

ECONOMY

ITEM NUMBER	9.6
SUBJECT	Planning Proposal for land on the corner of Parramatta Road, Good Street and Cowper Street, Granville
REFERENCE	RZ/27/2014 - D03793395
REPORT OF	Project Officer - Land Use Planning
LANDOWNER	Airbosi Pty Ltd

PURPOSE:

To present a Planning Proposal for the land on the corner of Parramatta Road, Good Street and Cowper Street, Granville to determine whether Council wishes to either:

- Forward the Planning Proposal to the Department of Planning and Environment; and to proceed with formal negotiations to prepare a Voluntary Planning Agreement between Council and the landowner in relation to this Planning Proposal; or
- Defer consideration of the Planning Proposal until after the release of the Parramatta Road Urban Renewal Strategy being formulated by UrbanGrowth NSW.

RECOMMENDATION

Option 1 (Staff Recommendation)

- That** Council endorse the Planning Proposal provided in **Attachment 1** for the land on the corner of Parramatta Road, Good Street and Cowper Street, Granville allowing a maximum FSR of 5.22:1 and building height of 96.6m (approximately 30 storeys), which equates to 6:1 and 111m (approximately 34 storeys) including the bonuses for design excellence, and forward it to the Department of Planning and Environment for Gateway determination.
- That** Council proceed with negotiations for a Voluntary Planning Agreement (VPA) with the landowner in relation to the Planning Proposal.
- That** delegated authority be given to the CEO to negotiate the VPA on behalf of Council and that the outcome of negotiations be reported back to Council prior to its public exhibition.
- That** Council consider a further report on the Site Specific DCP for the subject site prior to its public exhibition.
- That** Council advises the Department of Planning and Environment that the CEO will be exercising the plan-making delegations for this Planning Proposal as authorised by Council on 26 November 2012.
- Further, that** Council authorise the CEO to correct any minor anomalies of a non-policy and administrative nature that may arise during the plan-amendment process.

Option 2

- (a) **That** consideration of the Planning Proposal provided in **Attachment 1** be deferred until after the release of the Parramatta Road Urban Renewal Strategy being formulated by UrbanGrowth NSW to ensure the proposal aligns with the state strategic planning work being undertaken. This is in line with advice provided by the Department of Planning and Environment relating to another Planning Proposal within the Granville North Precinct.

THE SITE

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

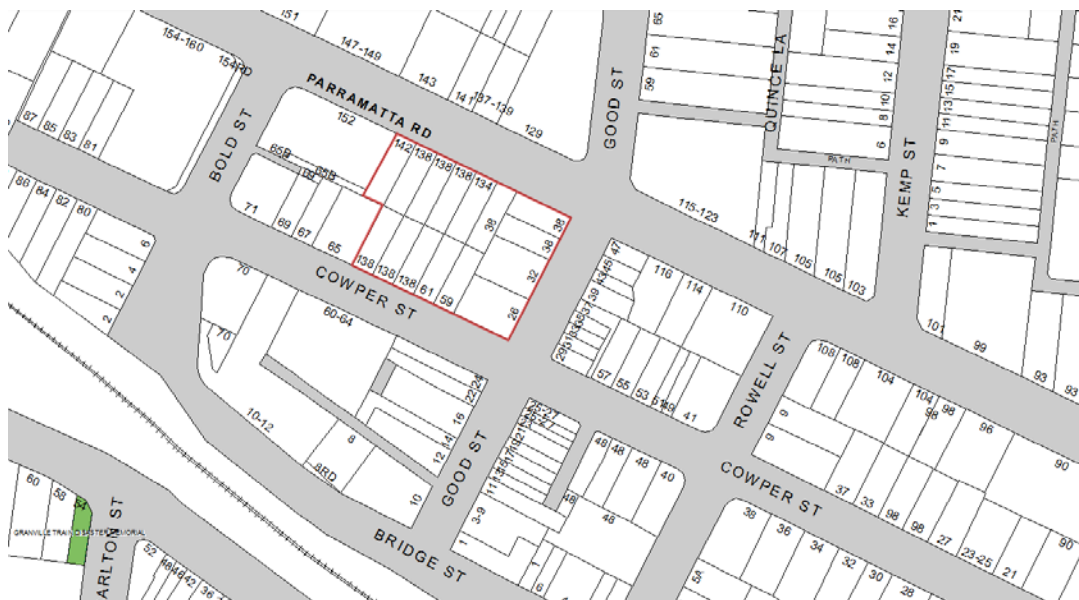


Figure 1 – Location Map

2. The site has a total area of approximately 5,150m² and consists of fifteen (15) lots. The land currently accommodates a mixture of one and two storey commercial buildings, a single detached dwelling, a car sales yard, visitor car parking, and a vacant lot as seen in **Figure 2**.



Figure 2 – Aerial Site Map

3. 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.
4. The site includes Heritage Item 157 – The Barn which fronts Parramatta Road and is an iconic building in Granville. This is outlined in yellow in **Figure 2**.

BACKGROUND

5. A Planning Proposal was lodged with Council on 23 December 2014 on behalf of the landowner seeking to rezone the site to B4 Mixed Use (to allow residential uses) and to increase the maximum building height and FSR controls.
6. The Parramatta LEP 2011 to date does not permit residential development along Parramatta Road. The poor amenity was a consideration in zoning the land fronting Parramatta Road B6 Enterprise Corridor during the formulation of the LEP. This zone permits land uses that are compatible with the low amenity of the area and aims to promote business and employment uses suitable to major roads.
7. Council to date has considered one another Planning Proposal to introduce residential uses along Parramatta Road. A report was presented at the 15 December 2014 Council Meeting for the land at 171-189 Parramatta Road, Granville to introduce residential land uses above ground level on Parramatta Road and increase the density on the site by permitting an FSR of 6:1 and building height of 105 metres (approximately 38 storeys) excluding design excellence bonuses. Council resolved to forward the proposal to the Department of Planning and Environment (the Department) for a Gateway determination.
8. On 22 June 2015 Council received a letter from the Department in response to Council's request for a Gateway determination in relation to the Planning Proposal for the land at 171-189 Parramatta Road, Granville. The letter

encourages Council to withdraw their proposal and consider a Planning Proposal that aligns with the strategic planning work undertaken to date by UrbanGrowth NSW as part of the Parramatta Urban Renewal Strategy. A copy of the letter is included within **Attachment 2**.

9. The Department asserts the need for the draft Parramatta Road Urban Renewal Strategy to be finalised prior to the consideration of a site specific Planning Proposal seeking a significant variation in density, without a strategic understanding of the future development potential for the Granville North Precinct.
10. Whilst the appropriate density and built form for the precinct is unresolved at this point in time, the introduction of residential land uses above ground level is deemed consistent with the objectives of the Parramatta Road Urban Renewal Strategy currently being developed by Urban Growth NSW.

CURRENT PLANNING CONTROLS

11. Under the provisions of the Parramatta LEP 2011, the land subject to the Planning Proposal has a split zoning (refer to **Figure 3**):
 - The six (6) lots along Parramatta Road are zoned B6 Enterprise Corridor
 - The four (4) lots along Good Street are zoned B2 Local Centre
 - The five (5) lots along Cowper Street are zoned B4 Mixed Use under Parramatta LEP 2011

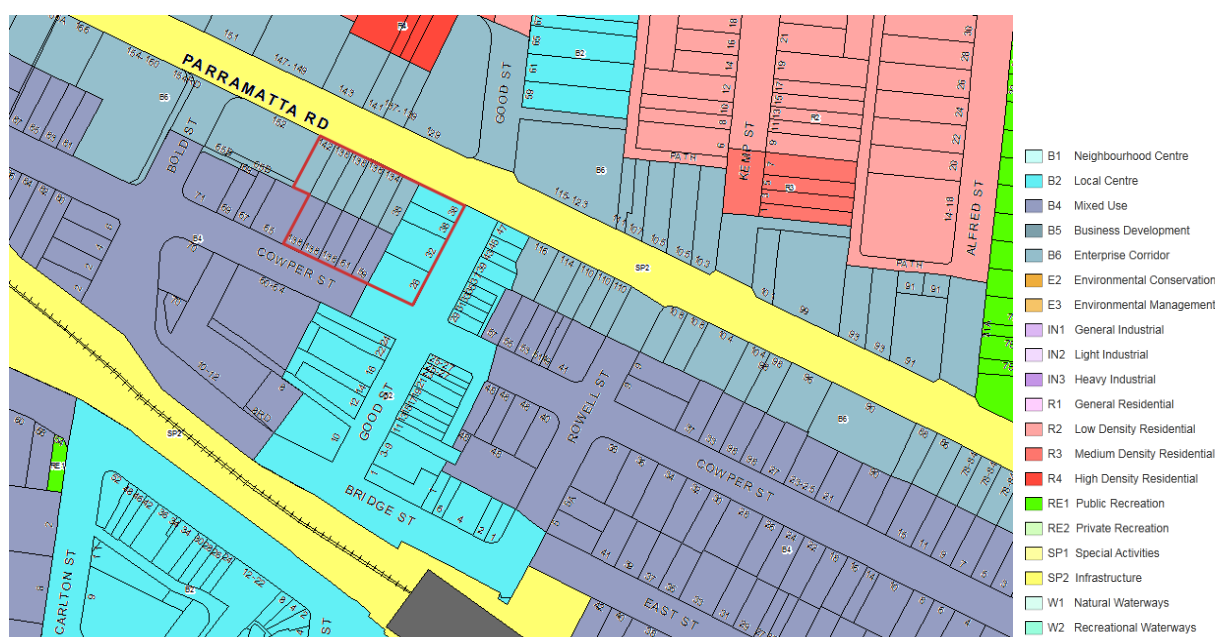


Figure 3 – Land Zoning Map

12. Under the provisions of the Parramatta LEP 2011, the land subject to the Planning Proposal has a split Maximum Building Height Control (refer to **Figure 4**):
 - The six (6) lots along Parramatta Road have a maximum permitted building height of 21m (6 storeys)
 - The four (4) lots along Good Street have a maximum permitted building of 15m (4 storeys)

- The five (5) lots along Cowper Street are within the land identified as “Area 1” within Clause 4.3(2A) of the PLEP 2011 and have a maximum permitted building height of 21m (6 storeys).

13. The five lots along Cowper Street within “Area 1” are subject to Clause 4.3(2A) of the PLEP 2011 which stipulates the way heights are calculated on the land demarked as “Area 1”. To achieve the maximum building height of 52 metres presented on the Height of Buildings Map, sites within “Area 1” must have a land area greater than 3,200m². This is to encourage site amalgamation and deliver well-designed built form outcomes. As the five lots within “Area 1” have a land area greater than 950m² and less than 2,100m² a maximum building height of 21 metres is applicable to this portion of the site.



Figure 4 – Height of Building Map

14. Under the provisions of the Parramatta LEP 2011, the land subject to the Planning Proposal has a split Maximum Floor Space Ratio Control (refer to **Figure 5**):

- The six (6) lots along Parramatta Road have a maximum permitted FSR of 3:1
- The four (4) lots along Good Street have a maximum permitted FSR of 2:1
- The five (5) lots along Cowper Street are within the land identified as “Area 1” within Clause 4.4(2A) of the PLEP 2011 and have a maximum permitted FSR of 3.5:1.

15. The five lots along Cowper Street within “Area 1” are subject to Clause 4.4(2A) of the PLEP 2011 which stipulates the way FSR is calculated on the land demarked as “Area 1”. To achieve the maximum FSR of 6:1 presented on the Floor Space Ratio Map, sites within “Area 1” must have a land area greater than 3,200m². This is to encourage site amalgamation and deliver well-designed built form outcomes. As the five lots within “Area 1” have a land area greater than 950m² and less than 2,100m² an FSR of 3.5:1 is applicable to this portion of the site.



Figure 5 – Maximum Floor Space Ratio Map

16. The subject site contains Heritage Item 157 – The Barn under Parramatta LEP 2011. **Figure 6** shows the heritage item and the other heritage items in close proximity to the subject site.



Figure 6 – Heritage Map

PLANNING PROPOSAL

17. In December 2014 a Planning Proposal was lodged with Council in which the applicant sought to:

- Rezone the subject land from B6 Enterprise Corridor and B2 Local Centre to B4 Mixed Use.
- Increase the Maximum Floor Space Ratio from 2:1, 3:1, and 3.5:1 to 7:1 across the entire site.

- Increase the Maximum Building Height from 15m (4 storeys) and 21 (6 storeys) to 130m (approximately 42 storeys).
 - Include the site on a Key Sites Map subject to a Design Excellence Clause to require the site to undergo an architectural design competition, with the winning design being awarded a 15% bonus to the FSR and building height controls. For the subject land this would equate to a maximum FSR of 8.05:1 and building height of 149.5m (approx. 47 storeys).
18. The proposal also sought a site specific clause to mandate the provision of a minimum of 4,085m² of commercial floorspace on the lower levels of any building located on the subject site in the future. This is to ensure employment generating land uses are retained on the ground and first floor of any future development fronting Parramatta Road. In addition, the lower ground floors facing Parramatta Road are not suitable for residential development.
19. The increase in density sought by the applicant was to deliver approximately **490 dwellings** within a mixed use development comprising of two building envelopes:
- A four storey (15 metre) perimeter boundary fronting Good Street
 - A four storey (15 metre) podium upon which a 47* storey tower element would sit fronting Parramatta Road
- These envelopes were to be split by a pedestrian laneway running parallel to Good Street.
- * Includes Design Excellence clause bonus of 15%.

REVISED PLANNING PROPOSAL

20. On 29 June 2015 Council Officers met with the applicant to advise them of the Department's advice to withdraw the Planning Proposal for the land at 171-189 Parramatta Road, Granville due to the level of density being sought on the subject site, and the need for the strategic planning work being carried out by UrbanGrowth NSW to be finished before a site specific Planning Proposal is considered by the Department through the Gateway process.
21. On 30 June 2015 the applicant wrote to Council requesting to amend the Planning Proposal by reducing the maximum height of building and FSR sought within the proposal, and subsequently the level of density for the site.
22. The applicant has requested to amend the Planning Proposal lodged with Council in December 2014 in the following manner:
- Rezone the land B4 Mixed Use (consistent with the original Planning Proposal).
 - Propose a Maximum Floor Space Ratio increase from 2:1, 3:1, and 3.5:1 to 6:1 instead of 7:1 as proposed originally.
 - Propose a Maximum Building Height increase from 15m (4 storeys) and 21 (6 storeys) to 111m (approximately 34 storeys) instead of 130m (approximately 42 storeys) as proposed originally.

- Retract the Planning Proposal's original offer to include the site on a Key Sites Map subject to a Design Excellence Clause to require the site to undergo an architectural design competition. Therefore no longer be subject to a 15% bonus to the FSR and building height controls.
- Provide a site specific clause to mandate the provision of a minimum of 4,000m² of commercial floorspace on the lower levels of any future development (85 m² less than the original Planning Proposal).

23. The applicant requests that the Planning Proposal be amended to reflect the controls outlined above in Paragraph 22 and be forwarded to the Department of Planning and Environment for a Gateway determination.

24. A revised Urban Design Analysis (**Attachment 3**) was submitted to Council on 22 July 2015 which reflects the revised controls outlined in Paragraph 22. Whilst the Urban Design Analysis has been updated, if a Gateway determination is issued by the Department, the applicant will be required to amend all other supporting studies to reflect the revised controls. This will most likely be one of the conditions of the Gateway determination, and would need to be carried out prior to the Planning Proposal's public exhibition.

25. The applicant's revised scheme will result in the delivery of approximately **360 dwellings** within a mixed use development comprising of two building envelopes (refer to **Figure 7**):

- A four storey (15 metre) podium fronting Good Street
- A four storey (15 metre) podium with a 34 storey tower fronting Parramatta Road
- A pedestrian laneway is to extend from Parramatta Road through the site down to Cowper Street, running parallel with Good Street.

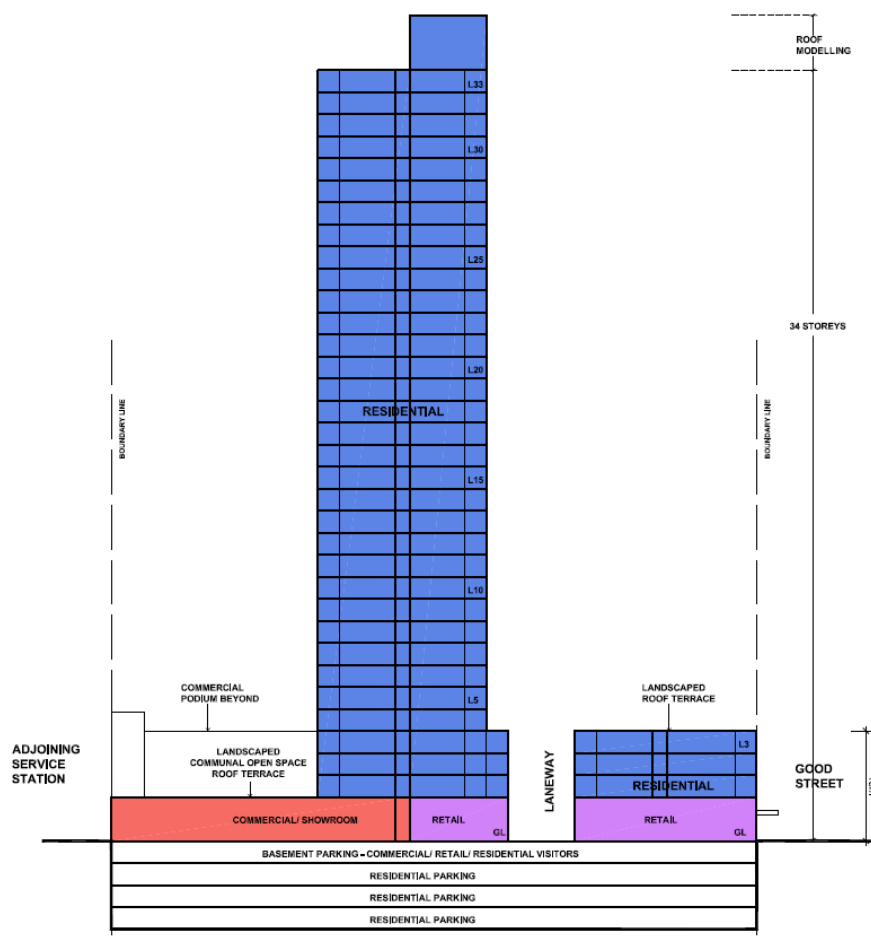


Figure 7 – Section of revised built form

ASSESSMENT OF PLANNING PROPOSAL

26. An assessment of the Planning Proposal is provided below.

Parramatta Road Urban Renewal Strategy

27. As part of the WestConnex Motorway project, UrbanGrowth NSW is leading the Parramatta Road Urban Renewal Strategy to identify areas for urban revitalisation along the Parramatta Road Corridor. It expects the corridor to deliver new homes and new jobs over the next 20 years throughout a series of precincts.

28. UrbanGrowth NSW has identified that Granville (north of the railway line) is one of eight key areas for urban renewal to accommodate some of this growth. However, significant infrastructure and public amenity improvements are required to improve the amenity of the area (and the entire length of Parramatta Road). Council is working in conjunction with UrbanGrowth NSW to determine the key infrastructure investments required to ensure the existing built environment can accommodate the additional population and demand for services.

29. A draft Parramatta Road Urban Renewal Strategy is expected to be released for exhibition in October 2015. The draft strategy will provide indicative land uses and built form controls.

30. The introduction of residential land uses and the significant increase in development yield is consistent with the objectives of the renewal program. Whilst the strategy is currently being formulated by UrbanGrowth NSW, the Planning Proposal has the potential to contribute to the dwelling numbers projected for the Granville area.
31. Preliminary exhibition material on the strategy released in November 2014 suggested that the Granville North Precinct could accommodate 16,000 – 19,000 dwellings within the next 16 years. The recent decision on the Planning Proposal for the land at 171-189 Parramatta Road, Granville has raised doubt about whether this remains the expected density.
32. The exhibition material released in November 2014 provided indicative building heights for new development along the Parramatta Road Corridor. The indicative heights for 'high rise' development range from an average height of 14 storeys to a maximum of 25 storeys. However, the Planning Proposal seeks a height in the order of 34 storeys.

Land Use Planning

33. The site's close proximity to the Parramatta City Centre and the town centre of Granville make it strategically a desirable location to increase density. This aligns with the State Government's policy position in the Metropolitan Plan for Sydney, *A Plan for Growing Sydney* released in 2014, to be the premier regional city, Sydney's dual CBD, and for higher density development to be transit orientated around centres.
34. Whilst the location is favourable for an increase in development capacity from an access and connectivity perspective, a number of factors need to be considered in the revision of the planning controls. The site is bound by Parramatta Road to the north and in close proximity to the western railway line to the south, with both having a major impact on the amenity of the site.
35. The poor amenity was a consideration in zoning the land fronting Parramatta Road B6 Enterprise Corridor under the Parramatta LEP 2011. This zone prohibits residential development and permits land uses that are compatible with the low amenity of the area and aims to promote business and employment uses suitable to major roads.
36. The B6 zone was applied in response to the (then) Department of Planning's Development near Rail Corridors and Busy Roads - Interim Guideline (2008). This Guideline was prepared by the Department to assist in the planning, design and assessment of development in or adjacent to, rail corridors and busy roads from a noise, air quality and amenity perspective.
37. Currently, six (6) out of the ten (10) local government areas that Parramatta Road traverses through allow residential development largely in the form of shop top housing. This form of housing requires business or retail premises at ground floor level. The permissibility of residential land uses within these ten local government areas is likely to change as a result of the Parramatta Road Urban Renewal Strategy that is currently being formulated. Nonetheless, residential uses are not supported at ground level along Parramatta Road due to the amenity issues generated by the road corridor. In addition, Officers recommend that the upper levels of any podiums not contain residential uses to

ensure residential development is positioned sufficiently away from Parramatta Road.

38. The indicative built form is consistent with this recommendation, with commercial and retail uses proposed within the podium fronting Parramatta Road. However it is important to note that residential uses are proposed within the upper three floors of the perimeter building on the corner of Parramatta Road and Good Street. As the levels are orientated towards Good Street, Officers are satisfied that the amenity issues from Parramatta Road can adequately be managed through appropriate design measures.
39. The B2 Local Centre zone along Good Street (north and south of the railway line) was applied to deliver development that integrates suitable commercial, residential, and retail uses close to public transport. The intention was for new development along Good Street to be consistent with the scale and fine grain form of the existing development, be sympathetic to the existing heritage items and the historical context, and to provide active ground level uses within Granville's Town Centre.
40. Whilst the Planning Proposal seeks to remove the B2 zoning, the application of the B4 Mixed Use zoning will still permit the delivery of commercial, retail and residential land uses. The proposed clause requiring 4,000m² of commercial and retail floorspace ensures that the development will function as a mixed use development and provide non-residential uses within the ground and upper levels of the podium component of the development fronting Parramatta Road. This will address the amenity issues by ensuring residential uses are situated away from Parramatta Road. It will also activate the street frontage and the proposed through site pedestrian link between Parramatta Road and Cowper Street.
41. The nature and built form of the non-residential uses along the ground floor of any future development will need to be defined within a Site Specific DCP for the subject site. This is to ensure the unique, fine grain character, and active street frontages of the existing retail uses along Good Street, currently delivered under the B2 Local Centre zone, are retained in the future.
42. Council previously endorsed a Planning Proposal at 171-189 Parramatta Road, Granville which sought to rezone the land to allow residential uses and increase the development yield. In addition, Officers are currently assessing a Planning Proposal for the land at 168 -176 Parramatta Road, Granville which seeks similar changes. This clustering of sites in the same vicinity of Parramatta Road near Granville Railway Station demonstrates landowners of significant landholdings are interested in redeveloping their sites and revitalising the corridor.
43. Consideration needs to be given to the impact the redevelopment of these sites (and likely others) will have on infrastructure and service needs, as an open space deficiency has already been identified. UrbanGrowth NSW is investigating the precincts infrastructure needs as part of its preparation of the Parramatta Road Strategy. 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.

Urban Design

44. Council's Urban Design team conducted an assessment of the original Planning Proposal and Urban Design Analysis submitted in December 2014 (details summarised in Paragraph 17 of this report). This is to determine the suitability of the built form that would result from the increase in height and FSR. The key considerations and recommendations are summarised below.
45. In the absence of the findings and recommendations of the Parramatta Road Urban Renewal Strategy, the density at this point in time is deemed inappropriate for the context of Parramatta Road due to the amenity constraints and design implications.

Floor Space Ratio

46. As discussed previously within this report, the subject site has three different FSR controls applying to different portions of the land: 3.5:1, 3:1, and 2:1. This generates a total Gross Floor Area of approximately 14,452m² when each FSR is applied to the relevant portion of the site, equating to a total FSR of 2.8:1 across the entire site area.
47. In determining the most appropriate FSR control for the subject site, a review of the FSR controls within the Granville North Precinct was conducted. Clause 4.4(2A) of the PLEP 2011 permits a maximum FSR of 6:1 for consolidated sites over 3,200m² in a large portion of the Granville North Precinct immediately north of the railway line. Whilst the site is partially included in the area that Clause 4.4(2A) applies and is consolidating a number of sites to generate a land size of 5,150m², the majority of the land is not subject to Clause 4.4(2A) and therefore is not currently permitted to receive the maximum of FSR of 6:1.
48. The current maximum FSR of 6:1 permitted in Granville immediately north of the railway line is a suitable point of comparison in determining the appropriate density for the subject site. However consideration needs to be made to the fact the site is bound by Parramatta Road to the north, a major arterial road with high traffic volumes, and Cowper Street to the south, a mixed use and light industrial area. Any future built form must address and respond appropriately to these hostile environments when it is designed as part of the Design Competition.

Height of Building

49. The FSR and height applied to the subject site must correspond to deliver a well-designed built form outcome and permit a tall slender tower.
50. The building height on the site must take into consideration the established centres hierarchy that operates within the Parramatta LGA. Secondary to the Parramatta City Centre; Granville, Epping and Westmead function as Town Centres. As a point of comparison, the planning controls within the Parramatta LEP 2011 for Epping and Westmead are included below:
- I. Epping Town Centre has a maximum FSR of 6:1 with a maximum height of building control of 72 metres (approximately 24 storeys).

- II. Westmead Town Centre has a maximum FSR of 4:1 with a maximum height of building control of 48 metres (approximately 16 storeys)

51. Officers acknowledge that Granville Town Centre is located in close proximity to the Parramatta City Centre and a number of transport routes (both public and private), and therefore can sustain a greater level of density than Westmead and Epping Town Centres. Therefore a maximum height of 34 storeys is deemed appropriate for the subject site due to its proximity to the Parramatta City Centre whilst respecting the established centres hierarchy. Permitting a greater height in Granville (than the 24 storeys currently specified for Epping Town Centre) will ensure a well-designed built form will be delivered and allow taller more slender towers that cast a faster moving shadow and improve solar penetration around buildings, which is considered a more desirable outcome.

Design Excellence

52. The Planning Proposal originally proposed to include the site on a Key Sites Map that requires the site to undergo an architectural design competition, where the winning scheme is granted a 15% FSR and building height bonus for exhibiting design excellence.

53. This is consistent with the Design Excellence clause proposed in another Planning Proposal within Granville at 171-189 Parramatta Road. The intention of this Design Excellence Clause is to be a standard clause that can easily add other sites to a Key Sites Map which then require compliance with this clause. This is important to ensure the increasing number of tall buildings proposed in town centres throughout the Parramatta Local Government Area exhibit design excellence. This is consistent with the bonus proposed within the draft consolidated Parramatta LEP 2011 (Amendment 10) for the City Centre.

54. The revised Planning Proposal retracts the original offer to include the site on a Key Sites Map subject to a Design Excellence Clause. Therefore the revised Planning Proposal seeking an FSR of 6:1 and height of 111m (approx. 34 storeys) would not be subject to any design excellence provisions and bonus.

55. Officers recommend that due to the scale of the development sought, an architectural design competition be required as the Planning Proposal is seeking a height over 55 metres. All proposed development within the City Centre over 55 metres or 13 storeys is required to undergo a design competition. Given the scale of development within Granville is comparable, the same requirement for the subject site to undergo a design competition is recommended.

56. This has been reflected in Option 1, with the 15% height and FSR bonus being subtracted from the proposed controls, with Officers recommending that the Planning Proposal in **Attachment 1** seek a 'base' FSR of 5.22:1 and building height of 96.6m. The additional 15% bonus awarded through a design competition will result in a final maximum FSR of 6:1 and building height of 111 metres (34 storeys), as sought by the applicant in the revised Planning Proposal.

Podium Design

57. The building envelope integrates with the existing heritage item on the site which will need to be further explored during the architectural design competition process. Expert heritage advice should be attained to ensure a principled approach is adopted to integrate the heritage building envelope with the proposed new building envelope and design. This is another reason Officers have recommended a design competition for this site.
58. The podium needs to be designed in a way that the façade integrates with the heritage building to deliver a cohesive form and contiguous streetscape. This is to ensure the heritage form and the podium do not appear independent of each other along Parramatta Road, but rather read as one continuous form. The tower element of the proposed development outcome does not need to be expressed as part of the Parramatta Road streetscape and can be an independent form behind the podium façade.
59. The ground and first floors of the podium fronting Parramatta Road is not suitable for residential land uses due to the poor amenity generated by Parramatta Road. Therefore the proposed clause requiring 4,000m² of floorspace for non-residential uses is supported from an Urban Design perspective.
60. Substations and plant rooms need to be relocated from the street edges to the proposed vehicular laneway instead off Cowper Street. The street frontages of the building should not be used for services or inactive uses which are not pedestrian friendly. This is to maximise the quality of the foot traffic experience around the site.

The Pedestrian Link

61. The current location of the proposed pedestrian link is located in a desirable position with the terminating vista across Parramatta Road being of mature canopy vegetation. The pedestrian laneway will enhance the public domain, provide greater connectivity, and provide greater access to commercial and retail tenancies located within the podium.
62. The pedestrian link (or laneway) must be designed as a public space and clearly be marked as part of Council's public domain. The laneway should be dedicated to Council to ensure its continued function as a public thoroughfare.

Heritage

63. 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. The item meets the NSW Heritage Criteria for historical and aesthetic reasons. The item's original brick structure is well intact and has now been rendered and painted yellow, making it a prominent landmark along Parramatta Road. Other distinctive features include a parapet topped with four urns set on top of pilasters.

64. The proposal seeks to retain the integrity of the item. The proposed building envelope and indicative architectural plans show the treatment of the heritage item and its integration into the proposed development. The proposed massing is acceptable at a concept level, and further refinement and detail will need to be provided during the Design Excellence process and later at the Development Application stage. It may prove necessary to keep part of the internal structure or reconstruct it in order to secure the stability of the retained segments of the heritage item. The retained components of the Barn will provide a distinct feature within the development scheme and could greatly augment the aesthetic value of the development.

Traffic Management

65. A traffic assessment of the Planning Proposal was conducted by Council's Traffic Management team. It is considered that any future development under the provision of the revised planning controls will not result in substantially adverse traffic impacts.
66. The site is subject to the Granville Town Centre minimum parking requirements within the Parramatta DCP 2011. However a lower car parking rate is being explored given the sites close proximity to Granville Railway Station which can connect residents to employment, education, and retail activities. The lower car parking rate will be included in a draft amendment to the Parramatta DCP 2011. Similar lower car parking rates apply to the Epping Town Centre.
67. An assessment of the access configuration was done in conjunction with the adjacent site which recently had a Development Application approved for a mixed use development to deliver a 9 storey building with a total of 68 units (DA/683/2014). The treatment and management of the laneway needs to ensure that both development schemes can be serviced adequately by the laneway.
68. The submitted access configuration plans (see **Figure 8**) include 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. As seen in **Figure 8** it proposes that the part of the laneway that meets Bold Street be single direction (east to west) with traffic exiting into Bold Street. However there is no written justification for this configuration within the proposal, and to ensure ample access and connectivity through the block, Officers prefer that the laneway is two-way to allow traffic to move in both directions. This will be reflected in the draft amendment to the Parramatta DCP 2011.

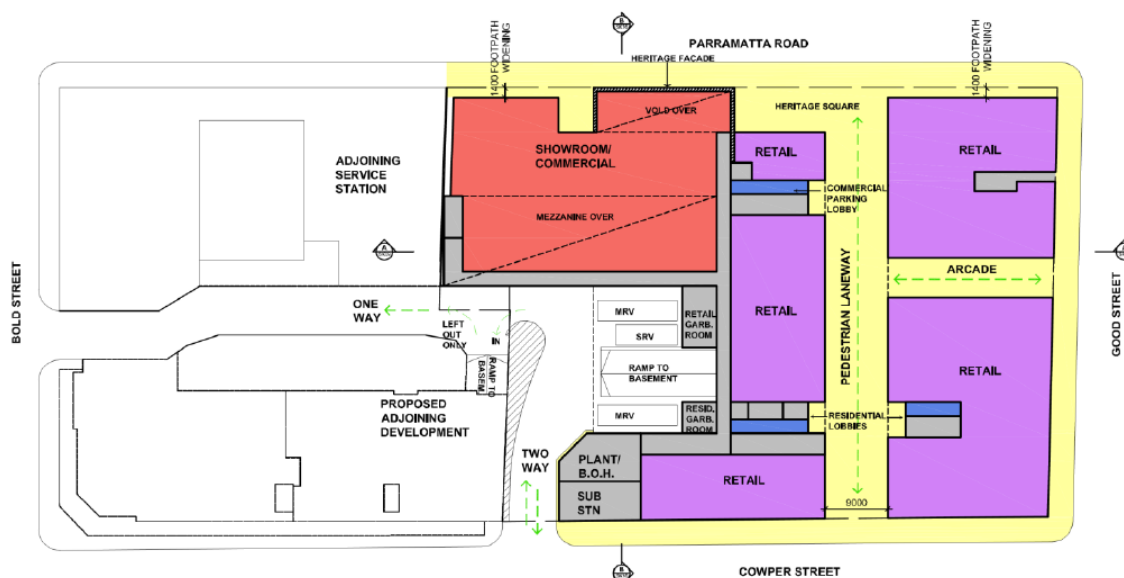


Figure 8 – Proposed vehicular access arrangement

69. The proposed laneway configuration concept is functional from an engineering perspective, and will need to be further detailed as part of any future development application. It integrates with the access laneway provided to service the needs to the adjacent development site.

70. The traffic arrangements discussed above pertaining to the laneway configuration and the lower car parking rate will need to be embedded into a Site Specific DCP to secure their application during the assessment of any future development application for the subject site.

Contamination

71. Council as the relevant planning authority for the assessment of this Planning Proposal is required to address and comply with State Environmental Planning Policy 55 – Remediation of Land. This policy requires Council to review a preliminary contamination investigation report during the assessment of a Planning Proposal.

72. The applicant has submitted a Phase 1 preliminary contamination investigation report for the subject site. This was to determine the contamination status of the site and to satisfy the requirements of the 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.

73. Council's Contaminated Lands Officer is satisfied that the site can be made suitable for the proposed mixed-use development subject to the findings and requirements of a Phase 2 report which can be done during the development application process. Council must not grant consent to any development on the site unless the recommendations of the Phase 2 report have been implemented at the development application stage.

Environmental Health

74. Specific design requirements to mitigate noise and pollution generated from Parramatta Road and the Western Railway line can be determined as part of the Design Excellence process. Specific design requirements and materials to be conditioned as part of any future approval at the development application stage.

Statutory Planning Requirements

75. This Planning Proposal is consistent with the applicable Section 117 Ministerial Directions and State Environmental Planning Policies (SEPPs). Detailed justification demonstrating compliance with each applicable direction and SEPP is provided within **Attachment 1**.

PLAN-MAKING DELEGATIONS

76. New delegations were announced by the then Minister for Planning and Infrastructure in October 2012, allowing councils to make LEPs of local significance. On 26 November 2012 Council resolved to accept the delegation for plan making functions. Council also resolved that these functions be delegated to the Chief Executive Officer.
77. Should Council resolve to proceed with this Planning Proposal, Council will be able to exercise its plan-making delegations. This means that after the Planning Proposal has been to Gateway, undergone public exhibition and adopted by Council, Council Officers will deal directly with the Parliamentary Counsel Office on the legal drafting and mapping of the amendment. A recommendation of this report is that when the Planning Proposal is submitted to Gateway, it should advise the Department of Planning and Environment that Council will be exercising its delegation.

VOLUNTARY PLANNING AGREEMENT

78. A planning agreement can be made under section 93F of the EP&A Act and is a voluntary agreement between Council and the developer, under which the developer is required to dedicate land free of cost, pay a monetary contribution or provide other material public benefit, or any combination of these, to be used towards a public purpose. This may be in lieu of a s94A development contribution, as a part substitution or an additional benefit.
79. The Act specifies that a public purpose includes the provision of public amenities or public services, the provision of affordable housing, the provision of transport or other infrastructure relating to the land, the funding of recurrent expenditure relating to any of these, the monitoring of the planning impacts of a development and the conservation or enhancement of the natural environment.
80. Council has an adopted VPA policy which sets out the principles governing such agreements, matters that Council will consider in negotiating agreements, steps in the negotiating process, public probity, notification requirements and implementation. The EP&A Act and Regulation sets out the legal and procedural framework for planning agreements.

81. The negotiation of a planning agreement is at Council's discretion. Key principles of Council's policy are that:
- planning decisions will not be bought or sold through planning agreements,
 - development that is unacceptable on planning grounds will not be permitted because of the benefits of a planning agreement,
 - the benefits of the planning agreement will bear a relationship to the application,
 - Council will not give undue weight to a planning agreement when making a decision on a development application, and
 - Council will not improperly rely on its position in order to extract unreasonable public benefits under planning agreements.
82. Procedurally, Council's policy requires:
- a Council resolution to undertake negotiations on a planning agreement,
 - appointment of a Council officer with delegated authority to negotiate a planning agreement on behalf of Council (this is not to be an officer with a key responsibility for the development application),
 - consideration of whether an independent person is required to facilitate the negotiations,
 - public exhibition of the draft agreement, once prepared, and
 - the elected Council will ultimately make the decision as to whether to approve the planning agreement.
83. A letter of offer to enter into a Voluntary Planning Agreement with Council has been made by the landowner under Section 93F of the Environmental Planning and Assessment Act 1979.
84. The letter of offer (refer to **Attachment 4**) was made to Council on 5 May 2015 to consider, but not be limited to, the dedication of one or more of the following items to Council (subject to assessment, negotiation and valuation) to provide public benefit to the community:
- Renewal and improvement to the amenity and activation of Council land surrounding the subject land, bounded by
 - i. Parramatta Road
 - ii. Good Street
 - iii. Cowper Street
 - Dedication of a 1.4m wide strip of land along Parramatta Road (except forward of a heritage item façade), increasing the width of the Parramatta Road footpath
 - Creation of a through site vehicular laneway link, between Bold and Cowper Streets
 - Creation and naming of an activated, publicly accessible, through site link
 - Creation of a heritage square
 - Provision of heritage interpretation for the site, associated with the Barn
 - Provision of public art on the site
 - Provision of, or contribution towards, affordable housing
 - Monetary contribution towards open space
 - Monetary contribution towards a community facility
85. **The letter of offer states that the dedication of any combination of the above items will be in addition to Section 94A development contributions.**

86. There are potential planning and public benefits in the draft VPA proposal that should be further explored. The VPA offer will need to be fully investigated and assessed under the terms of Council's policy and the Act and Regulations. As part of this process, the following will need to be assessed:
- The likely uplift in land value as a result of the rezoning and increase in FSR;
 - An analysis of value uplift verses public benefit and whether the proportion of public benefit (contribution) proposed is acceptable;
 - The appropriateness of delivering contributions in a VPA in comparison to ordinary requirements of a Development Application; and
 - The public benefits of the proposed contribution.
87. If Council wishes to continue with the process, Council Officers will assess all aspects of the proposed VPA and to report back to Council for endorsement prior to exhibition.
88. Accordingly, this report recommends that, as required by Council's VPA policy, a formal resolution be made to proceed with negotiations and an appropriate officer be given delegated authority to negotiate the VPA on Council's behalf. It is recommended that delegation be given to the CEO of Council to negotiate the VPA. Following the negotiations, the draft VPA will need to be prepared by Council's legal representative.
89. VPAs must be notified publicly under the EP&A Act and Council's policy. Following the negotiation and assessment of the VPA, the matter will be reported back to Council for a decision about whether to proceed with public exhibition of the VPA.

CONCLUSION AND NEXT STEPS

90. It is recommended that Council proceed with Option 1 and endorse the Planning Proposal provided at **Attachment 1** for it to be forwarded to the Department of Planning and Environment for Gateway determination.
91. The reason for not recommending Option 2, is that the planning controls proposed are comparable to those already permitted within other areas of the Granville Town Centre. For example, an FSR of 6:1 is currently permitted on sites close to the railway station if the land size exceeds 3,200m². Therefore it would be unreasonable to require the landowner to await the release of the draft Parramatta Road Strategy given the comparable nature of the density proposed within the Planning Proposal and the current planning controls applicable within the town centre.
92. A Site Specific DCP will be prepared for the subject site to control the built form configuration and apportionment of FSR, secure the location and configuration of the pedestrian laneway and the vehicular laneway, and to apply the lower car parking rates. This will be reported to Council prior to its exhibition.
93. Once a Gateway determination is received, the Planning Proposal will be placed on public exhibition and the outcomes of the exhibition will be reported to Council. The Site Specific DCP and VPA should be exhibited concurrently with

the Planning Proposal. A report on the outcomes of the VPA negotiations will be put to Council before it is publicly exhibited.

94. Under the alternate option, Officers will await the release of the Parramatta Road Urban Renewal Strategy (likely to be October 2015) being formulated by UrbanGrowth NSW and consider the proposal in light of the recommendations of the strategy. The Planning Proposal will then be reported to Council in light of the zoning, height and FSR recommended within the draft strategy for the Granville North Precinct. A recommendation will be made on the consistency of the proposal with the strategy for Council to determine whether the application should proceed for a Gateway determination.
95. Whilst a draft strategy is scheduled to be exhibited in October 2015, the timing of the implementation of the draft strategy is unknown. Therefore Officers recommend proceeding with the Planning Proposal and submitting it for Gateway determination to further progress the renewal process for the subject site.

Sonia Jacenko

Project Officer - Land Use Planning

ATTACHMENTS:

- | | | |
|----------|---|-------------|
| 1 | Planning Proposal for land on the corner of Parramatta Road, Good Street and Cowper Street, Granville | 25
Pages |
| 2 | Department of Planning and Environment response to Gateway Request for 171-189 Parramatta Road, Granville | 2
Pages |
| 3 | Urban Design Analysis | 25
Pages |
| 4 | Voluntary Planning Agreement Letter of Offer | 2
Pages |

REFERENCE MATERIAL

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



Parramatta City Council
July 2015

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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 5,150m² 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:

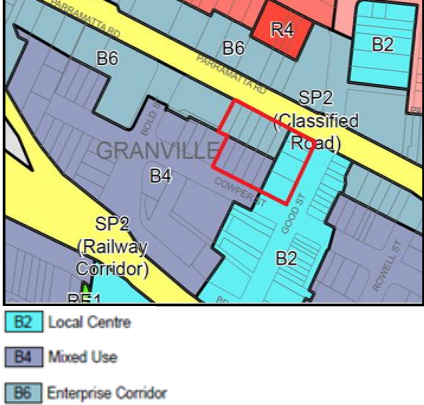
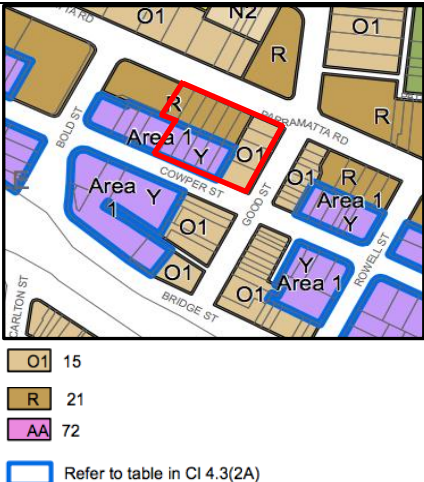
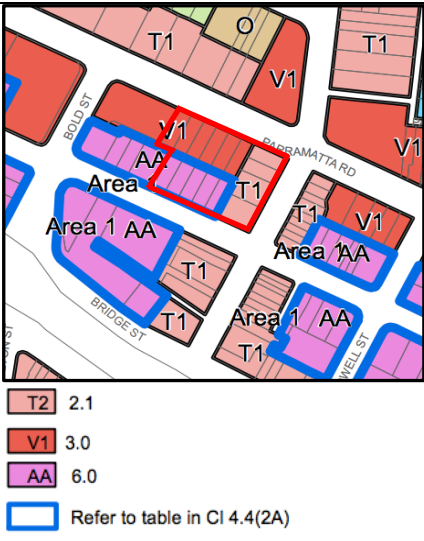
Zoning	B6 – Enterprise Corridor B2 – Local Centre B4 – Mixed Use	
Height	15 Metres 21 Metres 21 Metres (as per Clause 4.3(2A) of the PLEP 2011)	
FSR	2:1 3:1 3.5:1(as per Clause 4.4(2A) of the PLEP 2011)	

Table 1 – Current Planning Controls

4. The Planning Proposal

Consistent with current Departmental guidelines for preparing Planning Proposals, this section outlines the objectives and/or intended outcomes of the proposal.

4.1 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 5,150m² to deliver a high density mixed use development which exhibits design excellence and delivers employment uses within a transit orientated location.

4.2 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 land to **B4 – Mixed Use**. The proposed zoning map is provided at **Section 6 Figure 3**.

Height

It is proposed to amend the PLEP 2011 to permit a building height of **96.6 metres**. The proposed height of building map is provided at **Section 6 Figure 4**. This is exclusive of the additional 15% that can be achieved under the proposed Design Excellence clause.

FSR

It is proposed to amend the PLEP 2011 to permit an FSR of **5.22:1**. The proposed FSR map is provided at **Section 6 Figure 5**. This is exclusive of the additional 15% that can be achieved under the proposed Design Excellence clause.

Design Excellence

A design excellence clause was proposed as part of another Planning Proposal within the Granville Town Centre at 171-189 Parramatta Road, Granville to ensure the proposed development exhibits design excellence through a design competition process. The achievement of design excellence would allow for a 15% bonus to the FSR and building height controls. A Key Sites Map was proposed to accompany the Clause which identifies the subject site at 171-189 Parramatta Road.

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 ensure the increasing number of tall buildings proposed in town centres throughout the Parramatta Local Government Area exhibit

design excellence. The structure of this Clause is similar to the one that applies in the Parramatta City Centre.

The Planning Proposal at 171-189 Parramatta Road has not received a Gateway determination at this point in time. However this subject Planning Proposal for the land on the corner of Parramatta Road, Good Street and Cowper Street, Granville proposes to be included on the proposed Key Sites Map submitted to the Department as part of the Gateway request for 171-189 Parramatta Road, provided in **Section 6 Figure 6**.

The proposed design excellence clause is included below, however will be subject to further revision during drafting:

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.

Under this clause, a **maximum FSR of 6:1** and **building height of 111m (34 storeys)** can be attained on the site if design excellence is achieved through a design competition process.

Retention of Employment Generating Land Uses

The Planning Proposal seeks to introduce a site specific clause requiring a minimum of 4,000m² of commercial 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.

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 Parramatta Road Urban Renewal Strategy being prepared by UrbanGrowth NSW. UrbanGrowth NSW has identified that Granville (north of the railway line) is one of eight key areas for urban renewal to accommodate some of the anticipated growth for the Parramatta Road Corridor. Whilst the recommendations of this strategy have not been finalised or publically exhibited, the introduction of residential land uses and an increase in density is consistent with the general intention of the renewal program and strategy being formulated.

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 with a high development yield. 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* 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 premiere 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 the ideal 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.

As discussed above, UrbanGrowth NSW is leading the Parramatta Road Urban Renewal Strategy to identify areas for urban revitalisation along the Parramatta Road Corridor. It expects the corridor to deliver new homes and new jobs over the next 20 years throughout a series of precincts. Granville (north of the railway line) is one of eight key areas for urban renewal to accommodate some of the anticipated growth for the Parramatta Road Corridor. The strategy is yet to be exhibited, however the Planning Proposal is consistent with the general policy position on introducing residential land uses along Parramatta Road.

The planning controls within the Planning Proposal are comparable to those already permitted within other areas of the Granville Town Centre. For example, an FSR of 6:1 is currently permitted on sites close to the railway station if the land size exceeds 3,200m². Therefore it would be unreasonable to require the landowner to await the release of the draft Parramatta Road Strategy given the comparable nature of the density proposed within the Planning Proposal and the current planning controls applicable within the town centre.

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 in providing for the opportunity of 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. Council is satisfied the site can be made suitable for residential purposes with a Phase 2 to be prepared at the DA stage.
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 appropriately 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
1. Employment and Resources		
Direction 1.1 – Business and Industrial Zones	This Planning Proposal seeks to rezone part of the subject site from B6 Enterprise Corridor and B2 Local Centre to B4 Mixed Use. 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 4,000m² of floorspace for non-residential uses on the ground and first floors of any future development will retain employment generating land uses. 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 4,000m² of commercial and retail floorspace on the ground and podium levels. 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.	Yes
2. Environment and Heritage		
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

	representative of the Victorian architectural era. The proposed building envelope and indicative architectural plans within the Urban Design Analysis (Appendix A) show the treatment of the heritage item and its integration into the proposed development. Council is satisfied that the integrity of the item can be maintained under the proposed indicative massing. Further refinement and detail will need to be provided during the Design Excellence process and later at the Development Application stage which will be suitable in ensuring the item is managed appropriately. At this stage it may be deemed necessary to keep part of the internal structure or reconstruct it in order to secure the stability of the retained segments of the heritage item. The retained components of the item will provide a distinct feature within the development scheme and could greatly augment the aesthetic value of the development.	
3. Housing, Infrastructure and Urban Development		
Direction 3.1 - Residential Zones	The Planning Proposal is consistent with this direction, in that it: – facilitates additional housing in close proximity to Granville Town Centre and the Parramatta City Centre that is currently not provided on the site – provides residential development in an existing urban area that will be fully serviced by existing infrastructure – does not reduce the permissible residential density of land.	Yes
Direction 3.4 - Integrating Land Use and Transport	The Planning Proposal is consistent with this direction, in that it: – will provide new dwellings in close proximity to existing public transport links – will enable residents to walk or cycle	Yes

	to work if employed in the Parramatta City Centre or utilise the heavy rail service. – will maintain and provide additional commercial premises in proximity to existing transport links – makes more efficient use of space and infrastructure by increasing densities on an underutilised site	
4. Hazard and Risk		
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	The site is not flood prone and is above the 1:100 year flood level. 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.	Yes
6. Local Plan Making		
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 does not introduce any site specific provisions.	Yes
7. Metropolitan Planning		
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 A**.
- Preliminary Site Contamination Assessment prepared by Compaction & Soil Testing Services Pty Ltd in **Appendix B**.
- Heritage Assessment Report by NBRSPartners in **Appendix C**.
- Traffic Impact & Parking Assessment by McLaren Traffic Engineering in **Appendix D**.

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 A** 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
- Single recessed slim tower
- 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 B** 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. 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 C**. The study undertakes a thorough analysis of the history of the item. The layout and built form arrangement proposed for the redevelopment of the site provides opportunities to retain the front façade of the original portion of the Heritage Item, and the integration of the item by its partial exposure in a public Heritage Square. The façade will be set back from the main development along the Parramatta Road frontage, thereby giving emphasis to the retained façade which is of value. 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 will be further explored and assessed during the future design competition process.

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 D**. 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 E** 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 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 4,000m² 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 1.4m 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, and provision of a setback to allow its interpretation.
- 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 **360 dwellings**. This will increase housing opportunities close to a major town centre and railway station, supporting transit orientated development and inadvertently 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. Therefore, the cumulative impact new development will have in Granville will be addressed within the strategy scheduled to be released in October 2015.

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.

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.

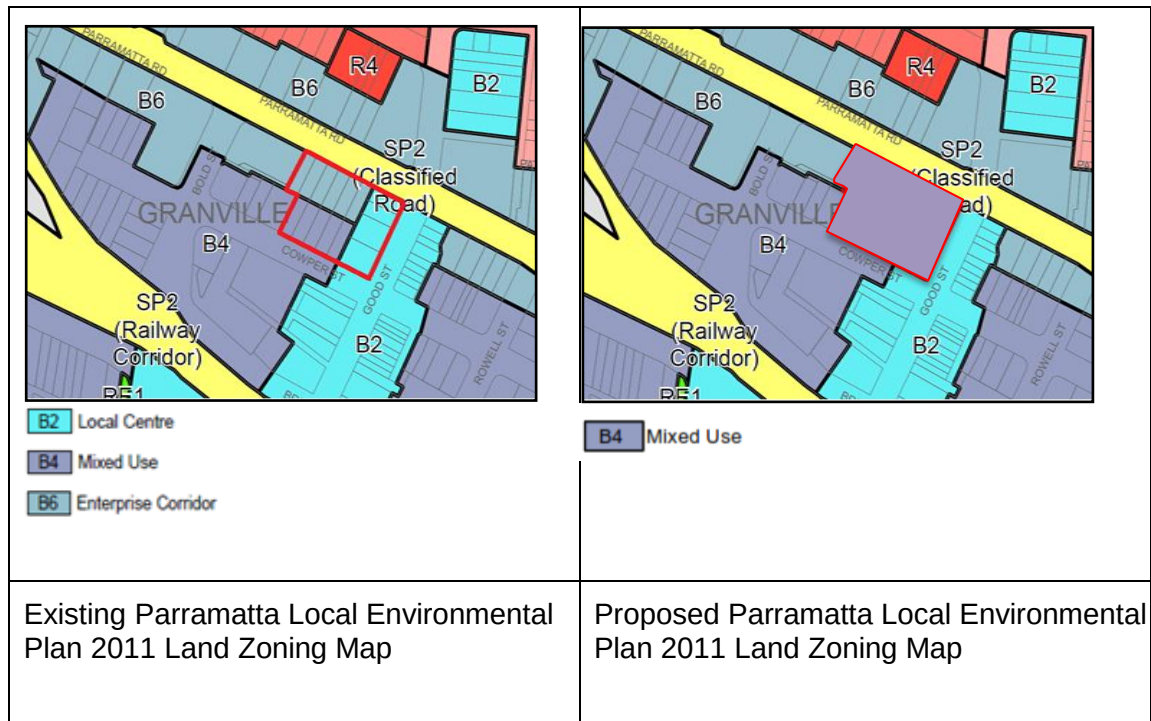


Figure 3 – Existing and proposed zoning map

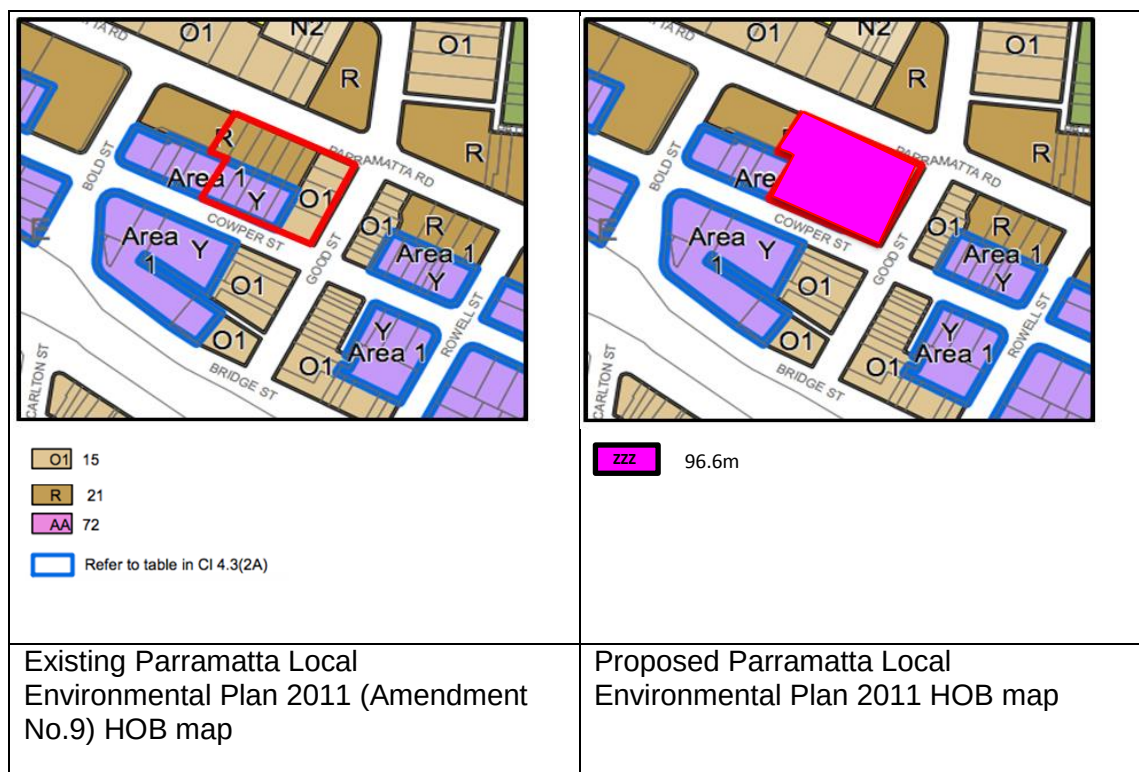


Figure 4 – Existing and proposed HOB map

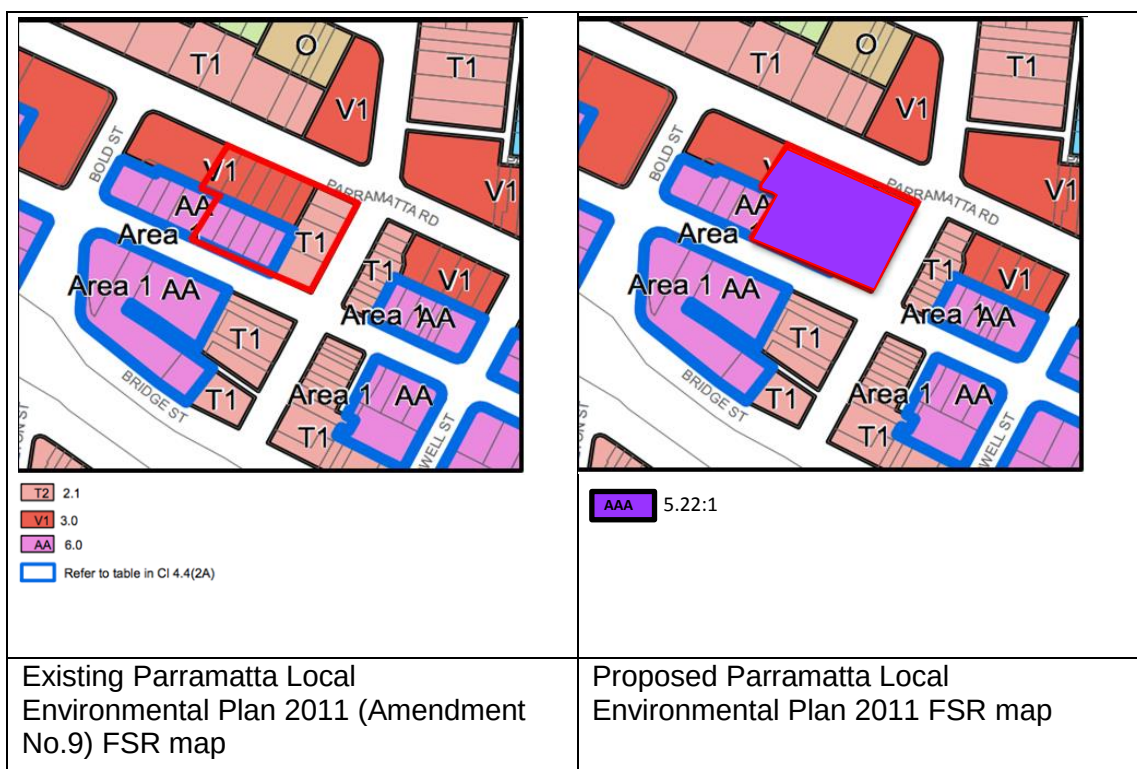


Figure 5 – Existing and proposed FSR map

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.

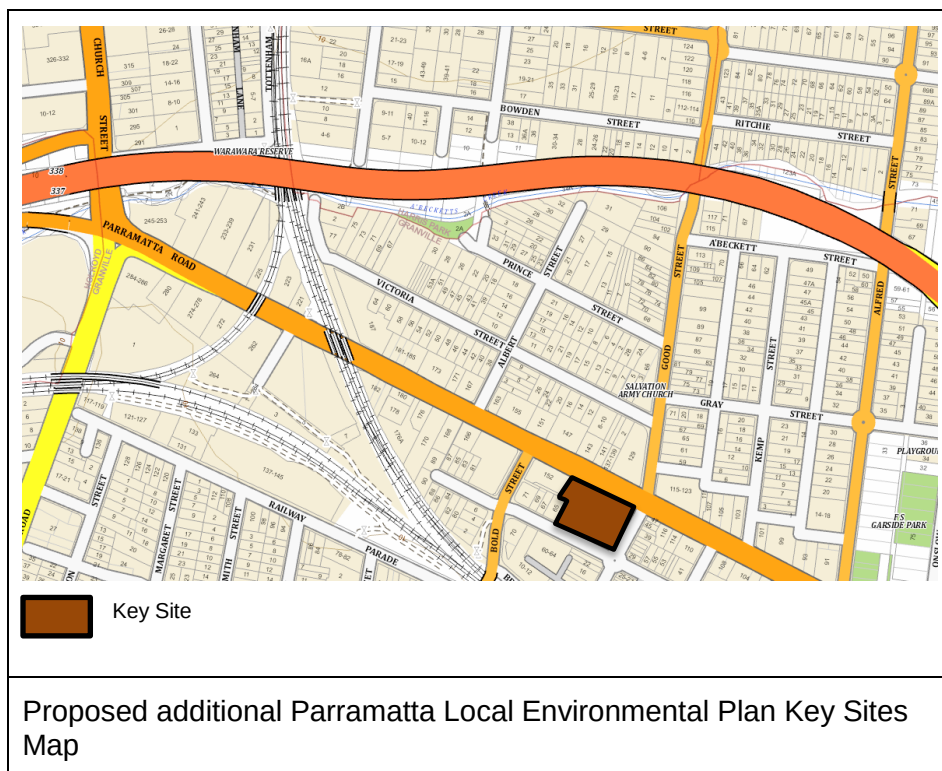


Figure 6 – Proposed key sites map

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.

8 - Indicative Timeline

Below is an indicative timeline for the Planning Proposal.

- Referral to Minister for Gateway determination: August 2015
- Date of Gateway determination: October 2015
- Exhibition including government agency consultation: November 2015
- Timeframe for the consideration of proposal post exhibition: December 2015
- Reporting of proposal to Council: February 2015
- Date of submission to PCO to finalise the LEP: March 2015

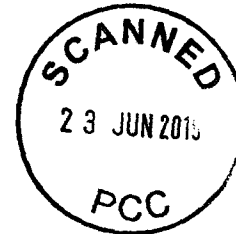


Planning & Environment

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



15/05411



Dear Mr Dyer

I am writing in response to Council's request for a Gateway determination under section 56 of the *Environmental Planning and Assessment Act 1979* (the Act) for a planning proposal to amend the zoning, maximum building height and Floor Space Ratio (FSR) controls that apply to land at 171 – 189 Parramatta Road, Granville.

Following discussion with the proponent and council officers, I am seeking the views of the Council on whether it would take the opportunity to withdraw the proposal and reformulate it in light of the following matters which are of concern to the Department.

The subject site forms part of an important renewal corridor that is expected to undergo significant change in the future. The site is identified as part of the Granville precinct under the draft Parramatta Road Urban Renewal Strategy, which investigates opportunities for growth and change in development scale along this strategic corridor.

A detailed analysis of the proposal was undertaken by the Department and was also considered by the Department's LEP Panel. The Department is concerned that:

- the site, and any change to the planning and development controls for it, align with local and State strategic planning and not be considered in isolation from the broader Granville precinct and adjoining lands
- the proposal is inconsistent with the exhibited draft Parramatta Employment Lands Study and its response to the future character and role of the Granville precinct as outlined in the study.

The role of Granville will also change over time to support the growth of Parramatta as Sydney's second CBD. The built character of the area is also expected to evolve; however, it should be in accordance with an endorsed strategic framework to enable an appropriate mix of jobs and homes to be accommodated in proximity to transport, the broader Parramatta corridor and the Parramatta CBD.

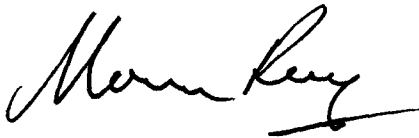
The planning proposal seeks to facilitate a high density mixed-used development within the Granville precinct above the height and scale currently considered appropriate for the area. The justification for this increase is not adequate in the context of the future character of the precinct or the implications on surrounding low density land uses.

It is important that the draft Parramatta Road Urban Renewal Strategy is finalised to provide landowners and the broader community with certainty on the future development potential for this area. It is difficult to support an individual planning proposal of such a scale in isolation of the detailed strategic planning work undertaken to date. The Department will continue to work with Council and UrbanGrowth NSW to finalise the Strategy and work through the implications of that Strategy for the Granville precinct.

I encourage Council to withdraw their proposal and consider a planning proposal that aligns with the local and State strategic planning work undertaken to date and which will encourage revitalisation along this section of Parramatta Road.

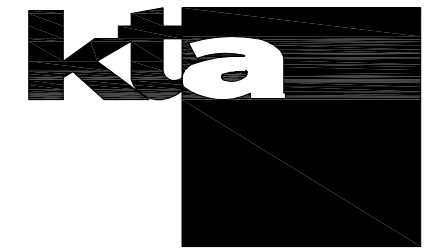
Should you have any queries in regard to this matter, please contact Ms Rachel Cumming of the Department's Parramatta office on (02) 9860 1174.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Marcus Ray', with a stylized flourish at the end.

Marcus Ray
Deputy Secretary
Planning Services

22/06/2015



krikis taylor architects

CONCEPT DESIGN

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

July 2015



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SK02	Context Plan
SK03	Site Analysis
SK04	Concept Massing Diagram

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SK07	Podium Roof Plan - Concept Plan
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SK18	Perspective 2 from Parramatta Rd. Looking West
SK19	Perspective 3 from Parramatta Rd. Looking East
SK20	Perspective 4 from Parramatta Rd. Looking East
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SK22	Perspective 6 from Laneway Looking North



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

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COWPER STREET, GRANVILLE

CONTEXT PLAN

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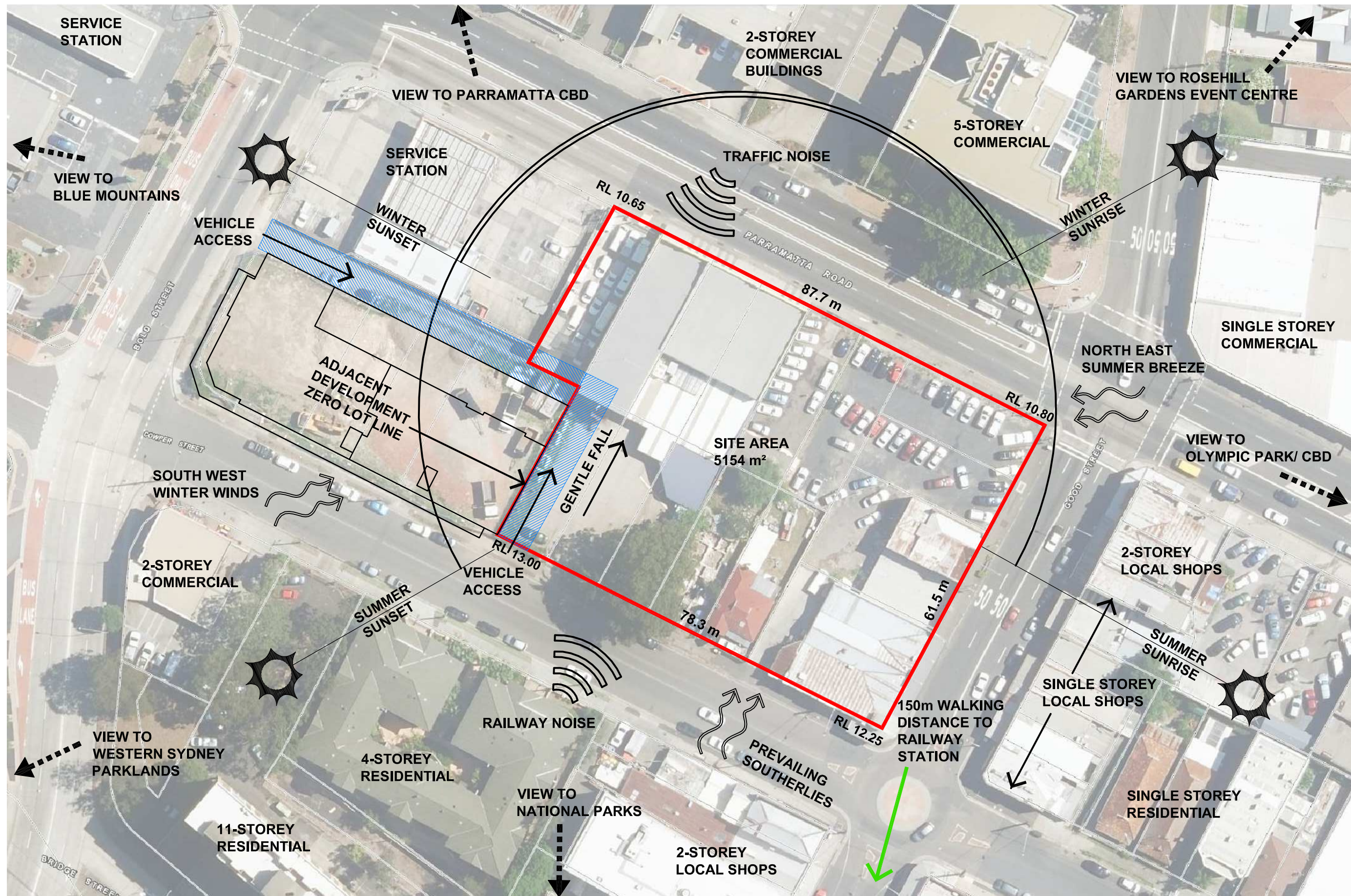
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SITE ANALYSIS

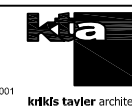
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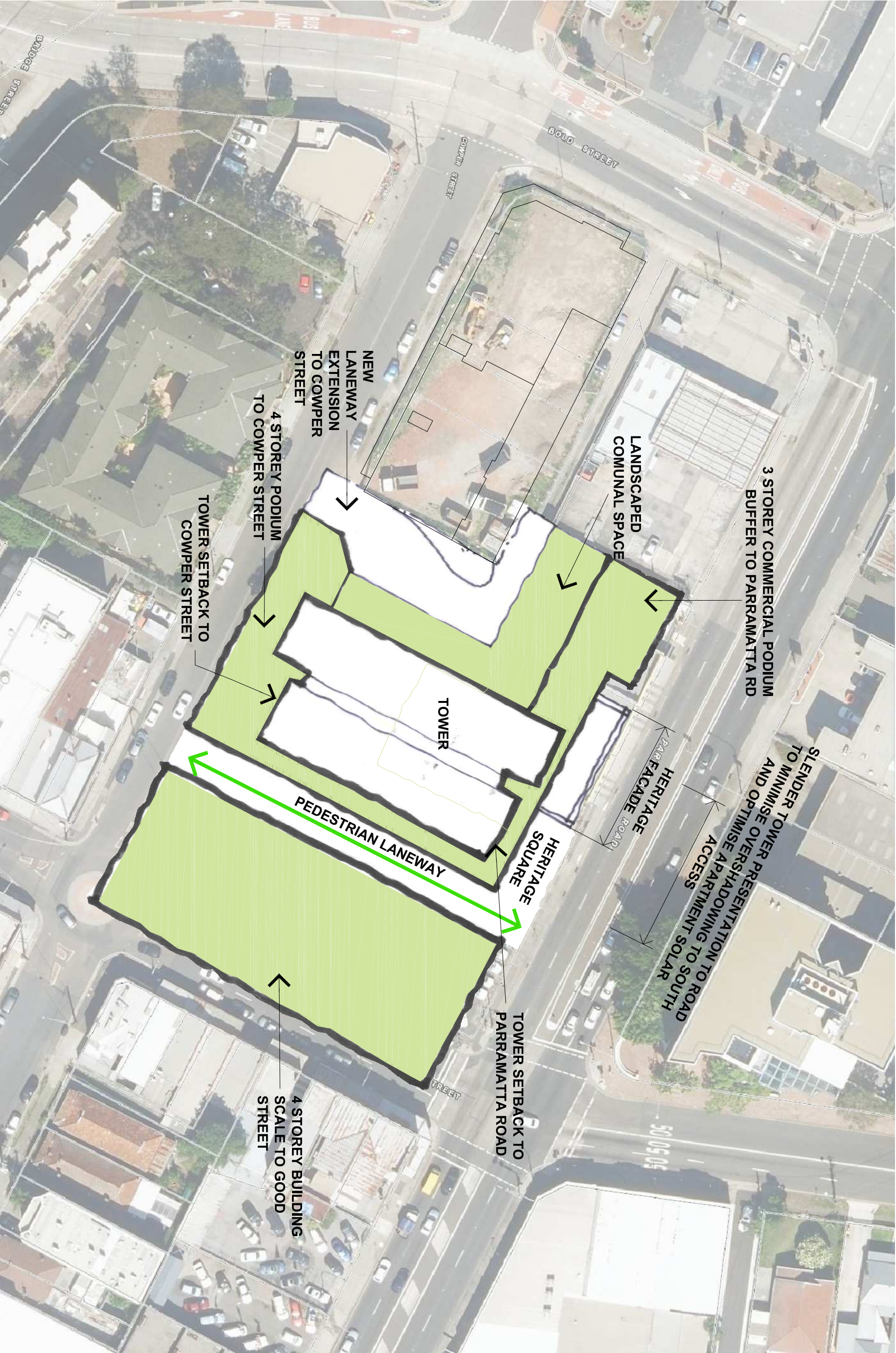
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GRAN CENTRAL

PARRAMATTA ROAD, GOOD STREET,
COWPER STREET, GRANVILLE

CONCEPT MASSING DIAGRAM

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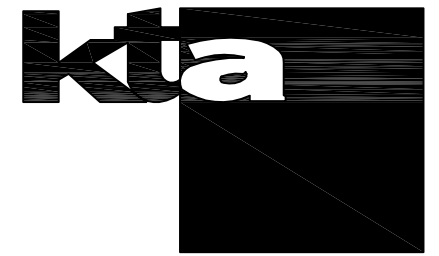


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BASE SCHEME STATISTICS

SITE - 5150 m²

GFA m²

FSR - 6:1

30900

Retail

1660

Commercial

2425

Residential

26815

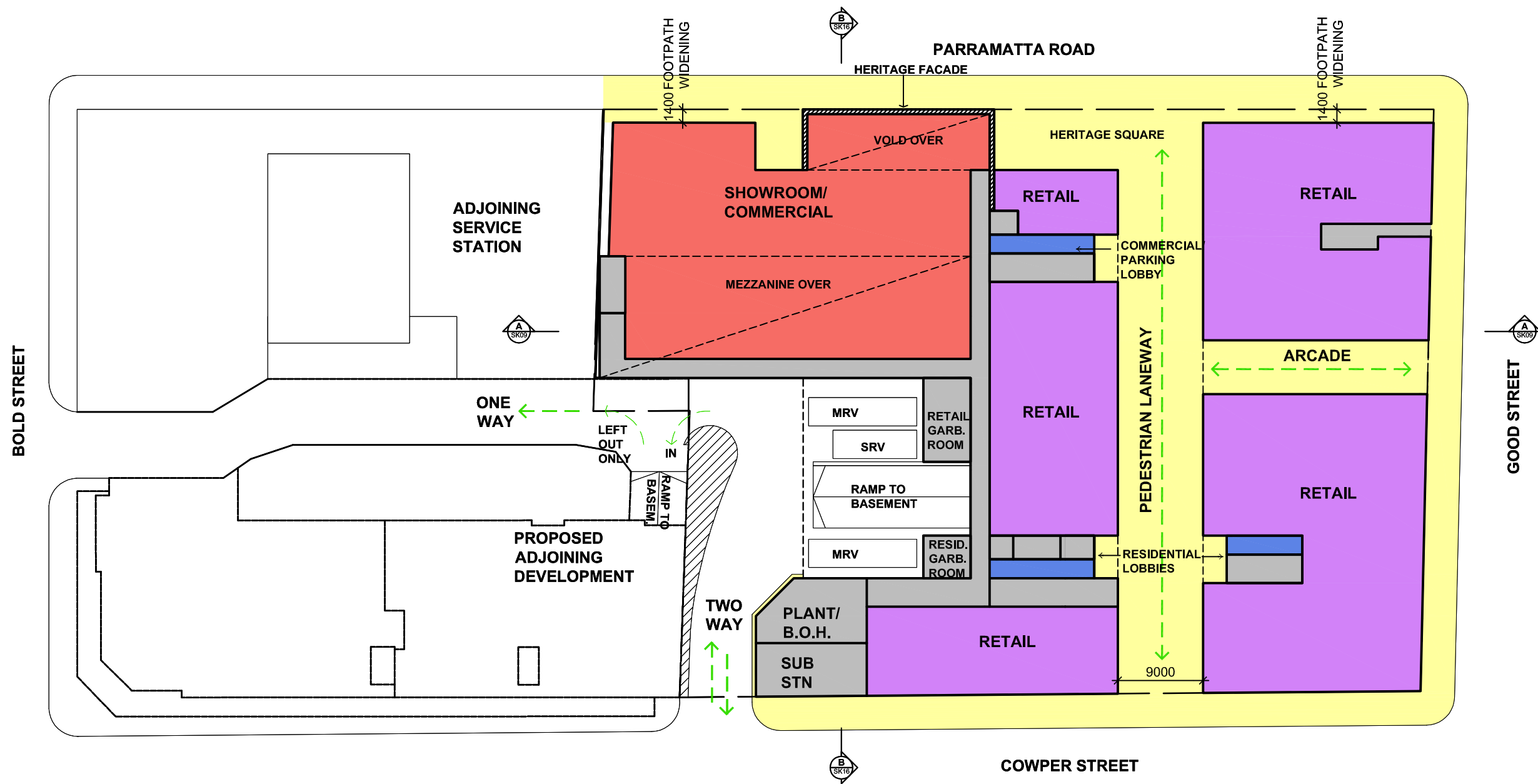
Approximately

360 dwellings

HEIGHT -

34 STOREYS PLUS
PLANT / ROOF
MODELLING
APPROXIMATELY 118 m

July 2015



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

GROUND LEVEL CONCEPT PLAN

PROPRIETOR
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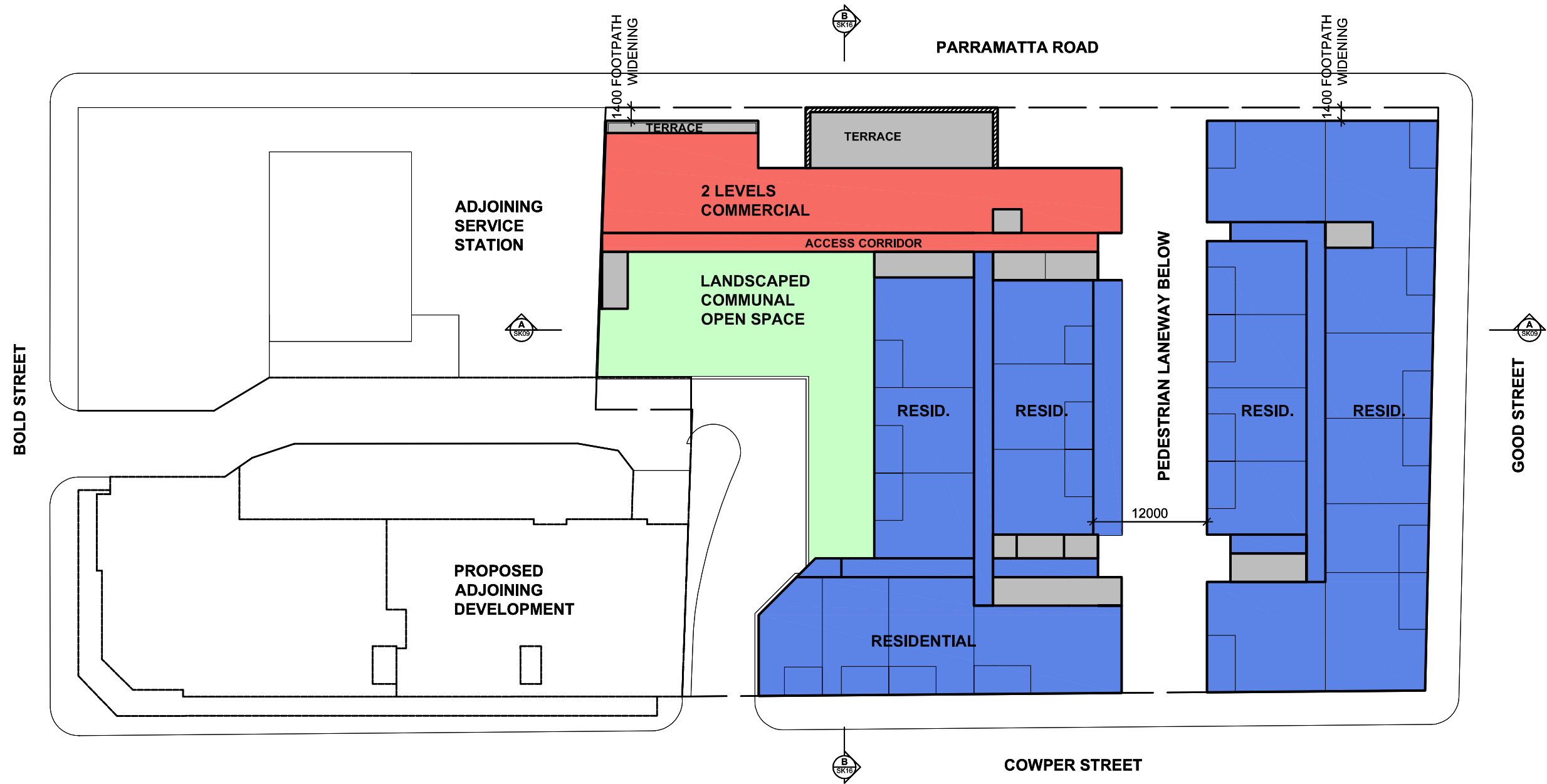
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TYPICAL PODIUM CONCEPT PLAN

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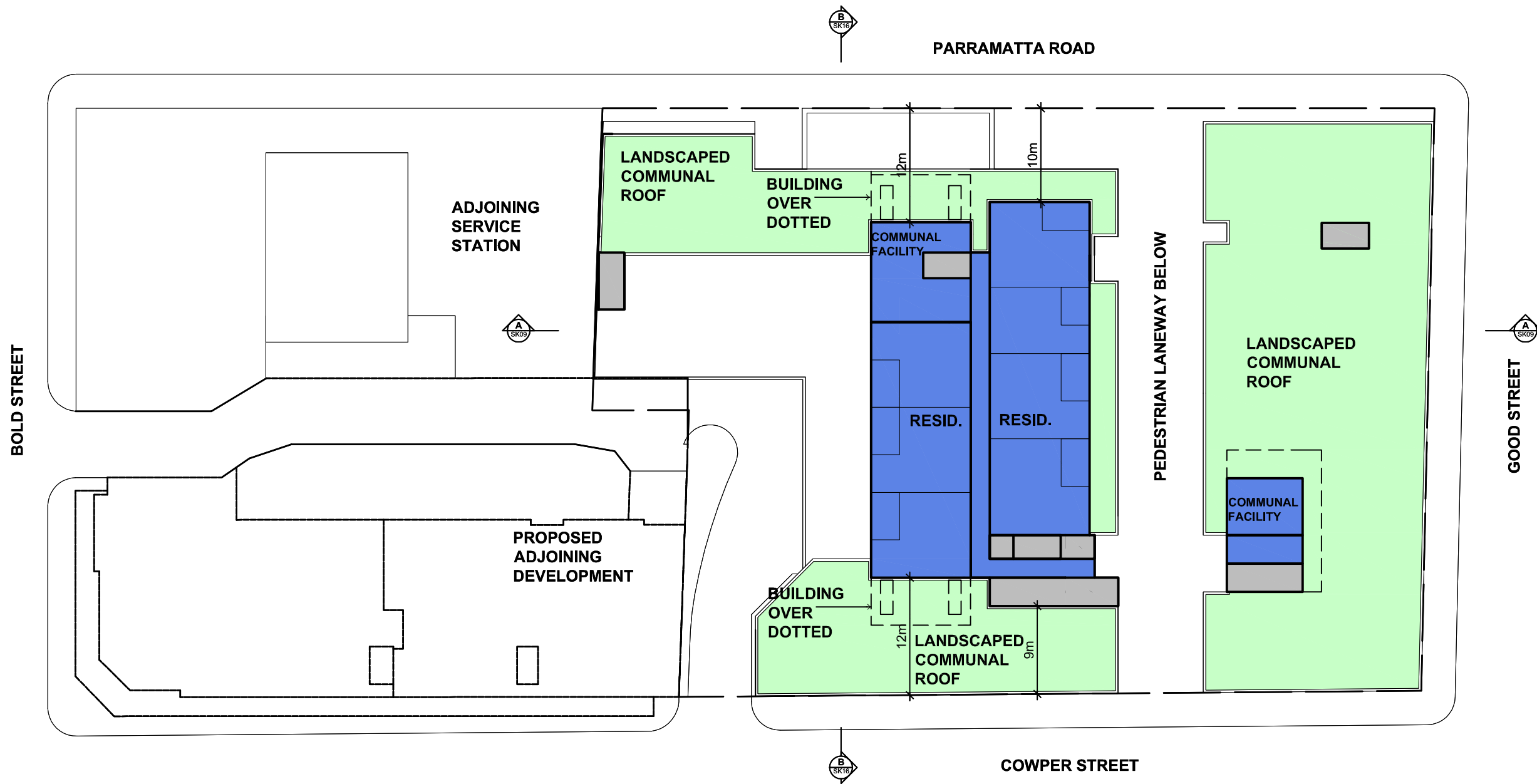
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GRAN CENTRAL

PARRAMATTA ROAD, GOOD STREET,
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PODIUM ROOF PLAN CONCEPT PLAN

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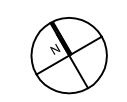
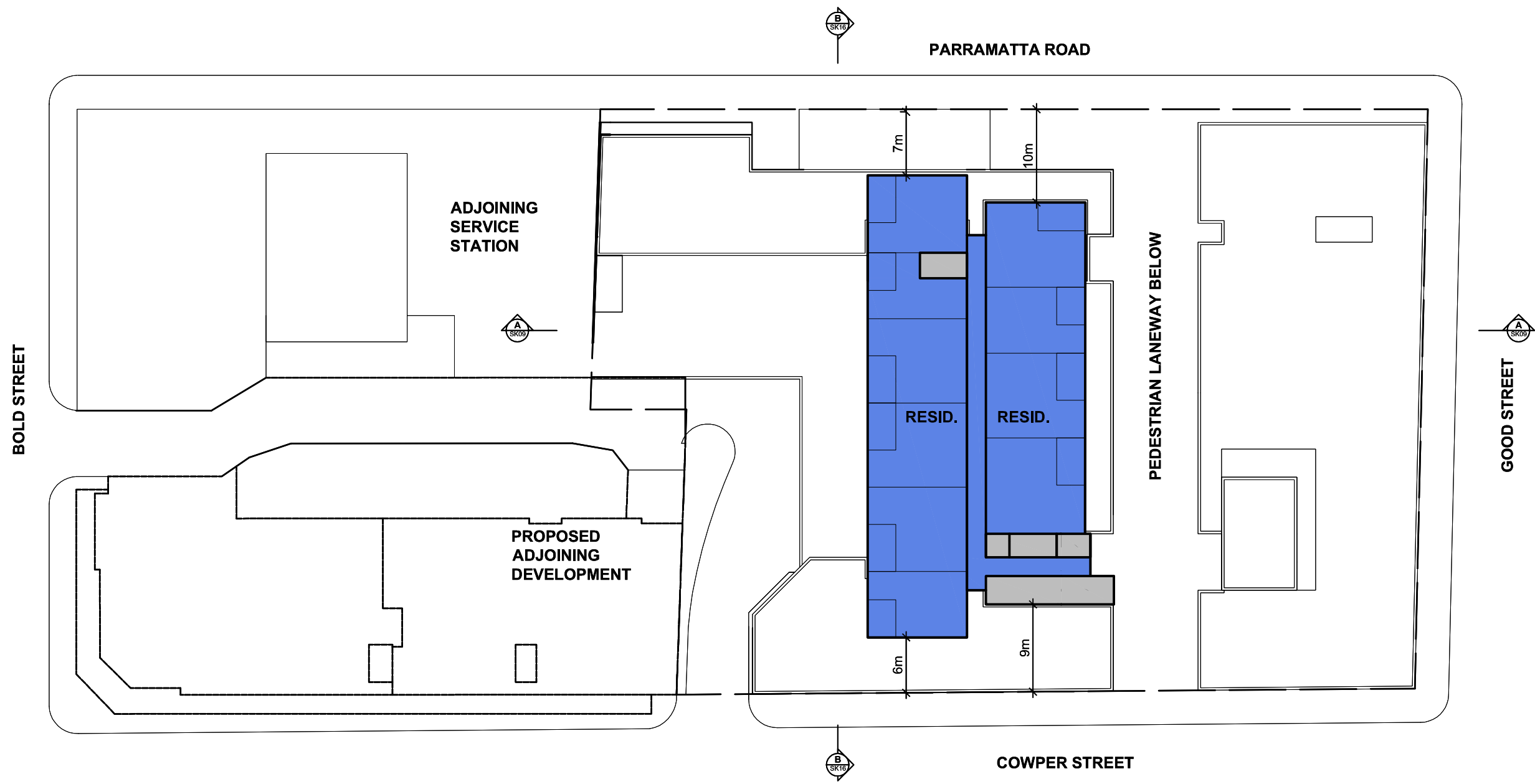
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GRAN CENTRAL

PARRAMATTA ROAD, GOOD STREET,
 COWPER STREET, GRANVILLE

TYPICAL TOWER CONCEPT PLAN

ARCHITECT



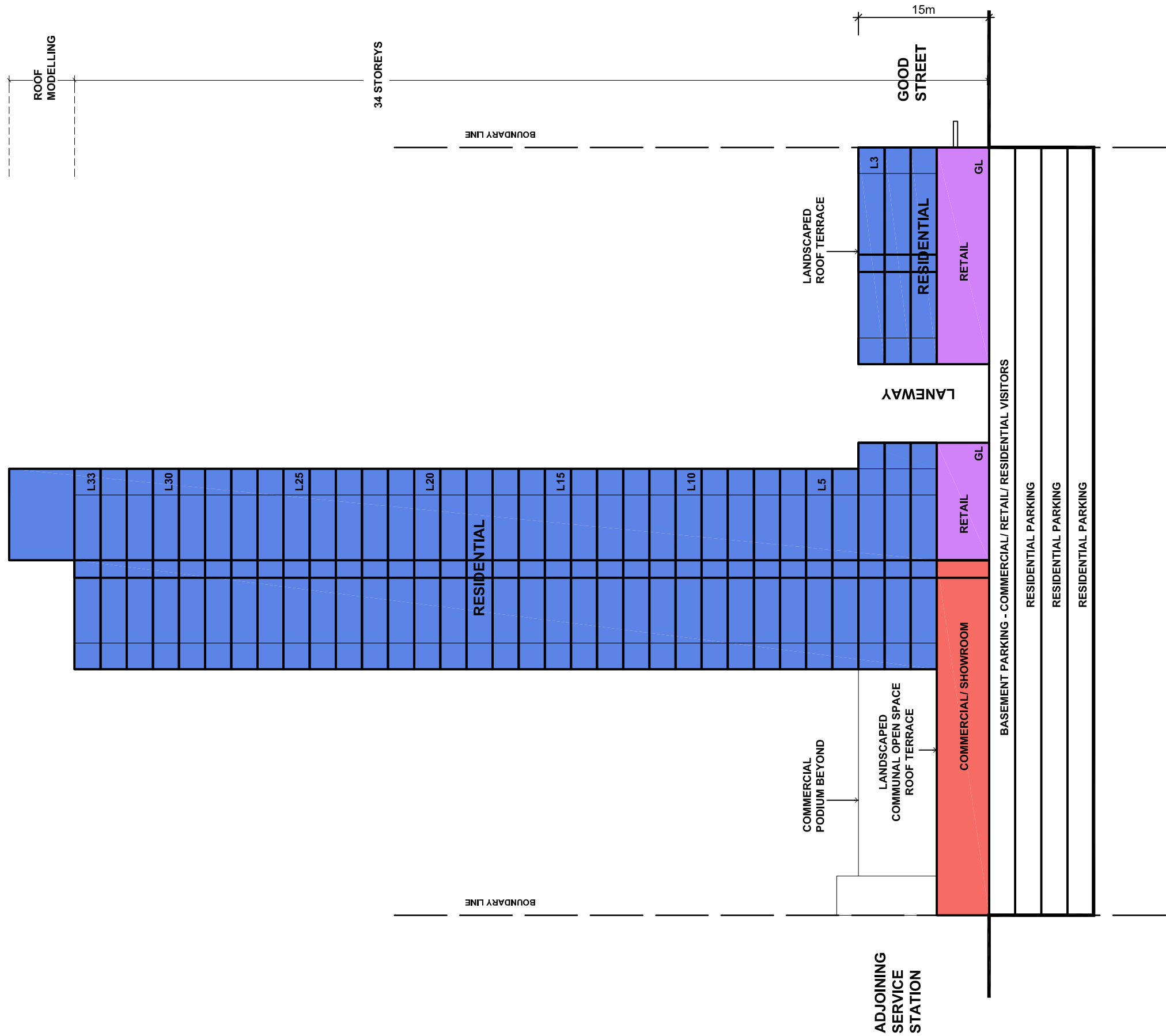
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GRAN CENTRAL
PARRAMATTA ROAD, GOOD STREET,
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SECTION A-A

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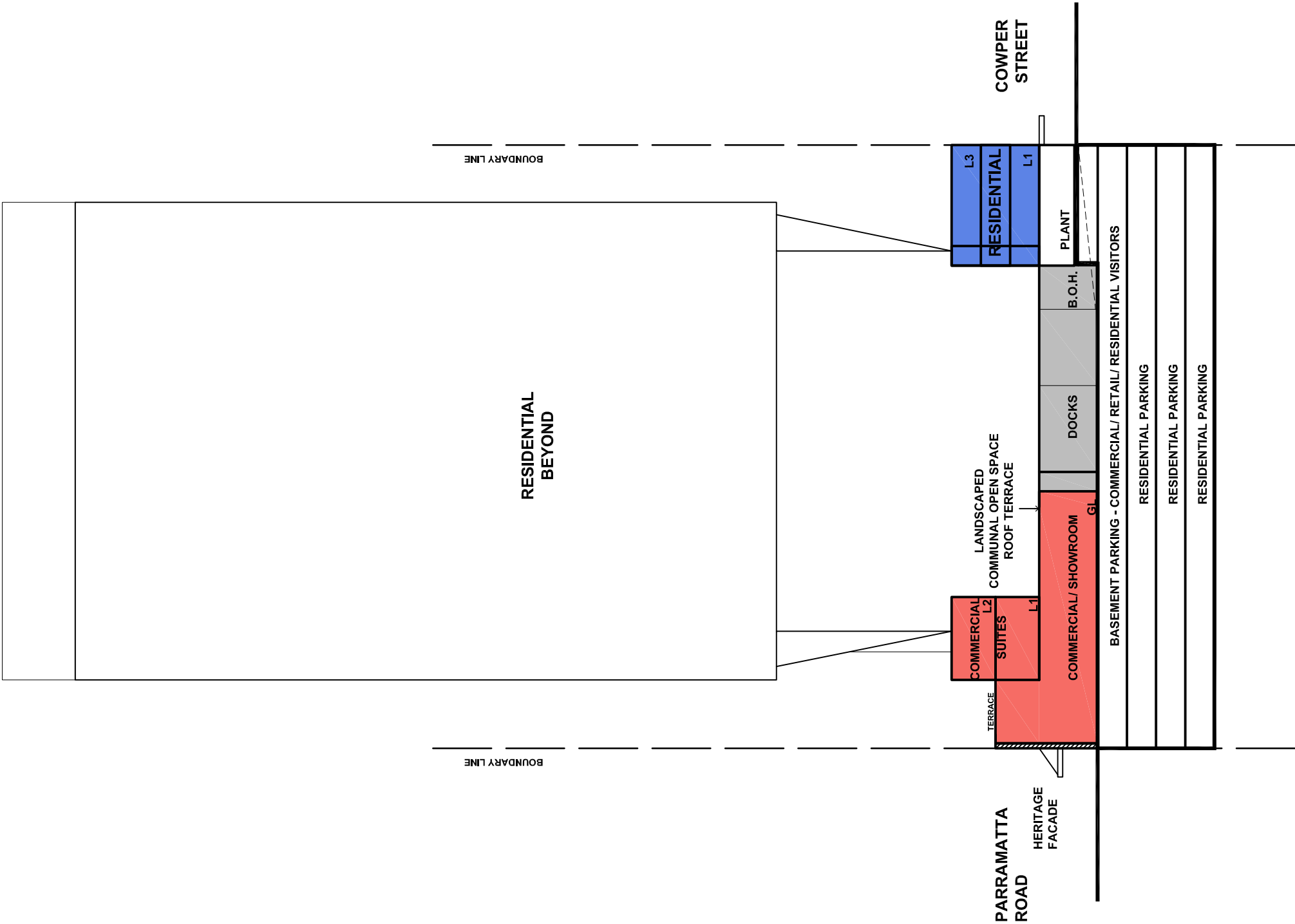
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SECTION B-B

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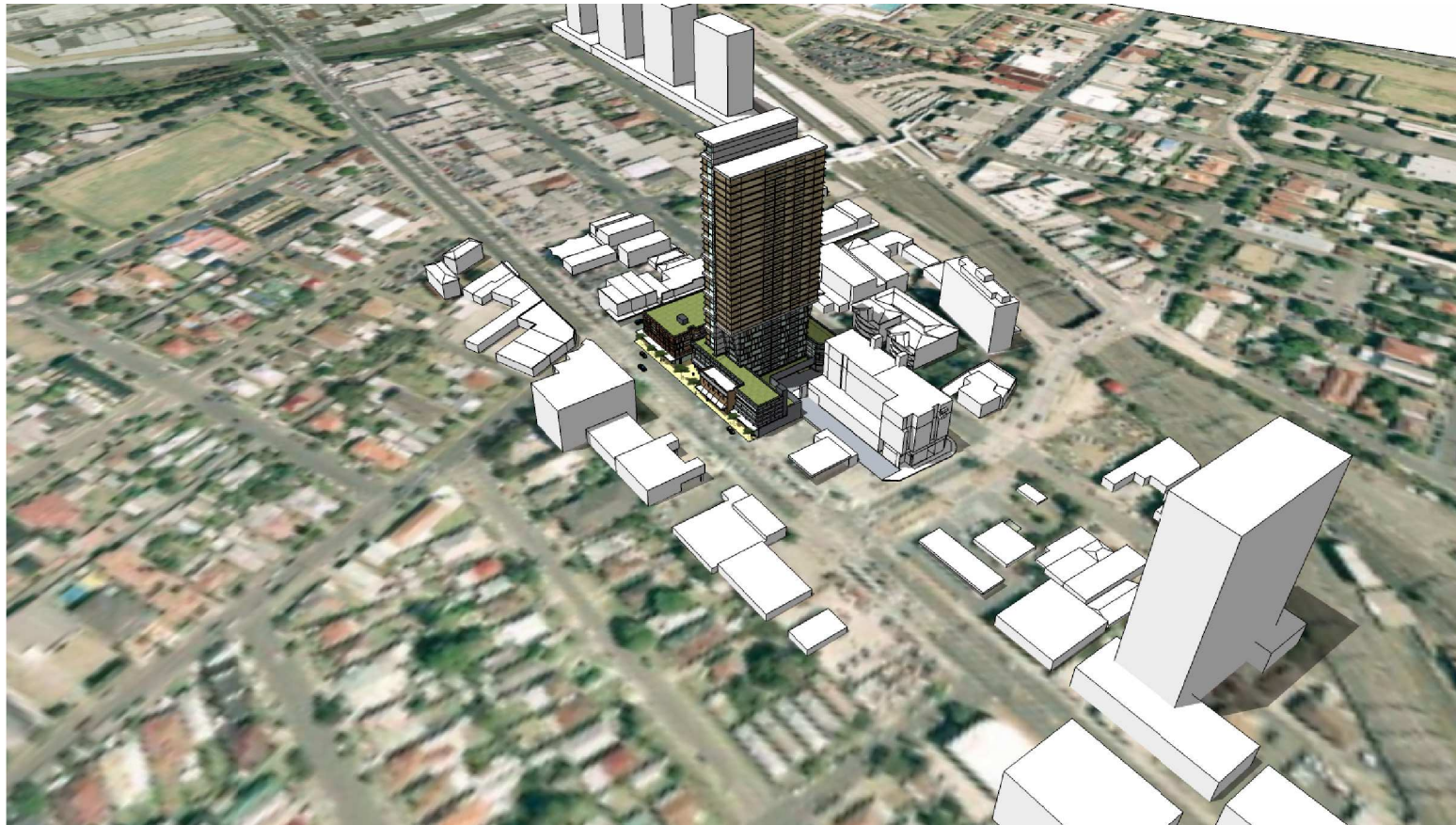
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NORTH-WEST AERIAL VIEW



NORTH-EAST AERIAL VIEW

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GRAN CENTRAL
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AERIAL PERSPECTIVES
SHEET 1 OF 2

ARCHITECT

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SOUTH-EAST AERIAL VIEW



SOUTH-WEST AERIAL VIEW

GRAN CENTRAL

PARRAMATTA ROAD, GOOD STREET,
COWPER STREET, GRANVILLE

AERIAL PERSPECTIVES
SHEET 2 OF 2

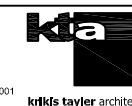
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VIEW FROM PARRAMATTA RD LOOKING EAST



VIEW FROM PARRAMATTA RD LOOKING WEST

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GRAN CENTRAL

PARRAMATTA ROAD, GOOD STREET,
COWPER STREET, GRANVILLE

PERSPECTIVE VIEWS
SHEET 1 OF 2

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VIEW FROM COWPER STREET LOOKING EAST



VIEW FROM COWPER STREET LOOKING WEST

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

PERSPECTIVE VIEWS
SHEET 2 OF 2

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21 JUNE - 9 AM



21 JUNE - 10 AM



21 JUNE - 11 AM



21 JUNE - NOON



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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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21 JUNE - 1 PM



21 JUNE - 2 PM



21 JUNE - 3 PM



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PARRAMATTA ROAD, GOOD STREET,
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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 1
FROM PARRAMATTA RD. LOOKING WEST

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100mm

50mm

150mm ON ORIGINAL

A3



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GRAN CENTRAL

PARRAMATTA ROAD, GOOD STREET,
COWPER STREET, GRANVILLE

PERSPECTIVE 2
FROM PARRAMATTA RD. LOOKING WEST

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1615 SK18 02

50mm

100mm

150mm ON ORIGINAL

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GRAN CENTRAL

PARRAMATTA ROAD, GOOD STREET,
COWPER STREET, GRANVILLE

PERSPECTIVE 3
FROM PARRAMATTA RD. LOOKING EAST

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PARRAMATTA ROAD, GOOD STREET,
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PERSPECTIVE 4
FROM PARRAMATTA RD. LOOKING EAST

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GRAN CENTRAL

PARRAMATTA ROAD, GOOD STREET,
COWPER STREET, GRANVILLE

PERSPECTIVE 5
LOOKING HERITAGE SQUARE & LANEWAY

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GRAN CENTRAL

PARRAMATTA ROAD, GOOD STREET,
COWPER STREET, GRANVILLE

PERSPECTIVE 6
FROM LANEWAY LOOKING NORTH

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May 5, 2015

The Chief Executive Office
Parramatta City Council
PO Box 32
Parramatta NSW 2124

Attention: Sonia Jacenko, Project Officer – Land Use Planning

Dear Sonia

**Gran Central Planning Proposal
Parramatta Road, Good Street and Cowper Street, Granville NSW
Items for Potential Consideration for a Voluntary Planning Agreement**

I refer to our recent meetings and discussions regarding the Planning Proposal for Gran Central at Parramatta Road, Good and Cowper Streets, Granville. At our meeting on February 6, 2015, Council officers advised that, as part of the application for the rezoning of the land the proponent should provide Council with a letter outlining the list of items to be potentially negotiated as part of a VPA.

The proponent, Airbosi Pty Limited, has agreed to provide the following list of items for consideration to be potentially negotiated as part of a VPA, which provides a benefit to the community. These items are in addition to the Section 94A Contributions applicable under any future development consent. The following items represent a range of options to enable negotiation and do not comprise the actual offer, nor would the future VPA offer necessarily include all of the below items.

1. Renewal and improvement to the amenity and activation of Council land surrounding the subject land, bounded by
 - a. Parramatta Road;
 - b. Good Street; and
 - c. Cowper Street
2. Dedication of a 1.4m wide strip of land along Parramatta Road (except forward of the heritage item facade), increasing the width of the Parramatta Road footpath, which together with street planting, will enhance its appeal and create better amenity for pedestrians;
3. Creation of a through site laneway link, between Bold and Cowper Streets;
4. Creation and naming of an activated, publically accessible, through site link;
5. Creation of a “heritage square”;

6. Provision of heritage interpretation for the site, associated with the Barn;
7. Provision of public art on the site;
8. Potential provision of, or contribution toward, affordable or key-worker housing;
9. Potential monetary contribution towards open space; and/or
10. Potential monetary contribution towards a community facility or parkland.

The value of the items for consideration may be required to be undertaken by a Quantity Surveyor and / or Valuer.

We look forward to discussing this matter with you in due course.

Yours sincerely,
For and on behalf of Airbosi Pty Limited

Adam Byrnes- Director
Think Planners Pty Ltd