, 1993.
- (2) Any Environmental Planning Instrument.
- (3) Any Resolution of Council.

The Parramatta Local Environmental Plan 2001 clause 12 provides for acquisition of certain lands by public authorities.

The land is not affected by Section 15 of the Mine Subsidence Compensation Act 1961 proclaiming land to be a Mine Subsidence District.

The land IS NOT in a conservation area.

An item of environmental heritage IS NOT situated on the land.

The land IS NOT AFFECTED by any of the matters contained in Clause 59(2) of the Contaminated Land Management Act 1997.

The land IS NOT bushfire prone land.

The land IS AFFECTED by a Tree Preservation Order.

The Director General with responsibility for the Threatened Species Conservation Act 1995 has not advised Council that the land includes or comprises a critical habitat.

Council has adopted a policy covering the entire City of Parramatta to restrict development of any land by reason of the likelihood of flooding.

Council HAS NOT adopted a policy to restrict the development of the land by reason of the likelihood of land slip, tidal inundation, subsidence or any other risk.

#### **SPECIAL NOTES**

Large areas of the local government area of Parramatta have the potential to be affected by acid sulfate soils which become problematic if exposed during excavation or similar activities. The Department of Planning has maps which indicated the potential occurrences of acid-sulfate soils. Prior to undertaking work which involves substantial soil disturbance, you should ascertain the possibility of acid-sulfate soils existing on your property. Enquiries should be made to the Department of Planning.

Applicants for Sections 149 Certificates are advised that Council does not hold sufficient information to fully detail the effect of any encumbrances on the title of the subject land. The information available to Council is provided on the basis that neither Council nor its servants hold out advice or warrant to you in any way its accuracy, nor shall Council or its servants, be liable for any negligence in the preparation of that information. Further information should be sought from relevant Statutory Departments.

8

**SECTION C****The following additional information is issued under Section 149(5)**

Pursuant to S149(5) the Council supplies information as set out below on the basis that the Council takes no responsibility for the accuracy of the information. The information if material should be independently checked by the applicant.

Aboriginal Heritage – low sensitivity – limited potential to contain items of Aboriginal heritage. Contact Council's Customer Service/Duty Planner (02) 9806 5000 for more information.

The land is considered by Council TO BE ABOVE the 1 in 100 year mainstream flood level.

This information is based on data available to the Council. It is provided on the basis that neither Council nor its servants hold out advice or warrant to you in any way its accuracy, nor shall the Council or its servants, be liable for any negligence in the preparation of that information.

**ANNEXURE 'A'**

Issued pursuant to Section 149 of the Environmental Planning and Assessment Act, 1979.

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- (b) To provide flexibility in the development of sites identified for the provision of future roads by allowing development which is permissible in an adjacent zone and consistent with the objectives of that zone.

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Any land use which may be carried out (with or without consent) on land in (and is consistent with the objectives of) an adjoining zone, drainage, public utility installations (other than gas holders and generating works), roads, workshops, associated with the widening of roads, Demolition, Subdivision.

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#### **1. Objectives of the Mixed Use 10 Zone**

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- (c) Any other development is prohibited within the Mixed Use 10 zone.





### ANNEXURE "B1"

issued pursuant to Section 149 of the Environmental Planning and Assessment Act 1979.

Note: The following information is supplied in respect of Section 149 and embodies the requirements of Department of Planning Circular No. A2 dated 17 March 1989 and the Ministerial Notification dated 16 December 1986.

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- STATE ENVIRONMENTAL PLANNING POLICY NO.70 - Affordable Housing (Revised Schemes)
- STATE ENVIRONMENTAL PLANNING POLICY - (Housing for Seniors or People with a Disability) 2004
- STATE ENVIRONMENTAL PLANNING POLICY - (Building Sustainability Index: BASIX) 2004



STATE ENVIRONMENTAL PLANNING POLICY – (Major Projects) 2005

STATE ENVIRONMENTAL PLANNING POLICY – (Mining, Petroleum Production and Extractive Industries) 2007

STATE ENVIRONMENTAL PLANNING POLICY (Temporary Structures and Places of Public Entertainment) 2007

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.7 - Multi-Unit Housing Surplus Government Sites

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.9 (No.2) - Extractive Industries

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.18 - Public Transport Corridors

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.24 - Homebush Bay Area

SYDNEY REGIONAL ENVIRONMENTAL PLAN NO.28 – Parramatta

SYDNEY REGIONAL ENVIRONMENTAL PLAN – (Sydney Harbour Catchment) 2005

#### **ANNEXURE "B2"**

issued pursuant to Section 149 of the Environmental Planning and Assessment Act 1979.

The following information is supplied in respect of Section 149 and embodies the requirements of Department of Environment and Planning Circular No.120 dated 6 January 1987 and the Ministerial Notification dated 15 December 1986;

#### **DRAFT STATE ENVIRONMENTAL PLANNING POLICY**

##### **Subdivision**

This draft policy helps to complete the transfer of subdivision control to the planning system. It defines the subdivision and introduces the requirement that consent be obtained for

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and

"subdivision works".

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This draft policy aims to better integrate land use and transport planning at the local level by putting in place provisions to guide the preparation of draft local environmental plans, the adoption of development control plans and master plans and the consideration of development applications.

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The draft Policy has been prepared to consolidate and update planning provisions relating to infrastructure and government land.

N.B. All enquiries as to the application of Draft, State and Regional Environmental Planning Policies should be directed to The Department of Planning – 23-33 Bridge Street Sydney NSW 2000.

John Neish

General Manager per...  Date 7 December 2007

# Title Search

## LAND AND PROPERTY INFORMATION NEW SOUTH WALES - TITLE SEARCH

FOLIO: 1/998948

SEARCH DATE	TIME	SECTION NO	DATE
9/9/2014	10:12 AM	4	4/11/2009

### LAND

LOT 1 IN DEPOSITED PLAN 998948  
AT GRAMMILLER  
LOCAL GOVERNMENT AREA PARRAMATTA  
PARISH OF LIBERTY PLAINS COUNTY OF CUMBERLAND  
TITLE DIAGRAM DP998948

### FIRST SCHEDULE

IBRAHIM COVERT  
SALINA COVERT

AS JOINT TENANTS

(T 3299827)

### SECOND SCHEDULE (2 NOTIFICATIONS)

- 1 RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
- 2 LIMITED TITLE. LIMITATION PURSUANT TO SECTION 26T(4) OF THE REAL PROPERTY ACT, 1900. THE BOUNDARIES OF THE LAND COMPRISED HEREIN HAVE NOT BEEN INVESTIGATED BY THE REGISTRAR GENERAL.

### NOTATIONS

NOTE: THE CERTIFICATE OF TITLE FOR THIS FOLIO OF THE REGISTER DOES NOT INCLUDE SECURITY FEATURES INCLUDED ON COMPUTERISED CERTIFICATES OF TITLE ISSUED FROM 4TH JANUARY, 2004. IT IS RECOMMENDED THAT STRINGENT PROCESSES ARE ADOPTED IN VERIFYING THE IDENTITY OF THE PERSON(S) CLAIMING A RIGHT TO DEAL WITH THE LAND COMPRISED IN THIS FOLIO.

UNREGISTERED DEALINGS: NIL

\*\*\* END OF SEARCH \*\*\*





## **Compaction & Soil Testing Services Pty Limited**

ABN 44 106 976 738

**Phone:** (02) 9675 7522 **Fax:** (02) 9675 7544 **Email:** office@comsoiltest.com.au  
1/78 Owen Street, GLENDENNING NSW 2761

### **Appendix D**

#### **Historical Aerial Photographs AA 016 – AA 025**



Drawn:	AB
Approved:	CR
Date:	15/01/2015
Scale:	Not to scale

### Compaction & Soil Testing Services Pty Ltd


**1930 Aerial Photograph**  
 Parramatta Road, Good Street & Cowper Street, Granville NSW  
*Source: Land and Property Information*

Drawing No:	AA 016
Project Code:	E1005

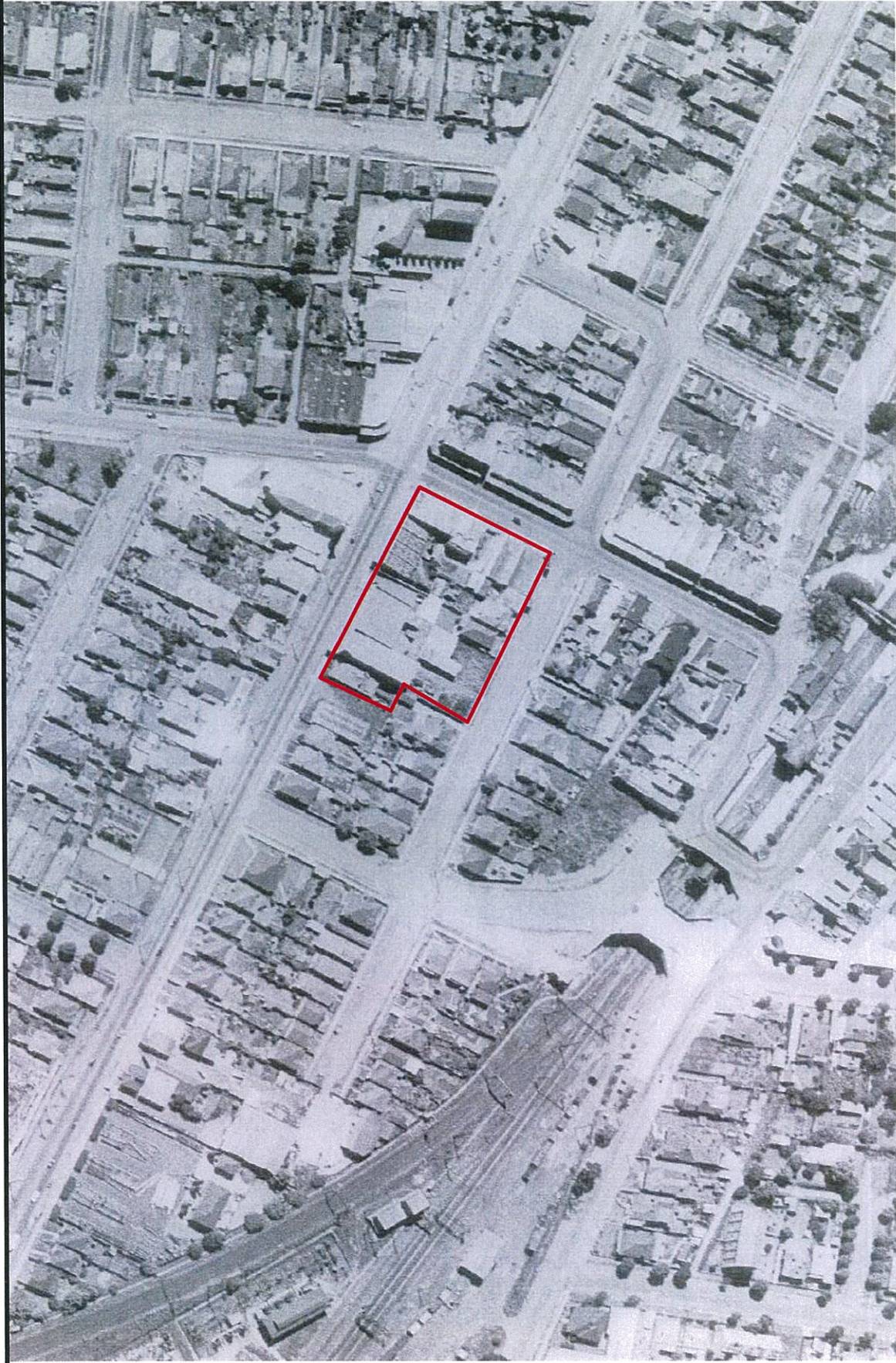





**Compaction & Soil Testing Services Pty Ltd**

	Drawn:	AB	<b>1943 Aerial Photograph</b> Parramatta Road, Good Street & Cowper Street, Granville NSW <i>Source: Spatial Information Exchange</i>		Drawing No:	AA 017
	Approved:	CR			Project Code:	E1005
	Date:	15/01/2015				
	Scale:	Not to scale				

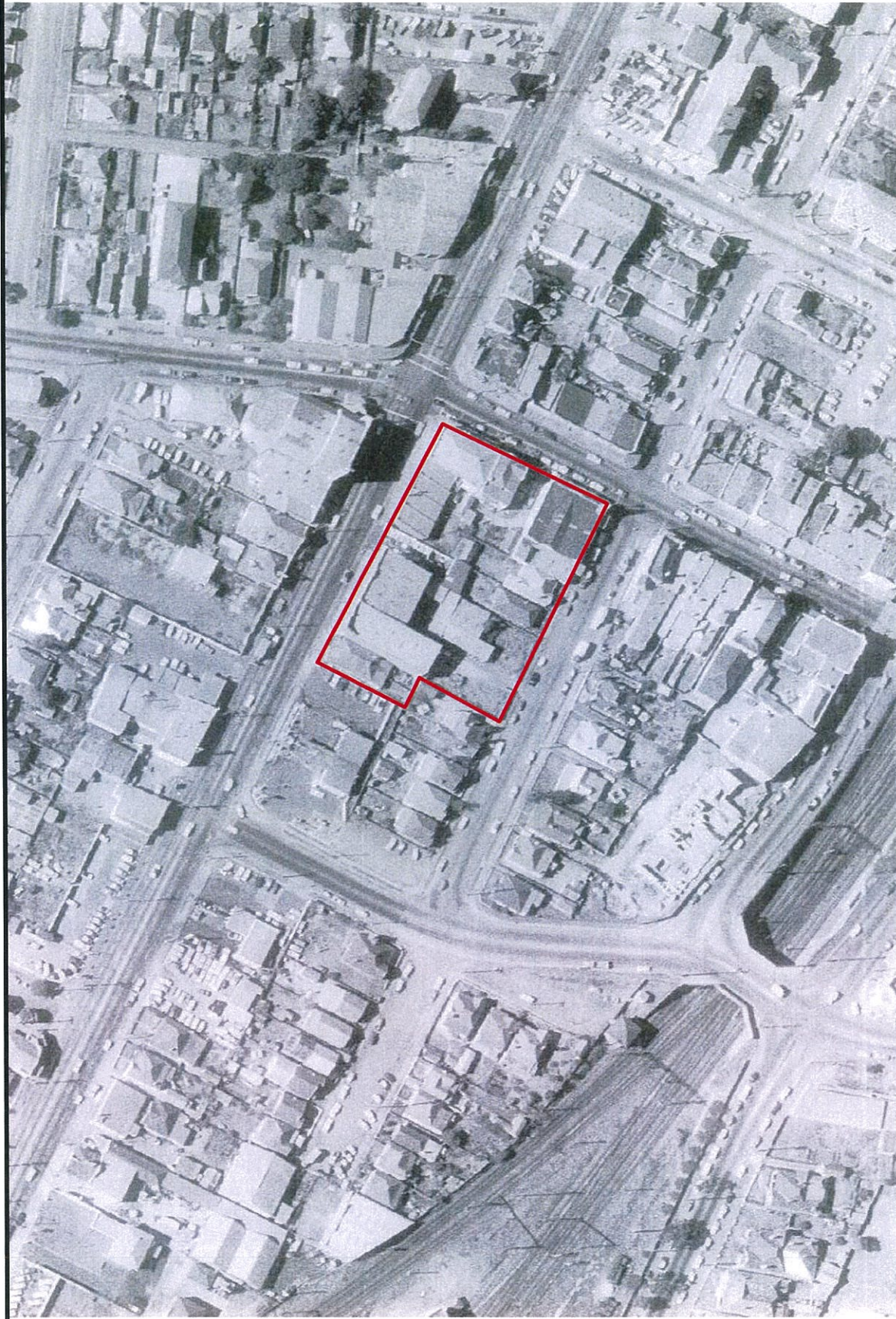




# Compaction & Soil Testing Services Pty Ltd

	Drawn: AB Approved: CR Date: 15/01/2015 Scale: Not to scale	1956 Aerial Photograph Parramatta Road, Good Street & Cowper Street, Granville NSW Source: Land and Property Information	Drawing No: AA 018
			Project Code: E1005





← N

# Compaction & Soil Testing Services Pty Ltd

## 1970 Aerial Photograph

Parramatta Road, Good Street & Cowper Street, Granville NSW

Source: Land and Property Information

Drawn:	AB
Approved:	CR
Date:	15/01/2015
Scale:	Not to scale

Drawing No: AA 019


Project Code: E1005





← N

# **Compaction & Soil Testing Services Pty Ltd**

<div>  </div>	<div> <div>Drawn: AB</div> <div>Approved: CR</div> <div>Date: 15/01/2015</div> <div>Scale: Not to scale</div> </div>	<div> <div>1982 Aerial Photograph</div> <div>Parramatta Road, Good Street &amp; Cowper Street, Granville NSW</div> <div>Source: Land and Property Information</div> </div>	Drawing No: AA 020
		Project Code: E1005	





# **Compaction & Soil Testing Services Pty Ltd**

**1994 Aerial Photograph**

Parramatta Road, Good Street & Cowper Street, Granville NSW

*Source: Land and Property Information*

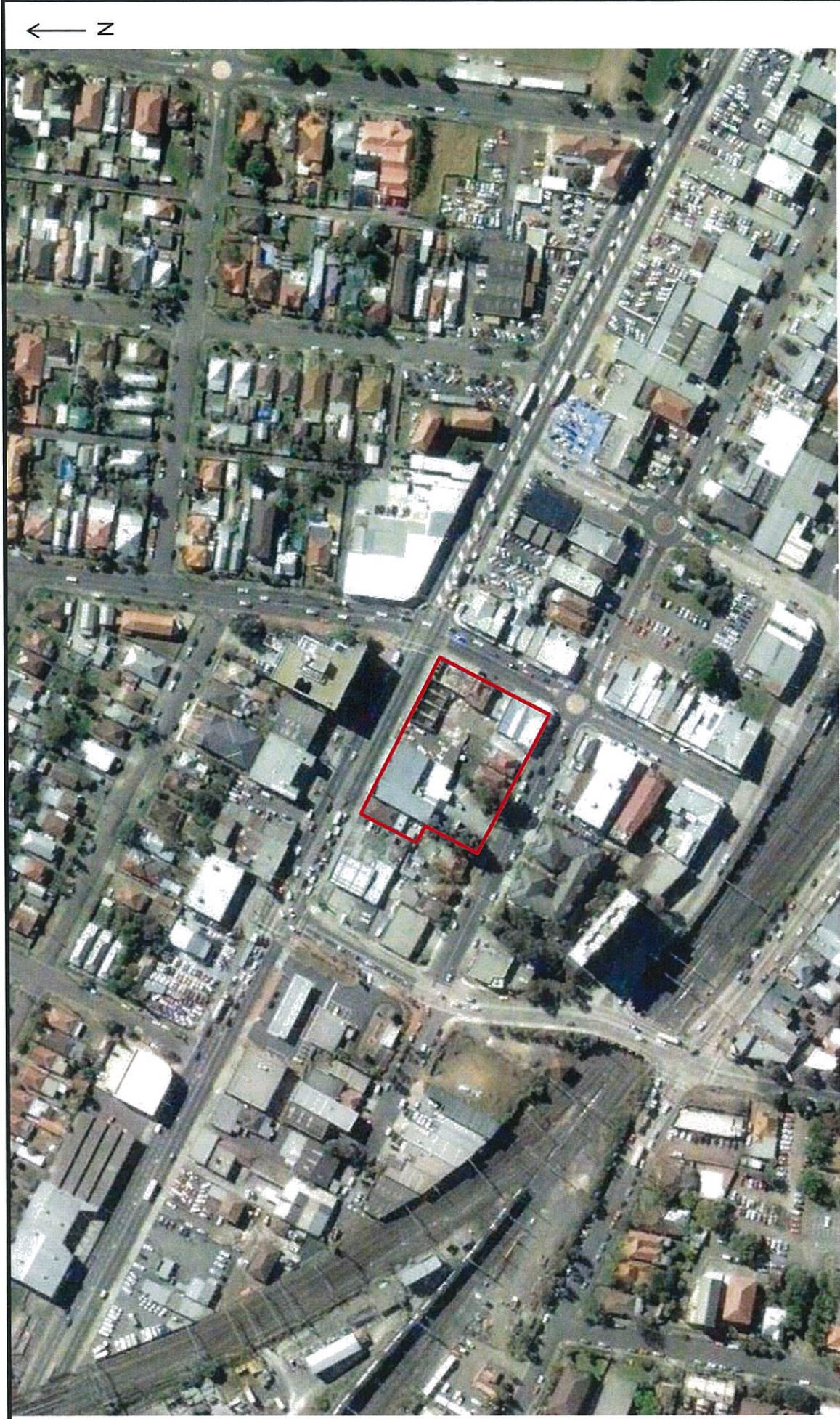
Drawn:	AB
Approved:	CR
Date:	15/01/2015
Scale:	Not to scale

Drawing No: AA 021


Project Code: E1005



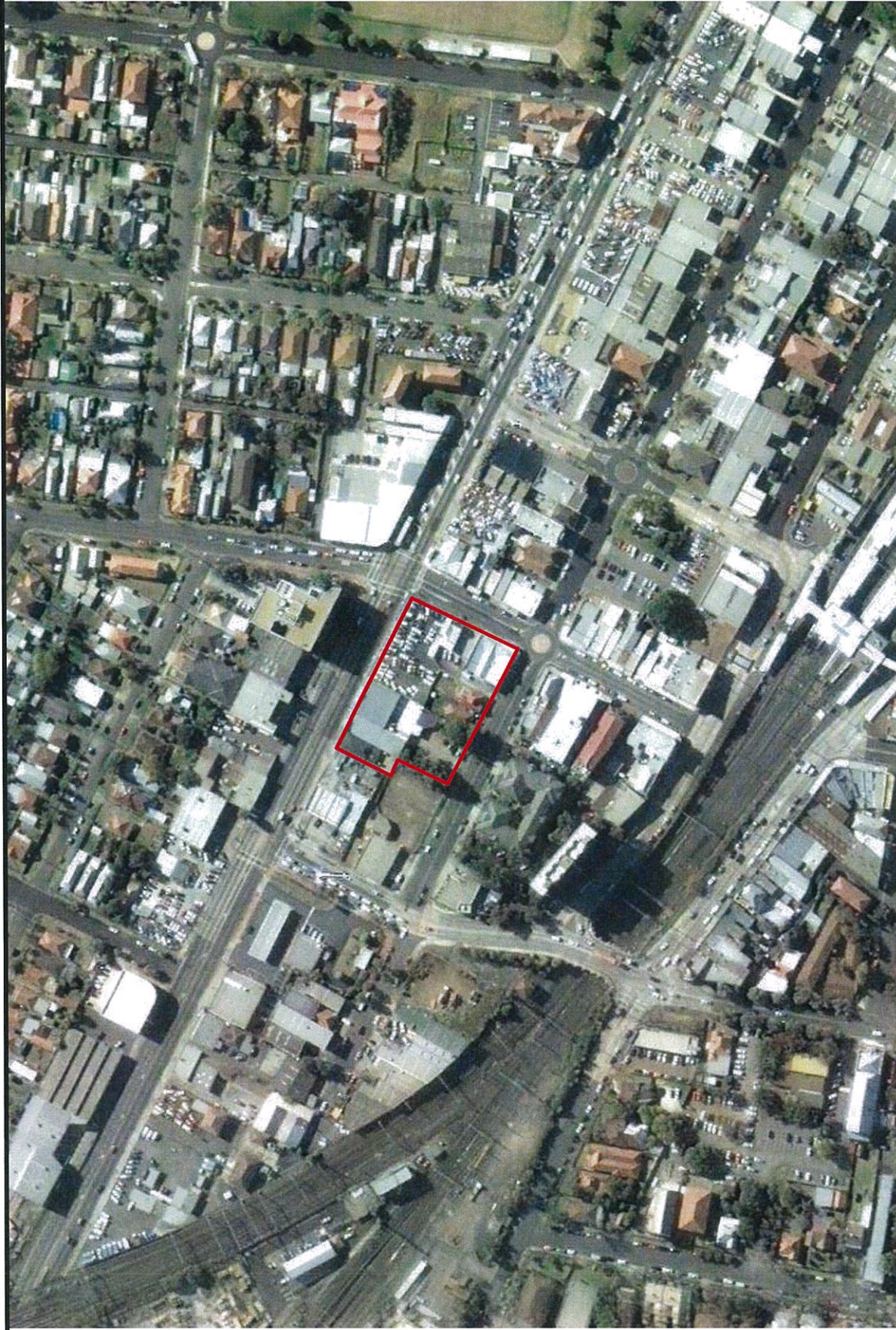




# Compaction & Soil Testing Services Pty Ltd

	Drawn: AB	2003 Aerial Photograph Parramatta Road, Good Street & Cowper Street, Granville NSW Source: Google Earth	Drawing No:	AA 022
	Approved: CR Date: 15/01/2015 Scale: Not to scale		Project Code:	E1005





← N

# Compaction & Soil Testing Services Pty Ltd

2006 Aerial Photograph

Parramatta Road, Good Street & Cowper Street, Granville NSW

Source: Google Earth

Drawn:	AB
Approved:	CR
Date:	15/01/2015
Scale:	Not to scale

Drawing No: AA 023

Project Code: E1005







← N

# Compaction & Soil Testing Services Pty Ltd

2009 Aerial Photograph

Parramatta Road, Good Street & Cowper Street, Granville NSW

Source: NearMap

Drawn:	AB
Approved:	CR
Date:	15/01/2015
Scale:	Not to scale

Drawing No: AA 024

Project Code: E1005

**C.S.T.S.**





# Compaction & Soil Testing Services Pty Ltd

	Drawn:	AB	2012 Aerial Photograph Parramatta Road, Good Street & Cowper Street, Granville NSW <i>Source: NearMap</i>	Drawing No:	AA 025
	Approved:	CR		Project Code:	E1005
	Date:	15/01/2015			
	Scale:	Not to scale			



# Appendix D – Heritage Assessment Report

*The Planning Proposal and concept reference design have evolved as a result of the initial exhibition of the Planning Proposal. The proposal now involves the relocation of the heritage item facade in line with the 6m building setback to Parramatta Road to ensure its retention irrespective of the outcome of the Precinct Wide Traffic Study required for the Granville Precinct (see Page 32 for more information on this). By relocating the facade of the Heritage Item Council will ensure its retention (irrespective of the potential future road widening identified by RMS which is to be confirmed by a traffic study). For information on the current building massing proposed for the site please refer to the associated Site Specific DCP which supports this proposal.*





# HERITAGE ASSESSMENT REPORT PLANNING PROPOSAL 138 PARRAMATTA ROAD GRANVILLE

REVISED MARCH 2015

NBRS & PARTNERS Pty Ltd  
Level 3, 4 Glen Street  
Milsons Point  
NSW 2061 Australia

Telephone +61 2 9922 2344 - Facsimile +61 2 9922 1308

ABN: 16 002 247 565

Nominated Architects  
Graham Thorburn: Reg No.5706; Geoffrey Deane: Reg No.3766;  
Garry Hoddinett: Reg No 5286; Andrew Duffin: Reg No 5602

This report has been prepared under the guidance of the Expert Witness Code of Conduct in the Uniform Civil Procedure Rules and the provisions relating to expert evidence

This document remains the property of NBRS & PARTNERS Pty Ltd.  
The document may only be used for the purposes for which it was produced.  
Unauthorised use of the document in any form whatsoever is prohibited.

Final Revision Issued: March 2015

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## **PLANNING PROPOSAL**

### **138 PARRAMATTA ROAD, GRANVILLE HERITAGE ASSESSMENT INCLUDING 'THE BARN'**

#### **1.0 INTRODUCTION**

This Heritage Report has been prepared in accordance with the standard guidelines of the NSW Heritage Branch to accompany a Planning Proposal for the redevelopment of land at 138 Parramatta Road Granville comprising a large allotment of land containing a number of individual sites which are to be amalgamated bounded by three roads with a primary frontage to Parramatta Road.

The site contains a property known as 'The Barn' at 138 Parramatta Road which is identified in the Parramatta Local Environmental Plan Schedule 5 and is entered in the State Heritage Inventory as a Local heritage item. No other heritage items or archaeologically sensitive sites are located on the remainder of the land in the Planning Proposal.

A detailed assessment of the property against the State Heritage Inventory guidelines found substantial errors in the original identification and listing of the place and in the level of significance ascribed to it. This report finds that the place does not meet thresholds for heritage listing and an initial response for the Planning Proposal prepared in December 2014 was to allow for the total demolition of the item to allow for the implementation of a new mixed use development of the entire block.

Subsequent consultation with Parramatta Council regarding options for the partial retention of the heritage item has resulted in a Revised Planning Proposal submission which involves the demolition of all structures on the site with the exception of the front façade of the original portion of the Heritage Item and the integration and interpretation of the item by its partial exposure in a public space or 'Heritage Square' and by the setting back of the main development along the Parramatta Road frontage to give emphasis to the retained façade.

The impacts of these revisions have been assessed in the present revision of the original submission.

#### **1.1 Requirements for this Report**

This report is required as part of the process for assessment of heritage issues associated with the redevelopment of the site which includes a number of parcels of land proposed to be amalgamated to allow for a mixed use that exceeds the current development parameters established for the individual sites. The report also reassesses the heritage value of The Barn on the basis of additional research and the application of the standard inclusion / exclusion guidelines of the NSW Heritage Office Guidelines.

#### **1.2 Methodology**

This report follows the standard guidelines of the NSW Heritage Office in undertaking heritage assessment and determining potential impacts on heritage.

### 1.3 Site Location

'The Barn' site is located at 138 Parramatta Road between Good Street and Bold Street, Granville as shown in Figure 1 below. It is described as Lot 1- 6 in DP1075357. The study site for the purposes of the Planning Proposal comprises, in addition to 'The Barn', several adjoining sites fronting Parramatta Road, Good Street and Cowper Street with the following title definitions:

- Lot 1 DP 721626
- Lot 1 DP 783581
- Lot 1 DP 998948
- Lot 7 Sec A DP 979437
- Lot 2 Sec A 979437
- Lot 1 Sec A DP 979437
- Lot 1 DP 76041
- Lot 1 DP 604204
- Lot 12 DP 575064

The boundaries of the heritage listed component of the site are shown outlined in pink in the plan at Figure 1. And extend from Parramatta Road to Cowper Street.

The redevelopment site area extends to the west and east of the heritage item to Good Street and is bounded on the south by Cowper Street as shown in Figure2



Figure 1 — Aerial view of allotments forming The Barn (shaded yellow) and surrounding development. (Source: NSW Land & Property Information, SIX Maps)

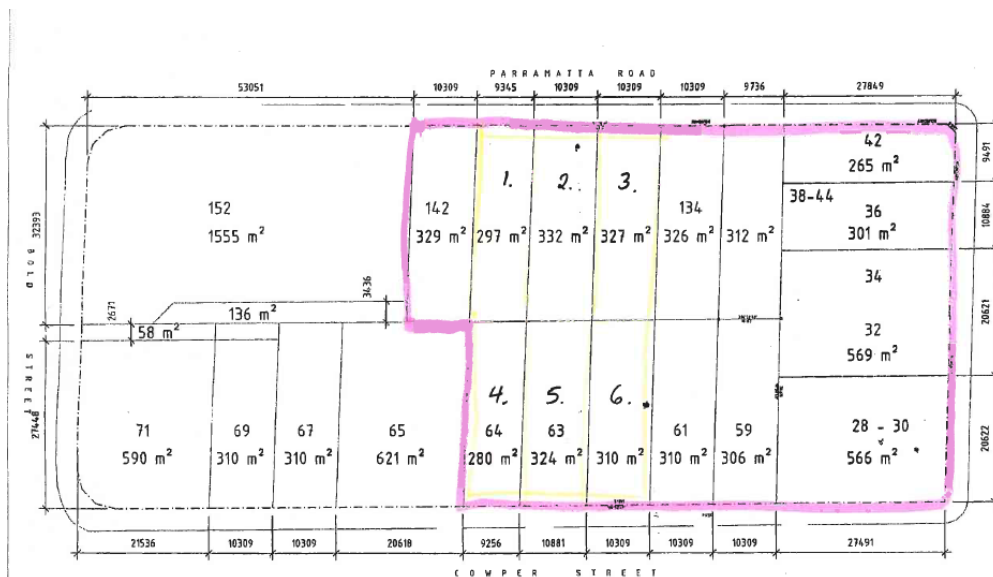


Figure 2 — Site plan - cadastral plan areas, June 2010. (Source: The Client)

#### 1.4 Heritage Listings

Portion of the subject site is listed as a heritage item on the *Parramatta Local Environmental Plan 2011*, (Parramatta LEP) Schedule 5 Environmental Heritage as follows:

- 'The Barn', 138 Parramatta Road, Granville (Heritage Item I157)

#### 1.5 Heritage Significance

The following statement of significance is taken from the NSW Heritage database inventory sheet (Database Number 2240431) and describes the cultural significance of The Barn, Granville as adopted by Parramatta Council when the property was nominated for listing by the local community:

*The Barn, at 138 Parramatta Road, is of significance for Parramatta for historical and aesthetic reasons, and as a representative example of Victorian period commercial buildings of the area. The building is readily identifiable as part of historic building stock, presents as having a high degree of intactness in the exterior, it is prominent in the streetscape and strongly contributes to the townscape character.*

See Section 8.0 Appendix A of this report for a copy of the NSW Heritage database inventory sheet.

#### 1.6 Authorship

This report was prepared Robert Staas, Director / Heritage Consultant, using research and a history researched and written by Léonie Masson, Historian, of NBRS+PARTNERS.



## 2.0 DOCUMENTARY EVIDENCE

### 2.1 European Era History

The subject site is located on part of 1125 acres (455 hectares) granted to Garnham Blaxcell by Crown Grant on 1 January 1806. Blaxcell arrived in Sydney in October 1802 as acting purser on HMS Buffalo. He won favour with Governor Philip Gidley King, who appointed him to several official positions (deputy-commissary, 6 May 1803; acting provost-marshal, 20 December 1804; secretary 1804-06). His land grant on the Dog Trap Road (Woodville Road, Granville) was known as the '*Drainwell Estate*'.

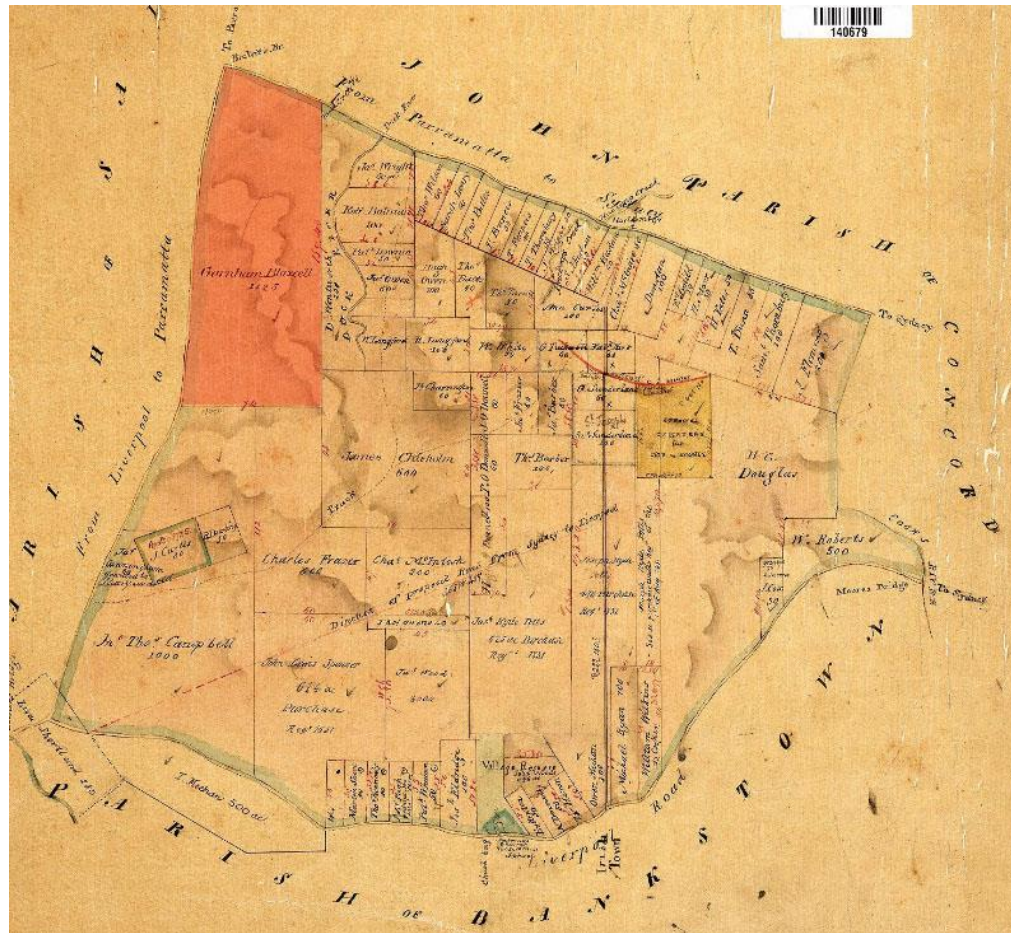


Figure 3— Extract from *Parish of Liberty Plains*, undated, showing Garnham Blaxcell's land grant (shaded red). (Source: NSW Land & Property Information, Historical Records Land Viewer)

Blaxcell was a trader and merchant and became a close business associate of John Macarthur in a number of ventures. By the time of the Bligh Rebellion, he had accumulated extensive interests, including a farm at Petersham, a windmill at Pyrmont and warehouses and accommodation in Sydney, as well as owning several trading vessels. Unsuccessful investments and schemes forced him to relinquish the '*Drainwell Estate*' in 1809 to Surgeon Thomas Jamison. By 1816, Blaxcell was heavily in debt. He sought to escape legal proceedings in the Colony by secretly leaving Sydney for England in April 1817, but died in Batavia soon afterwards in October.<sup>1</sup> Thomas Jamison assigned the '*Drainwell Estate*'

<sup>1</sup> Alison Vincent, 'Blaxcell, Garnham', *Dictionary of Sydney*, 2008, [http://www.dictionaryofsydney.org/entry/entry/blaxcell\\_garnham](http://www.dictionaryofsydney.org/entry/entry/blaxcell_garnham), accessed 05 November 2012. Dunlop, E. W.,

to his son (Sir) John Jamison. The latter's daughter inherited the estate, which in turn passed to her husband, Captain William Russell.

Anticipating the completion of the Sydney to Parramatta railway, the owners of the '*Drainwell Estate*' subdivided part of their holding and announced the auction of a large number of town, villa and suburban allotments in the Town of Parramatta South on 5 February 1855. The blocks had frontages to Parramatta and Dog Trap Roads, and Railway, Cowper, Creek, Station, Wallace, Russell, Queen, Raglan, William, John and Jamieson Streets. The sale advertisement said Parramatta South "*occupies a pretty, elevated position, and as it almost surrounds the railway terminus, the opening of the line will make it the principal business part of town*".

Another portion of the estate was put up for auction on 10 December 1855, 11 weeks after the railway's official opening. This comprised approximately 450 lots, with frontages to Sydney, Parramatta and Dog Trap Roads, and Mort, Cowper, Bold, Good, Kemp, East, Railway, High, John, Jane and William Streets. Prospective buyers were told the expansion of the railway already under way, and promised, could make Parramatta South a town of great importance, "*second perhaps to none in the colony*".<sup>2</sup> In December 1858, Thomas Sutcliffe Mort purchased Lots 11 – 38 in Section C in the Eastern Division of Parramatta South, being those allotments marked by a cross in the subdivision plan at Figure 4, for which he paid the sum of £346/10.<sup>3</sup>

Figure 6 shows the extent of the respective subdivisions of the '*Drainwell Estate*' in 1863, the original subdivision south of the railway line is divided into eight sections, A – H, and there are 34 allotments located between the railway line and Parramatta Road. The name Mort & Co is shown as the owner of a large block of land in an extract from the 1863 Plan of the '*Drainwell Estate*' (Figure 7).

Confusingly, there is another plan of subdivision of the Town of Parramatta South, ca1860s (Figure 5) which contains a different section and allotment numbering from that shown in the Wells plan (1855) and '*Drainwell Estate*' plan (1863).

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<sup>1</sup> Blaxcell, Garnham (1778–1817)', Australian Dictionary of Biography, National Centre of Biography, Australian National University, <http://adb.anu.edu.au/biography/blaxcell-garnham-1794/text2029>, accessed 5 November 2012.

<sup>2</sup> T Fowle, "The History of Granville 1919", Granville Historical Society, 2001, pp. 17, 36; *Sydney Morning Herald*, 16 January 1855, p. 8, 24 November 1855, p. 7.

<sup>3</sup> Old System Deed Bk 67 No 220, NSW Land & Property Information.



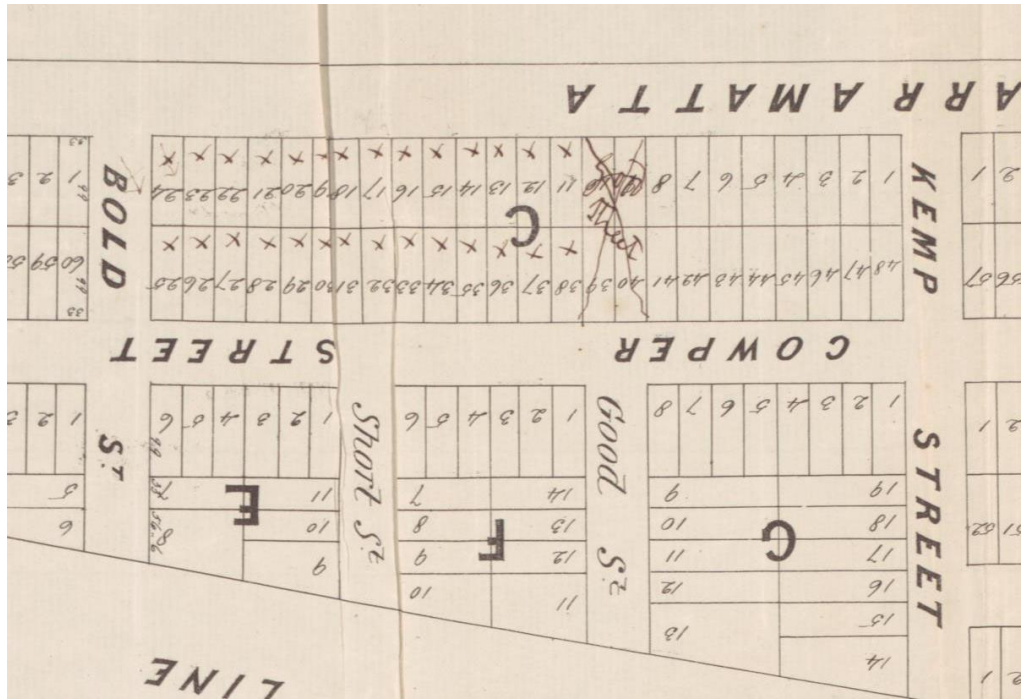


Figure 4 — Detail from Wells, William Henry, *Plan of the allotments in the Eastern Division of Parramatta South: for sale by Mort & Co. Monday, 10th Dec. 1857*. Overlaid with handwritten annotation marking extension of Good Street to Parramatta Road through Section C. (Source: National Library of Australia, MAP F 166)



*Figure 5 — Detail from Plan of the Town of Parramatta South: with suburban & villa allotments adjoining the railway terminus, ca1860– 1869. The subject site is comprised within Section 5 thereon (Source: National Library of Australia, Map F164)*



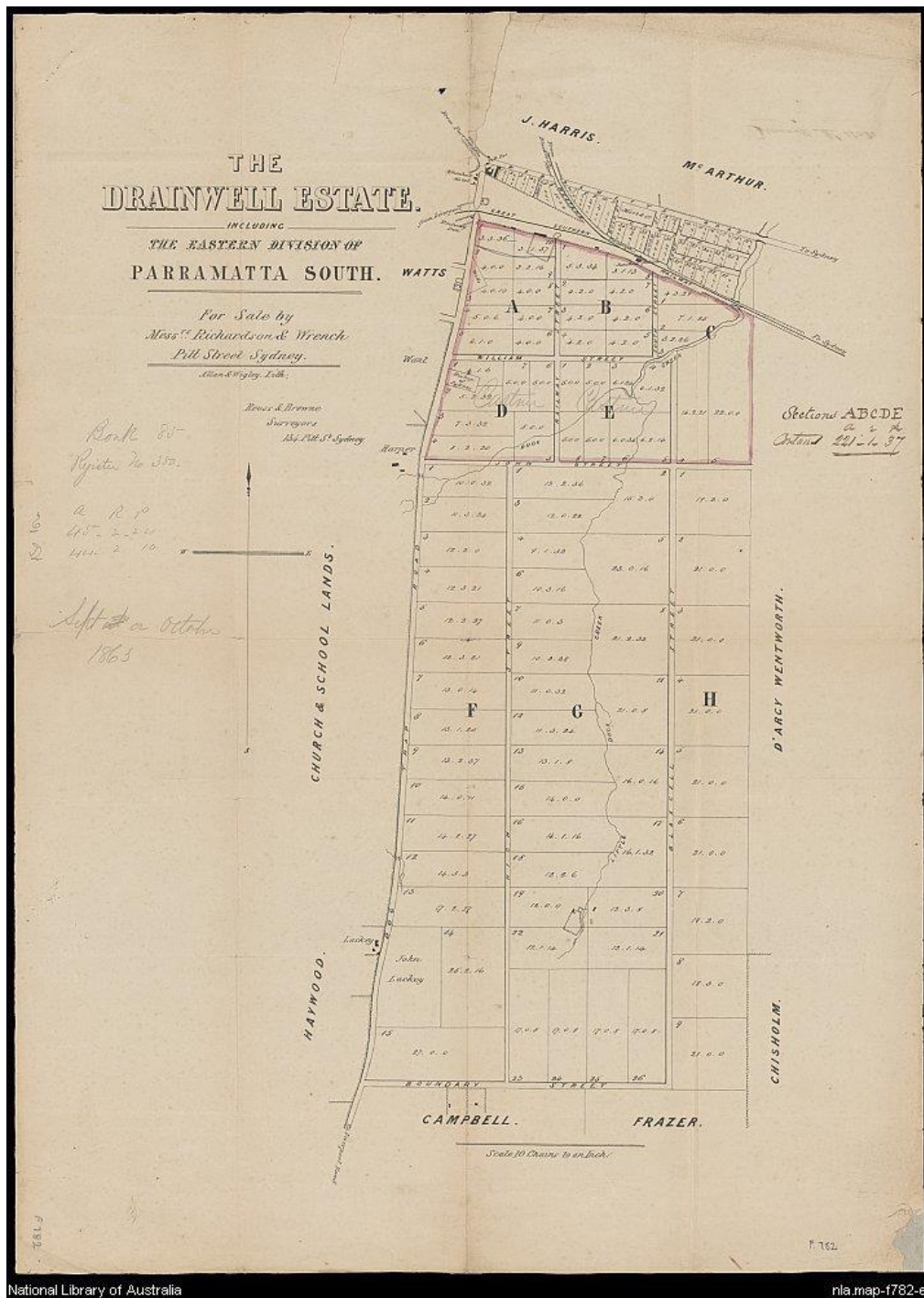


Figure 6 — The Drainwell Estate including the eastern division of Parramatta South, 1863. Shows the subdivision of Blaxcell's land grant into eight sections, A – H south of the railway line. (Source: National Library of Australia, MAP F 872)

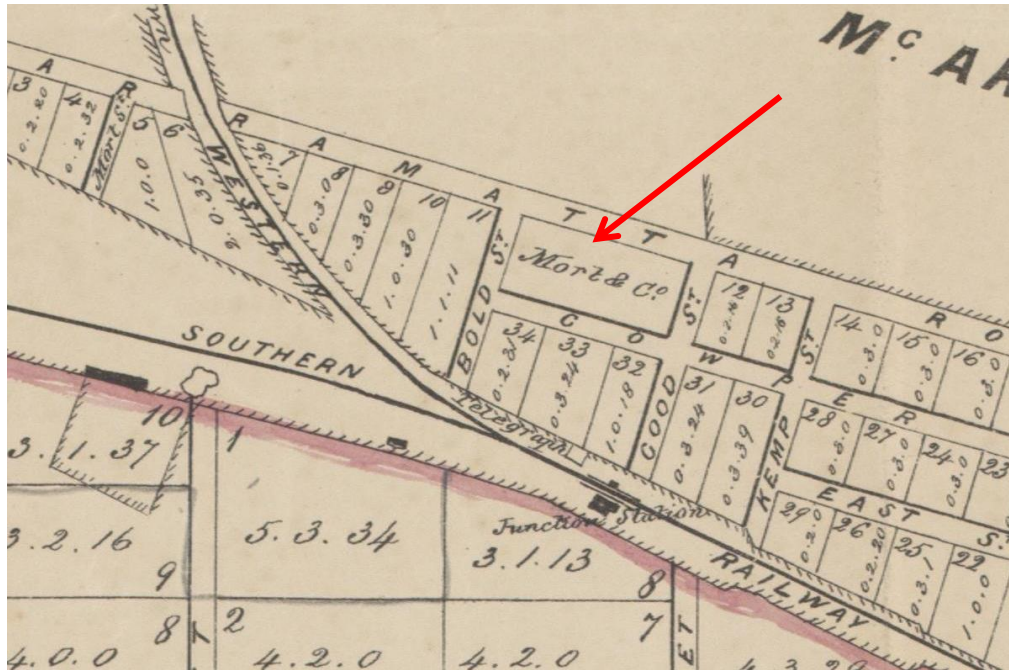


Figure 7 — Detail from The Drainwell Estate including the eastern division of Parramatta South, 1863. Study site comprised within that block indicated by arrow in the name of Mort & Co. (Source: National Library of Australia, MAP F 872)

Mort's allotments changed hands to James Niblett in 1879 then by mortgage to RR Terry in 1880, which mortgage was discharged the following year. Niblett conveyed the block of allotments to George Thomas Suttor of Chelsea Park, Baulkham Hills in October 1882 for the sum of £3350.<sup>4</sup> He simultaneously mortgaged the property to Niblett.<sup>5</sup> Suttor re-subdivided his land into "51 choice building sites" in the Granville Township which were advertised for auction sale on 6 September 1883. Some of the allotments were sold at this date however the residue of "31 elevated sites" were advertised again for auction in October 1885.<sup>6</sup> Following Niblett's death, a further charge on Suttor's mortgage to the value of £4000 (including properties elsewhere in the Sydney region) was transferred to Thomas Henry Rawlings in 1889. Rawlings transferred Suttor's mortgage to Neal Collins of Sydney, solicitor. Suttor's estate was sequestrated in 1891 and presumably he defaulted on his mortgage whereupon, according to the contract of mortgage, Neale Collins became the owner of the property.

### 3.0 INDIVIDUAL LAND PARCELS

#### 3.1 History of The Barn, 138 Parramatta Road

"The Barn" is located on Lots 1-6 in DP107535, being formerly Lots 9, 10, 11, 24, 25 and 26 of Suttor's Subdivision of Section A of the Granville Township, originally part of the 1125 acres (Portion 1 of the Parish of Liberty Plains) granted to Garnham Blaxcell on 1 January 1806.

Neale Collins conveyed Lots 9-11 (fronting Parramatta Road) to Colquhoun in May 1913. Contractor H Bratby commenced work on a new building for Alderman John Colquhoun largely to be used as a store and for other purposes

<sup>4</sup> Old System Deed Bk 259 No 62, NSW Land & Property Information.

<sup>5</sup> Old System Deed Bk 259 No 63, NSW Land & Property Information.

<sup>6</sup> Sydney Morning Herald, 6 September 1883, p11, and 31 October 1885, p21.



in connection with his business as a bag merchant. Work commenced on the foundations of the new building in 1913 as noted in the *Cumberland Argus and Fruitgrowers Advocate* on 31 May:

*The new building will be two storeys high, and have an extensive frontage to Sydney-Road.*

In the last week of June 1913, Colquhoun laid the first brick of the new store.<sup>7</sup> The *Cumberland Argus* noted in mid-October that the new building was nearly completed, and furnished a slightly longer description of the premises which was of two stories: *The upper portion will, we understand accommodate the skilled needle-women and other workers employed by Mr Colquhoun. Below there are entrances for horses and vehicles, and lots of room for storage and other purposes.*<sup>8</sup>

On 13 December 1913 the *Cumberland Argus and Fruitgrowers Advocate* published a feature entitled “Flourishing Industry” which devoted a substantial length to John Colquhoun’s new store and factory at Granville, complete with illustration as shown below in Figure 8.

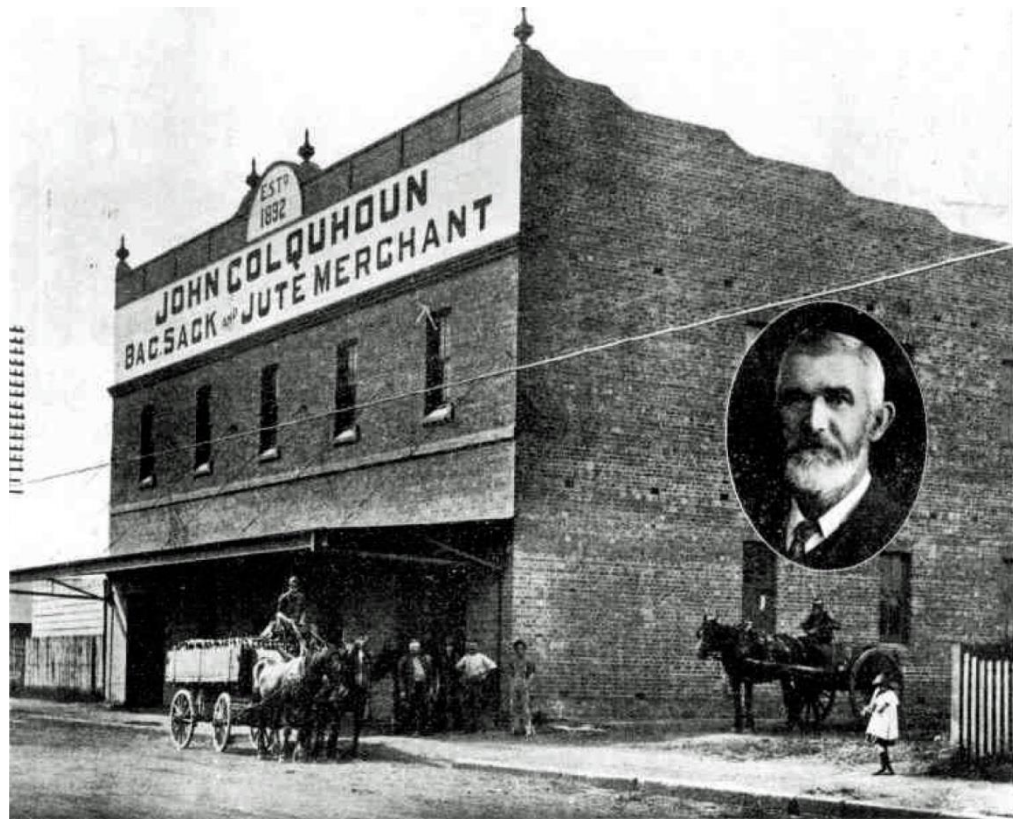


Figure 8 — John Colquhoun Bag, Sack and Jute Merchant, Sydney Road (Parramatta Road), Granville. (Source: *A Flourishing Industry in Cumberland Argus and Fruitgrowers Advocate*, 13 December 1913, p14)

Meanwhile, Lots 24-26 (fronting Cowper Street) were conveyed by Collins to Alfred Row in August 1918, thence to Charles Row by letters of administration in May 1921. In 1922 the property quickly changed hands to Eugene Lauret.

<sup>7</sup> “Granville - Personal”, *Cumberland Argus and Fruitgrowers Advocate*, 28 June 1913, p2.

<sup>8</sup> “Granville – big enterprise”, *Cumberland Argus and Fruitgrowers Advocate*, 1 October 1913, p2.



By 1927 these three allotments were in the ownership of Alexander Colquhoun, who had taken over the day to day running of the building in 1920 after John had entered into local politics. In the intervening period an extension of two storeys was erected to 138 Parramatta Road with tenders called for same in June 1922.

In 1939 the store was damaged when a fire broke out on the upper floor, and *“a large quantity of bags was damaged, and portion of the flooring was burnt through. Bags on the ground floor were also badly damaged by thousands of gallons of water played on the flames”*.<sup>9</sup>

Under Alexander’s leadership the company expanded and flourished. In May 1949 Alexander Colquhoun conveyed the entire property to John Robert Colquhoun. Alexander was joined in the business by his son, also named John. Alexander Colquhoun & Son Pty Ltd was incorporated in 1952. Alexander retired from the business in 1960 and his role was taken by his son John.

Lots 9-11 and 24-26, an area of 2 roods 6 ½ perches of land, was converted to Torrens title by Primary Application 37855. According to that application lodged in November 1951 the land was in the occupation of Colquhoun Pty Limited and was valued (including all improvements) at £6523.

A lease was conveyed in May 1971 to Davey’s Furniture Pty Limited, which lease was renewed in June 1976. It is not clear whether the lease comprised the entire property or part thereof. Portion of the roof space of the building was leased in November 1983 to Pacific Outdoor Advertising Pty Ltd for an advertising sign.

The property changed hands in April 1985 being registered in the names of Janet Taylor, John Colquhoun and Alexander Charles Colquhoun as tenants in common.

Preceding the lease of the property to Ebon Pty Limited in October 1989, the Colquhoun business activities relocated to new Sydney premises in Smithfield and in 1988 the company celebrated its centenary. John Colquhoun became the sole registered proprietor of the property in October 1989. He conveyed a lease of the property in January 1992.

Stephen Edward Manning and Simone Marcia Fechner became the registered proprietors of the property in September 2000. The property has most recently been in the occupation of The Barn, New & Used Office Furniture.

In 2005 John Colquhoun retired from the family firm and his place was taken by his son, Robert Colquhoun, the fifth and current generation of the family in the company.<sup>10</sup>

The Barn is identified in the Parramatta Local Environment Plan as an item of Environmental Heritage. The current listing and statement of significance used by Council to determine its significance as a heritage item was based on information provided to the Council by the Parramatta Branch of the National

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<sup>9</sup> “Heavy Damage, Granville Blaza, Bag Store”, *Cumberland Argus and Fruitgrowers Advocate*, 4 October 1939, p1.

<sup>10</sup> Colquhoun’s – a brief history, [www.colquhouns.com.au](http://www.colquhouns.com.au), accessed 7 November 2014.

Trust of Australia (NSW) which has proved to be incorrect in a number of significant ways.

The building is not a representative example of 'Victorian' period commercial building in the area having been built in the second half of 1913 and extended in late 1922 it is well outside the period of the Victorian age. From this evidence it is clear that it does not date from the 1880s with extensions carried out in 1917. Earlier occupation of the site is not able to be established but the ownership by Colquhoun only dates from 1913 when the land was subdivided and sold. It is unlikely that given the circumstances of the ownership that this land was previously developed for any purpose prior to the 20<sup>th</sup> century.

### 3.2 History of 32-34 Good Street

The former Granville Fire Station is located on Lot 1 DP 76041, being formerly Lots 3 and 4 of Section A of Suttors Subdivision of part of Blaxcell's land grant.

The Granville Volunteer Fire Brigade was formed in 1884 by Hudson's Engineering Works in a shed fronting Factory Street, Clyde to protect their own property. The brigade was reorganised under the Fire Brigade Act in 1891 and commenced operation from a shed in Good Street and then from 1897 in a temporary fire station on Sydney Road (Parramatta Road). In the intervening period the Granville Council at a meeting in October 1896 reported that the Fire Brigades' Board was awaiting the handover of the site set aside in Good Street for a new fire station (this site in Good Street forms part of the current study site).

Eventually in August 1899 the Fire Brigades Board approved the plans of the new fire station, and issued instructions to the architect "*to call for tenders for the erection of the structure immediately...to be built in Good Street, about 250 yards from the railway station*".<sup>11</sup> The building was completed by February the following year and was officially opened on the 17<sup>th</sup> the same month. A detailed description of the building and the official opening ceremony was furnished in the *Cumberland Argus and Fruitgrowers Advocate* on 24 February on page 2, including the following extract:

*The building has been erected on a progressive scale, that is to say, while to all appearances complete, provision has been made for erecting a second story at some future time. The present structure is of brick and consists of an engine room 32 feet x 18 feet, at the rear of which are two horse stalls, only one of which is at present used. The members' room and night officers' room are of the same dimensions, viz., 14 feet x 12 feet. The members' rooms is also fitted with telephone and supplied with a fireplace for winter use, and plainly but comfortably furnished. At the rear of the building is a spacious bathroom and lavatory. A lookout tower gives a good view of the district.*

By the mid 1920s the second storey had been built onto the original building altering its appearance and detailing to the current form.

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<sup>11</sup> "Granville Fire Station", *Evening News*, 31 August 1899, p6.



Figure 9 — Granville Volunteer Fire Brigade, ca1900. The original single storey form and character of the building is visible in this photo. (Source: City of Parramatta Local Studies Collection, LSOP 198)

The Board of Fire Commissioners converted Lots 3 and 4 to Torrens title in mid-1926 by Primary Application 26041.

In 1929 the Granville Council, in reply to correspondence from the Granville Chamber of Commerce, reported that the removal of the fire station to another site was under consideration by the Board of Fire Commissioners and in that event, the Board would be prepared to sell it to a suitable purchaser. This situation was still under consideration in 1935, when the Council met with members of the Board to discuss the future of the brigade and station in the district and the possible sale of the site for redevelopment as shops.<sup>12</sup> Underpinning these discussions was the necessity of relocating the fire station to a more suitable position in the district.<sup>13</sup> Eventually in early 1949 the Board of Fire Commissioners announced plans to build a new fire station in Parramatta Road, Granville.<sup>14</sup> In the intervening period the Fire Station in Good Street was closed in 1945.

<sup>12</sup> "Worth £3000, new fire station wanted, site danger", *Cumberland Argus and Fruitgrowers Advocate*, 5 September 1935, p10.

<sup>13</sup> "Granville Fire Station", *The Biz*, 27 March 1936, p4.

<sup>14</sup> "New fire station for Granville", *The Cumberland Argus and Fruitgrowers Advocate*, 16 February 1949, p2.



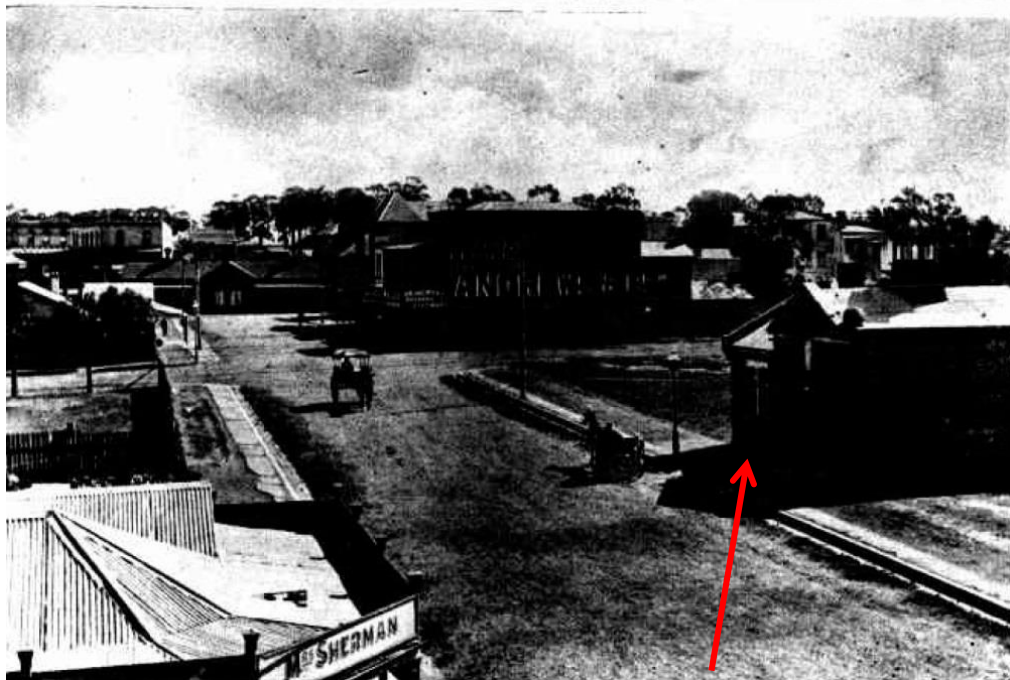


Figure 10 — Good Road, Granville looking south from Sydney (Parramatta) Road. The single storey Granville Fire Station indicated by arrow. (Source: Cumberland Argus and Fruitgrowers Advocate, 14 December 1901, p7)

The former fire station was decommissioned and the building was subsequently let as office space. For instance in July 1955 the Board of Fire Commissioners announced the lease of the ground floor to the Forestry Commission for at least two years “because of the urgent demands for Government office accommodation”.<sup>15</sup>

The site was sold in January 1966 to George Avramides of Granville, baker. He sold same in May 1974 to Heathrow Holdings Pty Limited. It changed hands in 1980 then again in 1985 to Hendrikus Antonius Lazarom. He in turn conveyed the property in December 2001 to Tekinvest Pty Ltd, who in 2004 conveyed the subject site to Brodieville Pty Limited.<sup>16</sup>

The former Fire Station has lost any significant connection with its original community use and has for nearly 60 years been used for unrelated activities. The condition of the building is highly modified and dilapidated.

The former Fire Station is not identified as an item of environmental Heritage in the Parramatta Local Environmental Plan and is not located within a conservation area.

<sup>15</sup> “Won’t reopen Granville Fire Station”, *The Cumberland Argus*, 13 July 1955, p11.

<sup>16</sup> Certificate of Title Vol 3883 Fol 42, NSW Land & Property Information.



Figure 11 - Former Fire Station building Good Street Granville showing highly modified configuration following addition of the first floor in the Inter War period.

### 3.3 36 and 42 Good Street and 132 Parramatta Road

This site comprises Lots 1, 2 and 7 in Section 1 of DP 979437, being formerly Lots 1, 2 and 7 in Section A of Suttors Subdivision of Granville Township.

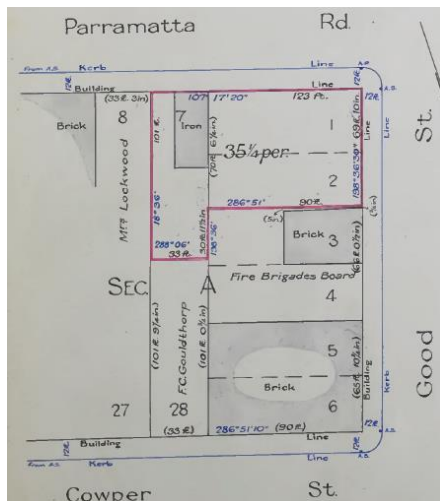


Figure 12 — Block plan accompanying Certificate of Title Vol 2554 Fol 175. (Source: NSW Land & Property Information)

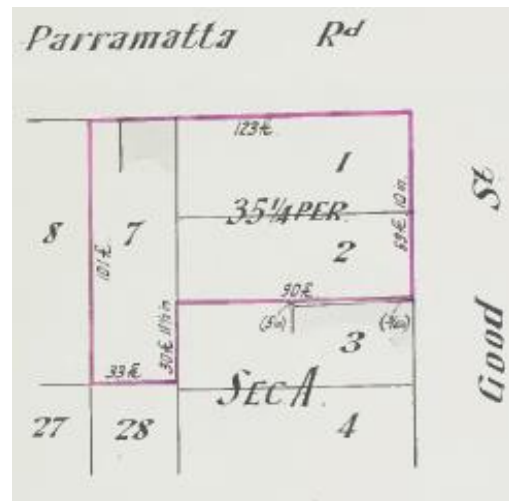


Figure 13 — Block plan accompanying Certificate of Title Vol 5353 Fol 148. (Source: NSW Land & Property Information)

Thomas Forbes purchased the three allotments from George Thomas Suttor in 1886. Following his death the property passed to Robert Forbes of Parramatta. He lodged an application in March 1914 to convert the land to Torrens title. According to Primary Application 19266, the land (including all improvements) was valued at £800, and was in the occupation of Messrs Kaye & Kaye on a

weekly tenancy at a rental of six shillings per week. Kaye & Roberts, farriers, are accordingly listed in Sydney Road (Parramatta Road) at the corner of Good Street in the 1914 Sands Directory. The block plan accompanying Certificate of Title Vol 2554 Fol 175 does show an iron building (forge) on Lot 7 (Figure 12).

The following year architect Alec C Williamson advertised tenders for the “erection and completion of three shops and dwellings at Granville”<sup>17</sup> for Robert Forbes of Mays Hill.

*The plans show that they will rival some of the best places in Sydney. The contract, it is expected, will run over £4000.*<sup>18</sup>



Figure 14— Good Street, Granville looking south from Sydney (Parramatta) Road. 36-42 Good Street on right with Turret of Patten’s building clearly visible beyond and the enlarged Fire Station in between. (Source: Cumberland Argus and Fruitgrowers Advocate, 12 December 1929, p2)

The new building is shown in the photograph of Good Street dated 1929 (Figure 14) and the detail survey and Blackwattle sheets at Figure 21 and Figure 22 respectively. Forbes promptly sold the property to Thomas McKee of Ermington, nurseryman.<sup>19</sup> The Certificate of Title contains registered leases of the property commencing a decade later in January 1925 to the National Bank of Australasia Limited, Jessie Marion Skerritt of Granville, and William Percy Windred and Albert Victor Windred of Balmain, butchers. The National Australasia Bank renewed their lease on successive occasions thereafter of the lock-up shop known as 126 Parramatta Road/42 Good Street.

<sup>17</sup> Tenders, *Sydney Morning Herald*, 4 September 1915, p7.

<sup>18</sup> Granville, new shops, *Cumberland Argus and Fruitgrowers Advocate*, 11 September 1915, p2.

<sup>19</sup> Certificate of Title VOI 2554 Fol 175, NSW Land & Property Information.



The property passed by transmission in 1953 to Ethel Jane Krust, Alma Schmeising and Charles Raymond Wilson.<sup>20</sup> Ethel Jane Krust and Charles Raymond Wilson became the registered proprietor of Lots 1, 2 and 7 in 1963. Pre-existing leases were registered prior to this date of 126 Parramatta/44 Good Street to the National Bank of Australasia Pty Ltd and 42 Good Street to Russell James Montgomery of Granville, cost clerk and Aileen Montgomery, his wife.

The property was sold in September 1969 to Hassall Estates Management Pty Ltd. Hendrikus Antonius Lazarom and Ferdineus Theodorus Julius ter Beek purchased the property in September 1979 as tenants in common. Hendrikus Antonius Lazarom became the sole proprietor in March 1985. The shops erected in this site have been demolished, possibly in the 1980s and corresponding with the change of ownership. The site was latterly in the occupation of a car yard known as GB Quality Cars.

### **3.4 134 Parramatta Road (Lot 1 DP 721626)**

Located on Lot 8 of Suttors Subdivision of Section A of Granville Township.

Neal Collins, the owner of the property following Suttor's default on his mortgage in 1891, conveyed Lot 8 in December 1894 to Emma Lockwood. She owned that allotment until January 1919 when it was sold to Thomas McKee. In June 1929 he conveyed same to Alexander Colquhoun. In December 1958 Colquhoun conveyed the allotment to Colin Edward Wyatt of Drummoyne, car dealer.<sup>21</sup>

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<sup>20</sup> Certificate of Title Vol 5354 Fol 138, NSW Land & Property Information.

<sup>21</sup> CT Vol 6600 Fol 110, NSW Land & Property Information.



Figure 15 — Block plan accompanying Certificate of Title Vol 7612 Fol 81, being that part of Lot 8 transferred to the Wyatt in 1958. (Source: NSW Land & Property Information)

Simultaneously registered on the Certificate of Title was a transfer dated 11 June 1956 to John Francis Dynon of Hornsby, company director. The property was transferred to Edward Norman Wyatt of Lidcombe, retired, in early 1960.

Milk vendor Bruce Wyatt of Lidcombe owned the property for a brief time from October 1963, conveying it one year later to Colin Edward Wyatt of Drummoyne, second hand car dealer. He in turn conveyed same in October 1973 to Colin D Young Pty Ltd. Less than three months later the site was sold to George Amantides and Efotathios Amanatidis of Tempe, shopkeepers as tenants in common. It is presumed that the property was still in the occupation as a car sales yard throughout the 1950s to 1970s. In early 1984 the property changed hands again to Soumela Amanatidis and Galini Amanatidis as tenants in common. Most recently the site was in the occupation of "Beats Walking Car dealership.

### 3.5 26-30 Good Street (Lot 1 DP 604204)

Formerly Lots 5 and 6 of Section A of Suttors Subdivision of Granville Township.

Gideon Patten, storekeeper acquired the grocery business of Mr L Grimwade in Good Street in the 1890s (a site on the opposite side of the street), at which date there were only half a dozen shops in the main street. In about 1905 he acquired Lots 5 and 6 of Section A of Suttors Subdivision of the Granville Township and proceeded to build a new store on this site on the corner of Good and Cowper Streets. The new building was officially opened on 31 May. It was described in the *Cumberland Argus* as presenting “a most imposing appearance and with its turret and clock, and the gilt orb which is highly suggestive of the Observatory mechanism. There are big general stores below, and an attractive butcher’s shop...in the back part of the building is a roomy produce store and a capacious bulk store, with concrete floors, and being the whole is a large yard and excellent stabling and other accommodation”.<sup>22</sup> The elaborate turret and clock have long since been removed from the building.

Patten’s sons Archie and Howard took over the business in 1922. The Patten family still owned the property in 1970 when, the Perpetual Trustee Company (Limited) sold the property in 1970 to Patten’s Pty Limited. In 1974 that company sold same to Peter Weigall Walton and Valmai Edith Walton. They simultaneously leased the property to Heathrow Holdings Pty Ltd, who in turn sublet 26 Good Street to the National Bank of Australasia Limited. 30 Good Street, divided into three tenancies, was sublet to AJ Tolver-Banks, BJ and PR Cleal and DT Harvey, and Executive Business Equipment. The Waltons sold the property in early 1980 to Heathrow Holdings Pty Ltd.<sup>23</sup>

Certificate of Title Vol 14133 Fol 191 (Figure 16) was issued in May 1980 in the name of Heathrow Holdings Pty Limited. The property changed hands in December 1980 to Nicholas Roufogalis of Willoughby, business proprietor, and Elizabeth Roufogalis, his wife, as joint tenants. The National Bank renewed their lease of 26 Good Street in October 1984. No other lease information is registered on the CT prior to its cancellation and conversion to auto folio.

Regular changes of ownership and occupancy have resulted in removal of original design detailing and changes to the built form that have resulted in a reduction of any potential heritage values.

The building is not listed as a heritage item and is not in a conservation area.

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<sup>22</sup> Go-ahead Granville”, *Cumberland Argus and Fruitgrowers Advocate*, 5 May 1906, p?

<sup>23</sup> Primary Application 54340, NSW Land & Property Information.



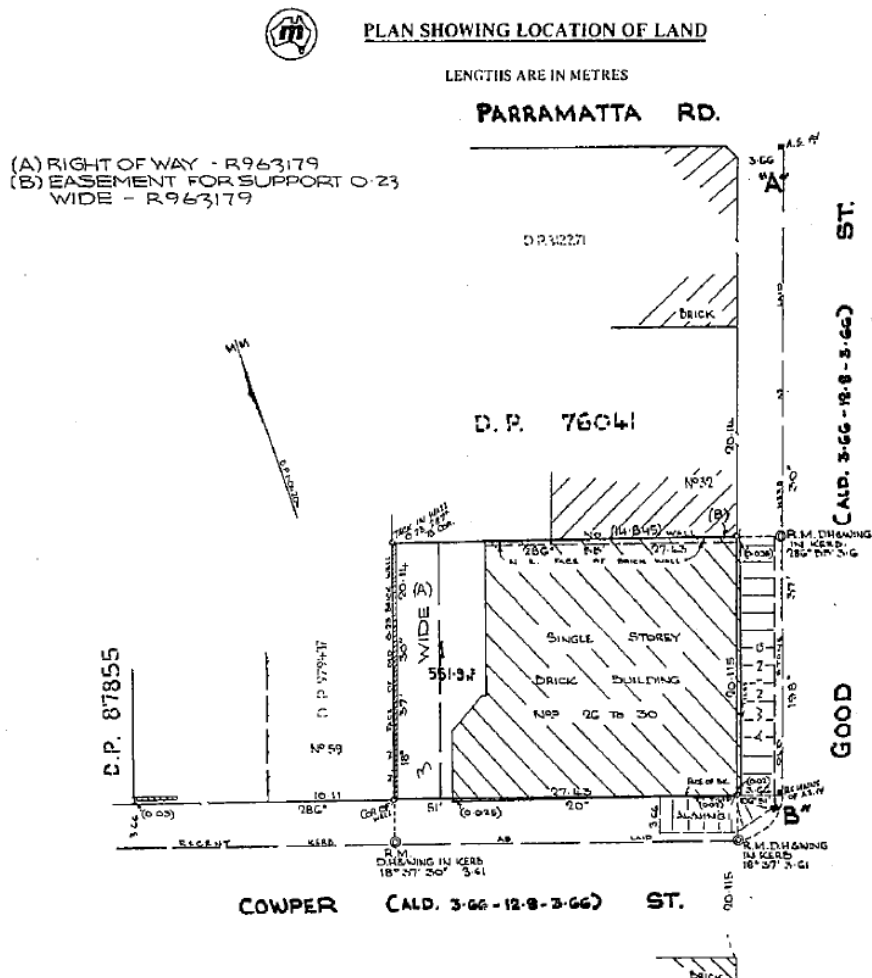


Figure 16 — Block plan of land accompanying Certificate of Title Vol 14133 Fol 191.  
(Source: NSW land & Property Information)



Figure 17 - Surviving shops at the corner of Good Street and Cowper Street Granville  
This corner was originally defined by a turret on the square tower base on the corner.



*Figure 18 - Surviving shops at the corner of Good Street and Cowper Street Granville. The corner was originally defined by a turret as shown in Figure 14. Only the parapet survives intact.*

### **3.6 Lot 1 DP 783581 (61 Cowper Street)**

Located on Lot 27 of Suttor's Subdivision of Section A of Granville Township. A house was erected on this allotment after October 1928 as it is not visible in the detail survey of that date (Figure 21). It is however shown on the Blackwattle plan (Figure 22) which is undated but obviously a later working copy of the Water Board with amendments and additions annotated. The house is shown on this allotment in 1943 (Figure 23).

Eileen Sonter sold the allotment in 1988 to Tony Louie Takchi. The property was converted to Torrens title in 2002.

The site is presently vacant land – it is not known when the house was demolished.

### **3.7 Lot 1 DP 998948 (59 Cowper Street)**

Located on Lot 28 of Suttor's Subdivision of Section A of Granville Township.

A timber house was erected on this site by 1910 for Frederick C Gouldthorpe and named "Charlesville". He lived here until at least 1933, before moving across the road to 60 Cowper Street. This house is shown on the 1928 detail survey (Figure 21), later Blackwattle survey (Figure 22) and 1943 aerial survey (Figure 23).

The form of the house follows standard early 20<sup>th</sup> century design configuration and detailing with a hipped corrugated metal roof and a projecting gabled room forming a stop for a skillion verandah. A sun awning covers a pair of windows in the bay. The house sits behind a tall fence with car parking in the front yard.

The house survives in a dilapidated condition and is not listed as a heritage item and is not located within a conservation area.



Figure 19 - Sites in Cowper Street showing the surviving timber cottage at 59 Cowper Street and the site of demolished buildings adjoining at 61 Cowper Street

### 3.8 Lot 2 DP 575064 (140-142 Parramatta Road)

Located on Lot 12 of Suttors Subdivision of Section A of Granville Township.

Occupied by a single storey semi-detached pair of cottages by 1910 and in the occupation of Anger and Smith respectively. This pair of houses is shown in the 1928 detail survey, later Blackwattle survey and 1943 aerial (Figure 21, Figure 22 and Figure 23). The land and houses thereon are illustrated in Figure 20 below.

FM Leca Pty Limited owned the property in 1976 when it was converted to Torrens title by Primary Application 51501. Baxtim Pty Limited became the registered proprietor in 1987, though it had changed hands in the intervening period. The pair of houses was demolished but at what date is not known, but certainly post-dates 1976. The site is now vacant.

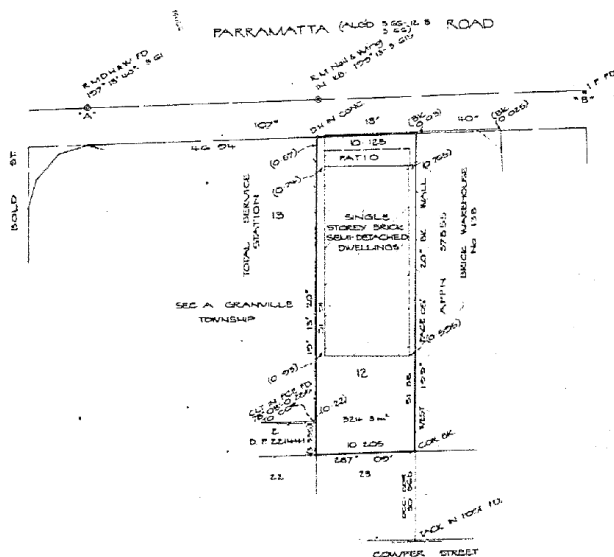


Figure 20 — Block plan accompanying Certificate of Title Vol 13142 Fol 240. (Source: NSW Land & Property Information)



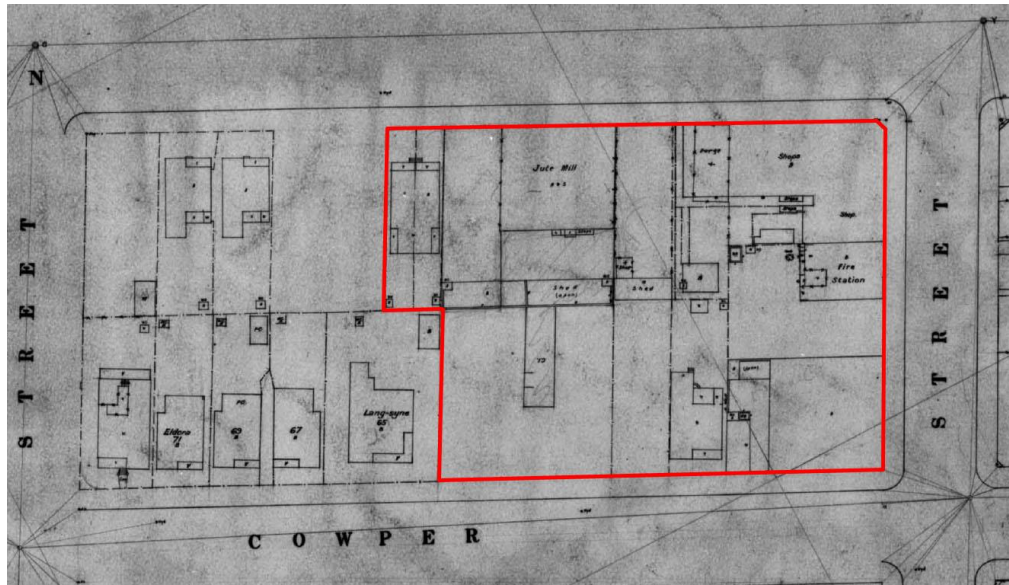


Figure 21 — Extract from Detail Survey Granville Sheet 24, October 1928 showing subject site outlined in red. All buildings in existence at that date are shown thereon. (Source: Sydney Water Archives)

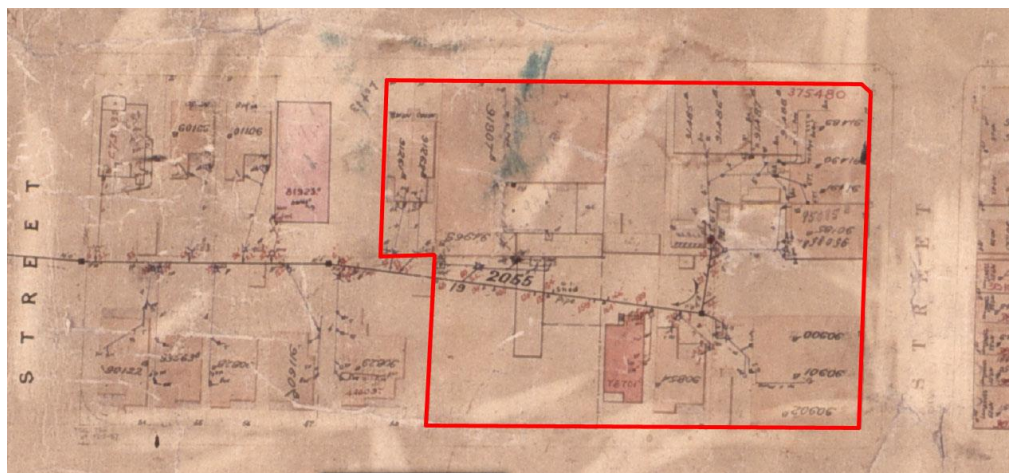


Figure 22 — Extract from Blackwattle Survey Sheet, Granville 24, undated (post-1928) showing subject site outlined in red. (Source: Sydney Water Archives)



*Figure 23 — Extract from 1943 aerial survey of subject site shaded yellow showing the original built elements occupying the land. (Source: NSW Land & Property Information, SIX Maps)*

#### **4.0 PHYSICAL EVIDENCE**

##### **4.1 Site Context**

The combined site occupies an area of Granville that is undergoing transition and is generally blighted by vacant lots and poorly maintained buildings that date from the early 20<sup>th</sup> century. There is no significant urban character in the immediate vicinity of the site.

To the south four storey commercial and residential buildings have been constructed and form the views along Cowper Street.

To the east surviving early 20<sup>th</sup> century retail buildings form the streetscape of the eastern side of Good Street. The streetscape is not highly significant though the corner shops on the corner of Good Street and Parramatta Road opposite the subject site have some architectural merit as relatively intact examples of their kind.

To the north on Parramatta Road the dominant built form is that demonstrated by the AMWU building which is well set back with substantial landscaping to the street frontages. Directly opposite The Barn, a ‘Superstore’ bulky retail development is also set back from the road frontage to provide for future widening. These building have little architectural merit and are likely to be redeveloped in the future.

To the west the site adjoins a large corner Service Station site on Parramatta Road while in Cowper Street the sites have been cleared for redevelopment.

## **4.2 Views**

Views to the listed heritage item, 'The Barn' are along the Parramatta Road corridor where the building has considerable visual prominence as a result of the exposed side facades and its height in comparison with adjoining development. This relationship with its surroundings is much as existed in the early 20<sup>th</sup> century when the building was first erected. This prominence does not add to any streetscape character in the area but does make the building stand out in its context. The original portion of the Parramatta Road facade has a level of architectural treatment that sets it apart while the side elevations are unrelieved and unremarkable.

## **5.0 THE PLANNING PROPOSAL AS REVISED FOLLOWING CONSULTATION**

The original proposal for the site envisaged the demolition of all structures including the heritage item which following re-assessment was considered not to reach the appropriate thresholds for listing. Following this initial approach extensive consultation was held with Parramatta Council that led to adopting a revised proposal for the site to maintain some interpretation of the original building.

The revised planning proposal for the site now envisages demolition of all of the existing structures with the exception of the front facade of the heritage item at 138 Parramatta Road to allow for a comprehensive integrated redevelopment to achieve increased density in close proximity to the major road and rail corridors adjacent to the site.

As a result of the consultative process the proposal has been modified to retain the original facade of the heritage item and to demolish the later western extension. Portions of the east and western return walls are proposed to be reconstructed in the design and the upper levels of the new podium are set back from the retained heritage fabric. A void space has been introduced over the ground floor and the partially reconstructed eastern wall component of the heritage item has been incorporated into a substantial public space nominated as 'Heritage Square' on the drawings. This approach was given initial approval by the Council in response to the interpretation of the heritage character of 'The Barn.'

## **6.0 HERITAGE ASSESSMENT & POTENTIAL IMPACT ASSESSMENT**

### **6.1 Introduction**

As part of the original investigation of the site the following assessment of the initial Planning Proposal application was based on the guidelines set out by the NSW Heritage Office (now Heritage Branch of the Department of Environment and Heritage) publications 'Assessing Heritage Significance' and 'Statements of Heritage Impact'. The standard formats from those documents have been adapted to suit the circumstances of this application and site conditions.

### **6.2 Heritage Assessment of The Barn**

The existing heritage listing of The Barn adopted by Parramatta Council is based on a number of false premises. While the building is visually prominent on Parramatta Road its value in aesthetic and historic terms is substantially



overstated. There is no local significant streetscape in which it can exist, while its overall quality as a work of architecture is very limited.

This assessment looks at the place taking into consideration the documentary evidence and the physical evidence represented by the building.

Notwithstanding this new assessment of the building, the revised Planning Proposal adopted after consultation retains the original façade of the building and will partially reconstruct return walls to ensure that it will remain identifiable in the new streetscape as an earlier component of the urban fabric.

## 6.3 Assessment of Cultural Significance

### 6.3.1 Criterion (a) Historical Evolution

An item is important in the course, or pattern, of the local area's cultural or natural history.

Guidelines for INCLUSION	Guidelines for EXCLUSION
<ul style="list-style-type: none"> <li>Shows evidence of a significant human activity.</li> <li>Is associated with a significant activity or historical phase.</li> <li>Maintains or shows continuity of a historical process or activity.</li> </ul>	<ul style="list-style-type: none"> <li>Has incidental or unsubstantiated connections with historically important activities or processes.</li> <li>Provides evidence of activities or processes that are of dubious historical importance.</li> <li>Has been so altered that it can no longer provide evidence of a particular association.</li> </ul>

The Barn is representative of the early 20<sup>th</sup> century expansion of the Granville Township and the concentration of commercial and retail activity along the Parramatta Road frontage of this block. Originally constructed as a manufacturing and storage facility for jute bag manufacture, this activity has long since been superseded by other bulky retailing particularly furniture sales while adjoining sites are predominantly car yards on land where earlier development has been demolished.

Types of items which meet criterion (a) include:

- Items which demonstrate strong associations to past customs, cultural practices, philosophies or systems of government, regardless of the intactness of the item or any structure on the place;*

The Barn does not demonstrate strong associations with the past in relation to customs, cultural practices or philosophies.

- Items associated with significant historical events, regardless of the intactness of the item or any structure on the place;*

The Barn is not associated with any notable or historic event or activity.

- Significant cultural landscapes and other items demonstrating overlays of the continual pattern of human use and occupation; and /or*

While the building is representative of evolving use and occupation of the land it does not form part of a significant cultural landscape that would indicate any degree of significance for this value.

- *Items where the physical fabric (above or below ground) demonstrates any of the points described above;*

The Barn demonstrates the early to mid 20<sup>th</sup> century development of this section of Granville as a commercial hub based on its proximity to the road and rail transport. The survival of the building after the relocation of its original business has been the result of its size and utility rather than any concerted heritage actions.

The building does not reach a threshold for listing under this criterion based on the inclusion / exclusion guidelines.

### 6.3.2 Criterion (b) Historical Associations

An item has strong or special association with the life or works of a person, or group of persons, of importance in the cultural or natural history of the local area.

Guidelines for INCLUSION	Guidelines for EXCLUSION
<ul style="list-style-type: none"> <li>• Shows evidence of a significant human occupation.</li> <li>• Is associated with a significant event, person, or group of persons.</li> </ul>	<ul style="list-style-type: none"> <li>• Has incidental or unsubstantiated connections with historically important people or events.</li> <li>• Provides evidence of people or events that are of dubious historical importance.</li> <li>• Has been so altered that it can no longer provide evidence of a particular association.</li> </ul>

The owner of the site in the twentieth century took an active part in the development and local politics of the area. The Colquhoun family maintained an association with the building until the relocation of their activities to another site. The proposed heritage listing of the building by Council in 1993 was strongly opposed by the current family members who did not consider that it represented any significant values in relation to their company or activities.

Types of items that meet this criterion include:

- *Items which demonstrate strong associations to a particular event, historical theme, people or philosophies, regardless of the item or any of its structures;*

Notwithstanding the later political activities of John Colquhoun, the existing building does not demonstrate anything beyond its use as an industrial and storage facility for the company that he founded prior to his involvement in local politics. The building does not therefore reflect or represent any significant association as outlined in this criterion except ownership for a period of time.

- *Items where the physical fabric (above or below ground) demonstrates any of the points described above.*

It is not possible by physical investigation to determine the association with John Colquhoun or his ownership and use of the building prior to its current use.

### 6.3.3 Criterion (c) Aesthetic Values

An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.

Guidelines for INCLUSION	Guidelines for EXCLUSION
<ul style="list-style-type: none"><li>Shows or is associated with, creative or technical innovation or achievement.</li><li>Is the inspiration for a creative or technical innovation or achievement.</li><li>Is aesthetically distinctive.</li><li>Has landmark qualities.</li><li>Exemplifies a particular taste, style or technology.</li></ul>	<ul style="list-style-type: none"><li>Is not a major work by an important designer or artist.</li><li>Has lost its design or technical integrity.</li><li>Its positive visual or sensory appeal or landmark or scenic qualities have been more than temporarily degraded.</li><li>Has only a loose association with a creative or technical achievement.</li></ul>

The building is large and prominent in this context but represents a poorly resolved attempt to adopt earlier architectural character for a building that was constructed during the second decade of the 20<sup>th</sup> century. There is no obvious creative or technical innovation or achievement represented by the built form and the building does not exemplify a particular taste, style or technology that would indicated heritage value. Additionally the earlier masonry character of the building has been removed by the painting of the facades and the original awning and ground floor treatment have been modified unsympathetically.

Types of items which meet this criterion include:

- Items which demonstrate creative or technical excellence, innovation or achievement;*

The building does not demonstrate creative or technical achievement or innovation in its design or construction and detail.

- Items which have been the inspiration for creative or technical achievement;*

There is no evidence and it is highly unlikely that the building will have been the inspiration for any creative or technical achievement.

- Items which demonstrate distinctive aesthetic attributes in form or composition; and/or*

The building is distinctive in its setting as a result of its relative isolation and scale but does not demonstrate any significant aesthetic attributes in form or composition that would suggest that it is significant for these values. The relatively unrelieved bulk of its facades is relieved only by minimal architectural modulation and detail at the front facade parapet level.





Figure 24 - The Barn showing the existing presentation to Parramatta Road. The visual bulk combined with the colour make the building prominent but not significant in its context. The western extension of the original building is of even less significance than the earlier symmetrical façade component of the site. The ground floor openings and awning are later modifications. Signage was a significant aspect of the original design as seen in the early photographs of the site.

- Items which demonstrate a highly original and influential style, such as an important early (seminal) work of a major architect.

There is no evidence of the involvement of an architect in the design of the building and it does not represent any highly original stylistic traits that would set it apart from a wide range of similar buildings. This lack of originality is reflected in the very old fashioned character adopted for the building in the second decade of the 20<sup>th</sup> century.

- Items which demonstrate the culmination of a particular architectural style (known as climactic).

The building is not a climactic example of its type.

#### 6.3.4 Criterion (d) Social Value

An item has strong or special association with a particular community or cultural group in the area for social, cultural or spiritual reasons.

Guidelines for INCLUSION	Guidelines for EXCLUSION
<ul style="list-style-type: none"> <li>• Is important for its associations with an identifiable group.</li> <li>• Is important to a community's sense of place.</li> </ul>	<ul style="list-style-type: none"> <li>• Is only important to the community for amenity reasons.</li> <li>• Is retained only in preference to a proposed alternative.</li> </ul>

There is no identified association of this site with any community group.

Types of items which meet this criteria include:

- *Items which are esteemed by the community for their cultural values;*

Notwithstanding identification of the property by The National Trust, there is no evidence of widespread community esteem for this building as a heritage item.

- *Items which if damaged or destroyed would cause the community a sense of loss; and/or*

Demolition of the building is unlikely to attract any significant community concern.

- *Items which contribute to a community's sense of identity.*

The building is not contributory to any sense of community identity.

### 6.3.5 Criterion (e) Technical / Research Value

An item has potential to yield information that will contribute to an understanding of the area's cultural or natural history.

Guidelines for INCLUSION	Guidelines for EXCLUSION
<ul style="list-style-type: none"><li>• Has the potential to yield new or further substantial scientific and/or archaeological information.</li><li>• Is an important benchmark or reference site or type.</li><li>• Provides evidence of past human cultures that is unavailable.</li></ul>	<ul style="list-style-type: none"><li>• Has little archaeological potential.</li><li>• Only contains information that is readily available from other resources or archaeological sites.</li><li>• The knowledge gained would be irrelevant to research on science, human history or culture.</li></ul>

The building is a late example of an industrial / storage complex with limited potential to provide substantial technical or archaeological information that would not readily be available elsewhere.

### 6.3.6 Criterion (f) Rarity

An item possesses uncommon, rare or endangered aspects of the area's cultural or natural history

Guidelines for INCLUSION	Guidelines for EXCLUSION
<ul style="list-style-type: none"><li>• Provides evidence of a defunct custom, way of life or process,</li><li>• Demonstrates a process, custom or other human activity that is in danger of being lost.</li><li>• Shows unusually accurate evidence of a significant human activity.</li><li>• Is the only example of its type.</li><li>• Demonstrates designs or techniques of exceptional interest.</li><li>• Shows rare evidence of a significant human activity important to a community.</li></ul>	<ul style="list-style-type: none"><li>• Is not rare.</li><li>• Is numerous but under threat.</li></ul>

Notwithstanding the building is relatively rare in the immediate context it is not rare in a wider context and is not an exemplar in regard to any of the inclusion guidelines.

### 6.3.7 Criterion (g) Representativeness

An item is important in demonstrating the principal characteristics of a class of the area's

- - *cultural or natural places; or*
- - *cultural or natural environments.*

Guidelines for INCLUSION	Guidelines for EXCLUSION
<ul style="list-style-type: none"> <li>• Is a fine example of its type.</li> <li>• Has the principal characteristics of an important class or group</li> <li>• Has attributes typical of a particular way of life, philosophy, custom, significant process, design, technique or activity.</li> <li>• Is a significant variation to a class of items.</li> <li>• Is part of a group which collectively illustrates a representative type.</li> <li>• Is representative because of its setting, condition or type.</li> <li>• Is outstanding because of its integrity or the esteem in which it is held.</li> </ul>	<ul style="list-style-type: none"> <li>• Is a poor example of its type.</li> <li>• Does not include or has lost the range of characteristics of a type.</li> <li>• Does not represent well the characteristics that make up a significant variation of a type.</li> </ul>

The building is not a fine example of an early 20<sup>th</sup> century industrial / storage facility and does not demonstrate a significant variation of a class of items. In my opinion the building is not a good representative example of a type.

## 6.4 Statement of Cultural Heritage Significance

The Barn, formerly the John Colquhoun Bag, Sack and Jute Merchant's factory and store is a substantial early 20<sup>th</sup> century, masonry structure located on the main road to Sydney at Granville. Reflecting an earlier architectural character, the building is prominent in this location as a result of its scale and mass and the unrelieved side elevations which are visible from the east and west along Parramatta Road. Direct associations of the site with the Colquhoun family ceased in 1998 and have now been lost with the new use being as a furniture warehouse.

The original appearance has been modified by painting of the original face brickwork, replacement of the original cantilevered awning and changes to the ground floor openings.

The building demonstrates low levels of heritage value as set out above in the assessment made following the standard criteria for establishing heritage significance.



## 6.5 Potential Heritage Impact of Partial Demolition

The revised Planning Proposal for the site involves the demolition of all structures on the site with the exception of the original main façade of 'The Barn' and partial reconstruction of the return wall elements of the heritage item and the excavation of the site for basement levels.

*The following aspects of the proposal respect or enhance the heritage significance of the item for the following reasons:*

- Partial Demolition of the heritage item would remove some of the physical evidence of its existence but could allow for interpretation on site of the earlier associations and activities that occurred there when it was first erected.

*The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:*

- Partial Demolition will remove physical evidence of the earlier development character in this area but will retain potential for interpretation on site through the integration of the retained and reconstructed sections in the new development. Any future design for the site should reflect the historic values and associations through appropriate interpretive measures while archival recording of the surviving structures should be undertaken prior to demolition commencing.

*The following sympathetic solutions have been considered and discounted for the following reasons:*

- The partial retention of the heritage item as part of a proposed comprehensive development of the site has been incorporated in the overall design following consideration of alternatives and following extensive consultation with Parramatta Council.

## 6.6 Demolition of a building or structure

The revised Planning Proposal envisages the demolition of all above ground structures on the land with the exception of the original front façade of 'The Barn' and partial reconstruction of the east and west return wall components of the listed heritage item and the excavation of the site for basement levels.

*Have all options for retention and adaptive reuse been explored?*

- The proposal includes maintaining the original section of the front facade of 'The Barn' as an alternative to total demolition. Full retention of the building is not justified on heritage grounds and would severely limit the implementation of a comprehensive and unified development proposal for the site to provide opportunity for a design reflecting architectural merit in this area. The degree of retained fabric has been arrived at as the result of consultation with Parramatta Council with the partially reconstructed side walls assisting in the creation of a proposed "Heritage Square" space within the development and to maintain its visual prominence in the new streetscape.

*Can all the significant elements of the heritage item be kept and any new development be located elsewhere on the site?*

- The scale of the existing building in the subject site and the limited potential for re-use in a comprehensive redevelopment strategy militate against retention of any further substantial part of the existing structures.

*Is demolition essential at this time or can it be postponed in case future circumstances make it retention and conservation more feasible?*

- The revised Planning Proposal seeks to develop the site within a reasonable period of time to meet market demands in this area for accommodation. Partial demolition to the extent proposed is essential as part of the envisaged planning proposal implementation.

*Has the advice of a heritage consultant/specialist been sought? Have the consultant's recommendations been implemented? If not, why not?*

- This study has been undertaken to assist in the evaluation of heritage issues associated with the site and its development. While the initial assessment indicated that full demolition would be acceptable due to the low levels of heritage values associated with the site, following consultation with Parramatta Council partial retention of the original main façade and changes to the Parramatta Road frontage to accentuate its prominence is now accepted as an appropriate option for redevelopment of the site.
- 

## **7.0 CONCLUSION**

The current revised Planning Proposal involving the partial demolition of 'The Barn' and the removal of all other structures on the subject site works will not result in any significant adverse heritage impacts.

Modifications to the design which allow for the retention of the original portion of the front façade and its three dimensional character by partial reconstruction of side wall elements have been incorporated following consultation with Parramatta Council

The level of heritage value associated with 'The Barn' component of the site has been assessed as being relatively low and full retention of the building would severely compromise any future development of the site with little public benefit.

The existing heritage listing for 'The Barn' appears to be based on a number of false and unsubstantiated statements which have been clarified in this heritage assessment by detailed research.

Other building structures on the amalgamated site have no identified heritage significance and are generally in deteriorated and highly modified condition. There are no related heritage concern in relation to the application.

Archival recording of the structures to be demolished including 'The Barn' should be undertaken as part of any approval for redevelopment.

An appropriate Interpretation Strategy should be prepared for the site for implementation in the proposed development including the “Heritage Square;’ concept adjoining the partially reconstructed section of the heritage item.

I recommend the heritage aspects of this application be approved.

A handwritten signature in black ink that reads "Robert Staas". The signature is written in a cursive, flowing style.

Robert Staas  
Director / Heritage Consultant  
NBRS+PARTNERS  
March 2015



## 8.0 APPENDIX – HERITAGE LISTING FORM FOR THE BARN

Barn, The | NSW Environment & Heritage

Page 1 of 2



Environment  
& Heritage

[Home](#) > [Heritage sites](#) > [Searches and directories](#) > NSW heritage search

### Barn, The

#### Item details

**Name of item:** Barn, The  
**Other name/s:** The Barn  
**Type of item:** Built  
**Group/Collection:** Commercial  
**Category:** Commercial Office/Building  
**Primary address:** 138 Parramatta Road, Granville, NSW 2142  
**Local govt. area:** Parramatta

#### Property description

Lot/Volume Code	Lot/Volume Number	Section Number	Plan/Folio Code	Plan/Folio Number
LOT	1-6		DP	1075357

#### All addresses

Street Address	Suburb/town	LGA	Parish	County	Type
138 Parramatta Road	Granville	Parramatta			Primary Address

#### Statement of significance:

The Barn, at 138 Parramatta Road, is of significance for Parramatta for historical and aesthetic reasons, and as a representative example of Victorian period commercial buildings in the area. The building is readily identifiable as part of historic building stock, presents as having a high degree of intactness in the exterior, it is prominent in the streetscape and strongly contributes to the townscape character.

**Date significance updated:** 08 Mar 02

*Note: There are incomplete details for a number of items listed in NSW. The Heritage Branch intends to develop or upgrade statements of significance and other information for these items as resources become available.*

#### Description

**Construction years:** 1880-

**Physical description:** Two storey commercial building now used for retail, built in brick, now rendered and painted. Distinctive features include parapet topped with four urns set on top of pilasters. Corrugated iron roof.

**Physical condition and/or Archaeological potential:** National Trust (Parramatta Branch): Fair.

**Modifications and dates:**

National Trust (Parramatta Branch) supplied Year Started.

**Further information:** Water Board plans; Info Granville Hist Soc submission.

#### History

**Historical notes:** Built for John Colquhoun as a bag and jute factory. Colquhoun was an alderman of Granville and later its Mayor. He occupied this site from 1880s onwards. The premises

<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2...> 7/11/2014

were extended in 1917. National Trust (Parramatta Branch):  
Built for John Colquhoun as a bag and jute factory.  
Colquhoun was an alderman on Granville Council and later  
mayor. He occupied the site from the 1880s onwards. The  
building was extended in 1917. | |

#### Assessment of significance

**SHR Criteria a)** This item historically significant.

[Historical  
significance]

**SHR Criteria c)** This item is aesthetically significant

[Aesthetic  
significance]

**SHR Criteria g)** This item is representative

[Representativeness]

**Assessment criteria:** Items are assessed against the [NSW State Heritage Register \(SHR\) Criteria](#) to determine the level of significance. Refer to the Listings below for the level of statutory protection.

#### Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan		431	21 Feb 97	20	873

#### Study details

Title	Year	Number	Author	Inspected by	Guidelines used
City of Parramatta Heritage Study	1993	431	Meredith Walker		Yes
Parramatta Heritage Review	2004		National Trust (Parramatta Branch)		No

#### References, internet links & images

None

Note: internet links may be to web pages, documents or images.



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<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2...> 7/11/2014

# Appendix E – Traffic Impact & Parking Assessment

*As a result of the initial public exhibition of the Planning Proposal and draft Development Control Plan (which occurred from Wednesday 5 October 2015 to Friday 4 November 2016) the RMS flagged the requirement to ‘future proof’ the subject site to enable road widening should it be required in the future as a result of the Precinct Wide Traffic Study within Granville. The associated Site Specific DCP has been updated to include a 2.8m setback to Good Street to secure this land should it be required for infrastructure in the future.*

*Similarly, the land within the existing proposed 6m setback to Parramatta Road has also been flagged by RMS as potentially being needed for road widening should an additional west bound lane be identified as a requirement to accommodate the anticipated growth in Granville under the Parramatta Road Corridor Urban Transformation Strategy.*

*A precinct wide traffic study is to be carried out for Granville that will identify future infrastructure requirements. The setbacks along Good Street and Parramatta Road will protect this land for infrastructure use should it be required in the future. Should the land along both Parramatta Road and Good Street not be required for road widening it will be incorporated into the public domain. The VPA will accommodate for both scenarios, however irrespective of this the land will be dedicated to Council, and the future use can be determined at a later date (i.e. whether it be for the public domain or road widening).*



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**Transport Planning, Traffic Impact Assessments, Road Safety Audits, Expert Witness**

8<sup>th</sup> April 2015

Ref: 2015/177.F01A.CM/jp

Airbosi Pty Limited  
c/- Think Planners  
9A O'Connell Street  
Parramatta NSW 2150

Atten: Adam Brynes / Evian Delfabbro

### **GRAN CENTRAL PLANNING PROPOSAL PARRAMATTA RD / COWPER ST / GOOD ST, GRANVILLE SUPPLEMENTARY LETTER TO TRAFFIC REPORT**

Dear Adam and Evian,

Following on from comments outlined by Parramatta City Council on the Gran Central Planning Proposal, this submission will act as a supplementary letter to the submitted Traffic & Parking Impact Assessment dated 16<sup>th</sup> December 2014, prepared by *M<sup>C</sup>Laren Traffic Engineering (MTE)*.

Revised plans have been prepared by *Krikis Tayler Architects*, as requested by Council officers, illustrating two schemes – a base scheme and a bonus scheme. These are supplementary to the original yield as outlined in the traffic report. The base scheme is shown in **Annexure A** for reference.

Since the plans have been revised due to the revisions made to the vehicular access and alterations to the location of the non-residential GFA, the base scheme has been slightly altered and results in an increased residential apartment yield.

Council also suggested that a 15% bonus to FSR and height be adopted for design excellence and will be assessed separately as a “bonus scheme”. The apartment yield of the bonus scheme is obviously greater than the revised base scheme and represents the worst case scenario in terms of traffic and parking impacts.

A parking assessment will be undertaken for the revised yield options and will be compared to the original requirements detailed in the traffic report. A revised traffic assessment will also be conducted to compare the impacts of the base scheme and bonus scheme.

**Table 1** below outlines both revised schemes in comparison to the original base scheme specified in MTE's traffic report.

**TABLE 1: YIELD OPTIONS**

Type		Original Base Scheme (2014)	Revised Base Scheme (2015)	15% Bonus Scheme (2015)
Floor Space Ratio (FSR)		7:1	7:1	8.05:1
Commercial GFA		3,000m <sup>2</sup>	2,425m <sup>2</sup>	2,425m <sup>2</sup>
Retail GFA		1,600m <sup>2</sup>	1,660m <sup>2</sup>	1,660m <sup>2</sup>
Non-Residential GFA		4,600m <sup>2</sup>	4,085m <sup>2</sup>	4,085m <sup>2</sup>
Residential GFA		31,000m <sup>2</sup>	31,965m <sup>2</sup>	37,372m <sup>2</sup>
Apartment Mix	1 bed units / studios	71	99	115
	2 bed units	320	312	364
	3 bed units	5	8	9
	<b>Total</b>	<b>396</b>	<b>419</b>	<b>488</b>

As shown in the table above, the apartment yield has been increased from 396 units in the original scheme to a total of 488 units in the 15% bonus scheme. The commercial and retail GFA in the revised schemes has remained similar to the original scheme with a slight decrease in scale. FSR in the bonus scheme has been increased by 15% as previously discussed, resulting in a maximum FSR of 8.05:1.

### **Parking Assessment**

Reference is made to *Parramatta DCP 2011 – Part 3: Development Principles* which designates the following MINIMUM parking rates for developments within 400m of high frequency public transport and within the Granville Town Centre precinct:

#### *Residential Component of Mixed Use*

*1 space per 1 or 2 Bedroom Unit*

*1.2 spaces per 3 Bedroom Unit*

*2 spaces per 4 Bedroom Unit*

*Plus 0.25 spaces per dwelling for visitor parking & a car wash bay which may also be a visitor space*

#### *Business and Retail Premises*

*1 space per 60m<sup>2</sup> of GFA*

*Where there is a combination of land uses, a maximum of 40% of resident visitor parking can be used in the calculations for retail parking provided that these areas are shared*

Although the subject site resides in the Granville Town Centre (GTC) within the Parramatta LGA, Council has advised that the rates outlined for developments within the Epping Urban Activation Precinct (EUAP) of the Hornsby LGA shall be adopted for comparison. The rates outlined in the NSW Department of Planning report for developments within the Epping Precinct are as follows:

### Residential Flat Buildings

0.5 spaces per studio (maximum)

0.8 spaces per 1 Bedroom Unit (maximum)

1 space per 2 Bedroom Unit (maximum)

1.2 spaces per 3 Bedroom Unit (maximum)

Minimum of 1 visitor space per 7 dwellings

The previous parking requirements for the original base scheme in MTE's traffic report are outlined in **Table 2** below.

**TABLE 2: DCP PARKING REQUIREMENTS**

Land Use	Type	Spaces Required		
		Original Base Scheme (2014)	Revised Base Scheme (2015)	15% Bonus Scheme (2015)
Parramatta DCP – Granville Town Centre Rates				
Residential	1 bedroom	71	99	115
	2 bedroom	320	312	364
	3 bedroom	6	10	11
	Visitor	99 including up to 40% dual-use	105 including up to 40% dual-use	122 including up to 40% dual-use
Retail	Shops	27 (Can be dual-use)	28 (Can be dual-use)	28 (Can be dual-use)
Business	Commercial	50	41	41
Total	-	546 including 27 dual-use	567 including 28 dual-use	653 including 28 dual-use
Hornsby DCP – Epping Precinct Rates				
Residential	1 bedroom	71	99	115
	2 bedroom	320	312	364
	3 bedroom	5	8	9
	Visitor	40	42	49
Retail	Shops	27	28	28
Business	Commercial	50	41	41
Total	-	513 (maximum)	530 (maximum)	606 (maximum)



There is a significant shift in travel mode behaviour being encouraged and supported by planning submissions near to and within the region of the site. Considering the proximity of the site to Granville Railway Station and to the major employment and residential hub of Parramatta, it would be appropriate to reduce private vehicle ownership and develop sustainable and active modes of transport, such as buses, trains, walking and cycling. The rates recommended by the NSW Department of Planning for the Epping Urban Activation Precinct should be the target for this development and be incorporated into any future development control plan changes for the Parramatta and Granville Town Centres.

Census data has been retrieved from the 2011 Census which shows that for the Granville and Parramatta suburbs, an average of 72% of studio tenants and 49% of 1 bed unit tenants do not own a private motor vehicle. It is clear then that the area benefits well from alternate modes of transport and that for irregular trips, car share schemes can allow for the flexibility for future tenants. Assuming an average of 50% of the 1 bed and studio apartments require a provision of 1 car space, the demand of the 15% bonus scheme reduces by 57 spaces to a total of 549 car spaces.

The planning proposal provides 560 basement car parking spaces and a large loading dock which should be sufficient for even the 15% bonus scheme considering the actual car ownership in the area and encouraging a shift towards more sustainable and active transport modes. The scheme is hence supported with a total provision of 560 car spaces which also complies with a MAXIMUM of 606 spaces.

### **Traffic Assessment**

Reference is made to the RMS 'Guide to Traffic Generating Developments' (2002) and the RMS Technical Direction TDT 2013/04) which publicises updated traffic generation rates for high density residential dwellings and bulky goods retail.

The rates applicable to the existing developments and future development components are as follows:

*Residential Dwelling House*

*Weekday peak hour vehicle trips = 0.85 per dwelling*

*High Density Residential*

*0.19 vehicle trips during AM peak hour*

*Retail*

*5.6 vehicle trips per 100m<sup>2</sup> during AM peak hour*

*Bulky Goods Retail*

*Weekday peak hour vehicle trips = 2.7 vehicles per 100m<sup>2</sup> gross floor area*

*Office / Commercial*

*Evening peak hour vehicle trips = 2 vehicles per 100m<sup>2</sup> gross floor area*

*Motor showrooms*

*Evening peak hour vehicle trips = 0.7 vehicles per 100m<sup>2</sup> gross floor area*

It is noted that some of the traffic generation rates prescribed by the RMS are for the evening peak hour only, however, as a worst case scenario, the AM peak has been shown the same as the PM.

The expected traffic generation for the three schemes, with discount given to the existing traffic generated by the fifteen lots is presented in **Table 3**.

**TABLE 3: ESTIMATED TRAFFIC GENERATION**

Use	Original Base Scheme (2014)		Revised Base Scheme (2015)		15% Bonus Scheme (2015)	
	Peak Hour Split					
	AM	PM	AM	PM	AM	PM
EXISTING TRAFFIC						
Residential Dwelling <sup>1</sup>	0 in 2 out	2 in 0 out	0 in 2 out	2 in 0 out	0 in 2 out	2 in 0 out
Car Yard <sup>2</sup>	6 in 5 out	5 in 6 out	6 in 5 out	5 in 6 out	6 in 5 out	5 in 6 out
Bulky Goods <sup>3</sup>	24 in 24 out	24 in 24 out	24 in 24 out	24 in 24 out	24 in 24 out	24 in 24 out
Retail <sup>4</sup>	28 in 28 out	28 in 28 out	28 in 28 out	28 in 28 out	28 in 28 out	28 in 28 out
<b>Total Existing</b>	<b>58 in 59 out</b>	<b>59 in 58 out</b>	<b>58 in 59 out</b>	<b>59 in 58 out</b>	<b>58 in 59 out</b>	<b>59 in 58 out</b>
PROPOSED FUTURE TRAFFIC						
Residential <sup>1</sup>	15 in 60 out	60 in 15 out	16 in 64 out	64 in 16 out	19 in 74 out	74 in 19 out
Retail <sup>4</sup>	45 in 45 out	45 in 45 out	47 in 46 out	46 in 47 out	47 in 46 out	46 in 47 out
Commercial <sup>5</sup>	48 in 12 out	12 in 48 out	39 in 10 out	10 in 39 out	39 in 10 out	10 in 39 out
<b>Total Proposed</b>	<b>108 in 117 out</b>	<b>117 in 108 out</b>	<b>102 in 120 out</b>	<b>120 in 102 out</b>	<b>105 in 130 out</b>	<b>130 in 105 out</b>
<b>NET CHANGE</b>	<b>+ 50 in + 58 out</b>	<b>+ 58 in + 50 out</b>	<b>+ 44 in + 61 out</b>	<b>+ 61 in + 44 out</b>	<b>+ 47 in + 71 out</b>	<b>+ 71 in + 47 out</b>

Notes: (1) Assumes 20% inbound & 80% outbound during AM peak: Vice versa for PM.

(2) Assumes 50% inbound & 50% outbound during AM peak: Vice versa for PM.

(3) Assumes 50% inbound & 50% outbound during PM peak. AM is not the peak trade for bulky goods retail however has been assumed to be the same as the PM period.

(4) Assumes 50% inbound & 50% outbound during PM peak. AM is not the peak trade for retail however has been assumed to be the same as the AM period. Rate utilised from shopping centre specialty store which is a worst case scenario for the small retail premises.

(5) Assumes 80% inbound & 20% outbound during AM peak: Vice versa for PM.

As shown above, the traffic generation associated with the original scheme is in the order of 108 vehicle trips above the existing traffic generation for the site. The revised base and 15% bonus schemes generate a total of 105 and 118 vehicle trips during the peak hour respectively. This change is negligible and no discount has been made for the lower car parking rates provided. Consistent with our previous advice, traffic generation of this scale is supported and the minor increase in traffic for the revised and 15% bonus schemes are unlikely to affect the future operation of the precinct considered by the *WestConnex* planning instruments.

## **Vehicular Access Arrangements**

Swept path tests for the site's vehicular access and proposed loading docks are shown in **Annexure B**. All swept paths were shown to be acceptable, however a detailed analysis will need to be undertaken during the DA stage. There appears to be ample opportunity for a compliant design to be achieved.

The two-way system is acceptable, providing access to the subject site and neighbouring properties. However, further consideration and design development at DA stage should be undertaken to minimise any congestion and reduce conflicting movements.

## **Conclusion**

The planning proposal involves growth of the Granville Town Centre and it is expected to operate similar to the planned Epping Urban Activation Precinct. Based on the yields proposed and the preliminary plans, the planning proposal is supported in terms of traffic and parking including the 15% bonus scheme for design excellence.

Please contact the undersigned should you require further information or assistance.

Yours faithfully

**M<sup>C</sup>LAREN TRAFFIC ENGINEERING**



Craig M<sup>C</sup>Laren

Director

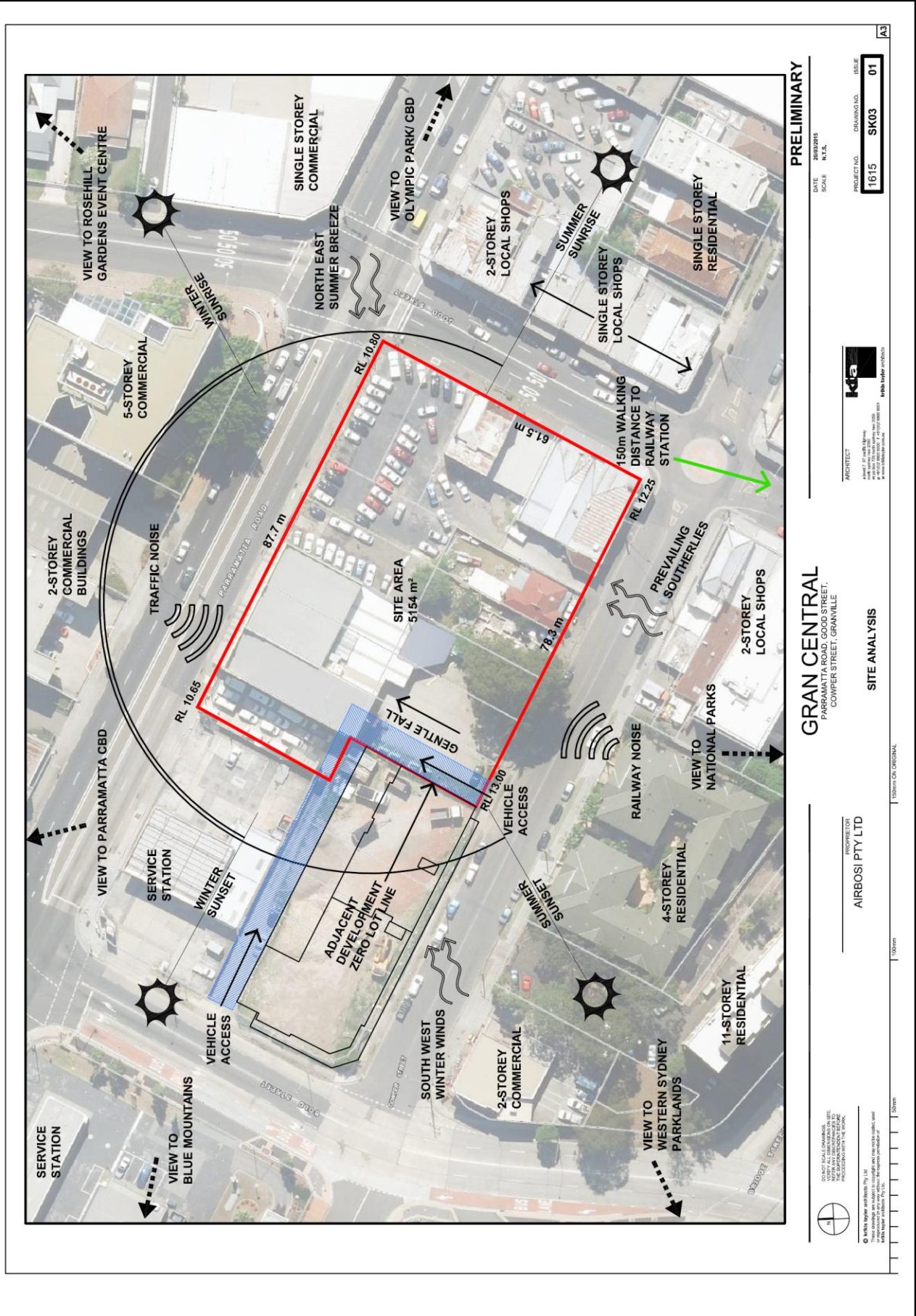
BE Civil. Graduate Diploma (Transport Eng) MAITPM MITE [1985]

RMS Accredited Level 3 Road Safety Auditor

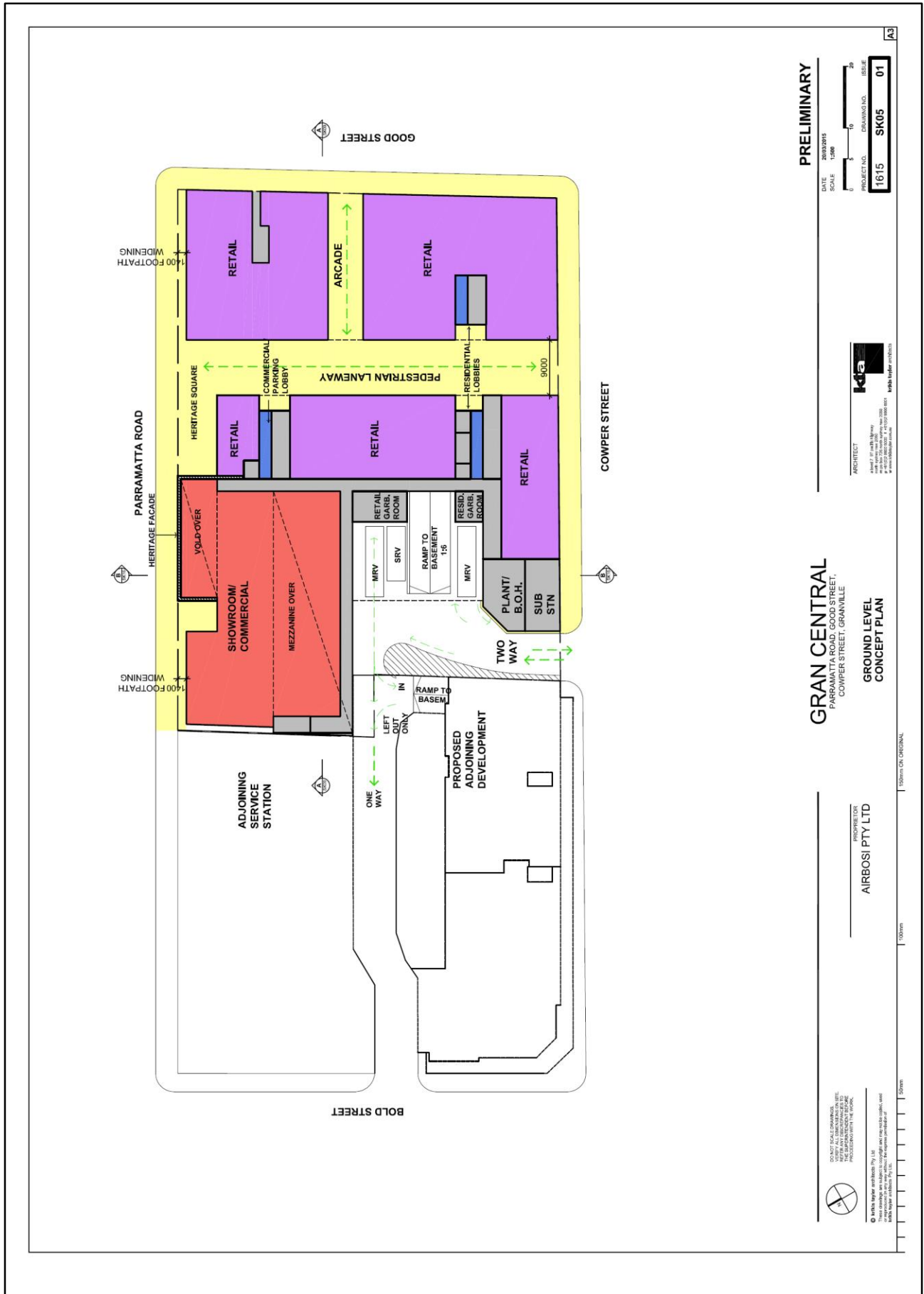
RMS Accredited Traffic Control Planner, Auditor & Certifier (Orange Card)



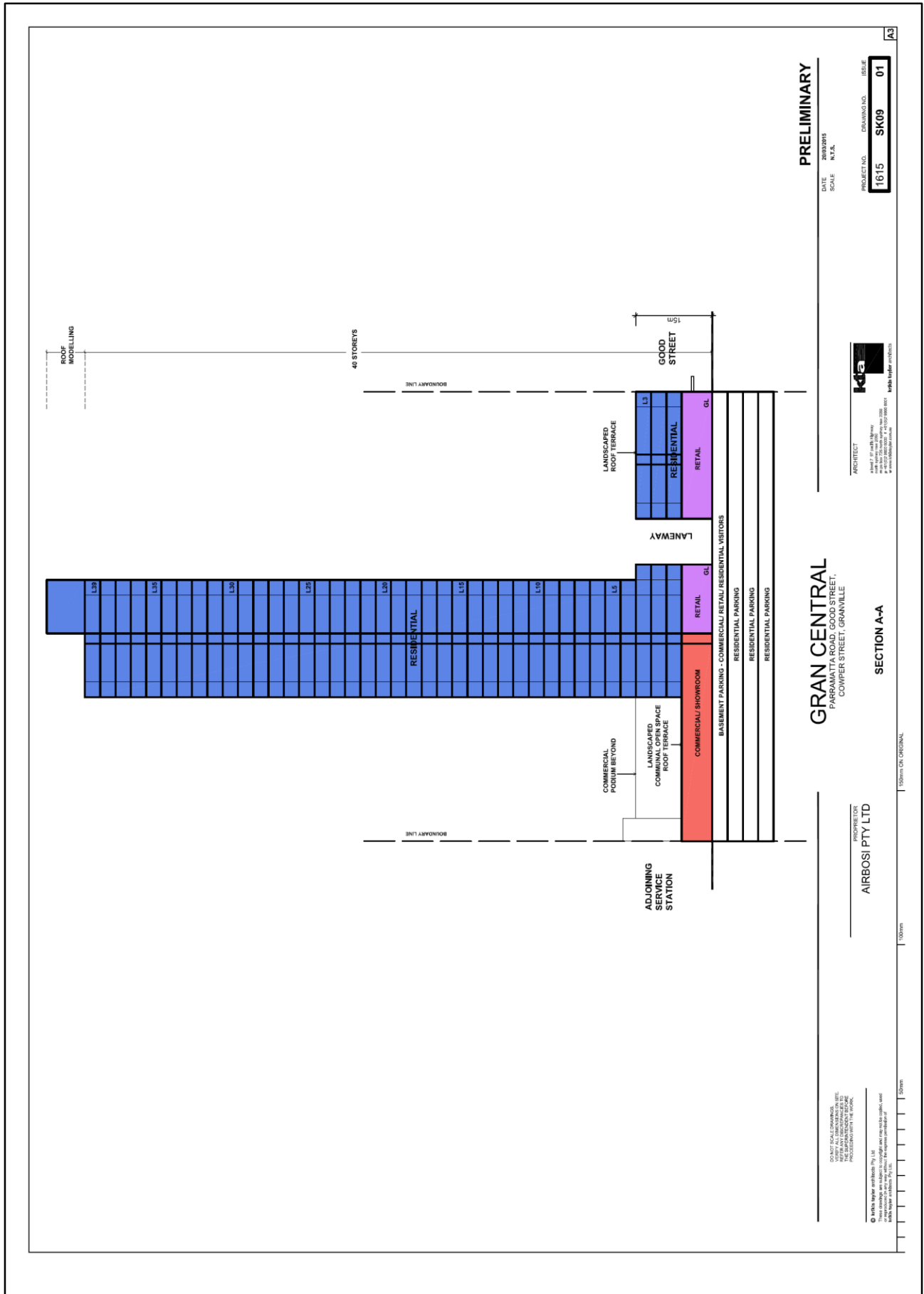
ANNEXURE A: REVISED PLANS (Sheet 1 of 3)



# ANNEXURE A: REVISED PLANS (Sheet 2 of 3)

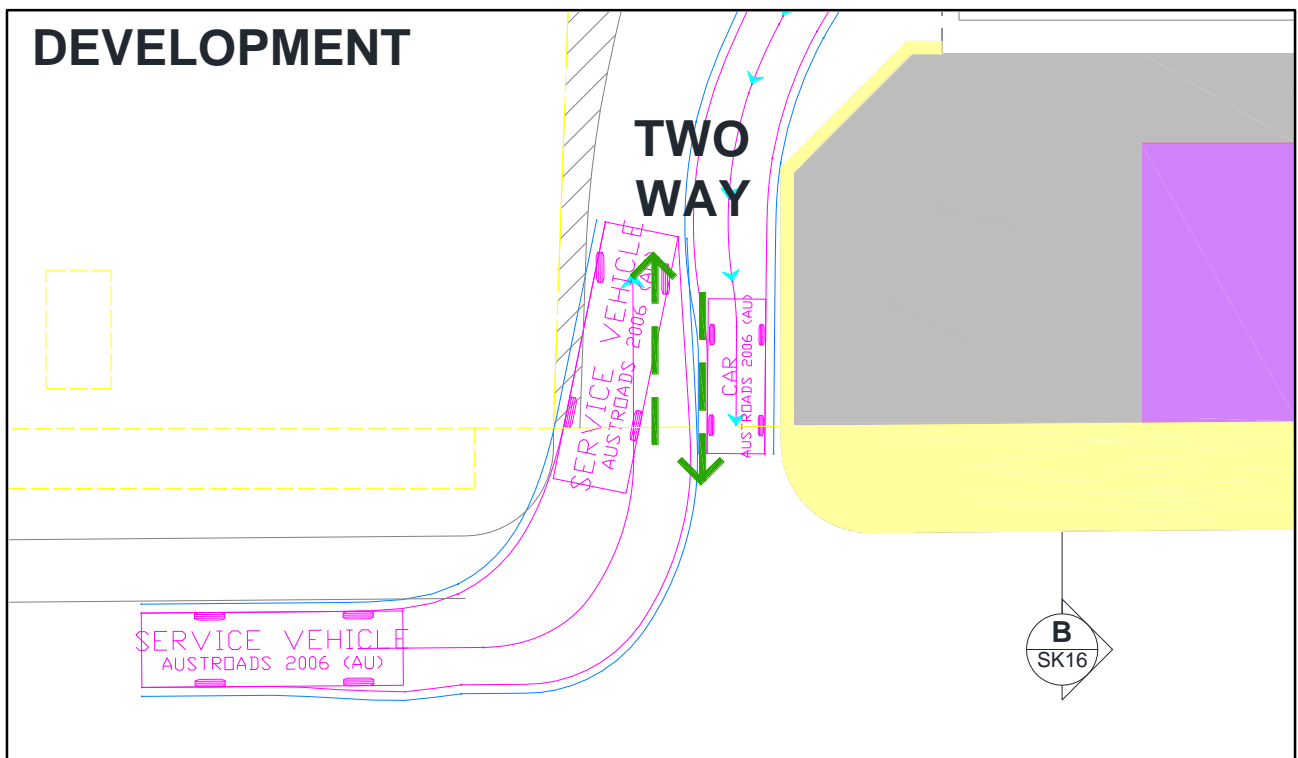


# ANNEXURE A: REVISED PLANS (Sheet 3 of 3)





**ANNEXURE B: SWEPT PATH TESTS (Sheet 1 of 6)**



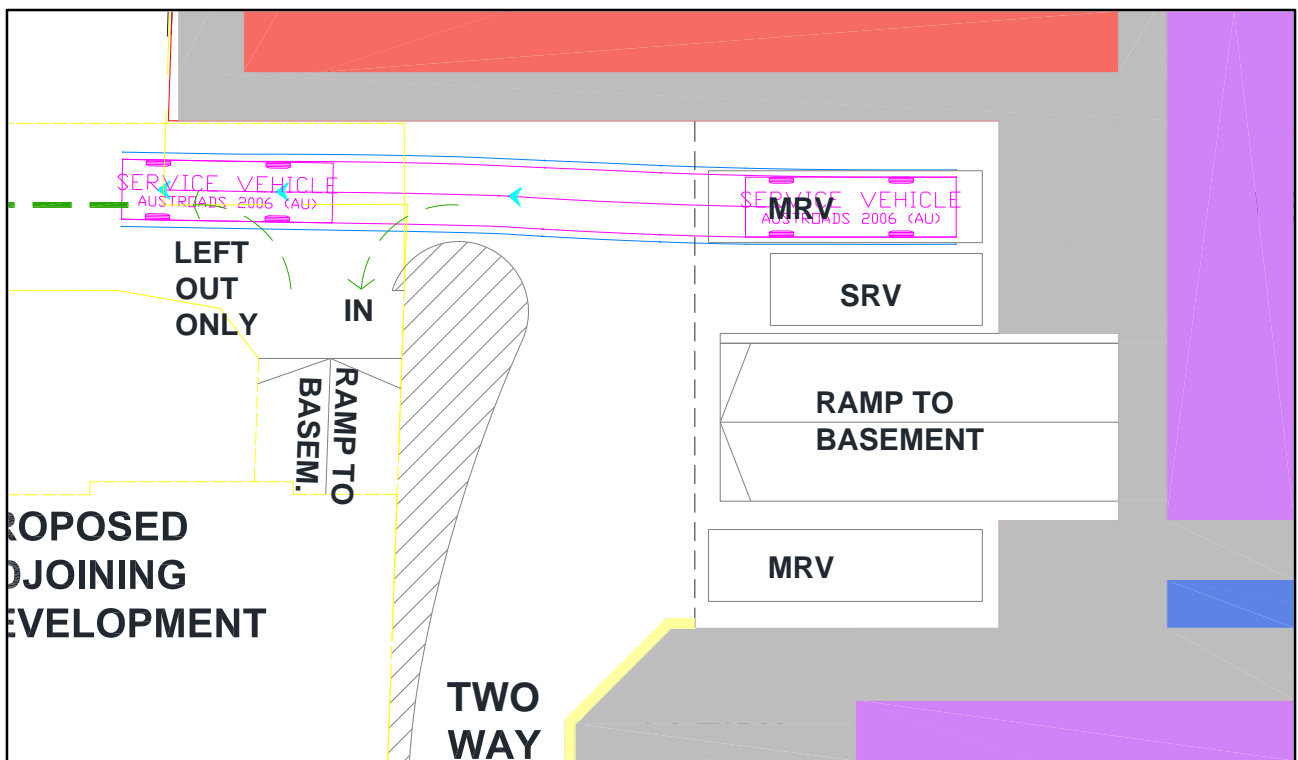
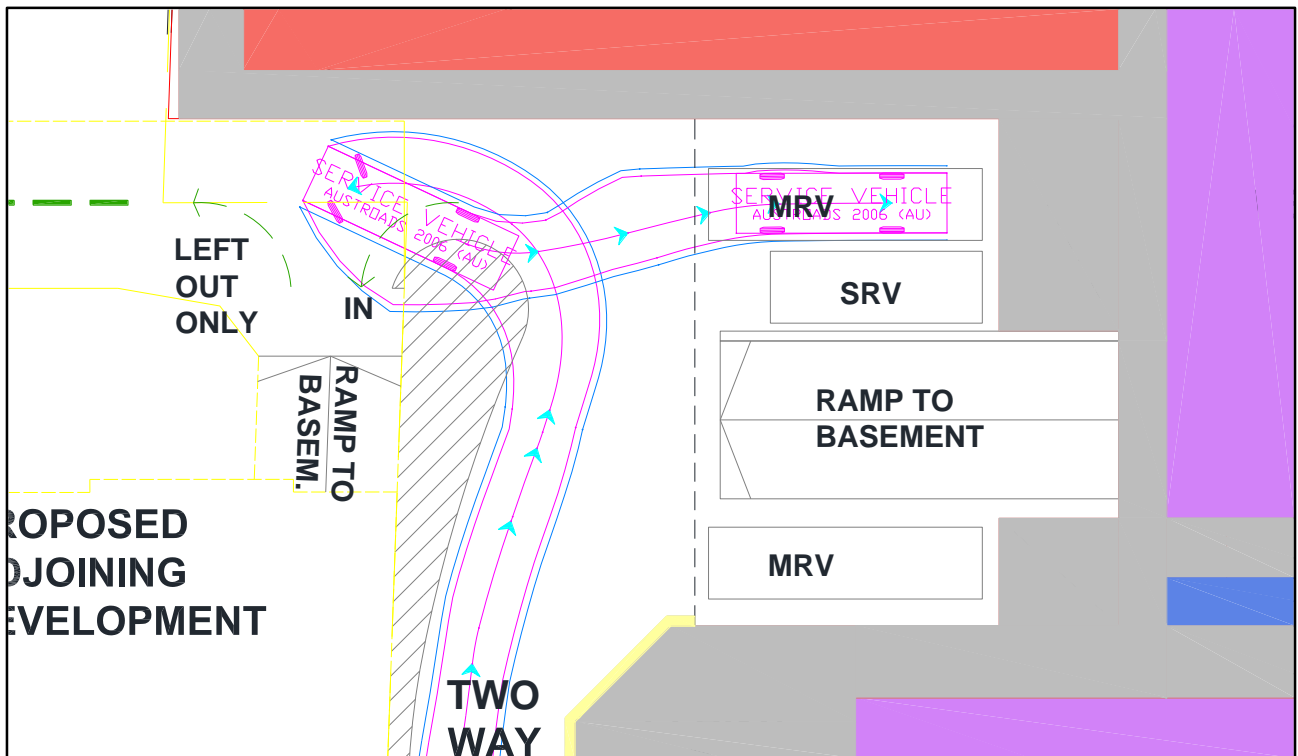
8.8m MRV entry / B99 exit at Cowper Street entrance

Tested @ 10km/h

Successful

Pink = Vehicle Body  
Blue = 300mm clearance

## ANNEXURE B: SWEEPED PATH TESTS (Sheet 2 of 6)



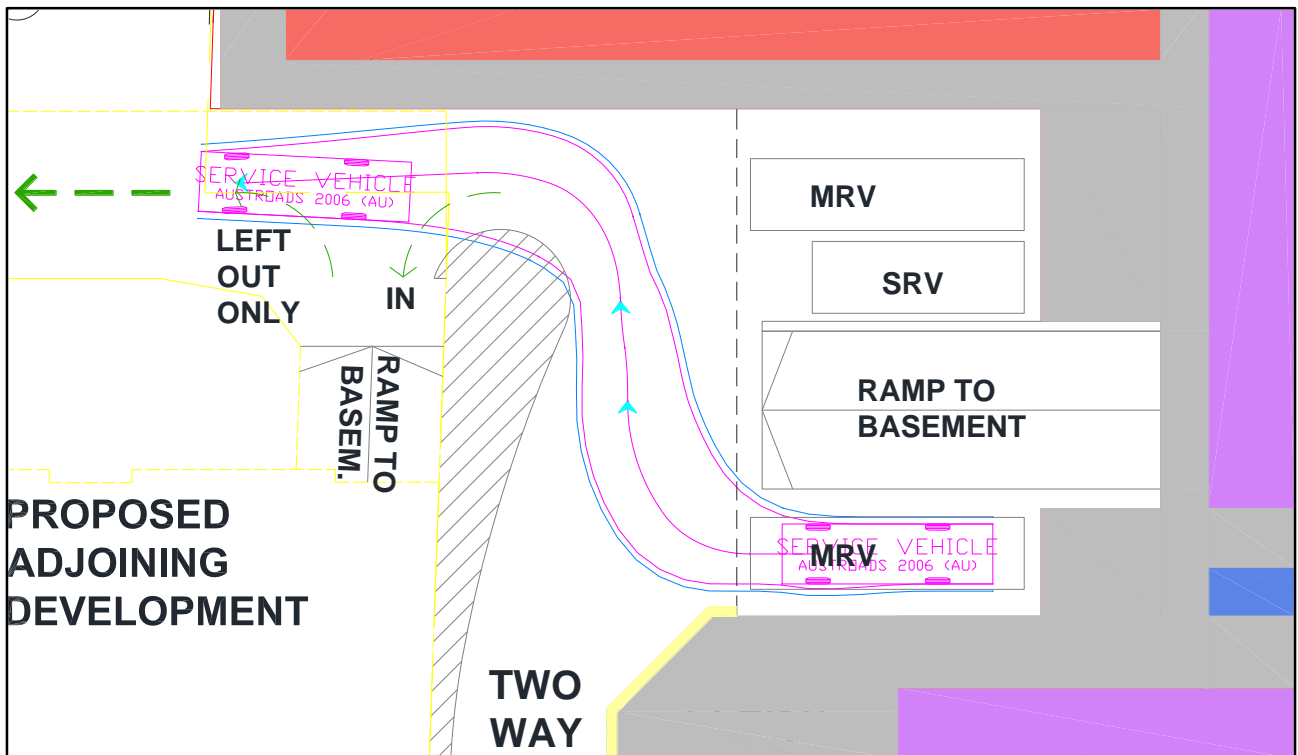
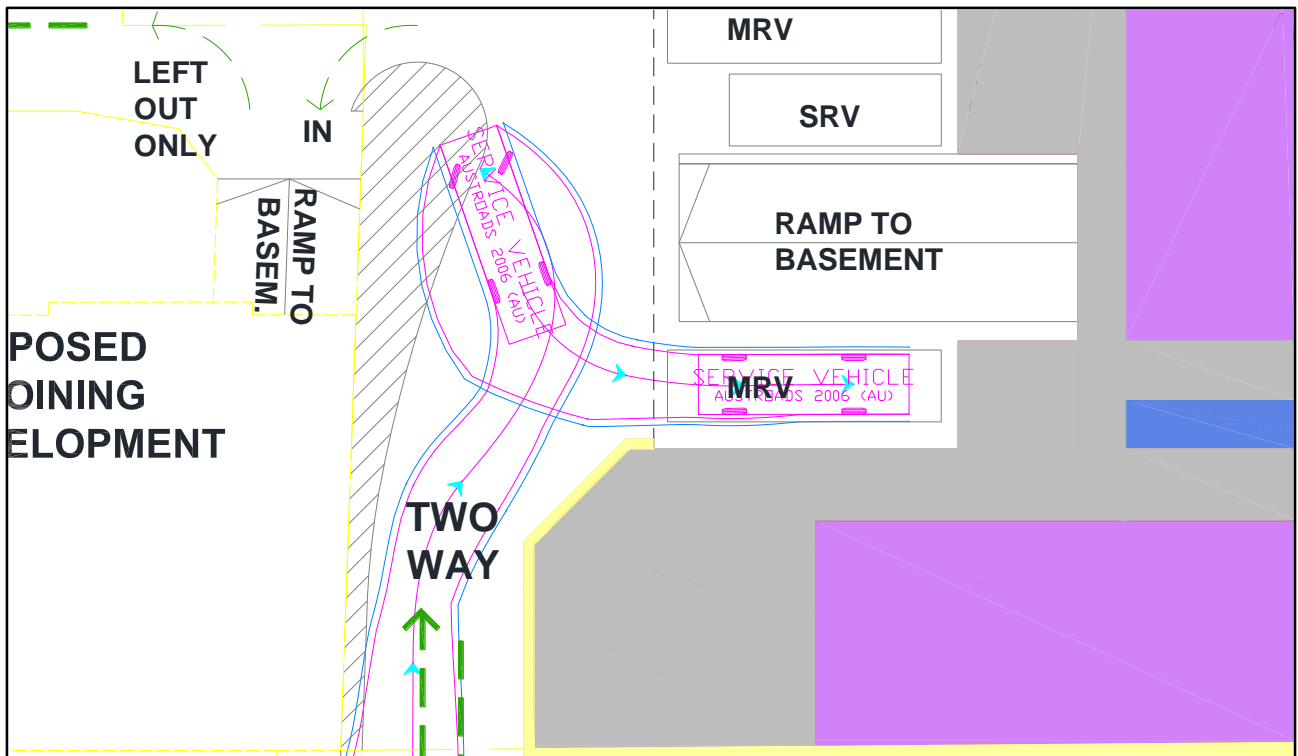
8.8m MRV reverse into / forward out of MRV loading dock 1

Tested @ 10km/h

Successful

Pink = Vehicle Body  
Blue = 300mm clearance

ANNEXURE B: SWEEP PATH TESTS (Sheet 3 of 6)



8.8m MRV reverse into / forward out of MRV loading dock 2

Tested @ 10km/h

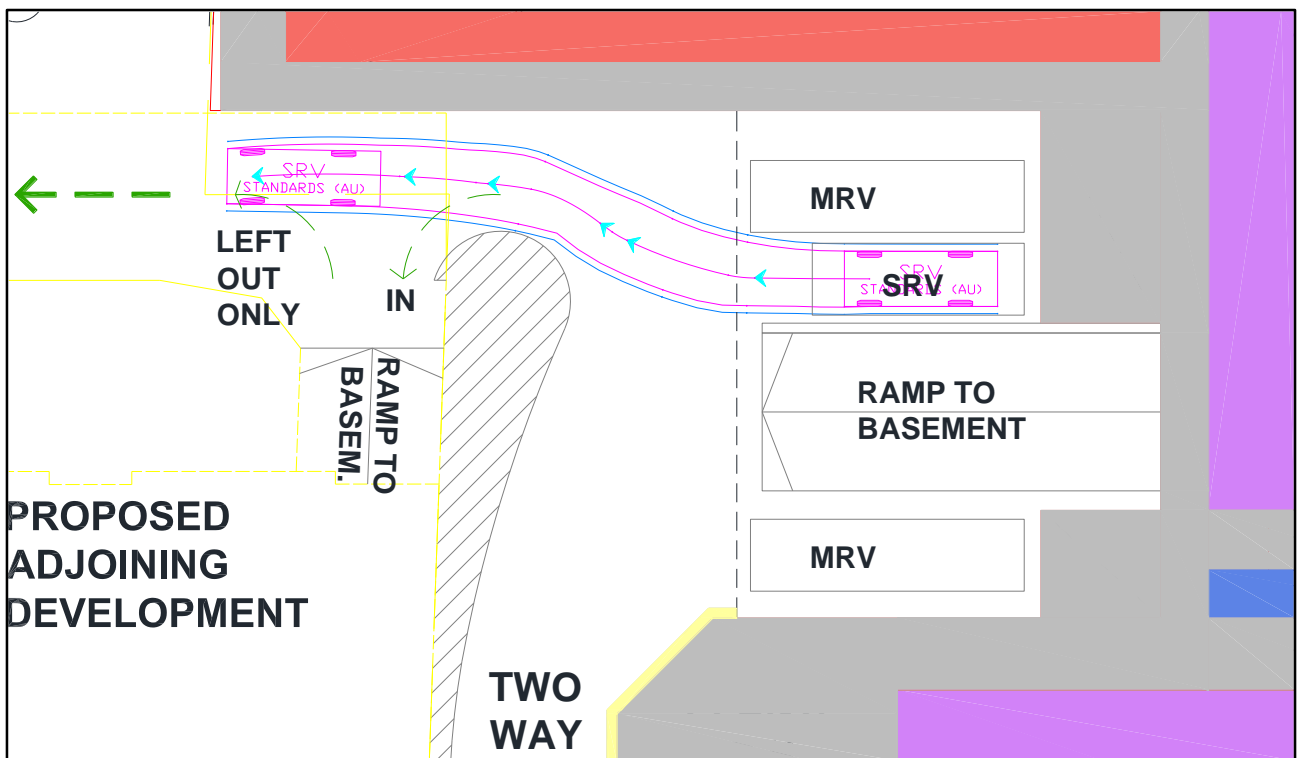
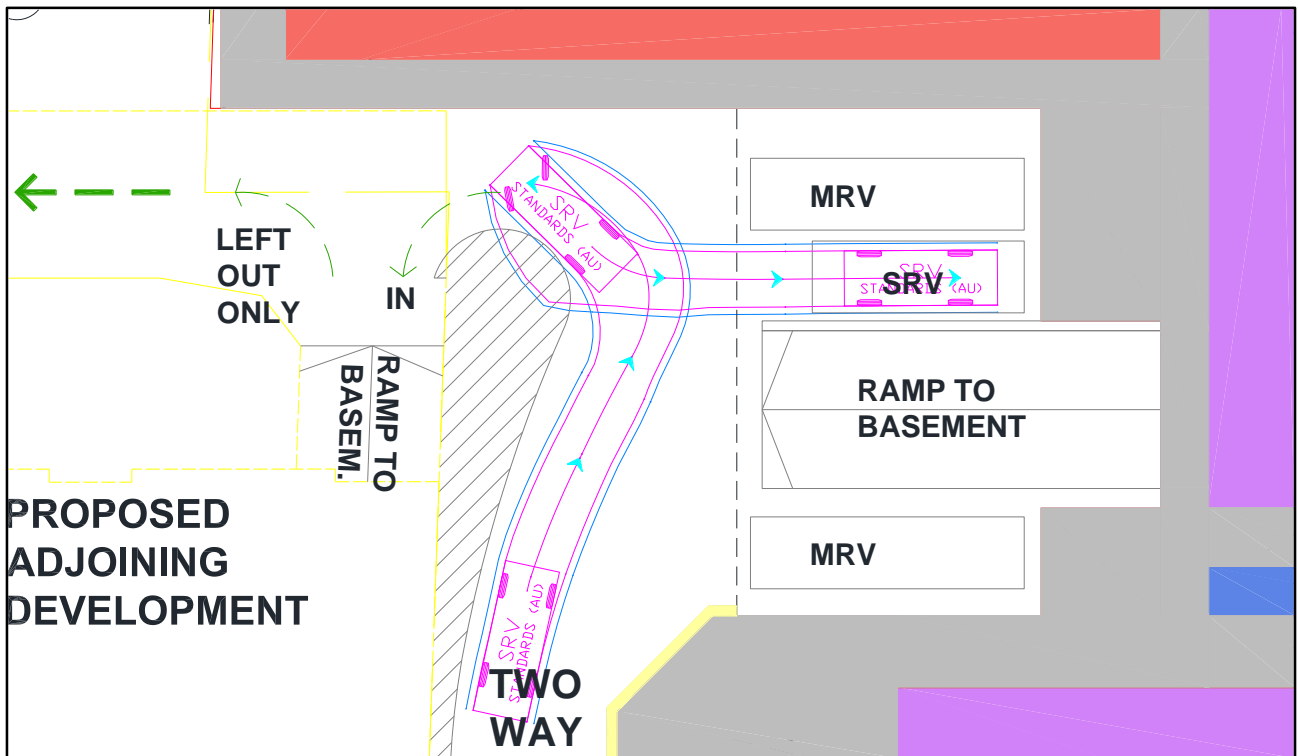
Successful

Pink = Vehicle Body

Blue = 300mm clearance



# ANNEXURE B: SWEEP PATH TESTS (Sheet 4 of 6)



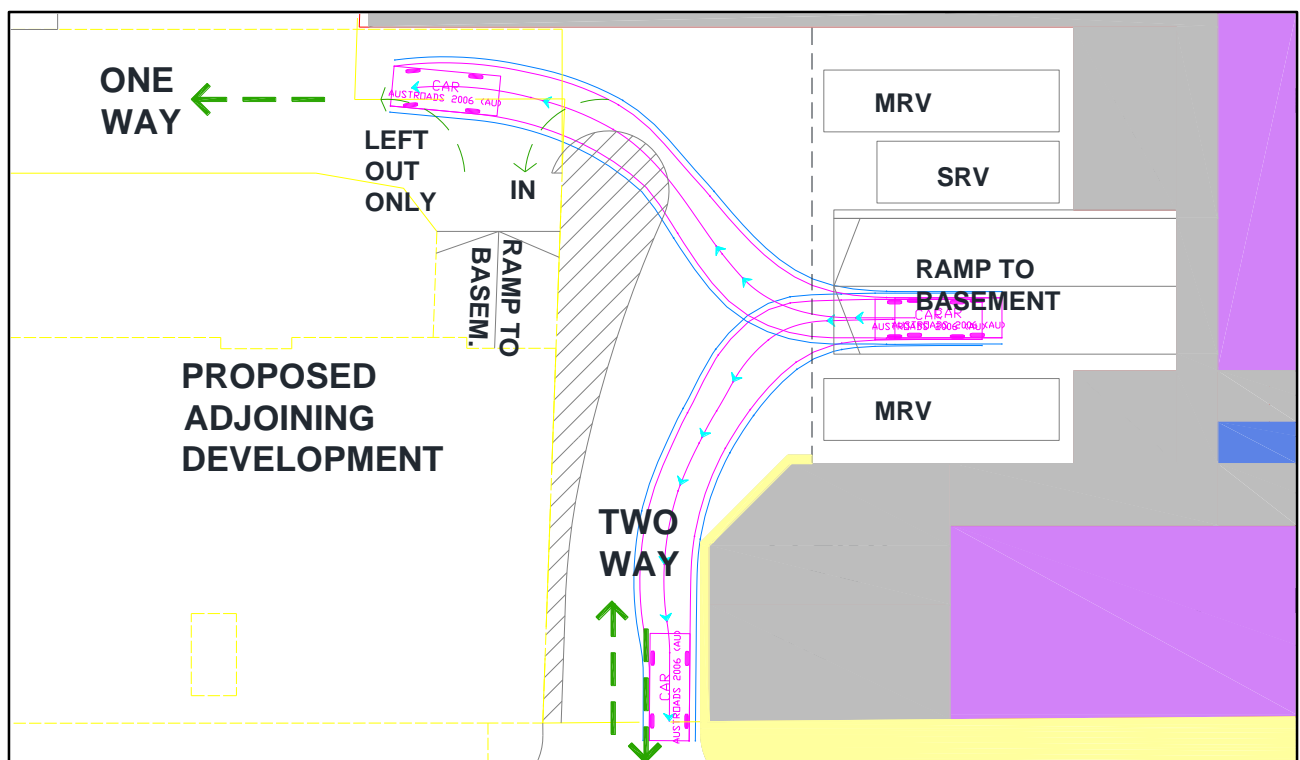
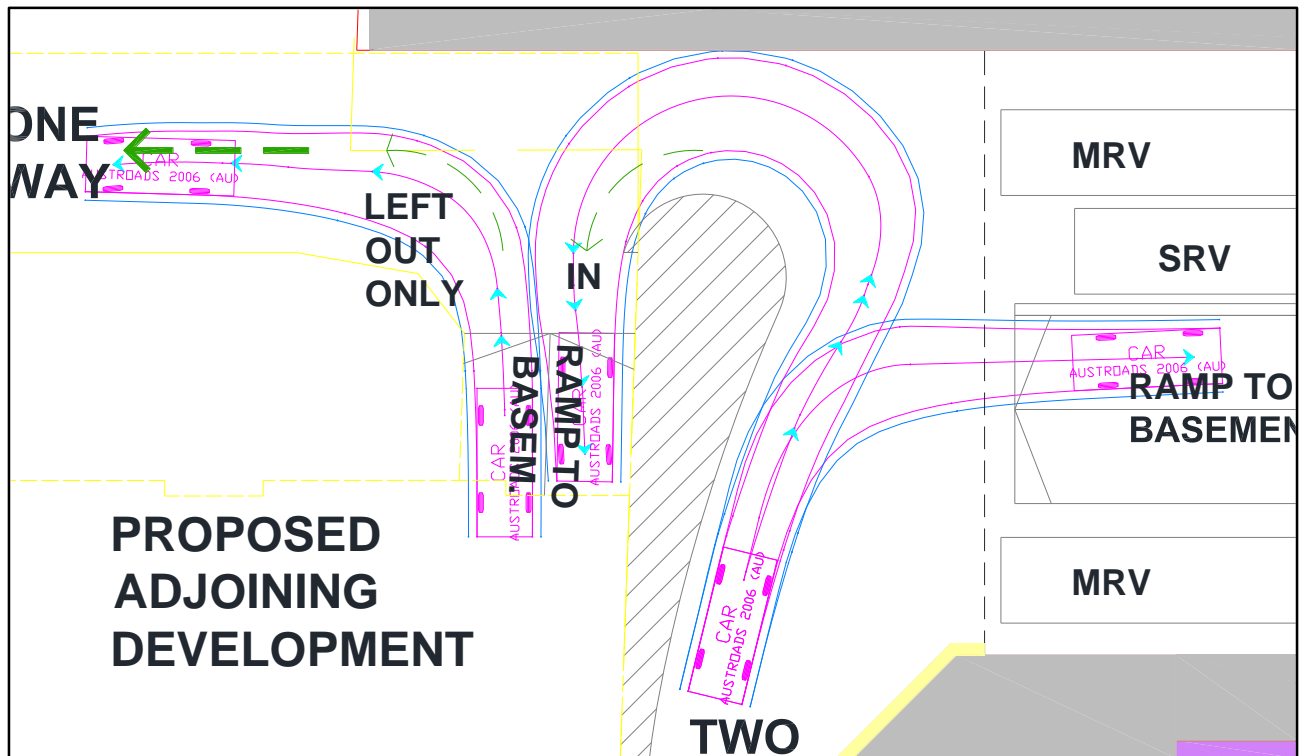
6.4m SRV reverse into / forward out of SRV loading dock

Tested @ 10km/h

Successful

Pink = Vehicle Body  
Blue = 300mm clearance

ANNEXURE B: SWEEPED PATH TESTS (Sheet 5 of 6)



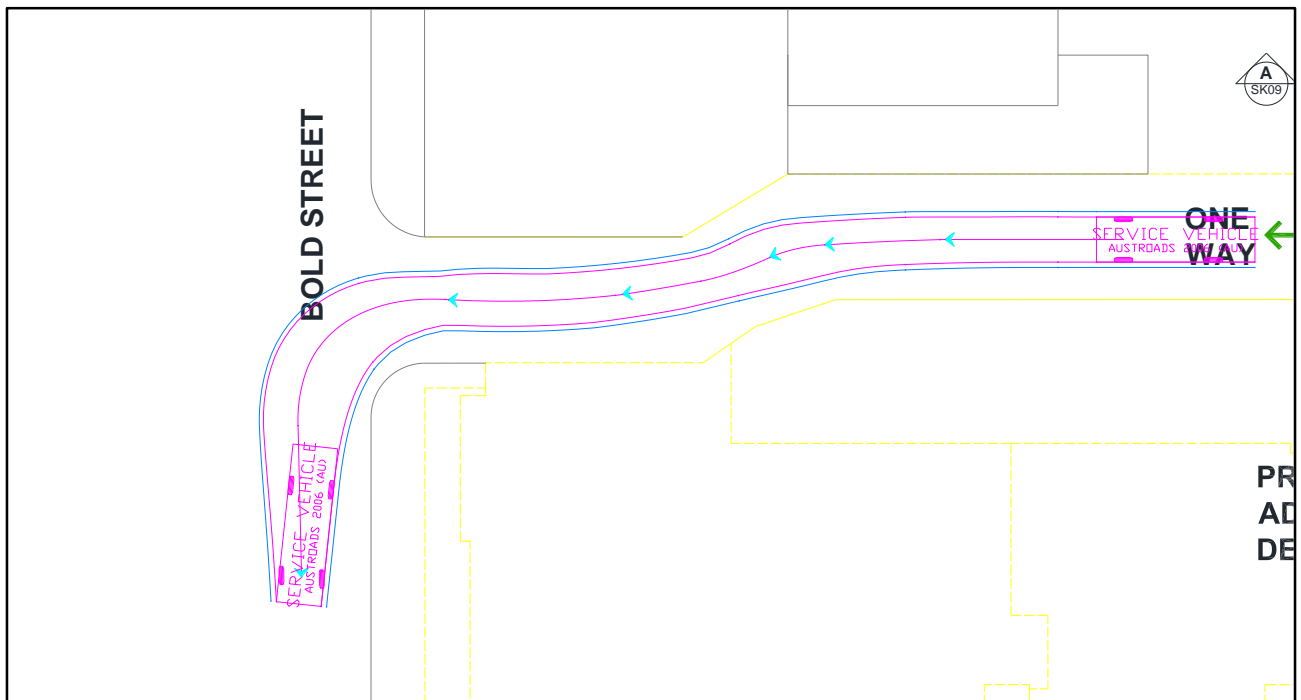
B99 circulation

Tested @ 10km/h within laneway, 5km/h on ramps

Successful

Pink = Vehicle Body  
Blue = 300mm clearance

## ANNEXURE B: SWEEP PATH TESTS (Sheet 6 of 6)



8.8m MRV forward out of laneway and into Bold Street

Tested @ 10km/h

Successful

Pink = Vehicle Body

Blue = 300mm clearance



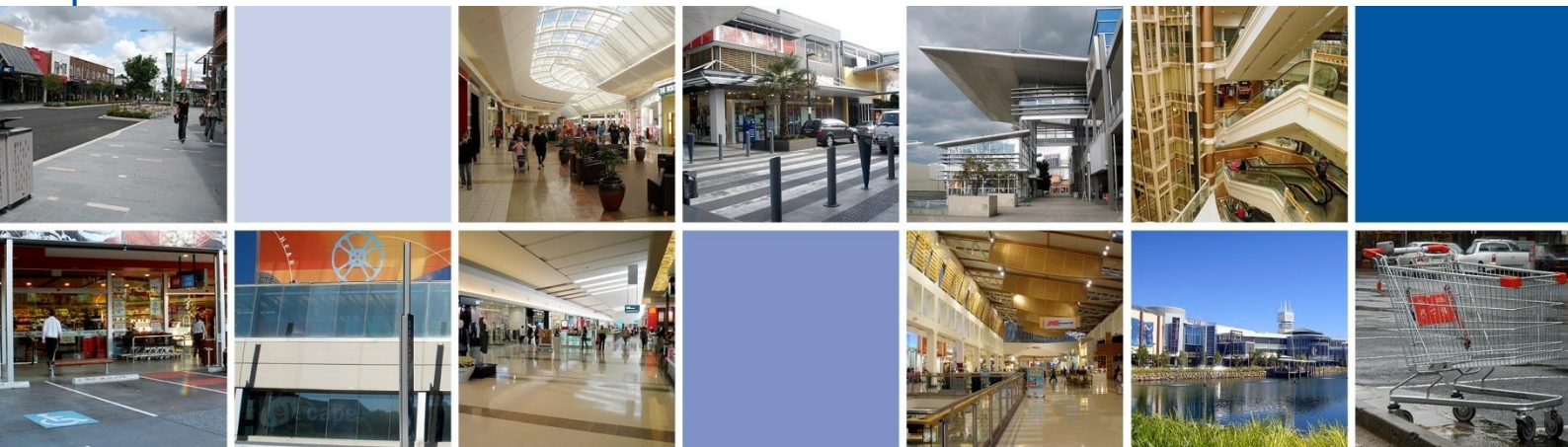
# **Appendix F – Economic Assessment**

# Economic Assessment

## Gran Central Planning Proposal

Parramatta Rd, Good Street and Cowper Street, Granville

April 2015



**Prepared for:**

Airbosi Pty Ltd

**MacroPlan Dimasi staff responsible for this report:**

Jason Anderson – Chief Economist

David Dragicevic – Senior Economist

Olivia Morgenstern – Analyst, Economics



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## Executive Summary

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MacroPlan Dimasi has been commissioned by Airbosi Pty Ltd to assess the economic implications and benefits of a proposed rezoning of a development site bounded by Parramatta Road, Good Street and Cowper Street in Granville.

The subject site is located in the suburb of Granville within the Parramatta LGA. In terms of Metropolitan Sydney, the subject site is located in western Sydney, and approximately 19km from the Sydney CBD.

The development site is currently split amongst a variety of land use zones (as prescribed by the Parramatta Local Environment Plan 2011) inclusive of: B2 – Local Centre, B4 – Mixed Use and B6 – Enterprise Corridor. Airbosi Pty Ltd seeks to obtain a uniform zone across all components of the subject site (to B4 – Mixed Use).

At present, the subject site comprises a variety of specific land uses, including:

- Two second-hand car sales yards;
- Office furniture outlet;
- Discount store;
- Café;
- Mobile phone retailer;
- Butcher;
- Vacant land; and
- Single-storey dwelling.

The redevelopment under B4 Mixed Use zoning is proposed to include:

- 1,130m<sup>2</sup> of ground level showroom/bulky goods floorspace;
- 1,660m<sup>2</sup> of ground level retail;
- 670m<sup>2</sup> of level one commercial suites;
- 625m<sup>2</sup> of level two commercial suites;
- 31,949m<sup>2</sup> to 37,208m<sup>2</sup> of residential floorspace or 419 – 488 units;
- A public pedestrian laneway through the site, linking Parramatta Road via Cowper Street with the Granville Train Station;
- Landscape communal space.



In this report we have assessed the operational employment potential of the subject site under three different scenarios, being:

1. "As is" or "status quo" i.e. no redevelopment
2. Highest-and-best use (HBU) outcome under the current planning controls
3. Redevelop a consolidated site under the proposed B4 mixed use zoning

#### **1. "As is" or "status quo" i.e. no redevelopment**

Based on our site inspection, we estimate the set of sites presently accommodate between 15 and 20 operational workers. Given that the site comprises of 4,800m<sup>2</sup> of floorspace (including car yard), this equates to an employment density of 240-320m<sup>2</sup> per worker.

This observed outcome is synonymous with an underperforming site (from an employment perspective). Essentially, it is entirely tenanted by businesses that employ few workers.

Therefore, in the absence of redevelopment, the current employment outcome of 15-20 operational workers is considered a maximum outcome for the subject site. Moreover, as the quality of existing premises continues to age, so will its employment potential. Overall, MacroPlan Dimasi envisages that the subject site's employment relevance, in the absence of redevelopment, will diminish over time.

#### **2. Highest-and-best use (HBU) outcome under the current planning controls**

Under the current fragmented planning scheme, with the exception of the detached dwelling, vacant land site and the large car yard, the remainder of the site is at its highest and best use (HBU).

With regard to the detached dwelling and vacant site, from a residential perspective, a B4 zoning permits a better outcome, incorporating a combination of residential and commercial uses. However, given the frontage and size of the site (being small at approximately 650m<sup>2</sup>), redevelopment is unforeseeable. Moreover, being located on Cowper Street, the position of the site is not ideal relative to the Enterprise Corridor along Parramatta Road and existing local centre provision along Good Street. As such, the employment outcome would be negligible under this scenario.

Having regard for permissible uses and its B2 – Local Centre zoning, the HBU outcome for the car yard is commercial orientated i.e. floorspace. Given planning restrictions; an FSR of 2:1 and a height limit of 15m, the maximum employment floorspace that could be attained is 2,000m<sup>2</sup>. Commercial employment densities are in the order of 30 – 50m<sup>2</sup> per worker (a conservative floorspace ratio). Subsequently, an employment outcome of 40 – 67 workers is envisaged for the car yard site.

**We have derived an employment outcome of 52 – 82 workers under a HBU scenario for the entire site, under current planning controls.**

### **3. Redevelop a consolidated site under the proposed B4 mixed use zoning**

**The provision of superior quality commercial floorspace is expected to achieve a higher employment outcome for the subject site.** Additionally, it will attract a different profile of tenants and businesses, which typically engage more workers on a per square metre basis.

Overall, the employment outcome from redevelopment of the subject site would more than double the HBU redevelopment scenario (52 – 82 workers). A mixed use format, encompassing 4,085m<sup>2</sup> of new commercial floorspace would result in a superior outcome. With regard for the proposed uses and the average employment densities identified, **the redevelopment has the capacity to accommodate 118 – 160 workers.**

#### **Operational Employment Outcome (post-development)**

Potential Land Use Type	Employment Density	Proposed Floorspace	Employment Outcome
Bulky goods retail	60 - 70	1,130	16 - 19
Convenience retail	40 - 50	830 (approx.)	17 - 21
Food catering/eateries	15 - 20	830 (approx.)	42 - 55
Commercial offices	20 - 30	1,295	43 - 65
<b>Total</b>		<b>4,085</b>	<b>118 - 160</b>

*Source: MacroPlan Dimasi (2015)*

This employment outcome can only be achieved through redevelopment of the entire site. It is clear that redevelopment of the subject site to B4 Mixed Use will provide a superior outcome relative to an “as is” scenario and a HBU scenario under current planning controls.

### Employment Outcome Comparison – Onsite Jobs

Scenario	Employment Outcome
"As is" i.e. no redevelopment	15 - 20
Highest-and-best use (current planning controls)	52 - 82
<b>Redevelopment to B4 Mixed Use</b>	<b>118 - 160</b>

Source: MacroPlan Dimasi (2015)

**Additionally, there is an underlying need for more residential accommodation, congruent with the objectives of the new Sydney Metropolitan Strategy (2014) and the Granville Urban Renewal SEPP (2010).** A shortage in new residential supply has impacted housing affordability in the Parramatta LGA and within the suburb of Granville. As such:

1. The delivery of a mix of housing options is beneficial for potential new owner-occupiers.
2. More supply can alleviate shortages in the rental market (for workers, students and migrants).
3. Given that the resident population is ageing, mixed use developments in central locations (such as that proposed for the subject site) present trade down opportunities for older residents in the area (who seek to downsize but also remain within the locality).

Furthermore, the value of apartment at the proposed development is expected to be more affordable than that of the Parramatta CBD. Asking prices for new apartments in Parramatta are in the order of \$600,000 to \$700,000 for a one bedroom apartment and \$700,000 to \$850,000 for a two bedroom apartment – ranging between \$9,800 and \$13,200 per m<sup>2</sup>. MacroPlan Dimasi expects that the price of residential apartments in Granville will be less. The delivery of up to 488 residential units will provide much needed and more affordable housing to Parramatta LGA.

Moreover, the introduction of more households into the Granville Town Centre is expected to have a direct impact on the viability of existing and future businesses. They will support the urban renewal of the broader precinct, congruent with the objectives of the Granville Urban Renewal SEPP (2010). Through consumption of services and goods (food catering, fresh food, food eateries and local service providers), local jobs are



supported amongst existing local centre provision along Good Street. Retaining expenditure and expanding on it through population growth must be facilitated.

Overall, the planning proposal associated with the rezoning to B4 Mixed Use complies with the directions of the Sydney Metropolitan Strategy, as outlined below.

- Direction 1.2: Grow Greater Parramatta – Sydney’s Second CBD;
- Direction 1.4: Transform the productivity of Western Sydney through growth and investment;
- Direction 1.7: Grow strategic centres – providing jobs closer to home;
- Direction 2.1: Accelerate housing supply across Sydney;
- Direction 2.2: Accelerate urban renewal across Sydney – providing homes closer to jobs;
- Direction 2.3: Improve housing choice to suit different needs and lifestyles;
- Direction 3.3: Creating healthy built environments.

The planning proposal is also consistent with the goals of the Granville Town Centre Urban Renewal SEPP (2010).

After a review of government policy, plans and strategies, it is evident that the proposed B4 Mixed Use redevelopment of Parramatta Road, Good Street and Cowper Street, Granville complies, and furthermore delivers on achieving the objectives of government policy. Development will provide a superior residential and employment outcome for the Parramatta LGA as well as the Granville Town Centre.

## Section 1: Introduction

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MacroPlan Dimasi has been commissioned by Airbosi Pty Ltd to assess the economic implications and benefits of a proposed rezoning of a development site bounded by Parramatta Road, Good Street and Cowper Street in Granville.

The development site is currently split amongst a variety of land use zones inclusive of: B2 – Local Centre, B4 – Mixed Use and B6 – Enterprise Corridor. Airbosi Pty Ltd seeks to obtain a uniform zone across all components of the subject site (to B4 – Mixed Use).

### 1.1 Regional Context

Within the Parramatta LGA, the subject site has street frontages to Parramatta Road, Good Street and Cowper Street. Granville is located approximately 2km from the Parramatta CBD and 4km from Westmead Hospital.

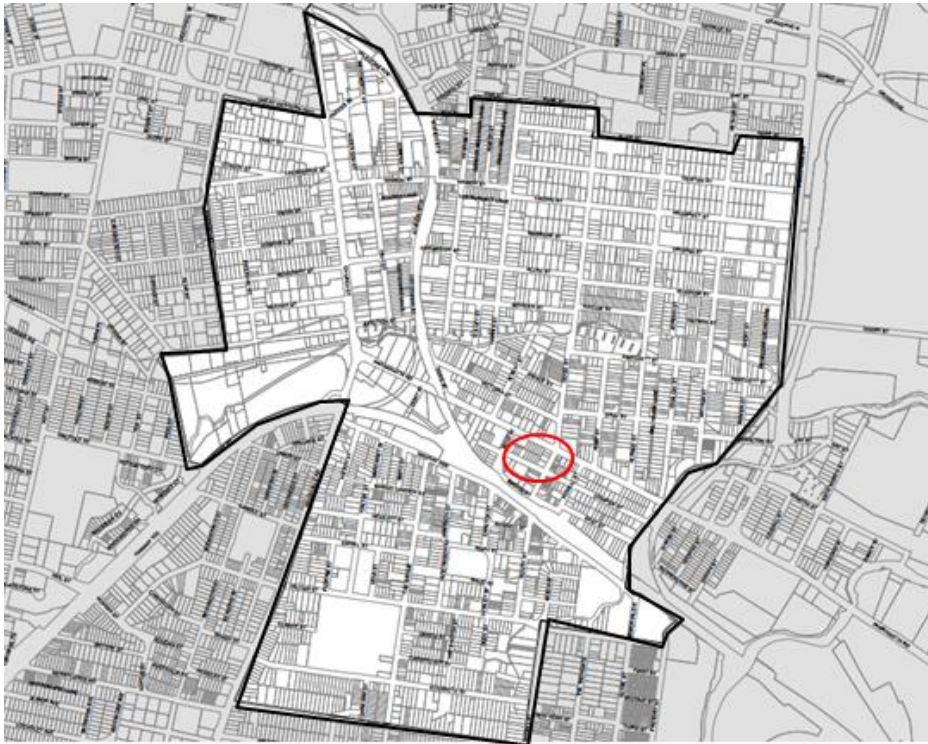
In terms of Metropolitan Sydney, the subject site is located in western Sydney, and approximately 19km from the Sydney CBD. From Granville Train Station, access to the Parramatta and Sydney CBD is gained through the Northern and Inner West train lines.

### 1.2 Subject Site

Collectively, the subject site comprises a total operational floorspace of approximately 4,800m<sup>2</sup>, and a site area of 5,150m<sup>2</sup>. The site is in proximity to the M4 Western Motorway and Woodville Road, which can be accessed via Parramatta Road. Notably, Granville Train Station is 150 metres from the subject site – literally, a two-minute walk.

At a local level, the site is located in the centre of the Granville Town Centre as prescribed under the Granville Town Centre SEPP (2010). The Granville Town Centre is characterised by residential focused retail services and light industry. The quality of existing provision is generally dated.

### Location of subject site relative to the Granville Town Centre



Source: DP&E (2010)

### Satellite Image – Subject Site



Source: Google Maps (2015)



Current uses on the site are presented in the following table.

### Details of Current Users

Land Use Type	Description
Butcher	Tony Francis Quality Meats
Discount retailer	LORA Discount Gift Centre
Used vehicle sales	G.B. Quality Cars
Used vehicle sales	Advanced Autos
Furniture retailer	The Barn Office Furniture
Food catering (café)	Castle Café
Phone retailer	Mobile phone repair centre
Residential	Detached single-storey dwelling
Vacant land	

Source: MacroPlan Dimasi

### Subject Site Images





Source: Google Maps (2015)

In its entirety, the subject site is enclosed by:

- Parramatta Road, large format retail and AMWU National Office to the north;
- Good Street and local centre/retail premises to the east;
- A Caltex Petrol Station and a proposed B4 development site to the west; and
- Cowper Street and medium-density residential offer to the south.

### 1.3 Legal Description

Legally, the subject site comprises of fifteen individual lots of varying sizes. Lot descriptions are outlined on the next page.

### Lot Details

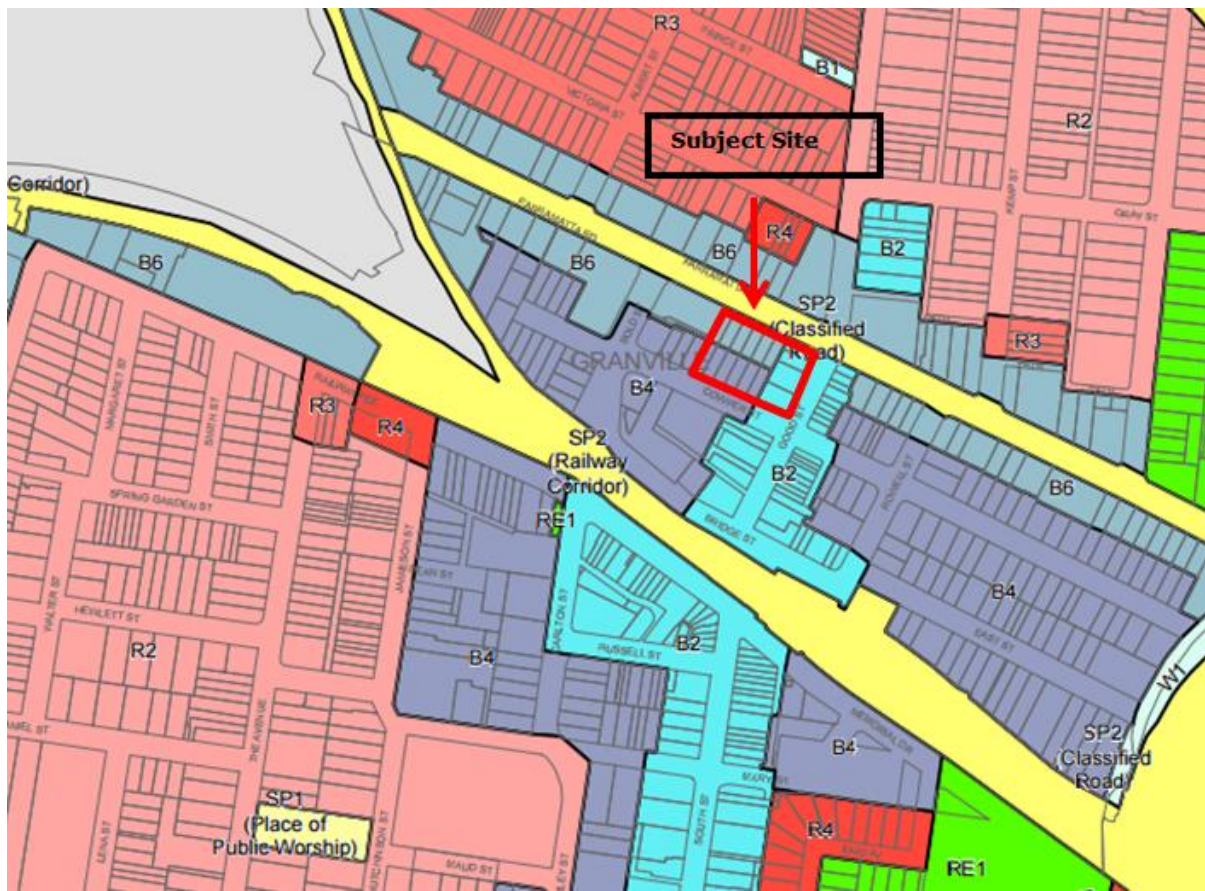
Address	Lot	DP	Area (m <sup>2</sup> )
26 Good Street	1	604204	560
34 Good Street	1	76041	550
140 Parramatta Road	1	1075357	330
138 Parramatta Road	2	1075357	330
138 Parramatta Road	3	1075357	330
59 Cowper Street	4	1075357	330
59 - 63 Cowper Street	5	1075357	330
59 - 63 Cowper Street	6	1075357	330
142 Parramatta Road	12	575064	330
40 Good Street	1	979437	330
59 Cowper Street	1	998948	310
36 Good Street	2	979437	310
59 - 63 Cowper Street	1	783581	310
130 Parramatta Road	7	979437	310
134 Parramatta Road	1	721626	310
<b>Total (approximately)</b>			<b>5,300</b>

Source: E-Planning (2015) & Six Maps (2015)

As per the Parramatta Local Environment Plan (2011) the subject site contains three different land use zones; B6 Enterprise Corridor, B2 Local Centre and B4 Mixed Use (refer to zoning map on next page).



## LEP Zoning Map



Source: Parramatta LEP (2011)

The objectives of **B2 Local Centre** zoning according to the Parramatta Local Environment Plan (2011) are:

- To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area;
- To encourage employment opportunities in accessible locations;
- To maximise public transport patronage and encourage walking and cycling; and
- To encourage the construction of **mixed use** buildings that integrate suitable commercial, residential and other developments and that provide active ground level uses.

Under **B2 Local Centre** zoning, permissible uses (with consent) include child care centres, commercial premises, community facilities, educational establishment, entertainment facilities, medical centres, recreational facilities, restricted premises, services stations and shop top housing.

Under **B6 Enterprise Corridor** zoning (as per the Parramatta Local Environment Plan 2011), the objectives are to:

- To promote businesses along main roads and to encourage a mix of compatible uses;
- To provide a range of employment uses (including business, office, retail and light industrial uses);
- To maintain the economic strength of centres by limiting retailing activity.

Under **B6 Enterprise Corridor** zoning, permissible uses (with consent) include business premises, community facilities, food and drink premises, garden centres, hotel or motel accommodation, light industries, neighbourhood shops, self-storage units and vehicle sale or hire premises.

This planning proposal seeks to rezone the entire subject site to **B4 Mixed Use** to allow for residential and commercial development. The objectives of **B4 Mixed Use** zoning under the Parramatta Local Environment Plan (2011) are outlined below.

- To provide a mixture of compatible land uses;
- To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling;
- To encourage development that contributes to an active, vibrant and sustainable neighbourhood.

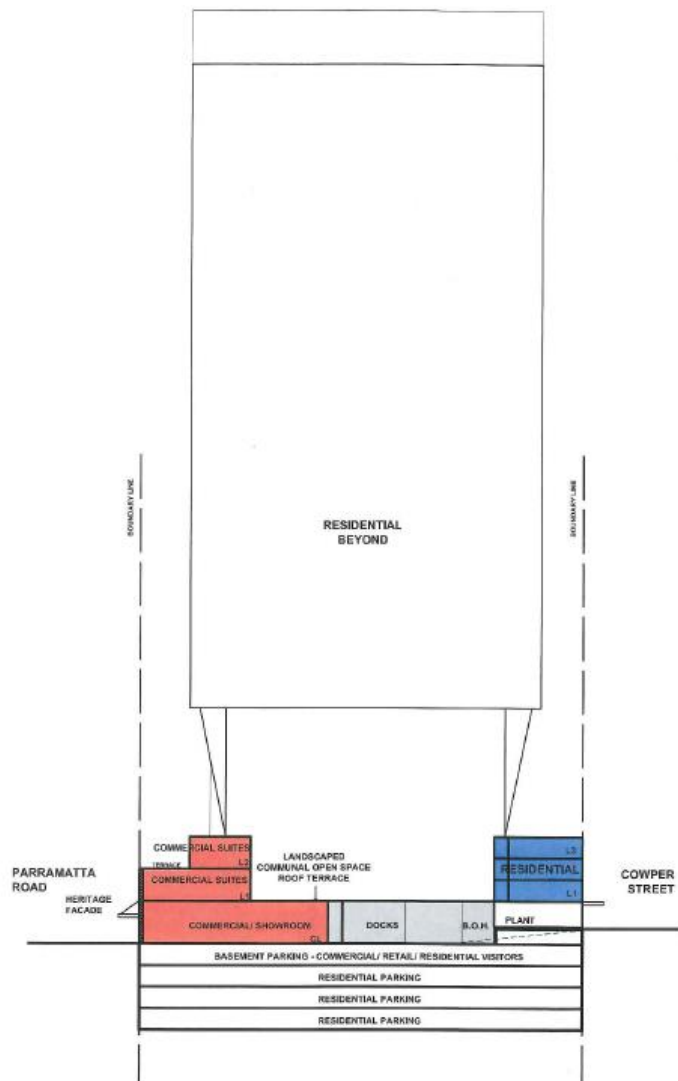
Permissible uses with consent include child care centres, commercial premises, community facilities, educational establishments, entertainment facilities, function centres, hotel or motel accommodation, medical centres, restricted premises and shop top housing.

## 1.4 Proposed Development

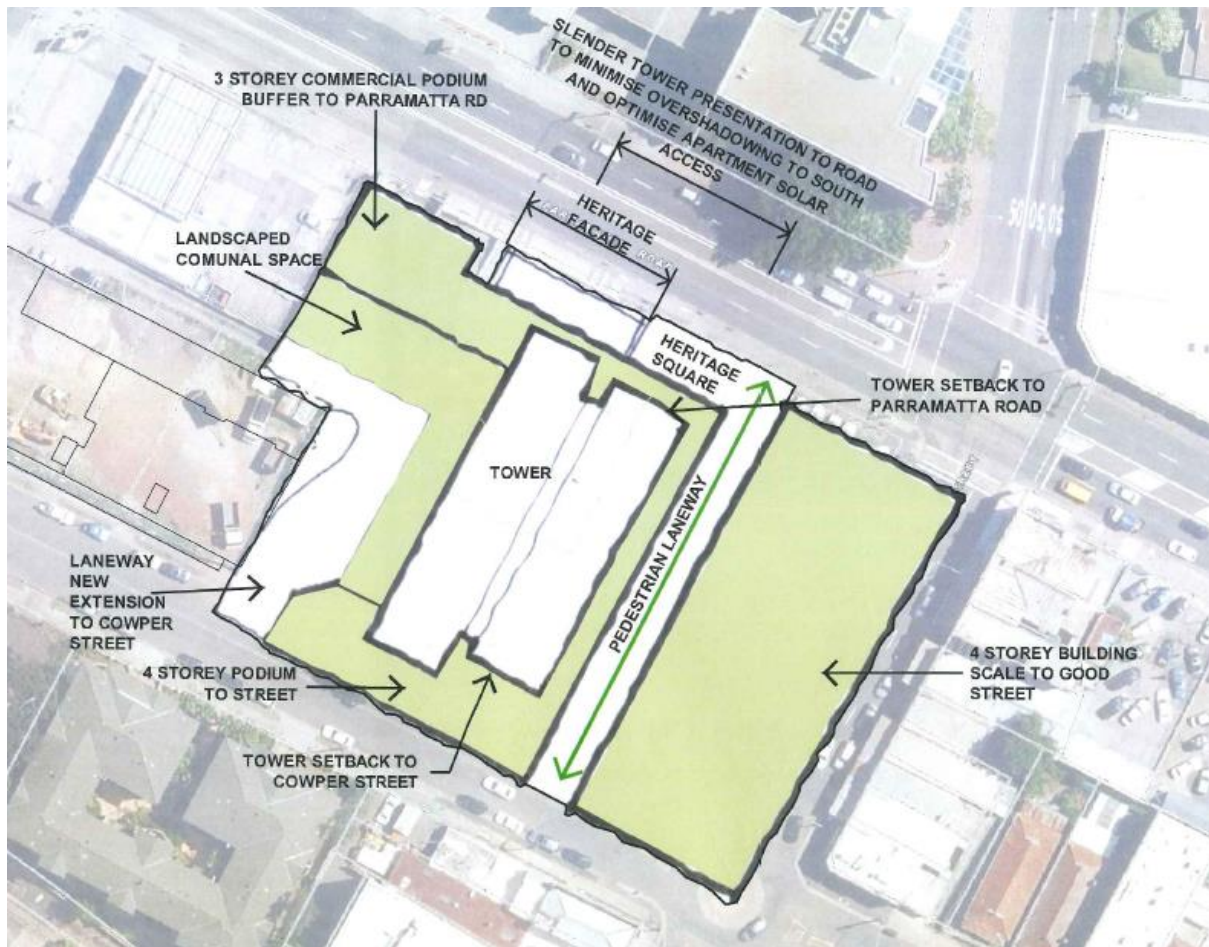
The proposed development seeks to deliver 4,085m<sup>2</sup> of commercial floorspace, comprising 1,130m<sup>2</sup> of ground level showroom, 1,660m<sup>2</sup> of ground level retail, 670m<sup>2</sup> of level one commercial suites and 1,295m<sup>2</sup> of level two commercial suites. The proposal also seeks to include residential accommodation, specifically 31,949m<sup>2</sup> - 37,208m<sup>2</sup> of residential floorspace or 419 - 488 units (contingent on Design Excellence Bonus Scheme).

In addition, the proposal seeks to incorporate a landscaped communal space and a pedestrian laneway which will increase pedestrian accessibility from Parramatta Road to Granville Train Station (via Cowper Street).

### Preliminary Architectural Visions for the Subject Site







Source: Krikis Tayler Architects and Airbosi Pty Ltd (2015)

## Section 2: Government Policy Review

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In this chapter we examine the legislative and policy context relevant to employment lands in the Parramatta LGA and how this context relates to this planning proposal for the subject site in Granville. Policies and strategies examined include:

- S117 Ministerial Directions
- Granville Urban Renewal SEPP (2010)
- Sydney Metropolitan Strategy to 2031 – 'A plan for growing Sydney' (2014)
- Draft Sub-regional Delivery Plans
- Parramatta Economic Development Strategy, 2011 – 2016 (2011)
- Parramatta 2038 Community Strategic Plan (2013)
- Parramatta CBD Planning Framework Draft Report (2014)
- Parramatta Road Urban Renewal Strategy Draft Report (updated 2015)

### 2.1 Section 117 Ministerial Directions

The purpose of this report is to fulfil the requirements of S117, specifically 1.1 - Business and Industrial Zones, 3.1 - Residential Zones and 7.1 - Implementation of a Plan for Growing Sydney.

#### **1.1 Business and Industrial Zones**

##### **Objectives**

(1) *The objectives of this direction are to:*

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

##### **Where this direction applies**

(2) *This direction applies to all relevant planning authorities.*

##### **When this direction applies**

(3) *This direction applies when a relevant planning authority prepares a planning proposal that will affect land within an existing or proposed business or industrial zone (including the alteration of any existing business or industrial zone boundary).*

### **What a relevant planning authority must do if this direction applies**

*(4) A planning proposal must:*

- (a) give effect to the objectives of this direction,*
- (b) retain the areas and locations of existing business and industrial zones,*
- (c) not reduce the total potential floor space area for employment uses and related public services in business zones,*
- (d) not reduce the total potential floor space area for industrial uses in industrial zones, and*
- (e) ensure that proposed new employment areas are in accordance with a strategy that is approved by the Director-General of the Department of Planning.*

### **Consistency**

*(5) A planning proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Director-General of the Department of Planning (or an officer of the Department nominated by the Director-General) that the provisions of the planning proposal that are inconsistent are:*

*(a) justified by a strategy which:*

- (i) gives consideration to the objective of this direction, and*
- (ii) identifies the land which is the subject of the planning proposal (if the planning proposal relates to a particular site or sites), and*
- (iii) is approved by the Director-General of the Department of Planning, or*

***(b) justified by a study (prepared in support of the planning proposal) which gives consideration to the objective of this direction, or***

- (c) in accordance with the relevant Regional Strategy or Sub-Regional Strategy prepared by the Department of Planning which gives consideration to the objective of this direction, or*
- (d) of minor significance.*

**Note:** In this direction, "identified strategic centre" means a centre that has been identified as a strategic centre in a regional strategy, sub-regional strategy, or another strategy approved by the Director General.

## **3.1 Residential Zones**

### **Objectives**

**(1) The objectives of this direction are:**

- (a) to encourage a variety and choice of housing types to provide for existing and future housing needs,*



- (b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and*
- (c) to minimise the impact of residential development on the environment and resource lands.*

**Where this direction applies**

- (2) This direction applies to all relevant planning authorities.*

**When this direction applies**

- (3) This direction applies when a relevant planning authority prepares a planning proposal that will affect land within:*

- (a) an existing or proposed residential zone (including the alteration of any existing residential zone boundary),*
- (b) any other zone in which significant residential development is permitted or proposed to be permitted.*

**What a relevant planning authority must do if this direction applies**

- (4) A planning proposal must include provisions that encourage the provision of housing that will:*

- (a) broaden the choice of building types and locations available in the housing market, and*
- (b) make more efficient use of existing infrastructure and services, and*
- (c) reduce the consumption of land for housing and associated urban development on the urban fringe, and*
- (d) be of good design.*

- (5) A planning proposal must, in relation to land to which this direction applies:*

- (a) contain a requirement that residential development is not permitted until land is adequately serviced (or arrangements satisfactory to the council, or other appropriate authority, have been made to service it), and*
- (b) not contain provisions which will reduce the permissible residential density of land.*

**Consistency**

- (6) A planning proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Director-General of the Department of Planning (or an officer of the Department nominated by the Director-General) that the provisions of the planning proposal that are inconsistent are:*

- (a) justified by a strategy which:*
  - (i) gives consideration to the objective of this direction, and*
  - (ii) identifies the land which is the subject of the planning proposal (if the planning proposal relates to a particular site or sites), and*
  - (iii) is approved by the Director-General of the Department of Planning, or*
- (b) justified by a study prepared in support of the planning proposal which gives consideration to the objective of this direction, or*
- (c) in accordance with the relevant Regional Strategy or Sub-Regional Strategy prepared by the Department of Planning which gives consideration to the objective of this direction, or*
- (d) of minor significance.*

## **7.1 Implementation of A Plan for Growing Sydney**

### **Objective**

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

### **Where this direction applies**

*(2) This direction applies to land comprising of the following local government areas:*

<i>Ashfield</i>	<i>Hurstville</i>
<i>Auburn</i>	<i>Kogarah</i>
<i>Bankstown</i>	<i>Ku-ring-gai</i>
<i>Blacktown</i>	<i>Lane Cove</i>
<i>Blue Mountains</i>	<i>Leichhardt</i>
<i>Botany Bay</i>	<i>Liverpool</i>
<i>Burwood</i>	<i>Manly</i>
<i>Camden</i>	<i>Marrickville</i>
<i>Campbelltown</i>	<i>Mosman</i>
<i>Canada Bay</i>	<i>North Sydney</i>
<i>Canterbury</i>	<b><i>Parramatta</i></b>
<i>City of Sydney</i>	<i>Penrith</i>
<i>Fairfield</i>	<i>Pittwater</i>
<i>Hawkesbury</i>	<i>Randwick</i>
<i>Holroyd</i>	<i>Rockdale</i>
<i>Hornsby</i>	<i>Ryde</i>
<i>Hunters Hill</i>	<i>Strathfield</i>

Sutherland  
The Hills  
Warringah  
Waverley

Willoughby  
Wollondilly  
Woollahra

**When this direction applies**

*(3) This direction applies when a Relevant Planning Authority prepares a planning proposal.*

**What a Relevant Planning Authority must do if this direction applies**

*(4) Planning proposals shall be consistent with:*

*(a) the NSW Government's A Plan for Growing Sydney published in December 2014.*

**Consistency**

*(5) A planning proposal may be inconsistent with the terms of this direction only if the Relevant Planning Authority can satisfy the Secretary of the Department of Planning & Environment (or an officer of the Department nominated by the Secretary), that the extent of inconsistency with A Plan for Growing Sydney:*

*(a) is of minor significance, and*

*(b) the planning proposal achieves the overall intent of the Plan and does not undermine the achievement of its planning principles; directions; and priorities for subregions, strategic centres and transport gateways.*

This assessment of the subject site in Granville gives significant consideration to Section 117 Ministerial Directions, specifically 1.1 - Business and Industrial Zones, 3.1 - Residential Zones and 7.1 - Implementation of a Plan for Growing Sydney.

We pay particular attention to the employment implications of this planning proposal, which will be discussed in section 5.

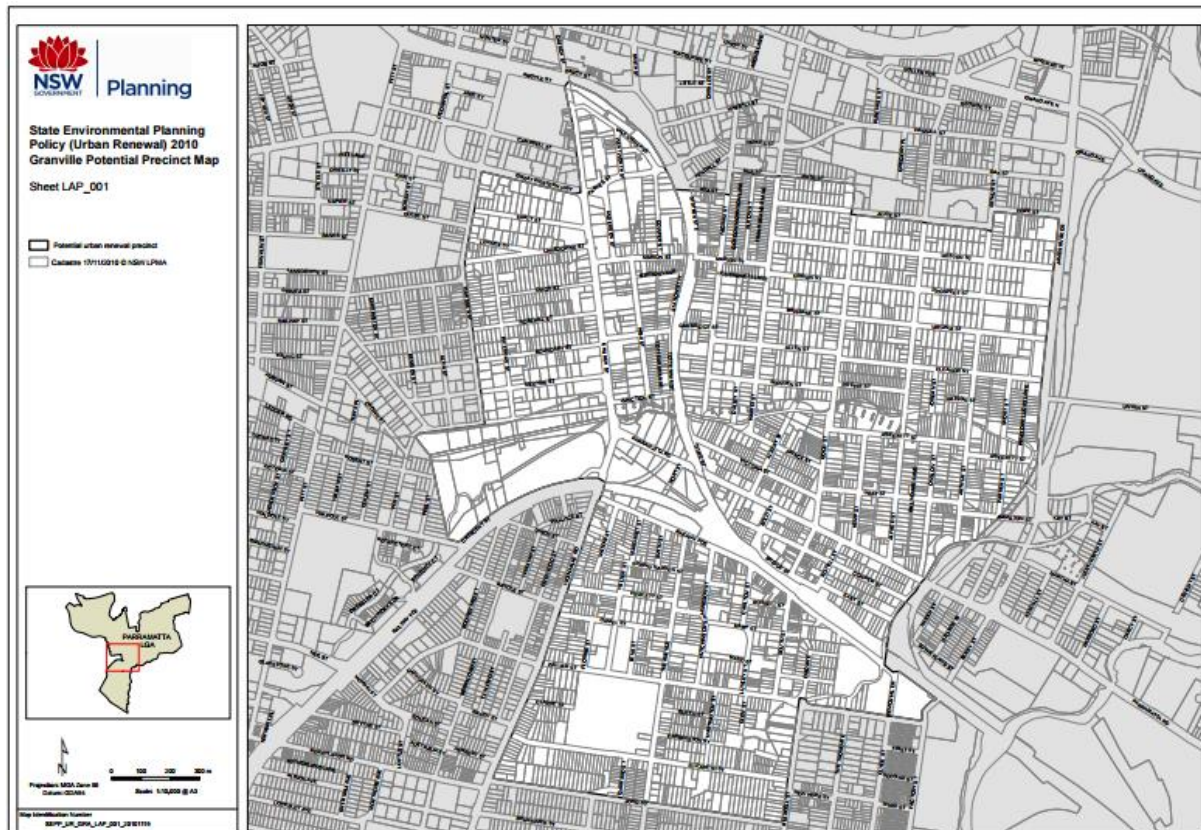
**2.2 Granville Urban Renewal State Environmental Planning Policy (2010)**

The Granville Town Centre has been identified as a precinct set to undergo significant urban renewal as part of the Urban Renewal State Environmental Planning Policy (SEPP).



The key principle of the SEPP is to integrate land use planning with existing or planned infrastructure to create revitalised local communities, greater access to public transport and a broader range of housing and employment options, otherwise referred to as Transport Oriented Development (TOD).

### Granville Urban Renewal SEPP Precinct Map



Source: DP&E (2010)

Specific to the Granville Town Centre, a number of directions have been identified, as outlined below.

1. *Access to key activities (retail, office, health, education, leisure and entertainment facilities, community and personal services) is improved*

The Granville Town Centre contains a complete range of services, although there is a heavy skew to the southern half, being separated from the north by the rail line. Consequently, the northern half of the town centre suffers from a lack of visitation and movements.

The subject site is in walking distance to potential key activities within the centre and will also contribute to these activities through 4,085m<sup>2</sup> of commercial and retail space.

*2. Greater community and dwelling diversity is provided*

The proposal includes commercial land uses on the first three levels, with the remaining floors offering a combination of 3, 2 and single bedroom apartments.

*3. State dwelling and employment targets are met*

The proposal will include a substantial residential component (up to 488 units) as well as 4,085m<sup>2</sup> of commercial and retail floorspace, providing a superior employment outcome to that currently achieved (employment outcomes are detailed in section 3) Therefore, the development will contribute to state dwelling and employment targets.

*4. A vibrant place has been created which is a focus for community activity, cultural development and social inclusion*

The proposal is for redevelopment of fragmented and largely underutilised landholdings. It seeks to be exemplary in its design. It is likely the development will act as a catalyst for further development in the Granville Town Centre Precinct, thereby assisting in achieving the precinct's social and cultural goals.

The proposal is likely to add substantial definition, activation and critical mass to existing public spaces (i.e. footpaths and a public laneway through the site).

*5. Development is predominantly located in accessible areas around existing and proposed infrastructure*

The site is within walking distance (150m) of Granville Train Station. The site is also immediately adjacent to Parramatta Road, and 2km from the centre of the Parramatta CBD.

*6. Opportunities for redevelopment of key Government and privately owned sites have been explored*

The subject site will act as a catalyst for future development, thereby providing opportunities for redevelopment of surrounding key government and privately owned sites.

*7. Infrastructure is better utilised*

The proposal is likely to increase patronage in the Granville Town Centre as well as the Granville Train Station. The nearby open spaces, such as the waterway links beneath the M4, are likely to receive additional usage and activation as a result of an increase in residential density.

*8. Opportunities for walking, cycling and public transport have been increased and the number of car journeys to access services have been decreased*

The proposal is inclusive of a pedestrian access way through the site linking Parramatta Road with the Granville Train Station. As such, cycling and walking to public transportation will be supported through redevelopment. Its close proximity to public transport will also reduce car dependency.

*9. Social infrastructure is appropriate, adequate and accessible*

The site is within close proximity to a range of social infrastructure. This includes the range of public and private social facilities within the adjoining Parramatta CBD and Granville Town Centre. There also exists open space including and waterways directly beneath the nearby M4 together with bike way and pocket parks. Further, the site is within walking distance to several railway stations, offering connections to a range of other social infrastructure.

The proposed development comprising 4,085m<sup>2</sup> of commercial and retail floorspace and up to 488 dwellings will achieve the objectives set for the Granville Town Centre, as prescribed by the state government under the Granville Urban Renewal State Environment Planning Policy (2010).

## **2.3 Metropolitan Strategy 2031 – ‘A Plan for Growing Sydney’ (2014)**

Released in December 2014, ‘A Plan for Growing Sydney’ will be used as a cornerstone reference for land-use planning decisions over the next 20 years. It will provide guidance on decisions regarding where people will live and work, and how we move around the



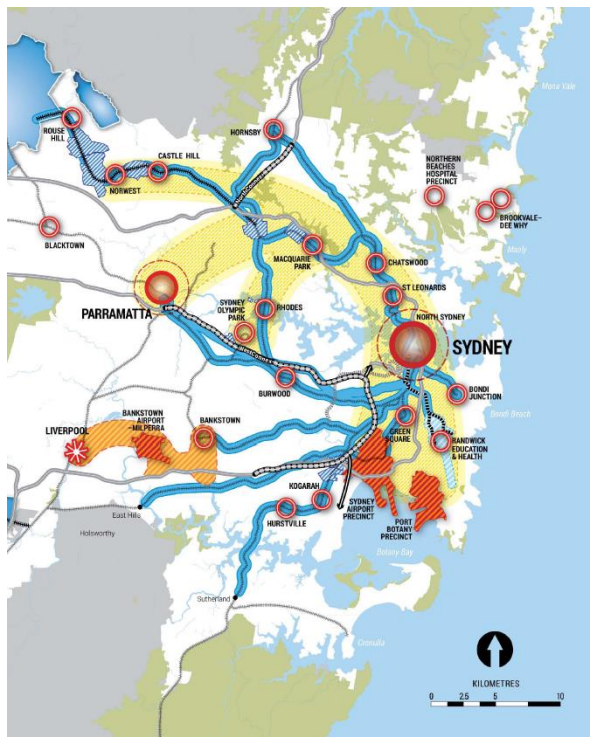
city. It sets a path for governments to work collaboratively to deliver housing where people want to live and jobs that are easy to get to.

Essentially, the plan presents a strategy for accommodating Sydney's future population growth. It balances the need for more housing, but also cultivates the creation of strong and resilient communities within a highly-liveable city whilst protecting the natural environment and biodiversity.

New housing will be located close to jobs, public transport, community facilities and services. It acknowledges the need to offer choice in housing location, size and typologies, to better suit our lifestyles and budgets. Most importantly, more intensive housing development across the city will be matched with investment in infrastructure and services, culture and the arts, a 'green-grid' of open spaces and renewed bushland to support healthy lifestyles and community life.

A Plan for Growing Sydney will also provide a framework for strengthening the global competitiveness of Sydney, in order to facilitate strong investment and jobs growth. It considers infrastructure projects and improvements to public transport, freight routes and other key assets such as airports.

### **A Vision for Sydney – 'A plan for Growing Sydney'**



Source: DP&E (2014)

Specifically, Granville is located within the West Central subregion, earmarked for significant infrastructure investment and intensive growth over the next 20 years.

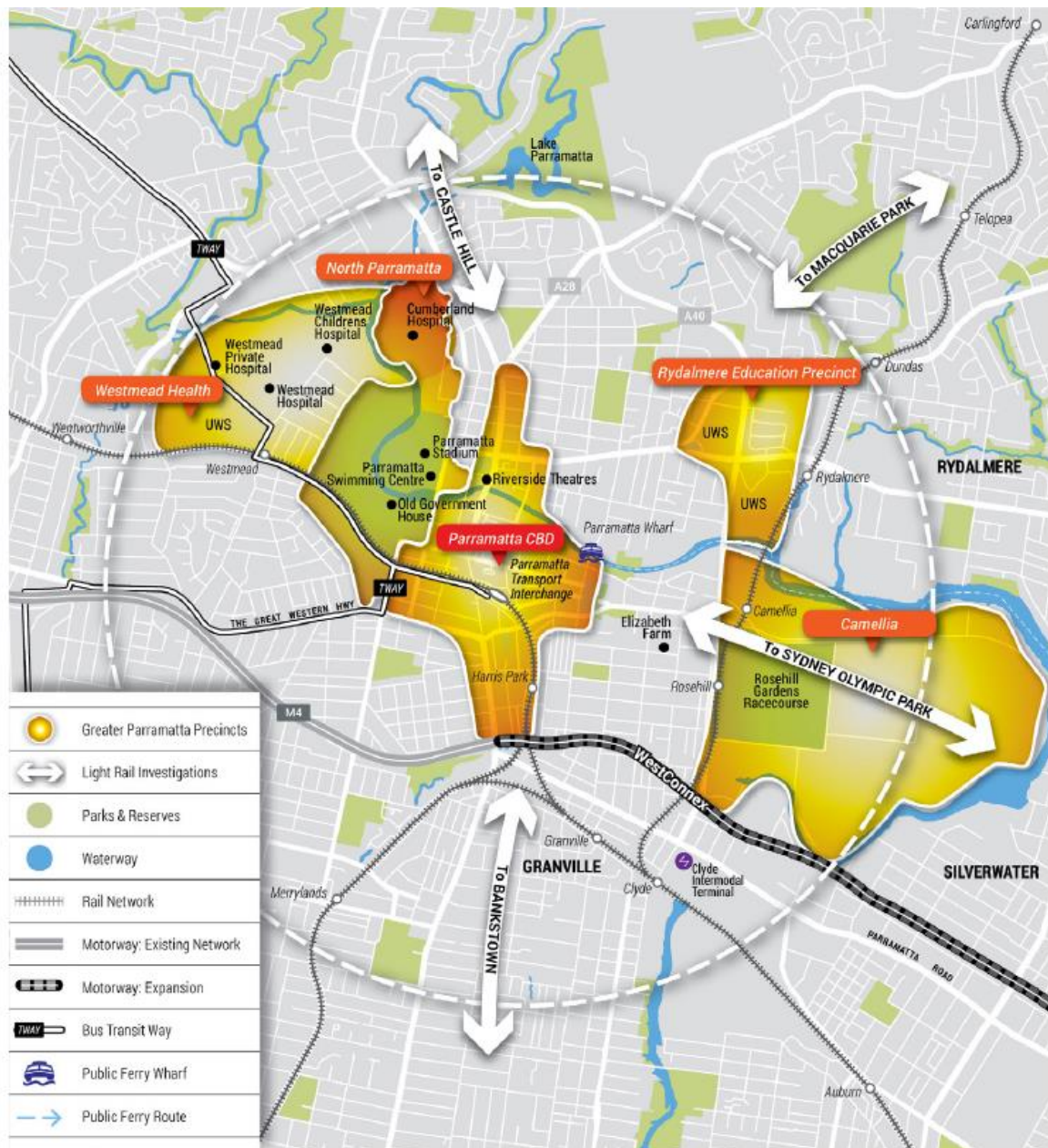
With particular regard for the West Central subregion, the strategy outlines the need to:

- **“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” (Pg. 114, Sydney Metropolitan Strategy 2014);**
- Identify opportunities to revitalise suburbs and reduce concentrations of disadvantage.

Moreover, Granville is in close proximity to the Parramatta CBD and its surrounds. Parramatta has been earmarked to become Sydney’s second CBD within the Sydney Metropolitan Strategy. Priorities for Parramatta are outlined below.

- Parramatta as a transformational place with the potential to reach 100,000 jobs over the next 20 years;
- Plan Greater Parramatta as Sydney’s second CBD and Western Sydney’s number one location for employment, supported by a vibrant mixture of land uses; and
- Provide capacity for long-term employment growth in Greater Parramatta, particularly in its CBD.

## Granville in close proximity to the Parramatta CBD and Greater Parramatta



Source: DP&E (2014)

More broadly, the strategy outlines a number of directions.

- Direction 1.2: Grow Greater Parramatta – Sydney’s Second CBD;
- Direction 1.4: Transform the productivity of Western Sydney through growth and investment;
- Direction 1.7: Grow strategic centres – providing jobs closer to home;
- Direction 2.1: Accelerate housing supply across Sydney;
- Direction 2.2: Accelerate urban renewal across Sydney – providing homes closer to jobs;



- Direction 2.3: Improve housing choice to suit different needs and lifestyles;
- Direction 3.3: Creating healthy built environments.

Collectively, the government would like to see Sydney as:

- A competitive economy with world-class services and transport;
- A city of housing choice with homes that meet our needs and lifestyles;
- A great place to live with communities that are strong, healthy and well connected.

This proposal is congruent with the directions outlined above. The rezoning, associated with the provision of 419 - 488 units (dependent on Design Excellence Bonus Scheme) and 4,085m<sup>2</sup> of commercial floorspace will support:

- Parramatta as a CBD;
- The growth of Western Sydney;
- Jobs closer to home and homes closer to jobs;
- The acceleration of housing growth;
- An improvement in housing choice and affordability; and
- The creation of healthy built environments by contributing to mixed-use centres, walkable cities and the concepts of 'new urbanism' and 'Transit Oriented Development (TOD's).

## **2.4 Draft Sub-regional Delivery Plans, West Central Sub-region**

It is also important to acknowledge that the now-outdated Draft West Central Sub Regional Strategy (2007) will soon be replaced by a new Strategic Delivery Plan. The new Strategic Delivery Plans will update and augment the strategic direction of all employment lands in the context of the Sydney metropolitan area.

The plan recognises employment lands as an important component of the West Central region's economy. It aims to concentrate employment and economic activity in employment lands and strategic centres to gain advantages of economies of agglomeration and to improve access to transport and services.

The Key Directions identified in the Draft South Sub Regional Strategy are to:

- Provide local employment opportunities;
- Provide greater housing choice and affordability.

Prior to any rezoning of employment uses to alternative uses (category 3), it must be demonstrated that the area:

- Does not provide a strategic local or regional economic role and is therefore not required to meet local future demand for employment land;
- **Through their redevelopment, must contribute towards supporting other planning objectives such as residential growth through mixed use in areas of high accessibility and amenity or renewal of identified local and strategic centres.**

This planning proposal and redevelopment will support other planning objectives. It will supply greater residential through Mixed Use in an area of high accessibility and will increase the employment capacity of the subject site (discussed in section 4); contributing to desirable residential and employment outcomes.

## **2.5 Parramatta Economic Development Strategy, 2011 – 2016 (2011)**

This strategy to 2016 responds to the early visions created in the Draft Sydney Metropolitan Strategy in seeking to create 280,000 net additional jobs in Western Sydney by 2036.

The strategy emphasises the notion that Parramatta will be the “centre of high value-adding employment and the driving force behind the generation of new wealth in Western Sydney. Its economic identity will consist of four specialised and inter-connected employment centres. (Parramatta City Council, 2011).

Specifically,

*“Harris Park and **Granville will continue to grow as vibrant inner-city cultural neighbourhoods heavily influenced by their ethnic concentrations and known by Sydney-siders for their good food and local customs. Both will densify, Granville in particular**” (Parramatta City Council, 2011).*

The plan highlights the need to address unemployment issues within the LGA, in which Granville has been specifically targeted.

Overall, the proposed development at the intersection of Good Street and Cowper Street, Granville is congruent with the Parramatta Economic Development Strategy (2011 - 2016). By providing residential, commercial and retail in close proximity to public transport, the proposed development will support Granville as an inner-city neighbourhood. In addition, the development will support jobs growth within the LGA, through the inclusion of 4,085m<sup>2</sup> of commercial floorspace, encouraging economic development and economic growth.

## **2.6 Parramatta 2038 Community Strategic Plan (2013)**

This plan outlines visions for Parramatta to 2038 with regard to its economy, environment, connectivity, people, culture and governance.

Employment and residential highlights of the plan include:

- The need for 10,000 new local jobs over the next 5 years and 50,000 over the next 25 years;
- The need to develop the capacity of local firms to grow, specialise and employ more local people;
- Housing growth around centres;
- The provision of a range of housing.

As stated previously, the provision of 4,085m<sup>2</sup> in commercial floorspace will support jobs growth within the LGA. In addition, the proposal seeks to develop up to 488 residential units, in close proximity to existing businesses along Parramatta Road and Good Street.

An increase in the number of residents will provide an additional source of trade for surrounding businesses, contributing to the capacity of local firms to grow, specialise and employ more local people. Finally, the provision of apartment style dwellings will provide a diverse range of housing whilst also contributing to housing growth within the Granville Town Centre.

Ultimately, the proposed development incorporating residential, commercial and retail space is in alignment with the objectives of the Parramatta 2038 Community Strategic Plan.

## **2.7 Parramatta CBD Planning Framework Draft Report (2014)**



In August of 2014, SGS Economics & Planning (in conjunction with Architectus) released the 'Parramatta CBD Planning Framework: Economic analysis' Draft Report. The underlying purpose of the report is to address three key questions:

1. How can Parramatta compete with other centres to attract employment?
2. How can Parramatta protect its capacity to accommodate employment and housing in the future?
3. What are the implications for Parramatta's planning framework?

Relevant to this discussion, the SGS report (2014) made some key recommendations relating to employment outcomes, as outlined below.

- "Consideration should be given to the potential to accommodate employment growth in other locations in the Greater Central Parramatta", including Granville (pg. 3).
- "Improved transport links will improve access to potential labour markets relative to other centres and enhance the prospects of attracting additional employment to the Parramatta CBD" (pg. 3).
- "Maximising capacity and minimising congestion requires a focus on all 'sustainable transport' options such as mass transit, walking and cycling" (pg. 3).

Specifically, SGS highlighted the complementary centres, neighbourhood and employment nodes located in close proximity to the Parramatta CBD as an asset to the region. These include North Parramatta, Harris Park, Westmead, **Granville**, Rosehill, Camelia and Rydalmere.

***"Their role in accommodating future employment and housing or both, might be considered a means of reducing development pressures for say residential land uses in the CBD. Accommodating growth in adjoining areas might also help to reduce the likely traffic and transport burden that will result from residential and employment growth, provided a high degree of self-containment can be achieved. Growth in local neighbourhoods will also provide opportunities for active transport" (pg. 14).***

Moreover, the report also found that there is:

- Limited capacity for employment growth within the Parramatta CBD under current planning controls. According to SGS there is capacity for a further 17,500 jobs (pg. 17).

- Capacity for close to 4,000 residential dwellings within the CBD, given various constraints (pg. 17). There is projected to be *"demand for an additional 4,600 dwellings in Parramatta CBD between 2011 and 2036"* (pg. 21).

The proposed development is consistent with the findings and recommendations of the SGS Parramatta CBD Planning Framework - Economic Analysis (Draft Report, 2014). By providing up to 488 residential units and 4,085m<sup>2</sup> of commercial floorspace, the redevelopment will support the Granville Town Centre as a complementary centre to the Parramatta CBD. As such the proposed development will:

- Support employment and housing growth in complementary locations within the Greater Central Parramatta region, reducing the likely traffic and transport burden that will result from residential and employment growth in the Parramatta CBD;
- Provide opportunities for active transport (the subject site is in walking distance to the Granville Train Station);
- Alleviate employment and particularly residential demand side pressures for the Parramatta CBD to 2036.

## **2.8 Parramatta Road Urban Renewal Strategy Draft Report (updated February 2015)**

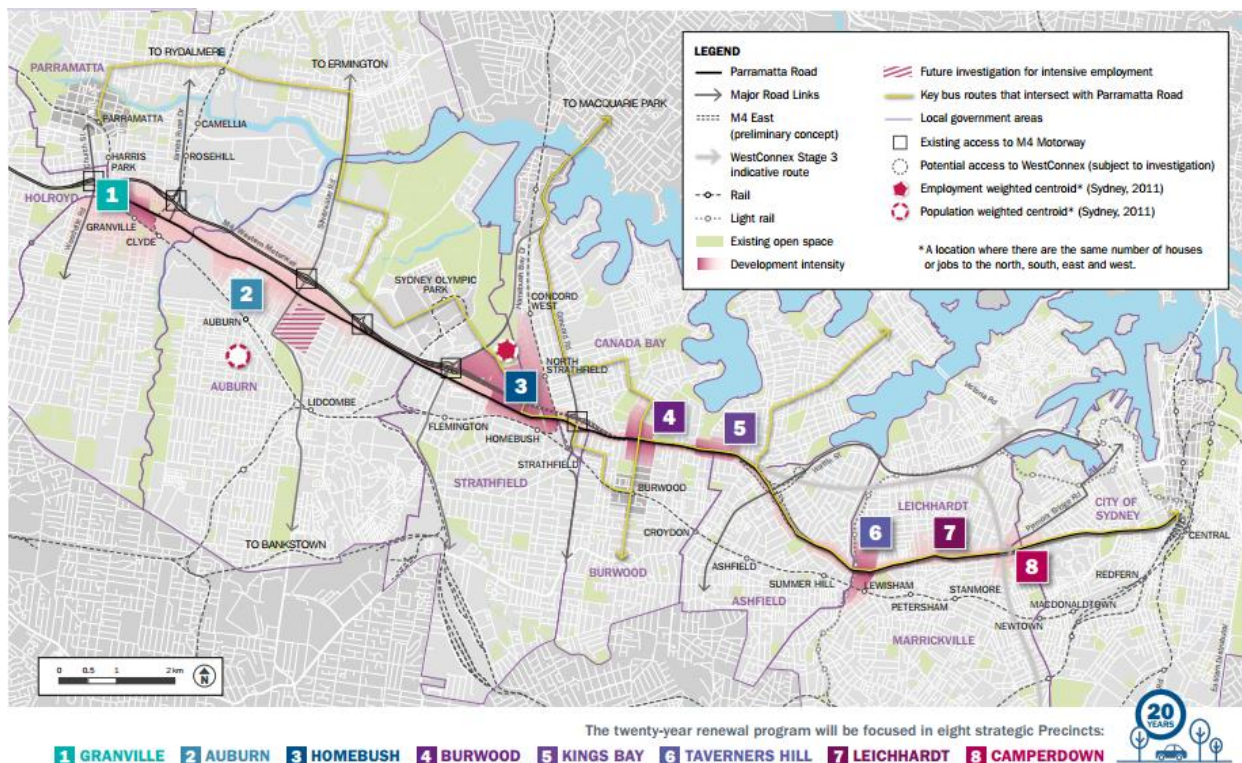
Supported by Urban Growth NSW and the NSW Government, precincts along Parramatta Road are set to undergo significant urban renewal.

*"The right combination and balance of density, good design, a mix of land uses, location, house choice and access to public transport create a successful urban environment"* (pg. 17).

Precincts identified for urban renewal include **Granville**, Auburn, Homebush, Burwood, Kings Bay, Taverners Hill, Leichhardt and Camperdown.

As defined in the report, 'precincts' are ***"special areas identified for growth and change where planning rules and zonings may change in the future"*** (pg. 4).

## Draft Integrated Land Use and Transport Concept



Source: Urban Growth (2015)

These precincts have been specifically identified for their:

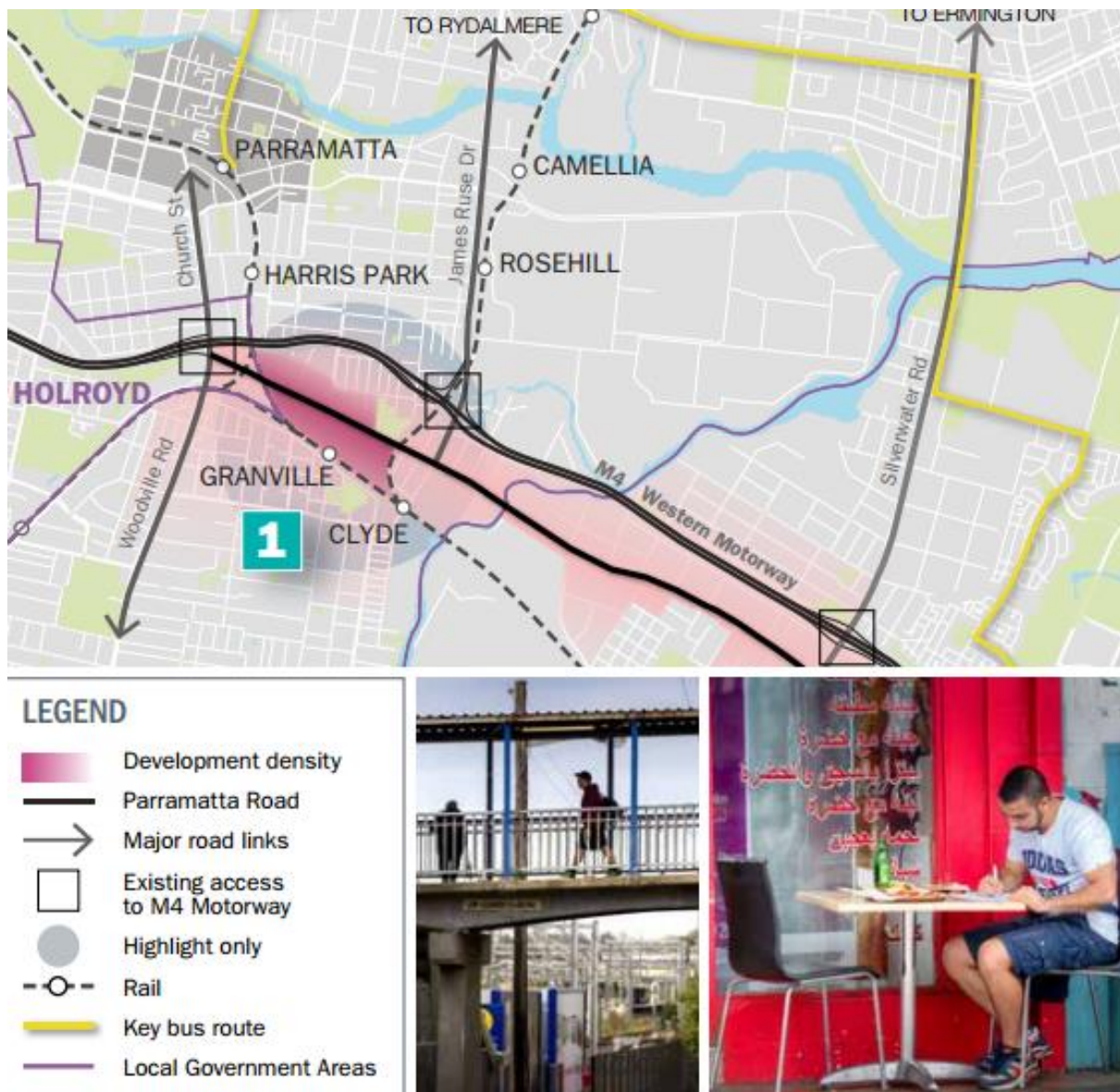
- Proximity to places of employment;
- Accessibility, especially to public transport;
- Capacity to support new housing types;
- Proximity to existing infrastructure;
- Opportunity sites for future development;
- Unique character and diversity;
- Places of interest with potential for new or refreshed linkages.

Specific to Granville, the report notes that:

- *"improvements to streetscape could encourage new development and create a vibrant live/work precinct with access to major services, shops and employment. This precinct could have a similar development intensity to Ultimo"* (pg. 9).
- **The "precinct could evolve to support the Parramatta CBD and have a residential/mixed use focus" (pg.22)**
- The report notes that by 2031, it is anticipated that the Granville Precinct could accommodate 26% of overall population growth in the corridor and could see 16,000 to 19,000 new dwellings over the long terms (2050+).



## Granville Area Precinct



Source: Urban Growth (2015)

With up to 488 residential units and 4,085m<sup>2</sup> of commercial floorspace planned for the subject site, the redevelopment will support the visions outlined within the Draft Parramatta Road Urban Renewal Strategy (2015). Furthermore, this development may act as a catalyst for further commercial and residential development, again supporting the objectives of the strategy.

## Section 3: Employment Outcomes

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In this section of the report we justify the planning proposal through quantifying the operational employment potential of the subject site under three different scenarios, being:

4. "As is" or "status quo" i.e. no redevelopment
5. Highest-and-best use (HBU) outcome under the current planning controls
6. Redevelop a consolidated site under the proposed B4 mixed use zoning

### 3.1 "As is" (i.e. no redevelopment)

At present, the subject site comprises a variety of land uses, including:

- Two second-hand car sales yards;
- Office furniture outlet;
- Discount store;
- Café;
- Phone retailer;
- Butcher;
- Vacant lot and
- Single-storey dwelling.

Based on our site inspection, we estimate the set of sites presently accommodates an aggregate of between 15 and 20 operational workers. Given that the site comprises of 4,800m<sup>2</sup> of floorspace (including car yard), this equates to an employment density of 240-320m<sup>2</sup> per worker.

#### Operational Employment Floorspace

Land Parcel	Operational Floorspace (m <sup>2</sup> )
Office Furniture outlet	2,200
Large car yard	1,000
Retail along Good Street	1,000
Small car yard	330
Other employment floorspace	270
<b>Total (approximately)</b>	<b>4,800</b>

Source: MacroPlan Dimasi (2015), Six Maps (2015)

Relative to other industries, the observed employment rate is quite low. In fact, it accommodates employment at a lower rate than most industrial uses, which range between 50 – 100m<sup>2</sup> per worker.

This observed outcome is synonymous with an underperforming site (from an employment perspective). Essentially, it is entirely tenanted by businesses that employ few workers. Overall, this low employment outcome suggests:

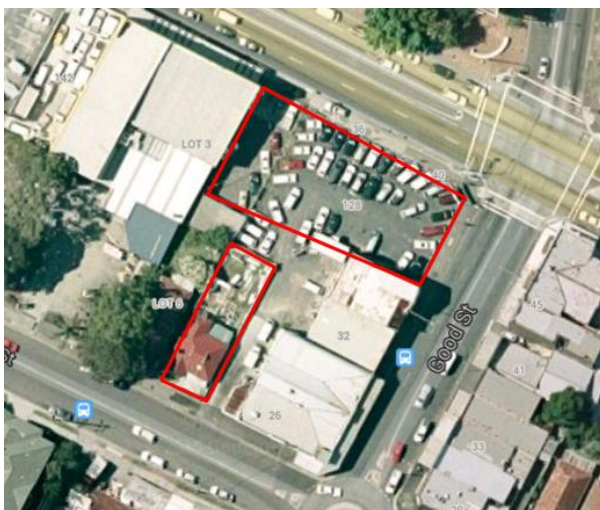
- The current built form is not suitable for contemporary practices or businesses;
- Redevelopment is required to encourage more employment;

Therefore, in the absence of redevelopment, the current employment outcome of 15-20 operational workers is considered a maximum outcome for the subject site. Moreover, as the quality of existing premises continues to age, so will its employment potential. Overall, MacroPlan Dimasi envisages that the subject site's employment relevance, in the absence of redevelopment, will diminish over time.

### 3.2 Redevelop underutilised land

Under the current fragmented planning scheme, with the exception of the car yard, single detached dwelling and vacant land sites, the remainder of the site is at its highest and best use (HBU). Under this scenario, redevelopment of the car yard and single storey detached dwelling is required to achieve a HBU outcome for the greater site.

#### Car yard and single detached dwelling



Source: Google Maps (2015), MacroPlan Dimasi (2015)



With regard to the detached dwelling and vacant lot, from a residential perspective, the current B4 Mixed Use zoning permits a better outcome, incorporating residential and commercial uses. However, given the size of the site (small at approximately 650m<sup>2</sup>), redevelopment is unforeseeable. Moreover, located on Cowper Street, the site is in an inferior location, relative to the Enterprise Corridor along Parramatta Road and existing local centre provision on Good Street. As such, the employment outcome would be negligible.

Having regard for permissible uses and its B2 – Local Centre zoning, the HBU outcome for the car yard is commercial floorspace. Given planning restrictions; an FSR of 2:1 and a height limit of 15m, the maximum employment floorspace that could be attained is 2,000m<sup>2</sup>. Commercial employment densities are in the order of 30 – 50m<sup>2</sup> per worker (a conservative floorspace ratio). Subsequently, we have derived an employment outcome of 40 – 67 workers for the car yard.

**We have derived an employment outcome of 52 – 82 workers under a HBU scenario for the entire site, under current planning controls.**

### **3.3 Post-development Employment Considerations**

The planning proposal seeks to rezone the entire subject site from B2 Local Centre and B6 Enterprise Corridor to B4 Mixed Use. Consistent with the current setting, a primary objective of the proposed zoning is the integration of suitable land uses. In total there are three core objectives for a B4 Mixed Use zoning, as show below.

#### **B4 Mixed Use – Objectives of the Zone**

- To provide a mixture of compatible land uses;
- To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling;
- To encourage development that contributes to an active, vibrant and sustainable neighbourhood.

**The proposed development indicates a commercial floorspace yield of 4,085m<sup>2</sup>.**

Specific uses are as follows.

1. 1,130m<sup>2</sup> of ground level showroom/bulky goods;
2. 1,660m<sup>2</sup> of ground level retail;

3. 670m<sup>2</sup> of level one commercial suites; and
4. 625m<sup>2</sup> of level two commercial suites.

**The provision of superior quality commercial floorspace is expected to achieve a higher employment outcome for the subject site.** Additionally, it will attract a different profile of tenants and businesses, which typically engage more workers per square metre.

#### **Average Employment Densities, Candidate Uses**

Potential Land Use Type	m <sup>2</sup> /employee
Bulky goods retail	60 - 70
Convenience retail	40 - 50
Food catering/eateries	15 - 20
Commercial offices	20 - 30

Source: MacroPlan Dimasi (2015)

Overall, the employment outcome from redevelopment of the subject site would more than double the HBU redevelopment scenario (52 – 82 workers). A mixed use format, encompassing 4,085m<sup>2</sup> of new commercial floorspace would result in a superior employment outcome. With regard for the proposed uses and the average employment densities identified, **the redevelopment has the capacity to engage 118 – 160 workers.**

#### **Operational Employment Outcome (post-development)**

Potential Land Use Type	Employment Density	Proposed Floorspace	Employment Outcome
Bulky goods retail	60 - 70	1,130	16 - 19
Convenience retail	40 - 50	830 (approx.)	17 - 21
Food catering/eateries	15 - 20	830 (approx.)	42 - 55
Commercial offices	20 - 30	1,295	43 - 65
<b>Total</b>		<b>4,085</b>	<b>118 - 160</b>

Source: MacroPlan Dimasi (2015)

This employment outcome can only be achieved through redevelopment of the entire site. It is clear that redevelopment of the subject site to B4 Mixed Use will provide a superior outcome relative to an “as is” scenario and a HBU scenario given current planning controls.

## Employment Outcome Comparison – Onsite Jobs

Scenario	Employment Outcome
"As is" i.e. no redevelopment	15 - 20
Highest-and-best use (current planning controls)	52 - 82
<b>Redevelopment to B4 Mixed Use</b>	<b>118 - 160</b>

Source: MacroPlan Dimasi (2015)

### 3.4 Other Employment Based Benefits

In addition to direct employment benefits outlined, there are also a number of indirect employment outcomes that would be derived from the proposed development. These benefits include:

- The proposed development includes up to 488 residential units, resulting in an increased number of households and subsequently, greater overall expenditure within the Granville Town Centre;
- Supporting various professional service industries during the planning and design phase e.g. consulting, architecture, engineering, planning and so forth.
- Support a large and diverse range of trade, professional and construction-based businesses e.g. construction managers, labourers, bricklayers, surveyors as well as plumbers, electricians, heating and ventilation trades.
- Support maintenance and trade service employment once operational.

Moreover, with regard to a simple multiplier, indirect employment outcomes tend to be higher in service-oriented businesses (e.g. food catering; cleaning services; support services) than in businesses that trade (produce) goods (e.g. supermarkets).

### 3.5 Conclusion

**Overall, it is our professional opinion that the proposed rezoning and redevelopment format would deliver a superior employment outcome (compared to the current outcome), accommodating between 118 and 160 jobs on the site as well as indirect employment. This would, in our view, have direct benefits to the Granville Town Centre.**

From an employment-generating standpoint, we note that the current development plan incorporates 1,130m<sup>2</sup> of ground level showroom/bulky goods floorspace, 1,660m<sup>2</sup> of ground level retail and 1,295m<sup>2</sup> dedicated to commercial suites on level one and two.



Using average employment densities for the proposed uses, the operational employment outcome from the proposed configuration surpasses that currently achieved at the site. Through redevelopment, **the site could accommodate between 118 - 160 operational jobs, increasing its operational employment by between 103 - 140 jobs.**

**It is clear therefore that the development, as proposed, will provide a far superior employment outcome, emphasising the need for a rezoning.**

## Section 4: Residential Justification

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This section identifies and justifies the need for increased residential accommodation within the locality of the subject site. The case for residential accommodation on the subject site is outlined below.

In addition to direct housing supply, there are other considerations to support the case for residential accommodation. The inclusion of residential uses would:

- Complement the character of the immediate region, which will be predominantly residential in nature to the south;
- Be supplemented by ample car parking provision for new residents, due to the size of the subject site;
- Provide development contributions which could be used to improve public and open space provision around the subject site.

Overall, the provision of residential accommodation at this site adheres to the principles of the new Metropolitan Strategy and is consistent with the directions pertaining to housing supply. The subject site promotes an optimal outcome for Granville and its town centre as well as the Parramatta LGA as a whole.

### 4.1 The need for more housing

According to the ABS, population growth in the Parramatta LGA has been solid, expanding at an average rate of 2.7% over the five years to 2011 – significantly above the Greater Sydney average of 1.2% per annum. In level terms, this equates to a net increase of 21,835 residents.

#### Estimated Resident Population, Parramatta LGA (2006-2011)

Age Cohort	2006	2011	Change
0 - 19	38,207	42,114	3,907
20 - 34	40,242	49,685	9,443
35 - 49	33,402	36,008	2,606
50 - 64	22,643	26,556	3,913
65 +	18,454	20,420	1,966
<b>Total</b>	<b>152,948</b>	<b>174,783</b>	<b>21,835</b>

Source: ABS (2006 & 2011)

Over the corresponding period, the number of private occupied dwellings in the Parramatta LGA expanded by 4,872 dwellings. Comparing the rise in the number of private occupied dwellings against population growth it is evident that supply has not kept up with demand over this period. Utilising the average household size of 2.7 persons per dwelling<sup>1</sup>, a shortage of 2,500-3,000 dwellings would have accumulated during this period.

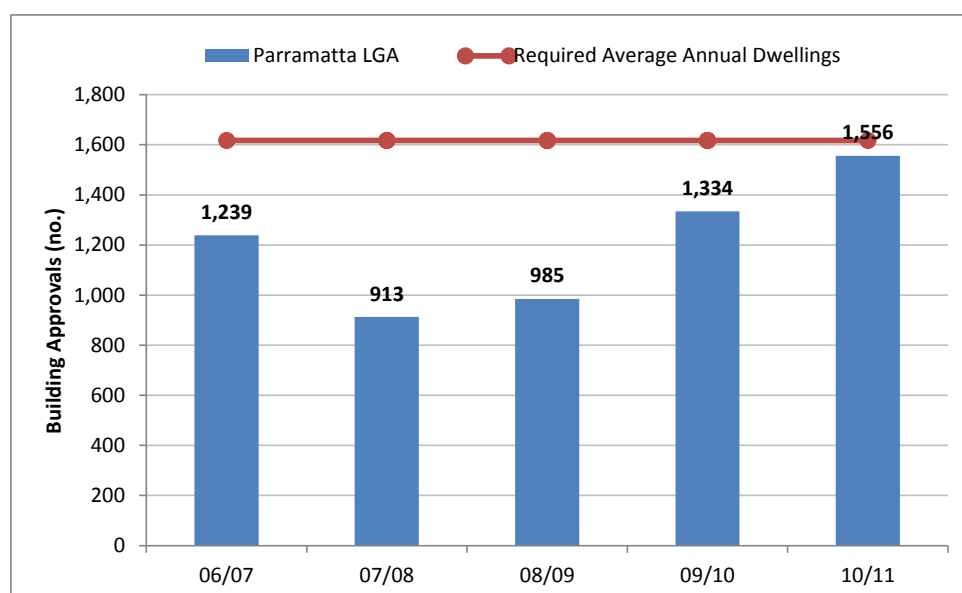
#### Private Occupied Dwellings, Parramatta LGA (2006-2011)

Year	Dwellings
2006	58,612
2011	63,484
<b>Change</b>	<b>4,872</b>

Source: ABS (2006 & 2011)

Building approvals data also attests to a rising dwelling shortage in Parramatta LGA. As presented in the chart below, the number of dwellings approved in any given year during the 2006-2011 period did not match the average dwelling target for Parramatta LGA.

#### Buildings Approvals vs Required Average Annual Dwellings, Parramatta LGA (2006 – 2011)



Source: ABS (2006 & 2011), Macroplan Dimasi (2015)

A shortfall in supply has resulted in house price escalation. In fact, solid rental and median house price growth are symptoms of an undersupplied market. According to

<sup>1</sup> ABS Census of Population and Housing (2011) – Parramatta LGA Census QuickStats



Census 2011, approximately 39.3% of private dwellings in Parramatta LGA are tenanted by renters, which is significantly higher than that observed in New South Wales (30.1%) and Australian (29.6%).

While rental growth has been solid throughout most of Greater Sydney, rental growth in Parramatta LGA has been more pronounced. Over the seven years to 2014, median weekly rents increased from \$227 to \$340 per week, equating to average annual growth of 8.4%. In comparison, average rents in Greater Sydney expanded by 7.0% per annum over this period.

#### **Rental Growth, Parramatta LGA and Greater Sydney (2006 & 2011)**

<b>Year</b>	<b>Parramatta LGA</b>	<b>Greater Sydney</b>
2006	\$227	\$250
2011	\$340	\$351
<b>CAGR (% pa)</b>	<b>8.4%</b>	<b>7.0%</b>

Source: ABS

\*Note, CAGR = Compound Annual Growth Rate

More importantly, rental escalation has exceeded household income growth in Parramatta LGA over this five year period. As a result, the share of household income attributed to covering rents increased from 22% to 26% over the five years to 2011. Given that 39.3% of private dwellings are occupied by renters, the impact from deteriorating rental affordability is expected to be significant in the Parramatta LGA relative to Greater Sydney.

#### **Rental Affordability, Parramatta LGA (2006-2011)**

<b>Rental Affordability</b>	<b>2006</b>	<b>2011</b>
Annual household rental cost	11,804	17,680
Annual household income	54,236	66,976
<b>Rent share of income (%)</b>	<b>22%</b>	<b>26%</b>

Source: Census 2011

Furthermore, in the absence of adequate new dwelling additions, median rents will continue to climb over the forecast period. Through new apartment additions, the proposed redevelopment will help alleviate rental pressures.

Affordability issues can be extended to consideration of prices facing current and future owner-occupiers. According to RP Data, the median house price in Parramatta is

\$886,000 (Dec, 2014), which is some \$66,000 above Sydney's median price (\$820,510<sup>2</sup>). However, considering that the average annual income for residents in Parramatta LGA (\$66,976<sup>3</sup>) is approximately 11% below the Sydney average (\$75,244<sup>4</sup>), it would be reasonable to presume that home ownership is a challenging proposition in the Parramatta LGA.

Relative to the historical experience, government population projections suggest a period of higher population growth for the Parramatta LGA. According to DP&E projections, the resident population of the Parramatta LGA is projected to increase by 36,600 persons in the ten years to 2021. Without a corresponding surge in housing construction, higher population growth will intensify the rate of housing affordability deterioration.

#### **DP&E Population and Housing Projections, Parramatta LGA (2011, 2021, 2031)**

	2011	2021	2031	2011-2021	2021-2031
Population (residents)	174,800	211,400	253,900	36,600	42,500
Households (no.)	63,400	77,450	93,750	14,050	16,300
Dwellings (no.)	67,300	82,250	99,550	14,950	17,300
<b>Household formation</b>					
Number of occupants (persons per dwelling)	2.60	2.57	2.55	2.45	2.46
Average household size (persons per household)	2.76	2.73	2.71	2.60	2.61

Source: DP&E (2014), MacroPlan Dimasi (2015)

To accommodate this population growth trajectory, DP&E projections suggest net additions of 1,613 dwellings per annum. Notably, while it is questionable whether this level of provision is adequate, the suggested level of additions has been achieved just twice in FY 2013 (2,416 dwelling approvals) and FY 2014 (1,833 dwelling approvals).

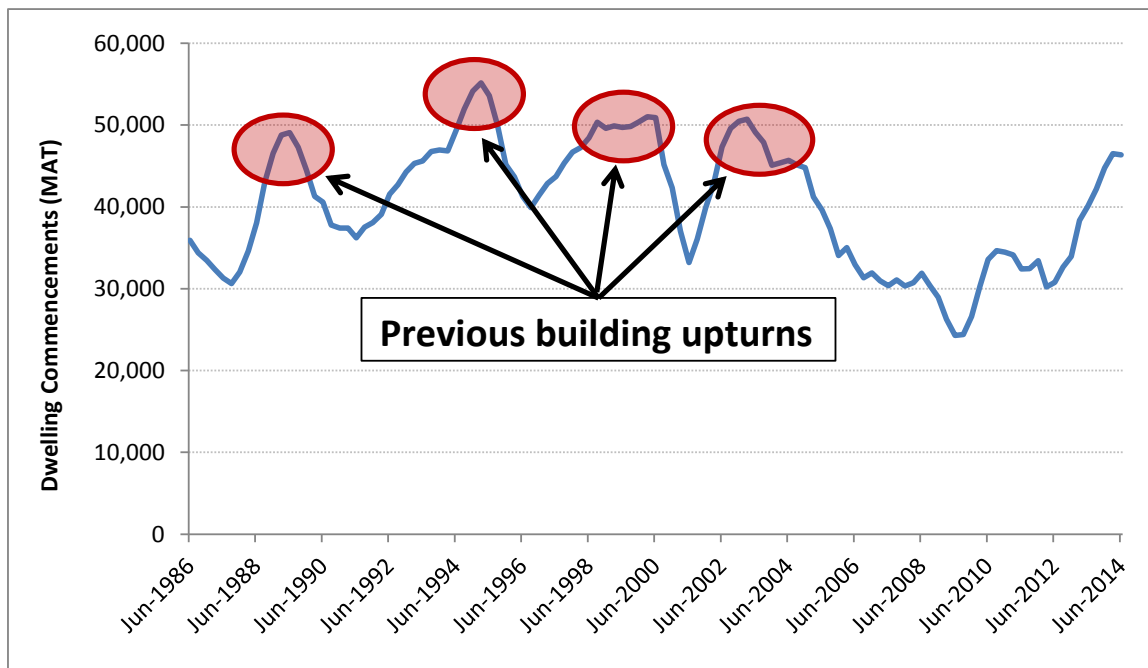
The recent spur in construction activity coincides with a broader construction recovery in NSW. The prospect of an extended, decade-long construction boom is remote, with previous upturns not extending beyond 3-4 years (as shown in the chart below). As such, it is unlikely that the projected 1,865 dwelling additions per annum will be achieved.

<sup>2</sup> Corelogic RP Data (2014)

<sup>3</sup> Census 2011 – Median Household Income for Parramatta LGA

<sup>4</sup> Census 2011 – Median Household Income for Greater Sydney

### NSW Dwelling Commencements (no.), MAT (1986-2014)



Source: ABS Catalogue: 8752.0 - Building Activity, Australia

Moreover, there are demographic drivers which are expected to result in a greater rate household formation, supporting higher levels of housing demand in The Parramatta LGA. Key trends that are expected to influence housing demand include:

- Higher participation from single parent, lone-person and couple families without children (including young couples and retiree households) at the expense of traditional household structures such as couple families with children.
- Sustained levels of strong population growth amongst senior age cohorts, as well as in young working cohorts.

Overall, there is a compelling case for more housing supply in the Parramatta LGA to satisfy current population trends of growth and household formation.

## 4.2 Promoting Housing Diversity

The new Metropolitan Strategy states the need to "improve housing choice to suit different needs and lifestyles", as prescribed by Direction 2.3. The objective of this direction is to promote greater housing diversity for the purpose of accommodating Sydney's growing population and demographic projections.

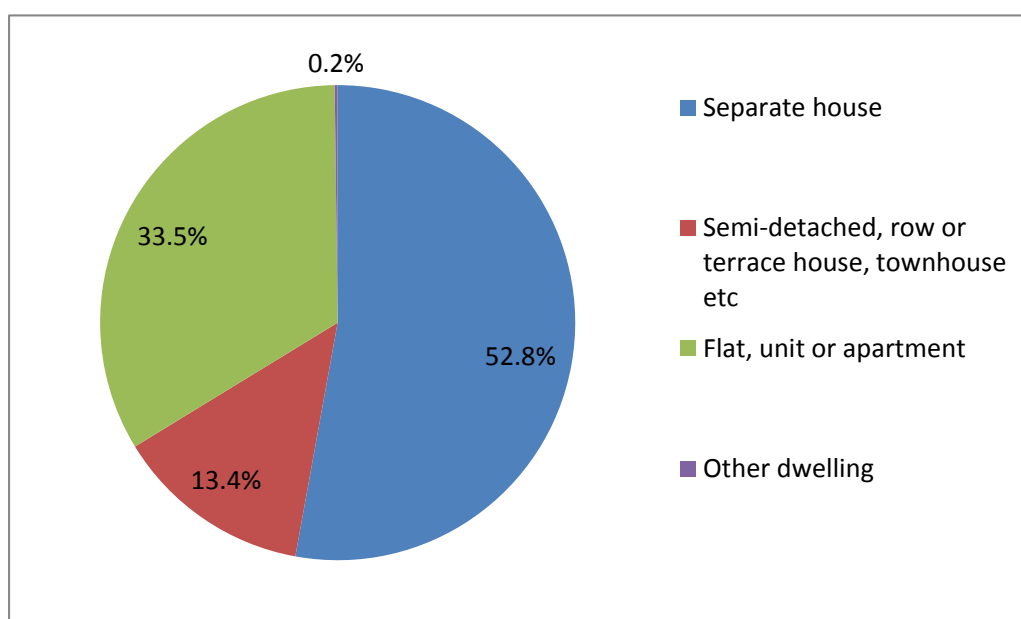
The strategy notes that there is "a current shortage of semi-detached houses across Sydney and a shortage of apartments in the middle and outer areas of the city. This is



*affecting the capacity of people to buy or rent a home*". The demand for more apartments close to public transport is increasing, reflective of consumer demand for housing to meet budget and lifestyle requirements.

According to Census 2011 data, detached/separate houses are the dominant dwelling structure in the Parramatta LGA, accounting for an estimated 52.8%% of total dwellings. Conversely, the allocation attributed to apartments and other medium-density dwellings was just 33.5% (as at 2011).

#### **Dwelling Composition by Structure, Parramatta LGA (2011)**



Source (ABS, 2011)

As apartments tend to be more cost-effective than detached housing, limited apartment supply is expected to mostly impact first home buyers. Moreover, given that the movement of owner-occupier households from inner and middle ring locations has increased, a lack of suitable dwelling accommodation will stymie activity. Given that these groups tend to be the most price-sensitive, a lack of affordable provision (in the form of new apartments) may stem growth in young working residents. A lack of housing choice is expected to have an adverse impact on existing and future mature households.

Trade-down activity is also facilitated by new apartment development. Through the sale of their existing dwelling, retirees purchase new smaller dwellings which require less maintenance, and invest the residual capital for income-generating purposes.

The apparent shortfall in higher-density stock additions means that local residents are denied an opportunity to trade down within their locality. With an appropriate housing

option, these residents may opt for neighbouring locations where apartment construction has occurred.

The overall impact of a lower number of first home buyer and retiree households in the region is expected to have direct consequences on the viability of existing businesses and an array of future businesses. It is through consumption of services and goods in a given area, that a maximum number of local jobs are supported.

Moreover, the household and population growth profile for the Parramatta LGA is expected to lead to greater demand for apartments in the future. In addition to DP&E projections, this view is constructed having regard for observed housing trends, such as:

- 1. The contribution from couples with no children, one-parent family households increased by 2,473 persons in the Parramatta LGA between 2006 and 2011. Based on DP&E household projections, the observed composition is expected to persist over the forecast period.*
- 2. By age, population growth has been most pronounced amongst senior residents. Between 2008 and 2013, the number of 65+ persons expanded on average 2.6% per annum. According to DP&E population projections, strong growth is expected to continue (3.3% per annum out to 2021).*

#### **Population Projections by Age, Parramatta LGA (2011-2021)**

Age Cohort	2011	2021	Annual Change	CAGR (% p.a.)
0 -19	42,114	52,950	1,084	2.3%
20 - 34	49,685	52,000	232	0.5%
35 - 49	36,008	46,600	1,059	2.6%
50 - 64	26,556	31,600	504	1.8%
65+	20,420	28,250	783	3.3%
<b>Total</b>	<b>174,783</b>	<b>211,400</b>	<b>3,662</b>	<b>2.1%</b>

Source: Department of Planning & Environment

\*CAGR = Compound Annual Growth Rate

Overall, it is evident that the need for greater housing diversity in the Parramatta LGA is significant. Through the provision of up to 488 apartments, the proposed redevelopment will deliver on much needed apartment stock, in close proximity to public transport. It will be very suitable for downsizers and retirees, who wish to remain in their local community. In turn, diversity of residents provides a better spread of retail spending across the day and night. This distribution is preferable for local retail businesses.

### **4.3 Jobs closer to home; homes closer to jobs**

*"Grow strategic centres – providing jobs closer to home" - (Direction 1.7)*

&

*"Accelerate urban renewal across Sydney – providing homes closer to jobs" - (Direction 2.2)*

Essentially, the objective of these directions is to deliver new housing close to jobs, transport, community facilities and services, providing the following outcomes/benefits:

1. Higher productivity through reduced congestion;
2. Lower infrastructure costs due to reduced commuting distances for work;
3. Exercise and health-related benefits;
4. Increased job opportunities.

In relation to Granville, delivering homes in and around the Granville Town Centre and train station is expected to alleviate road capacity constraints for business functions, support increased job-containment and promote alternative travel to work modes.

Having regard for traffic issues, the delivery of housing (as proposed) within a reasonable distance to workplace destinations and public transportation would reduce private vehicle utilisation, as well as, promoting alternative and healthier modes of transport, including walking and cycling.

### **4.4 Residential Provision in the Granville – Clyde SA2**

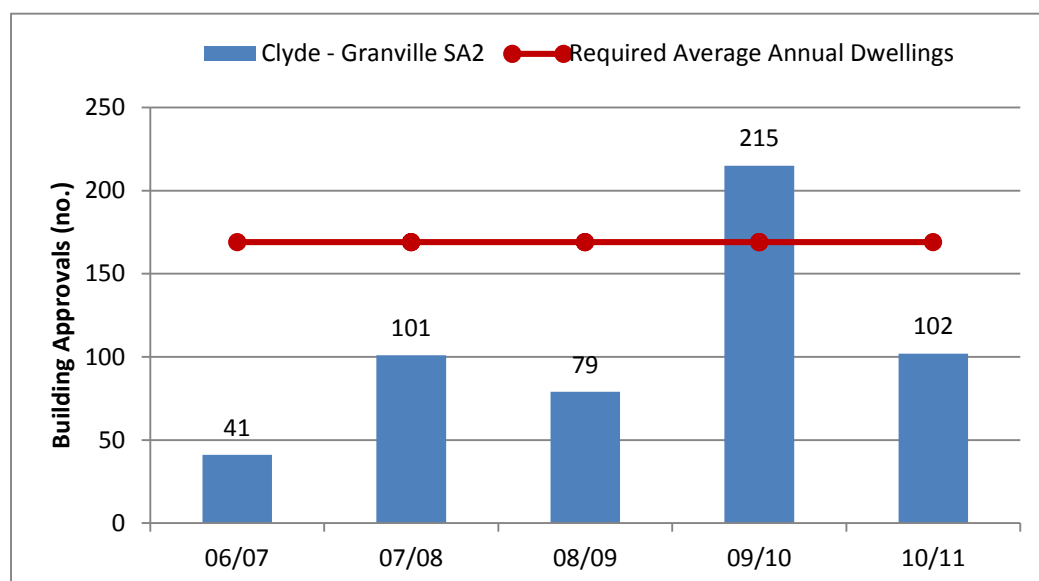
There is also a particular need for increased residential accommodation within the locality of the subject site, Granville.

The provision of up to 488 residential units will contribute to much needed dwelling stock. According to the ABS, population growth in the Clyde - Granville SA2 has been solid, expanding by 2,625 persons at an average rate of 3% per annum between 2006 and 2011 (above the Parramatta LGA average). As a relatively affordable location, it has proven to be an attractive location for rental households.

Buildings approvals data confirms there have not been significant additions to private dwelling stock between 2006 and 2011. In total, approximately 538 new dwellings have been approved in the Clyde – Granville SA2. With regard for population growth and the average household size (3.1 persons per household) a net shortage of 309 dwellings would have accumulated over this period.



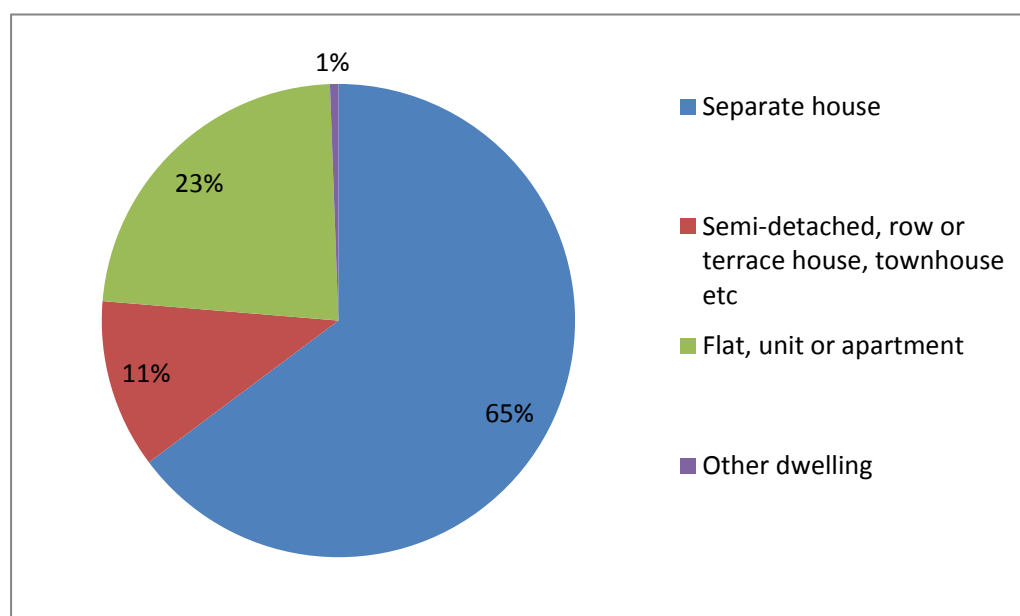
### Building Approvals – Granville – Clyde SA2 (2006 – 2011)



Source: 8731.0 – Building Approvals, Australia

Moreover, according to Census 2011 data, detached/separate houses are the dominant dwelling structure in the Granville – Clyde SA2, accounting for an estimated 65% of total dwellings. Conversely, the allocation attributed to apartments and other medium-density dwellings was just 23% (as at 2011).

### Dwelling Composition by Structure, Granville – Clyde SA2 (2011)

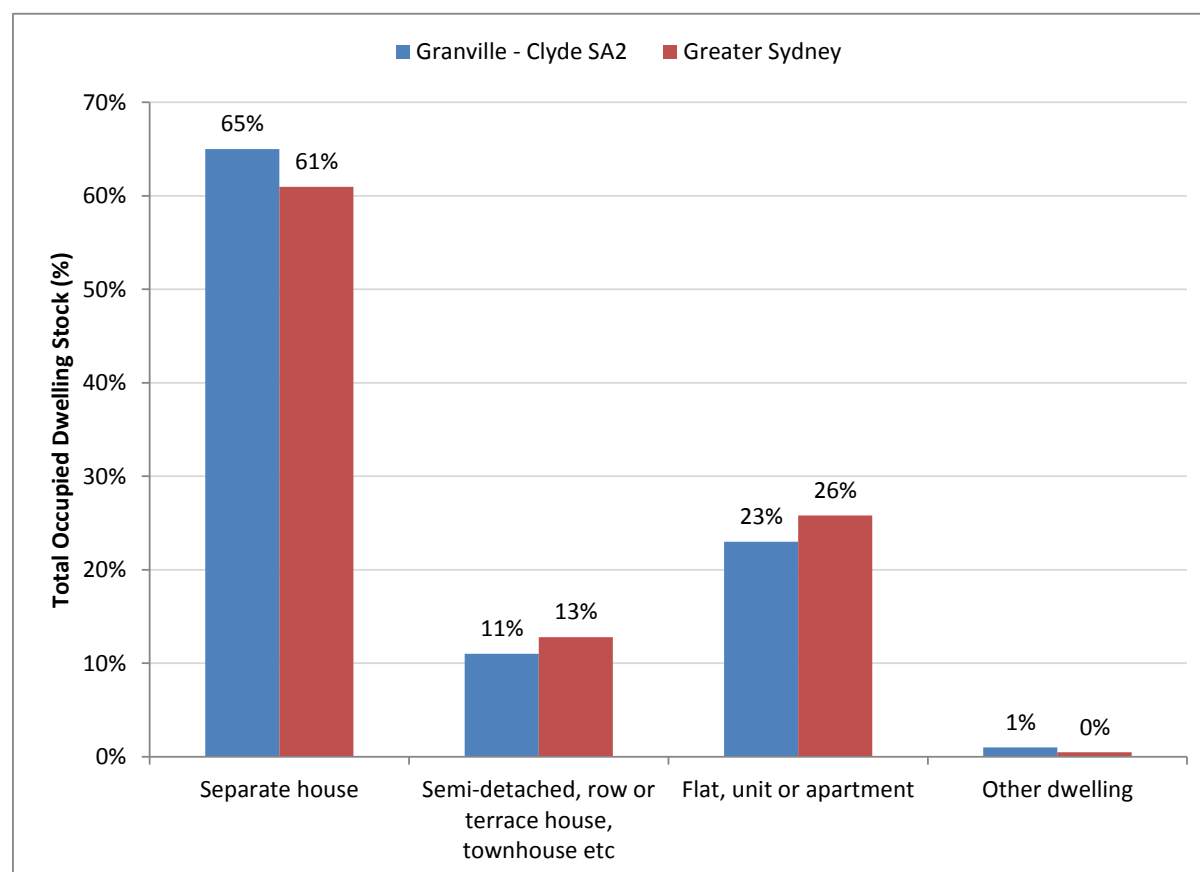


Source: ABS (2006 & 2011)

Compared to Greater Sydney, where flats, unit and apartments make up 26% of private dwelling stock, apartment housing “options” are limited in the Granville – Clyde SA2 (constituting 23% of all private dwelling stock). On this basis, there is a strong need for

greater housing diversity in the Granville – Clyde SA2. This is supported by Direction 2.3 of the Sydney Metropolitan Strategy (2014) – “improving housing choice to suit different needs and lifestyles”, and Objective 2 of the Granville Urban Renewal SEPP (2010) – “greater dwelling diversity is provided”.

### Dwelling Structure Composition, Granville–Clyde SA2 & Greater Sydney (2011)



Source: ABS (2006 & 2011)

Furthermore, the value of apartment at the proposed development is expected to be more affordable than that presented at Parramatta CBD. Asking prices for new apartments in Parramatta are in the order of \$600,000 to \$700,000 for a one bedroom apartment and \$700,000 to \$850,000 for a two bedroom apartment – ranging between \$9,800 and \$13,200 per m<sup>2</sup>. MacroPlan Dimasi expects that the price of residential apartments in Granville will be less. The delivery of up to 488 residential units will provide much needed and more affordable housing to Parramatta LGA.

## Asking Prices of Major Parramatta Apartment Projects

Project	Attributes	Price	Size	\$/m <sup>2</sup>
Altitude - Church Street	1 bedroom, 1 bathroom	\$635,000	50	\$12,700
	1 bedroom, 1 bathroom, 1 car space	\$660,000	50	\$13,200
	2 bedrooms, 2 bathrooms, 1 car space	\$785,000	80	\$9,813
	3 bedrooms, 2 bathrooms, 2 car spaces	\$1,100,000	110	\$10,000
V by Crown - Marsden St	Studio	\$490,000		
	1 bedroom, 1 car space	\$628,000	50	\$12,560
	2 bedrooms, 2 bathrooms, 1 car space (lower levels)	\$848,000	87	\$9,747
	2 bedrooms, 2 bathrooms, 1 car space (higher levels)	\$975,000	95	\$10,263
Promenade	1 bedroom, 1 car space	\$510,000		
	2 bedrooms, 2 bathrooms, 1 car space (lower levels)	\$595,000		
	2 bedrooms, 2 bathrooms, 1 car space (higher levels)	\$660,000		
	3 bedrooms, 2 bathrooms, 2 car spaces	\$950,000		

Source: realestate.com.au (2014), Macroplan Dimasi (2014)

Overall, the proposed development comprising up to 488 residential units will provide diverse and affordable apartment stock to a market deprived of supply. This will:

- Assist workers, students and migrants in finding affordable rental accommodation;
- Deliver affordable housing for potential owner occupiers such as young professionals;
- Provide opportunities for older residents in the area to "trade down".

## 4.5 Other Considerations

There are a host of other considerations that support the case for greatly increasing the residential accommodation at the subject site.

- Located within 150 metres of Granville Train Station (within a two-minute walk/commute), access to multiple bus services along Parramatta Road, in proximity to community and public amenity and most importantly employment opportunities means the proposed development contributes to self-containment and adheres with transport oriented development (TOD) principles, as promoted in the Sydney Metropolitan Strategy (2014).
- Upon rezoning and occupation, the future residents and new workers will provide an additional source of trade and support for existing and future surrounding uses. Obvious beneficiaries include business along Parramatta Road and within the broader Granville Town Centre precinct, as well as commercial tenants within the proposed development. Moreover, access to the rail station will provide workers with an easy point of entry to work.



- The land owner is committed to an immediate development outcome for the subject site, and the delivery of a housing format that is presently in short supply within the locality (and business floorspace that will support the strategic function of the town centre.) This can be achieved within a short timeframe (i.e. approximately 24-36 months).

Overall, the case for residential uses at the subject site is compelling. It achieves the intended government policy objectives for the Granville Town Centre under the SEPP, and assists in fulfilling those for Greater Sydney in the new Sydney Metropolitan Plan.

## Section 5: Planning Proposal – Economic Summary

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In this section we confirm that this planning proposal is consistent with Section 117 Directions with regard for the Sydney Metropolitan Strategy (2014). Specifically, we assess the planning proposal against:

- Direction 1.1: Business and Industrial Zones
- Direction 3.1: Residential Zones
- Direction 7: Implementation of A Plan for Growing Sydney

### 5.1 Direction 1.1 – Business and Industrial Zones

The objectives of Direction 1.1 – Business and Industrial Zones are:

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

We now individually address each of the objectives with findings from our report.

#### ***(a) encourage employment growth in suitable locations***

At present, the subject site accommodates 15 - 20 workers. Despite the priority of the Granville Town Centre as a precinct to undergo significant urban renewal by the state government, there has been no interest from developers, businesses and investors to redevelop the entire site.

Much of the site is currently at its HBU with the exception of the single detached dwelling (zoned B4 Mixed Use) and the large car yard (zoned B2 Local Centre). Given frontage, size and location, redevelopment of the single detached dwelling for residential and commercial uses is unlikely.

Having regard for permissible uses and its B2 – Local Centre zoning, the HBU outcome for the car yard is commercial floorspace. We have derived an employment outcome of 40 – 67 workers for this parcel of land.

We have derived an employment outcome of 52 – 82 workers under a HBU scenario for the entire site, under current planning controls.

**Comprising 1,130m<sup>2</sup> of ground level showroom, 1,660m<sup>2</sup> of ground level retail and 1,295m<sup>2</sup> of commercial office suites, employment uses associated with the proposed development could support an operational workforce of 118 - 160 workers – a superior employment outcome.**

#### **Employment Outcome Comparison – Onsite Jobs**

Scenario	Employment Outcome
"As is" i.e. no redevelopment	15 - 20
Highest-and-best use (current planning controls)	52 - 82
<b>Redevelopment to B4 Mixed Use</b>	<b>118 - 160</b>

*Source: MacroPlan Dimasi (2015)*

**Essentially, the development will encourage employment growth in close proximity to amenity, residential and public transport.**

#### **(b) protect employment land in business and industrial zones**

This planning proposal seeks rezoning to B4 Mixed Use, with the development comprising a mix of employment-generating uses. As such, there will be no change to the aggregate stock of employment space, rather a conversion to another employment facilitating land use zone i.e. the stock of zoned employment land will not be depleted.

In fact, the proposed development will improve the employment outcome of the subject site and essentially, deliver an outcome that it is better aligned with market need. Through redevelopment of old stock, the employment potential of the subject site will be maximised.

#### **(c) support the viability of identified strategic centres**

Granville Town Centre has been identified as a precinct set to undergo significant urban renewal under the Granville Town Centre SEPP. The proposed development including

commercial and residential floorspace is line with the visions outlined under the SEPP and may act as a catalyst for further development.

Commercial floorspace (4,085m<sup>2</sup>) has been proposed for the development which will add increased 'activity' to the centre. Moreover, up to 488 units have been proposed which will support existing businesses and assist in activating the precinct. Increasing residential densities will also support existing infrastructure, and will contribute to the objectives of the Sydney Metropolitan; to support mixed use precincts, and essentially provide residential, amenity and employment in close proximity to public transport.

Moreover, the subject site, in close proximity to the Parramatta will assist the Strategic Centre in realising its goal as Sydney's second CBD. The development will provide an increased residential market for existing and future businesses, whilst also providing additions to the "labour pool".

## 5.2 Direction 3.1 – Residential Zones

The objectives of Direction 3.1 – Residential Zones are:

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

We now individually address each of the objectives.

### **(a) encourage a variety and choice of housing types to provide for existing and future housing needs**

Existing and emerging demographic and market trends that are expected to influence housing demand in the Parramatta LGA, including:

- Higher participation from single parent, lone person and couple families without children (i.e. young couple and retiree households) at the expense of traditional household structures such as couple families with children.
- Sustained levels of strong population growth amongst senior age cohorts, young working cohorts and migrants.



- Positive net overseas migration, accustomed to high density residential living.

The planning proposal seeks to provide high density residential dwellings, within proximity to public transport and necessary services. Through this diversity, it is expected that some of the existing and future housing needs of Parramatta LGA can be accommodated at the subject site.

***(b) make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services***

The development of a mixed use format within proximity to existing infrastructure (e.g. Granville Train Station, Granville Town Centre and Parramatta CBD) will ensure that the future residents will have access to public transport infrastructure, services, public amenity, open space and other necessary services. The co-location of local business services and convenience retailing also provides direct access to necessary services.

***(c) minimise the impact of residential development on the environment and resource lands***

The development will have minimal impact on the environment and resource lands.

### **5.3 Direction 7.1 – Implementation of A Plan for Growing Sydney**

The objective of Direction 7.1 – Implementation of A Plan for Growing Sydney is to:

***(1) Give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney.***

This objective seeks to ensure that Planning Proposals are consistent with the strategic planning outcomes identified in the Sydney Metropolitan Strategy – ‘A Plan for Growing Sydney’. As identified earlier in Section 2.3 of this report, the proposal has been found to be consistent with those aspects of the plan which are of relevance to this report.

**Overall, the case for rezoning is compelling. It is imperative that government endorses the proposed development, which will support the transition of the subject site, and deliver employment and housing opportunities to existing and future residents of the Parramatta LGA. The proposed development will support the functional role of the Granville Town Centre and deliver on other**

**government objectives pertaining to promoting public transport utilisation and providing greater housing choice and diversity as well as the delivery of homes closer to jobs.**

## **5.4 Concluding Remarks**

Our examination has demonstrated that the proposed development, comprising 4,085 m<sup>2</sup> of commercial and retail floorspace as well as 419 – 488 units (dependent on the Design Excellence Bonus Scheme), will provide a superior employment and residential outcome for the Granville Town Centre and the Parramatta LGA.

At present, the subject site accommodates 15 - 20 workers. Despite the priority of the Granville Town Centre as a precinct to undergo significant urban renewal by the state government, there has been no interest from developers, businesses and investors to redevelop individual lots.

Aside from the single detached dwelling, vacant lot and the large car yard, much of the subject site is currently at its highest-and-best use, under current planning controls. Given frontage, size and location, redevelopment of the detached dwelling congruent with B4 Mixed Use is unforeseeable.

The maximum employment outcome that could be derived for the large car yard is in the order of 40 – 67 workers under a highest-and-best use scenario, with regard for B2 Local Centre planning controls.

As such, an employment outcome of 52 – 82 workers has been derived under a HBU scenario for the entire site, given current planning controls.

**Comprising 1,130m<sup>2</sup> of ground level showroom, 1,660m<sup>2</sup> of ground level retail and 1,295m<sup>2</sup> of commercial office suites, employment uses associated with the proposed development could support an operational workforce of 118 - 160 workers – a superior employment outcome.**

**The proposed mixed use development is expected to accommodate a far greater employment outcome for the subject site. The planning proposal comprises 4,085m<sup>2</sup> of commercial floorspace and between 419 – 488 residential dwellings (based on the Design Excellence Bonus Scheme). With regard for average employment to floorspace densities we anticipate a superior employment outcome of 118 – 160 workers.**

The proposed development will also improve housing choice and present affordable dwelling options for existing and future residents of the Parramatta LGA. More specifically, it may assist future residents in regards to owning their own home, and provide trade-down activity for existing mature residents of the LGA.

**Overall, the case for the planning proposal is compelling.**