

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



Parramatta City Council
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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:

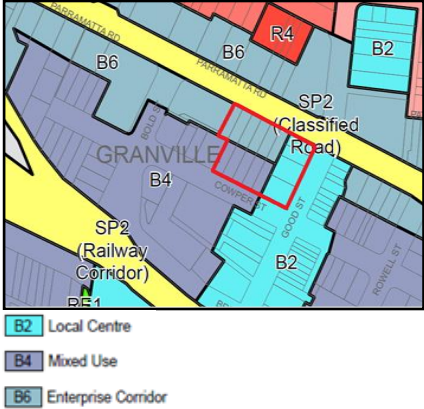
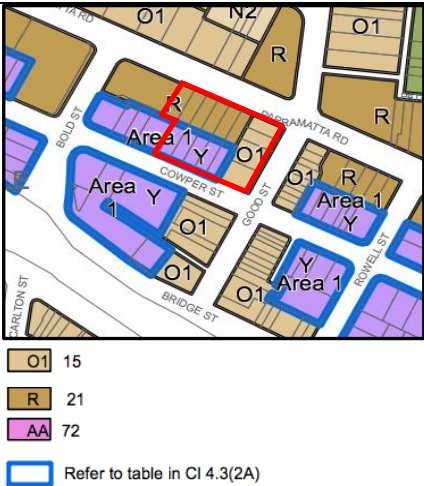
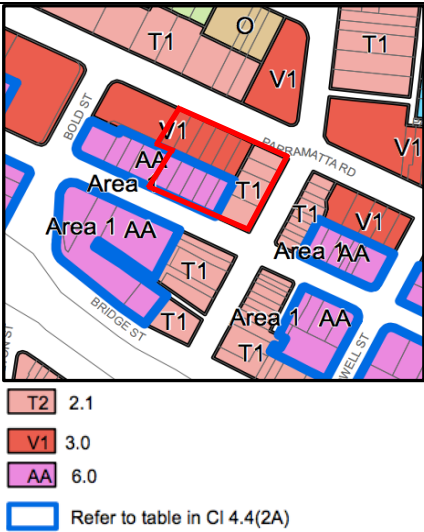
Zoning	B6 – Enterprise Corridor B2 – Local Centre B4 – Mixed Use	
Height	15 Metres 21 Metres 21 Metres (as per Clause 4.3(2A) of the PLEP 2011)	
FSR	2:1 3:1 3.5:1(as per Clause 4.4(2A) of the PLEP 2011)	

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.

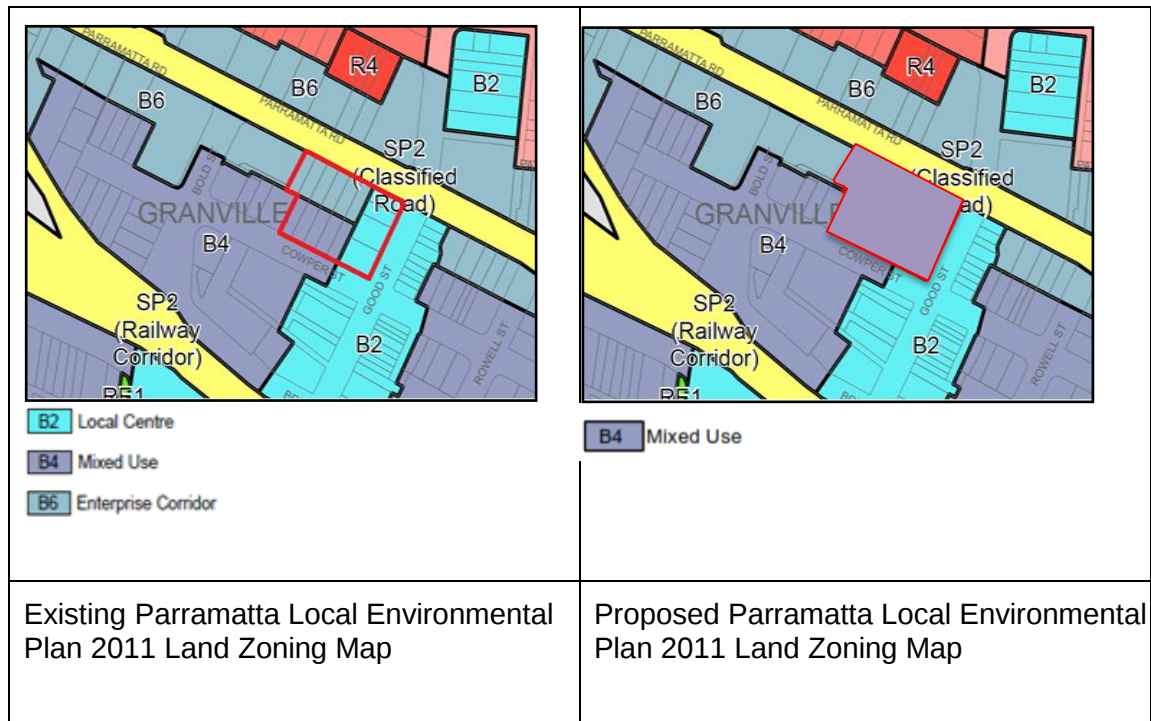


Figure 3 – Existing and proposed zoning map

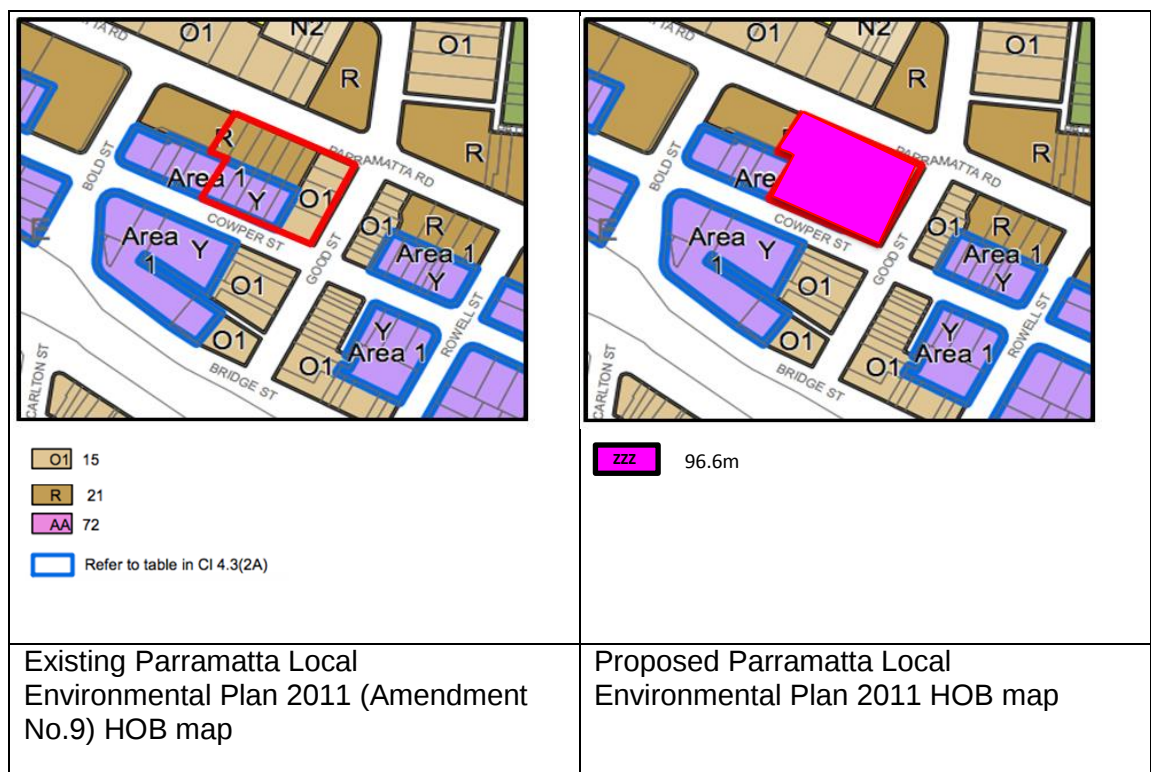


Figure 4 – Existing and proposed HOB map

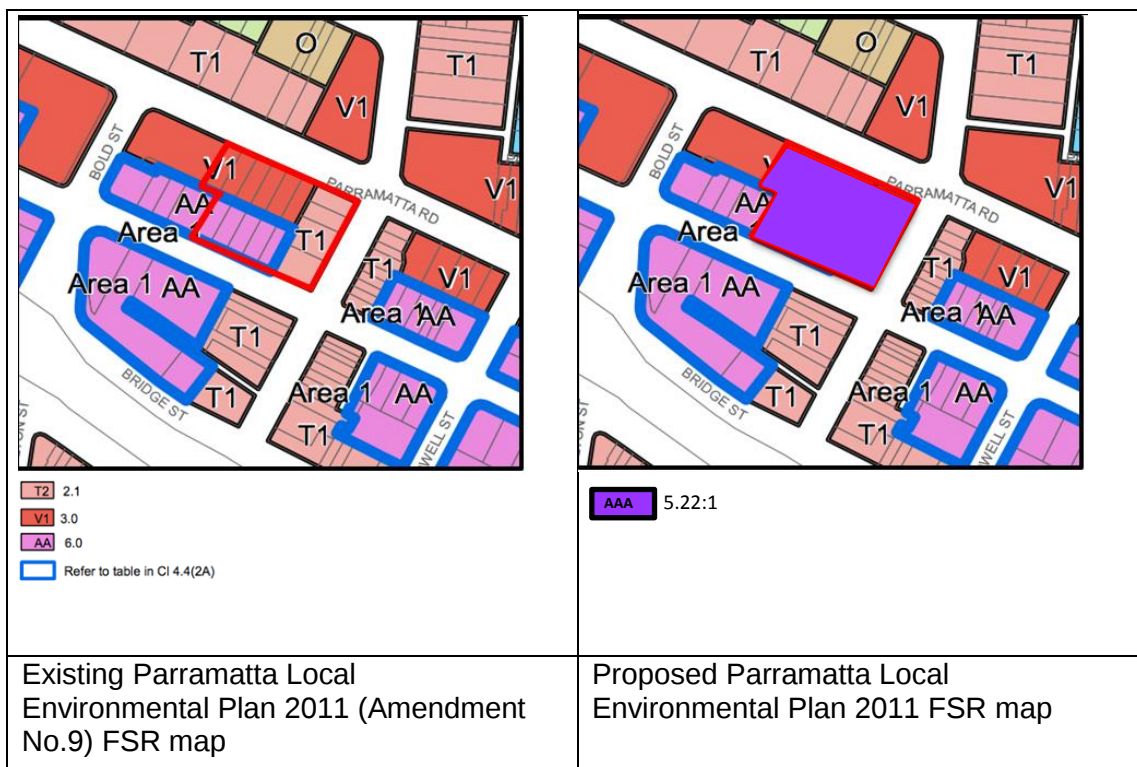


Figure 5 – Existing and proposed FSR map

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