

Parramatta LEP 2011 - Amendment - land at the corner of Parramatta Road, Good Street and Cowper Street, Granville

Proposal Title : **Parramatta LEP 2011 - Amendment - land at the corner of Parramatta Road, Good Street and Cowper Street, Granville**

Proposal Summary : **The proposal seeks to amend the zoning, maximum building height and floor space ratio controls to enable a proposed 34 storey residential tower with a minimum of 4,000sq.m. of retail/commercial use at ground and first floor level. A design excellence clause will apply to the site.**

PP Number : **PP_2015_PARRA_007_00** Dop File No : **15/12487**

Proposal Details

Date Planning Proposal Received : **13-Aug-2015** LGA covered : **Parramatta**

Region : **Metro(Parra)** RPA : **Parramatta City Council**

State Electorate : **GRANVILLE** Section of the Act : **55 - Planning Proposal**

LEP Type : **Spot Rezoning**

Location Details

Street :
Suburb : City : Postcode :
Land Parcel : **Land at the corner of Parramatta Road, Good Street and Cowper Street, Granville - refer to planning proposal for full list of lot and DP numbers.**

DoP Planning Officer Contact Details

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RPA Contact Details

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DoP Project Manager Contact Details

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Land Release Data

Growth Centre : Release Area Name :
Regional / Sub Regional Strategy : **Metro West Central subregion** Consistent with Strategy :

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MDP Number :

Date of Release :

Area of Release
(Ha) :

Type of Release (eg
Residential /
Employment land) :

No. of Lots : 0

No. of Dwellings 360
(where relevant) :

Gross Floor Area : 0

No of Jobs Created : 118

The NSW Government Yes
Lobbyists Code of
Conduct has been
complied with :

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

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

If Yes, comment : The Lobbyist Contact Register was checked on 21 August, 2015.

Supporting notes

Internal Supporting
Notes :

External Supporting Notes : The site area is 5,150sq.m. and currently comprises one and two storey commercial buildings, a single detached dwelling, a car sales yard, visitor car parking and a vacant lot.

Adequacy Assessment

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

Is a statement of the objectives provided? Yes

Comment : The proposal seeks to enable a high density mixed use development that exhibits design excellence.

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

Is an explanation of provisions provided? Yes

Comment : The proposal seeks to:

- rezone land from part B6 Enterprise Corridor and part B2 Local Centre to B4 Mixed Use (note: part of the site is currently zoned B4);
- increase the maximum building height from 15m to 96.6m (note: a 15% bonus for design excellence would achieve maximum height of 111m - approx. 35 storeys);
- increase the maximum floor space ratio from 2:1 to 5.22:1 (note: a 15% bonus for design excellence would achieve a maximum FSR of 6:1);
- apply a site specific clause to require a minimum of 4,000sq.m. of non-residential floor space; and
- apply a design excellence control to enable a 15% bonus height and FSR to be achieved.

Justification - s55 (2)(c)

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

b) S.117 directions identified by RPA :

* May need the Director General's agreement

1.1 Business and Industrial Zones

2.3 Heritage Conservation

3.1 Residential Zones

3.4 Integrating Land Use and Transport

4.1 Acid Sulfate Soils

4.3 Flood Prone Land

6.1 Approval and Referral Requirements

6.3 Site Specific Provisions

7.1 Implementation of A Plan for Growing Sydney

Is the Director General's agreement required?

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

d) Which SEPPs have the RPA identified?

SEPP No 32—Urban Consolidation (Redevelopment of Urban Land)

SEPP No 55—Remediation of Land

SEPP No 65—Design Quality of Residential Flat Development

SEPP (Building Sustainability Index: BASIX) 2004

SEPP (Exempt and Complying Development Codes) 2008

SEPP (Infrastructure) 2007

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

SECTION 117 DIRECTION 1.1 BUSINESS AND INDUSTRIAL ZONES

This Direction requires that a planning proposal must retain the areas, locations and total potential floor space area for employment uses.

The proposal requires a minimum of 4,000sqm of commercial floor space within the ground and first floor of any future development.

The site area of the B6 zoned land is 1,910sq.m. with a current FSR of 3:1 and the site area of the B2 zoned land is 1,690 with a current FSR of 2:1. This represents a potential maximum employment floor space area of 9,110sq.m. (or greater if consideration is given to the area of land zoned B4). This indicates that the proposal may result in a relatively significant reduction of possible employment floor space area and therefore, is inconsistent with this Direction.

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

UrbanGrowth NSW released the Draft Parramatta Road Urban Transformation Strategy in September 2015. Page 45 of the draft Strategy identifies this site as suitable for mixed use development. This indicates a desired transition from an employment focus within the current Enterprise Corridor and Local Centre zones to a broader range of land uses. Therefore a reduction in employment floor space is consistent with this Direction given the vision for the Granville Precinct within the draft Strategy.

SECTION 117 DIRECTION 2.3 HERITAGE CONSERVATION

This Direction applies as the site contains a Local Heritage Item, known as "The Barn", situated at 138 Parramatta Road. The Direction requires that planning proposals ensure the conservation of heritage items. The development concept for the site intends to demolish the heritage item with the exception of the front facade which will be integrated and interpreted by its partial exposure in a public space or 'Heritage Square.' The main development will be set back further from the Parramatta Road frontage to give emphasis to the retained facade.

Partial demolition and retention of the facade is inconsistent with this Direction although is supported by a Heritage Assessment Report prepared by NBRSP+Partners that states that the place does not meet the thresholds for heritage listing. Given the findings of the Heritage Assessment Report, it is considered that the inconsistency is

justified on the basis of minor significance.

SECTION 117 DIRECTION 3.1 RESIDENTIAL ZONES

The proposal is consistent with this Direction as it will make more efficient use of existing infrastructure and services and be subject to a design excellence competition process.

SECTION 117 DIRECTION 3.4 INTEGRATING LAND USE AND TRANSPORT

The proposal is consistent with this Direction as it will increase housing density in an area well serviced by public transport and in proximity to employment opportunities. The centre of the site is located approximately 230m from the Granville Train Station.

SECTION 117 DIRECTION 4.1 ACID SULFATE SOILS

The proposal is inconsistent with this Direction as an acid sulfate soils study, required when an intensification of land uses is proposed, has not been prepared.

This inconsistency is considered to be justified on the basis of minor significance given that:

- (a) the affectation is by class 5 acid sulfate soils; and
- (b) the matter will be further considered at development application stage under clause 6.1 of Parramatta Local Environmental Plan 2011.

SECTION 117 DIRECTION 4.3 FLOOD PRONE LAND

The planning proposal indicates that the site is not flood prone and is above the 1:100 year flood level.

SECTION 117 DIRECTION 6.3 SITE SPECIFIC PROVISIONS

The table at page 16 of the planning proposal incorrectly states that it does not introduce any site specific provisions, although it is intended to require a minimum of 4,000sq.m. of commercial floorspace on the ground and first floor of any development fronting Parramatta Road, by prohibiting residential development on these levels. The table will need to be corrected prior to exhibition, should the proposal proceed.

This site specific provision is inconsistent with this Direction. It is considered that this inconsistency is justified on the basis of minor significance as the intention of the provision is to address consistency with s117 Direction 1.1 Business and Industrial Zones that requires existing employment generating floorspace to be retained.

SECTION 117 DIRECTION 7.1 IMPLEMENTATION OF A PLAN FOR GROWING SYDNEY

This Plan identifies Parramatta Road as an Urban Renewal Corridor associated with the WestConnex project for upgrading of road infrastructure.

UrbanGrowth NSW has released a draft Parramatta Road Urban Transformation Strategy in September 2015 that identifies the Granville Precinct as an area for growth and change.

The proposal is consistent with this Direction in terms of acting as a catalyst to stimulate urban renewal in the Granville Precinct. Although, it is inconsistent with the proposed built form controls for the Granville Precinct (Tab A) that recommend:

- an average height of 14 storeys and a maximum height of 25 storeys (82m) for the majority of the site; and
- an average of 3 storeys, maximum 4 storeys (17m) fronting Good Street.

In comparison, this proposal seeks a single height control of 96.6m for the entire site, which would result in a maximum height of 111m (including a 15% design excellence bonus) and enable a building of up to 35 storeys. Although the Concept Design for the site prepared by Krikis Tayler Architects shows a four storey building fronting Good Street, this is not reflected in the proposed height and FSR controls for the site. Therefore the planning proposal does not ensure achievement of the built form outcomes envisaged by the draft Strategy.

Neither the draft Strategy nor the accompanying draft Parramatta Road Urban Design Guidelines include proposed FSR controls, although building typology examples provided within the draft Guidelines indicate that a maximum FSR of 4.5:1 may be suitable for areas where an average height of 14 storeys is proposed (Tab B). Also, whilst the draft Guidelines encourage Council's to utilise design excellence provisions, it indicates that a design competition bonus may only be appropriate in some situations (page 43). The proposal, in seeking an FSR of 6:1 including design bonus, doesn't reflect the more recent strategic direction within the latest draft Strategy and Guidelines issued by NSW UrbanGrowth.

STATE ENVIRONMENTAL PLANNING POLICY NO. 55 - REMEDIATION OF LAND

This policy requires that land is not to be rezoned for residential use unless, if the land is contaminated, that it is suitable of that use in its contaminated state or will be suitable after remediation. A Preliminary Site Contamination Assessment has been carried out by Compaction and Soil Testing Services Pty Ltd that concludes that the site has a low to moderate potential for contamination.

Council's Contaminated Lands Officer in the report to Council dated 10 August 2015, is satisfied that the site can be made suitable for the proposed use subject to the findings and requirements of a Phase 2 report. As a Phase 2 report has not been provided, Council's comment does not satisfy the requirement of this Policy. The Preliminary Site Contamination Assessment concluded that the site is likely to be suitable for the proposed development, rather than confirming that it will be suitable. The assessment was based on available historical, landscape and regulatory information and does not appear to have included actual soil sampling and testing. Page 9 of the Assessment states that a further detailed site contamination assessment is required to conclude whether or not the site is suitable for the proposed use. As such it is considered that the proposal is inconsistent with this Policy.

It is recommended that, should the proposal proceed, further qualified advice be obtained by Council prior to any public exhibition to confirm that the site will be suitable for residential use. The planning proposal should be amended to reflect and appendix this additional information.

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

If No, explain :

1. A PLAN FOR GROWING SYDNEY

It is agreed that the site has redevelopment potential and that urban renewal is desirable in this location, although, the planning proposal is inconsistent with the draft Parramatta Road Urban Transformation Strategy prepared by UrbanGrowth NSW.

2. STATE ENVIRONMENTAL PLANNING POLICY NO. 55 - REMEDIATION OF LAND

This proposal is inconsistent with this Policy and further information is needed to confirm that the land, if contaminated, will be suitable for residential use.

Mapping Provided - s55(2)(d)

Is mapping provided? **Yes**

Comment :

The existing and proposed Height of Buildings mapping is incorrect. Should the proposal proceed, the item shown in the legend as AA 72m is to be replaced with Y 52m and the words "refer to table in cl.4.3(2A)" is to be replaced with the words "21m under clause 4.3(2A)."

Community consultation - s55(2)(e)

Has community consultation been proposed? **Yes**

Comment :

Council propose to exhibit the proposal for 28 days as well as provide notification in a local newspaper, Council's website and letters to adjoining land owners and surrounding properties.

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Additional Director General's requirements

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

If Yes, reasons :

Overall adequacy of the proposal

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

If No, comment :

Proposal Assessment

Principal LEP:

Due Date : **October 2011**

Comments in
relation to Principal
LEP :

This proposal will amend Parramatta Local Environmental Plan 2011.

Assessment Criteria

Need for planning
proposal :

The proposal will enable residential use adjoining Parramatta Road and in close the Granville Train Station to facilitate a high density, transit oriented, mixed use development.

The planning proposal seeks to stimulate urban renewal in the identified strategic precinct of Granville by introducing a greater mix of uses and intensification on the site.

Consistency with strategic planning framework :

DRAFT WEST CENTRAL SUBREGIONAL STRATEGY

The draft Strategy identifies Granville as a town centre and indicates that taller residential buildings are appropriate for major centres (e.g. Bankstown) and regional cities. Given that Granville is not identified as a major centre, the proposal may be inconsistent with this hierarchy, should Granville have taller buildings than those in major centres.

The draft Strategy notes that significant residential growth is expected in Granville, and suggests this could occur around the Granville Railway Station.

It further indicates that busy roads with high volumes of traffic are generally not recommended for new housing development (as part of redevelopment within Enterprise Corridors) due to the health risks and low amenity associated with traffic noise and vehicle emissions (page 79 of the draft strategy).

Comment:

Consequently, the proposal to introduce significant residential densities in close proximity to the railway station has merit in terms of the draft Strategy. It is anticipated that reductions in local traffic volumes associated with the Westconnex project will address issues regarding the health and amenity aspects of introducing residential development directly adjoining Parramatta Road.

DRAFT PARRAMATTA ROAD URBAN TRANSFORMATION STRATEGY

The draft Strategy and accompanying draft Parramatta Road Urban Design Guidelines released by UrbanGrowth NSW in September 2015 identifies areas that will be the focus of growth and change along the Parramatta Road corridor, between inner Sydney and Granville.

As discussed in detail above under the heading "SECTION 117 DIRECTION 7.1 IMPLEMENTATION OF A PLAN FOR GROWING SYDNEY," the proposal is inconsistent with the draft Strategy which sets a maximum building height of four storeys fronting Good Street, Granville and an average height of 14 storeys and a maximum height of 25 storeys for the remainder of the site.

Furthermore, the maximum FSR of 6:1 that would be enabled under the planning proposal (with a 15% design excellence bonus) would result in a substantially higher density than that envisaged for the Granville Precinct. A maximum FSR should be applied that is consistent with the vision, principles and desired built form outcomes within the draft Parramatta Road Urban Design Guidelines.

It is considered that a substantially greater residential density than proposed under the draft Strategy and Guidelines cannot be justified, particularly given;

1. the target for growth in the number of dwellings within the Granville Precinct has been reduced from an additional 19,000 dwellings to 2050 (as proposed in the February 2015 release of the NSW UrbanGrowth document 'Draft Parramatta Road Urban Renewal Strategy') to an additional 6,820 dwellings in the latest draft Strategy;
2. the draft Strategy aims to achieve sustainable additional housing and employment outcomes balanced with accessibility, community and supporting infrastructure and services; and
3. the draft Strategy is the result of preliminary technical studies, workshops with Council's, a community panel and extensive consultation with local Councils, State agencies and the general community. It represents a whole of government approach intended to direct decision making regarding future growth within the Granville Precinct.

However, the planning proposal is broadly consistent with the draft Strategy in that it seeks to achieve urban renewal of the Granville precinct, will increase housing supply in

Environmental social
economic impacts :

proximity to the Granville train station and the concept plan indicates a maximum building height of 4 stories fronting Good Street, to achieve a 'pedestrian scale' at this main thoroughfare. It is also acknowledged that the work undertaken by UrbanGrowth NSW is still at draft stage.

It is therefore recommended that consultation with UrbanGrowth NSW occurs prior to public exhibition, should the proposal proceed.

NOISE AND POLLUTION

Future residents would be impacted from the north by road noise and emissions associated with Parramatta Road traffic and to a lesser extent by rail noise.

Information on potential health effects on future residents as a result of emissions from heavy traffic volumes has not been provided. The report to Council advises that specific design requirements to mitigate noise and pollution can be determined at development application stage as part of the design excellence process.

The draft Parramatta Road Urban Transformation Strategy supports an increase in residential densities adjoining Parramatta Road on the basis that noise and pollution impacts are expected to be reduced when Westconnex road upgrades are completed. The draft Parramatta Road Urban Design Guidelines includes an Amenity Overlay where specified performance outcomes and acceptable outcomes should apply for residential development and child care centres in identified areas adjoining busy roads and intersections.

CONTAMINATION

Although desktop investigations have been undertaken in relation to contamination, it is unclear whether any soil samples have been tested, despite a finding that the site has a low to moderate risk (versus no risk) of contamination. Therefore it is uncertain at this stage whether the site is suitable for high density residential purposes.

COMPARISON WITH CENTRES

Council has argued that as a maximum permissible height of 48m (16 storeys) applies to the Westmead Town Centre and a height of 72m (24 storeys) to the Epping Town Centre, a greater density should be permitted in the Granville area given it's closer proximity to the Parramatta City Centre.

Given that the site is not located within the Parramatta CBD or the Greater Parramatta area identified in "A Plan for Growing Sydney" it is considered the maximum building heights proposed within the draft Parramatta Road Urban Transformation Strategy are more appropriate at this location.

HERITAGE IMPACTS

The proposal will involve the partial demolition of a local heritage item and retention and incorporation of the facade into a feature element of the primary frontage.

TRAFFIC IMPACTS

Council's Traffic Management Team consider that the proposal will not result in substantially adverse traffic impacts. Amendment to Council's Development Control Plan is proposed to ensure that the proposed laneway access is two-way and that lower car parking rates apply, consistent with rates in the Epping Town Centre.

ECONOMIC IMPACTS

An Economic Assessment prepared by MacroPlanDimasi concludes that the proposal may generate 118 to 160 post construction jobs in comparison to the 15 to 20 existing jobs on the site.

INFRASTRUCTURE REQUIREMENTS

The proposal will contribute to the provision of improved local infrastructure including updating existing footpaths around the site and providing a new pedestrian-through site

link.

The report to Council (page 11) indicates that there is an existing open space deficiency in the area. The draft Parramatta Road Open Space and Infrastructure Schedule that accompanies the draft Parramatta Road Urban Transformation Strategy recommends provision of an additional 3 local parks with play areas and landscaping, having total minimum area of 0.17ha. One park could be provided in the short term with funding via the Urban Amenity Improvement Program (i.e. funding from the WestConnex Motorway budget) and two in the medium term via amendments to Council's development contributions plan.

PRECEDENT

A precedent has been set by the Department in relation to proposals within the Granville Precinct occurring prior to finalisation of strategic planning by NSW UrbanGrowth for the Parramatta Road corridor. On 22 June, 2015 (prior to the release of the draft Parramatta Road Urban Transformation Strategy in September 2015) the Department wrote to Parramatta Council encouraging it to withdraw the planning proposal for a similar high density mixed use development at 171 to 189 Parramatta Road, Granville (Tab C). As a result, Parramatta Council has indicated that it is currently preparing a revised planning proposal for the site.

Council has indicated that it is considering a further planning proposal within this precinct seeking similar changes at 168 to 176 Parramatta Road, Granville.

Enabling several significant planning proposals within the Granville Precinct to proceed ahead of finalising the draft Parramatta Road Urban Transformation Strategy may impede achievement of the best possible holistic solutions for revitalisation of the broader Precinct under the Strategy.

Assessment Process

Proposal type :	Inconsistent	Community Consultation Period :	28 Days
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Timeframe to make LEP :	12 months	Delegation :	DDG
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Public Authority Consultation - 56(2) (d) :	Department of Education and Communities Office of Environment and Heritage Department of Health Transport for NSW Transport for NSW - Sydney Trains Transport for NSW - Roads and Maritime Services
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Is Public Hearing by the PAC required?	No
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(2)(a) Should the matter proceed ?	No
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If no, provide reasons :

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

If Yes, reasons :

Identify any additional studies, if required. :

Other - provide details below

If Other, provide reasons :

As mentioned above, further advice is required regarding the suitability of the site for residential use with regard to potential site contamination.

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Identify any internal consultations, if required :

No internal consultation required

Is the provision and funding of state infrastructure relevant to this plan? **Yes**

If Yes, reasons :

NSW UrbanGrowth has prepared a draft Parramatta Road Open Space and Infrastructure Schedule to identify proposed projects to support the residential densities outlined in the draft Parramatta Road Urban Transformation Strategy. Funding of the projects will come from both local and State government. It is therefore important to ensure sustainable development outcomes, consistent with the draft Strategy, that promote livable communities.

Documents

Document File Name	DocumentType Name	Is Public
Planning Proposal.pdf	Proposal	Yes
Appendix A - Urban Design Analysis.pdf	Proposal	Yes
Appendix C - Heritage Assessment Report.pdf	Proposal	Yes
Appendix D - Traffic Impact & Parking Assessment.pdf	Proposal	Yes
Appendix E - Economic Assessment.pdf	Proposal	Yes
Council Report.pdf	Proposal Covering Letter	Yes
Council Resolution 10 August 2015.pdf	Proposal Covering Letter	Yes
Appendix B - Preliminary Site Contamination Assessment - Part 1.pdf	Proposal	Yes
Appendix B - Preliminary Site Contamination Assessment - Part 2.pdf	Proposal	Yes
Traffic Report.pdf	Proposal	Yes
Tab B - draft Urban Design Guidelines - FSR controls.pdf	Determination Document	No
Tab C - letter to Council.pdf	Determination Document	No
Tab A - draft Parramatta Road Urban Transformation Strategy - maximum building heights.pdf	Determination Document	Yes

Planning Team Recommendation

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

S.117 directions:

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

Additional Information :

RECOMMENDATION

Although the planning proposal is inconsistent with recent strategic work undertaken by UrbanGrowth NSW as part of an initiative under A Plan for Growing Sydney, it demonstrates some merit and, therefore, the following two options are put forward for consideration:

OPTION A (recommended option)

That the planning proposal proceed subject to amending the proposal to achieve consistency with the draft Parramatta Road Urban Transformation Strategy.

It is recommended that the Secretary's delegate agree that any inconsistency with the

following s.117 Directions is of minor significance:

- 2.3 Heritage Conservation;
- 4.1 Acid Sulfate Soils; and
- 6.3 Site Specific Provisions.

Further, it is recommended that the Planning Proposal proceed subject to the following conditions:

1. Prior to public exhibition, the planning proposal is to be amended by:
 - (a) amending 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:
 - a maximum height of buildings of 82m (25 storeys) inclusive of any design excellence bonus for the majority of the site;
 - a maximum height of buildings of 17m (4 storeys) inclusive of any design excellence bonus fronting Good Street, Granville; and
 - 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.
 - (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 table at page 16 to indicate that the planning proposal seeks to introduce a site specific provision in relation to requiring a minimum of 4,000sqm of commercial floor space.
2. Prior to public exhibition, Council is to consult with UrbanGrowth NSW, providing a 21 day period within which to comment, and incorporate any comments received within the planning proposal.
3. Community consultation is required under sections 56(2)(c) and 57 of the Environmental Planning and Assessment Act (EP&A Act) 1979 as follows:
 - (a) the planning proposal must be 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 identified in section 5.5.2 of 'A Guide to Preparing LEPs Department of Planning and Infrastructure 2012).
4. Consultation is required with the following public authorities under section 56(2)(d) of the EP&A 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 EP&A Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for instance 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.

DELEGATION OF PLAN MAKING FUNCTIONS

Council has requested that it exercise plan making delegations for this proposal. Given the Westconnex project and Granville's role in the delivery of this infrastructure, this request is not supported in this instance.

OPTION B (alternative option)

Under this alternative option, the Department would request that Council consider withdrawal of the planning proposal pending its revision to ensure consistency with the draft Parramatta Road Urban Transformation Strategy and the draft Parramatta Road Urban Design Guidelines prepared by UrbanGrowth NSW.

This approach is consistent with the recent decision taken for a similar proposal at 171 to 189 Parramatta Road, Granville where Council was encouraged to withdraw the planning proposal and consider a planning proposal that aligns with the local and State strategic planning work undertaken to date (Tab C).

Consequently, should it be agreed that the proposal is to be withdrawn, it is recommended that Council be encouraged, upon finalisation of the Parramatta Road Urban Transformation Strategy, to prepare a planning proposal for the entire Granville Precinct, rather than consider proposals on an individual site basis.

Supporting Reasons : The two options put forward for consideration are recommended for the following reasons:

1. The proposal is potentially inconsistent with Section 117 Direction 7.1 - Implementation of A Plan for Growing Sydney.

While acknowledging that the proposal is to be considered on its merits, the proposal is required to be considered under the Direction. In this regard, the densities proposed are inconsistent with draft Parramatta Road Urban Transformation Strategy and the draft Parramatta Road Urban Design Guidelines prepared by UrbanGrowth NSW to implement an urban renewal objective within 'A Plan For Growing Sydney'.

It is considered that this spot rezoning may prejudice the outcome of the broader strategic work being undertaken by UrbanGrowth NSW and therefore should not be supported in its current form.

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

3. The proposal, without modification, may set an undesirable precedent for development within the Granville Town Centre prior to the release of the State government's final detailed plans for this Precinct.

Signature:



Printed Name:

T DORAN

Date:

12/10/15