



Planning Proposal

171 – 189 Parramatta Road

Granville

Parramatta City Council
December 2015

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Executive Summary

This report concerns an updated Planning Proposal in relation to land at 171 – 189 Parramatta Road, Granville.

The original Planning Proposal was finalised in September 2014 and sought to make the majority of the subject site available for higher density residential development, cognisant of its proximity to nearby town centres, rail stations and the primary regional city of Parramatta.

The original Planning Proposal sought to:

- Rezone the subject site from part R3 – Medium Density Residential and Part B6 – Enterprise Corridor, to B4 – Mixed Use.
- Increase the range of maximum building height limits from 11 and 15 metres, to 80 and 96 metres, with potential for an additional 'bonus' height of 14 metres, subject to achieving 'design excellence'.
- Increase the maximum floor space ratio (FSR) range from 0.6:1 and 2.0:1 to 5.25:1, with potential for a 'bonus' FSR of 0.75:1 subject to achieving 'design excellence'.

The proposal also maintained, through replacement and enhancements, the provision of employment floorspace as part of its redevelopment. It also sought to improve the locality's public domain through site works and public embellishments such as parkland and footpath improvements along Parramatta Road.

The updated Planning Proposal is similar in intent but has refined the scale of potential development in keeping within the recently exhibited draft Parramatta Road Urban Transformation Strategy (dPRUTS) by UrbanGrowth NSW.

The current Planning Proposal proposes to maintain the higher density residential development and employment uses for the site and to:

- Rezone the subject site from part R3 – Medium Density Residential and Part B6 – Enterprise Corridor, to B4 – Mixed Use.
- Increase the range of maximum building height limits from 11 and 15 metres to **82** metres (25 storeys) (inclusive of Design Excellence).
- Increase the maximum floor space ratio (FSR) range from 0.6:1 and 2.0:1 to **5.2:1** with potential for a 'bonus' FSR of 15% (5.98:1) subject to achieving 'design excellence'.

Figure 1 – Proposed built form and site layout



Source: Aleksandar design group

Inherent to the site's potential for redevelopment is its proximity to two suburban rail stations (Granville and Harris Park) and its potential for enhanced connection to a regional footpath and cycle network.

The site presents as an important gateway to both the southern reaches of Parramatta and as a landmark site that defines the Granville centre.

Despite its positioning alongside the Parramatta-Granville rail line, adjoining Parramatta Road and the soon-to-be-widened M4 motorway, the site's locational context presents as a distinct redevelopment opportunity. What otherwise might be considered as a tough and uncompromising urban environment is in fact supported by raw fundamental elements of a connected precinct, offering public transport choices, public open space linkages and is capable of providing the building blocks for high quality urban renewal.

Redevelopment of the subject site provides significant renewal opportunities and potential outcomes in support of the Granville Urban Renewal Precinct. Since the original proposal was lodged, UrbanGrowth NSW has released its draft '*Parramatta Road Urban Transformation Strategy*' (dPRUTS). The dPRUTS is the result of extensive studies and investigations into the potential for the Parramatta Road Corridor. It envisages a refurbished Parramatta Road, supported by higher density development around key nodes.

The Proposal envisages a mixed use redevelopment incorporating ground and first floor commercial land uses (employment), supported by diverse residential accommodation above. It is consistent with UrbanGrowth's vision for the Parramatta Road corridor, as explained by the dPRUTS.

This Planning Proposal has been prepared in accordance with the Environmental Planning & Assessment Act, 1979, as well as the various guidelines issued by the NSW Department of Planning and Environment. It is accompanied by several specialist reports that consider, inter alia, the implications of the proposal from an urban design, traffic and environmental perspective. The results of these separate investigations have been used to finalise the built form and building configuration that comprises the Planning Proposal. Our report also documents the suggested primary planning controls (floor space and building height) needed to deliver the intended built form.

Overall, this report finds that the proposal is consistent with the current and emerging strategic planning framework. In particular, the proposal is aligned with the urban renewal outcomes articulated in a multitude of strategic planning strategies. It offers substantial urban and public benefits.

Introduction

MacroPlan Dimasi has been engaged to prepare the Planning Proposal in relation to land at 171 – 189 Parramatta Road, Granville.

The Planning Proposal now seeks to:

- Rezone the subject site from part R3 – Medium Density Residential and Part B6 – Enterprise Corridor, to B4 – Mixed Use.
- Increase the range of maximum building height limits from 11 and 15 metres, to **82** metres (25 storeys) (inclusive of Design Excellence).
- Increase the maximum floor space ratio (FSR) range from 0.6:1 and 2.0:1 to **5.2:1** with potential for a 'bonus' FSR of 15% (5.98:1) subject to achieving 'design excellence'.

The Planning Proposal seeks to capitalise on the site's premium gateway location. Given the site's substantial land area, its existing outdated building stock and the fact that it is held almost entirely in single ownership, it represents an ideal opportunity to achieve greater land use efficiencies in a well-positioned and well-connected locality. It proposes to do this in a manner that contributes significantly to the Parramatta Road urban environment.

A preliminary rezoning concept, based generally on the abovementioned development parameters, was presented to Parramatta City Council's Ordinary Meeting of 16 December 2013 (Item No. 7.16). At that meeting, Councillors resolved to consider a full Planning Proposal for the site, subject to a range of additional design investigations being undertaken by the proponent. This Planning Proposal has taken such advice and requests into account.

The Planning Proposal is 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).

This report is structured as follows:

- **Section 1 – Background**
- **Section 2 - Intended Outcomes of the proposed LEP**
- **Section 3 – Explanation of the Provisions in the proposed LEP**
- **Section 4 – Justification of the intended outcomes and provisions**
- **Section 5 – Community Consultation**
- **Section 6 – Conclusion**

This updated Planning Proposal was prepared in collaboration with the following specialist consultancies:

- Architectus – Urban design analysis.
- MacroPlan Dimasi – Assessment of employment generating opportunities.
- Rodney Stevens Acoustics – Noise and vibration assessment.
- Pacific Environment Limited – Air quality and amenity assessment.
- McLaren Traffic Engineering – Traffic impact and parking assessment.
- JK Group – Geotechnical investigations.
- EIS – Preliminary site contamination assessment.
- Hyder Consulting – Flooding considerations.

The nature of the updated Planning Proposal maintains a similar intent but has refined the scale of the potential development. As such the findings and conclusions of:

- Rodney Stevens Acoustics – Noise and vibration assessment.
- Pacific Environment Limited – Air quality and amenity assessment.
- McLaren Traffic Engineering – Traffic impact and parking assessment.
- JK Group – Geotechnical investigations.
- EIS – Preliminary site contamination assessment.
- Hyder Consulting – Flooding considerations.

remain relevant to the updated proposal and therefore have not been re-issued as part of this documentation. However, the Aleksandar Design Group (Urban Design Report) have been updated and included as appendix to this report.

Section 1: Background

The subject site, known as 171 – 189 Parramatta Road, Granville, comprises:

- Lot 1 in DP 615141 (187 - 189 Parramatta Road)
- Lot 1 in DP 504298 (181 – 185 Parramatta Road)
- Lot 2 in DP 89526 (181 – 185 Parramatta Road)
- Lot 1 in DP 79102 (181 – 185 Parramatta Road)
- Lot 1 in DP 79624) (181 – 185 Parramatta Road)
- Lot 1 in DP 89526 (173 Parramatta Road)
- Lot 1 in DP 81084 (171 Parramatta Road)
- Lot X in DP 163366 (64 Victoria Street)
- Lot A in DP 160406 (60 Victoria Street)
- Lot 58 in DP 869379 (58 Victoria Street)

Figure 2 – Site aerial view



Source: Six viewer

Boundaries & Area

The site has a south western frontage to Parramatta Road of 136 metres, a combined northern boundary of 262 metres, an eastern boundary of 34 metres, and a western boundary of 101 metres. The combined site area is approximately 8,294m².

Existing Development

The site currently comprises of a mix of land uses and built form. The Parramatta Road frontage comprises a 2 storey furniture retail warehouse. The allotments facing Victoria Road predominantly include low-storey detached and medium density housing product. There is also a large, vacant portion of land in the north western corner of the site.

Immediately Adjoining Development

Development to the north of the subject site is characterised largely by single dwellings on Torrens title allotments, interspersed with multi-unit dwelling projects. To the east is a combination of residential development, with commercial oriented developments on those allotments facing Parramatta Road.

Immediately to the south of the subject site is the Parramatta Road road reserve. A range of established commercial developments can be found on the opposite side of Parramatta Road. An unformed road (i.e. Duke Street), owned by Parramatta City Council adjoins the subject site's western boundary.

Immediately abutting Duke Street is the Western Rail Line, which provides rail passenger transport between the Parramatta and Sydney Central Business Districts (CBD), as well as other centres throughout the metropolitan area. These areas are all subject to urban transformation and renewal.

Locality Description

The present state of development of the site and locality belies its strategic location as a southern gateway to Parramatta. The locality is characterised by a mix of uses, several items of local historical significance, and **transport infrastructure** elements critical to the broader Sydney metropolitan region.

Various forms of public and private recreational spaces are also provided for in the locality. They include public walking and bicycle tracks along the main road transport routes and Parramatta River, as well as small public parks. Other spaces include the Parramatta City Raceway and the Rosehill Racecourse are located approximately 2kms and 3kms north-east of the subject site, respectively.

Two railway lines, being the 'Western Line' and 'South Line' provide passenger transport from the Sydney CBD to Penrith, Parramatta, Richmond, Liverpool and beyond.

The Western Line links to the Parramatta rail station and beyond, via the Harris Park station which is situated approximately **700 metres north-west of the subject site**. Harris Park station is accessible via the M4 pedestrian underpass between Harris Street and Prince Street.

The 'South Line', which joins the Western Line at Granville, also functions partly as a goods transport line providing linkages between the wider Sydney metropolitan area. Granville Station is situated approximately **500 metres south east from the subject site** and is accessible by crossing Parramatta Road at its signalised intersection with Bold Street, some 150 metres east of the site.

Parramatta Road extends to the west to its intersection with Church Street and then into the Parramatta CBD. This 'auto alley' part of Parramatta Road is mostly a range of sites occupied by new and used car yards. The Parramatta CBD is approximately 1km to the north of the subject site, while the Granville Town Centre commences on the opposite (southern) side of Parramatta Road.

Figure 3 – Locality aerial view



In summary, from a locational perspective, the subject site is:

- Situated at the southern gateway to the Parramatta LGA;
- Located between two suburban rail stations at Harris Park and Granville;
- Proximate to the planned commercial urban renewal strategies for the Parramatta CBD into Auto Alley;
- Part of the draft Parramatta Road Urban Transformation Strategy and more particularly the '*Granville Precinct*'; and
- Serviced by existing walkways and pathways which, subject to improvement, could serve as important local community linkages.

It also serves as an important landmark site that helps to define the Granville centre.

Section 2: Objectives or Intended Outcomes

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

2.1 Objectives

This Planning Proposal seeks to realise the social and economic opportunities that redevelopment of the subject site presents.

Inherent to this potential is the site's locational attributes - proximity to two suburban rail stations and a key site in the planned transformation of Parramatta Road and is the emergence of Granville as an important centre.

Primarily, the planning proposal seeks to make the majority of the site available for higher density residential development, consistent with the site's proximity to nearby town centres, rail stations, Parramatta Road and the primary regional city (Sydney's second CBD), Parramatta.

The proposal also seeks to replace and enhance the provision of employment floorspace as part of its future redevelopment. This replacement and inevitable enhancement assists in activating the Parramatta Road frontage of the site.

The planning proposal will also improve the locality's public domain through site works and public embellishments that will, fittingly, lift the general appearance of the locality in recognition of its function as a southern gateway to Parramatta.

2.2 Intended Outcomes

The proposal will enable a vibrant mix of new housing, shops and commercial spaces, while improving pedestrian network connections and create attractive new parks and public spaces.

It is intended that this planning proposal will:

- Create housing and employment choices and provide, lifestyle options befitting of its strategic location;
- Ensure design excellence for all buildings transitioning between taller buildings and the existing housing along Victoria Street;
- Create links between Parramatta Road and Victoria Street delivering quality parks, pedestrian thoroughfares and open space;
- Amalgamate smaller allotments reducing land fragmentation; and
- Enhance streetscapes by delivering an upgraded public interface to Parramatta Road with improved access and movement opportunities.

These outcomes are intended to be achieved by:

- Rezoning the subject site from part R3 – Medium Density Residential and Part B6 – Enterprise Corridor, to B4 – Mixed Use.
- Increasing the range of maximum building height limits from 11 and 15 metres, to **82** metres (25 storeys) (inclusive of Design Excellence).
- Increasing the maximum floor space ratio (FSR) range from 0.6:1 and 2.0:1 to **5.2:1** with potential for a 'bonus' FSR of 15% (5.98:1) subject to achieving 'design excellence'.

Section 3: Explanation of Provisions

This section outlines the amendments required to the relevant environmental planning instruments to achieve the stated objectives and/or intended outcomes.

3.1 Amendments

Proposed Zoning Amendment

This planning proposal necessitates an amendment to the Parramatta Local Environmental Plan (Amendment No. 11) zoning map number 10. In particular, the existing R3 – Medium Density Residential and B6 – Enterprise Corridor zones at the site would be changed to B4 – Mixed Use. The following is an example of the necessary amendment.

Existing and Proposed zoning map

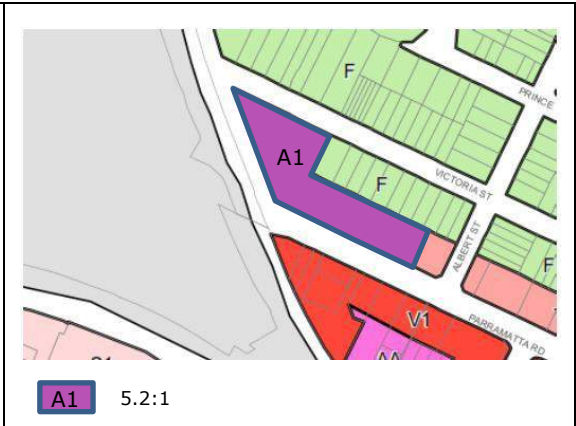
 R3 Medium Density Residential B6 Enterprise Corridor	 B4 Mixed Use
Existing Parramatta Local Environmental Plan 2011 (Amendment No.11) – Map number 10.	Proposed Parramatta Local Environmental Plan 2011 – Map number 10.

Proposed Floor Space Ratio Amendment

This Planning Proposal necessitates an amendment to the Parramatta Local Environmental Plan (Amendment No. 8) floor space ratio (FSR) map number 10.

In particular, the existing FSR of 0.6:1 and 2.1:1 would be changed to 5.2:1 to reflect the floor space proposed for the site and enable the goals of the '*A Plan for Growing Sydney*' and the draft '*Parramatta Road Urban Transition Strategy*' to be achievable. An example of the amendment sought is provided below.

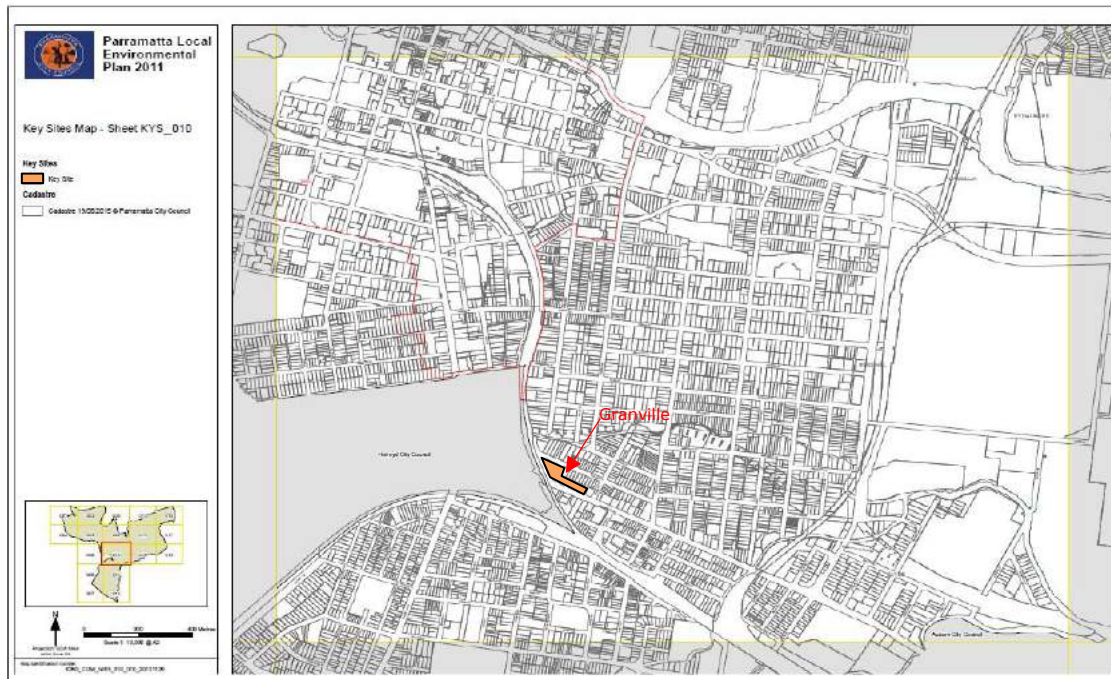
Existing and proposed FSR map

					
Existing	Parramatta	Local	Proposed	Parramatta	Local
Environmental Plan 2011 (Amendment No.9) FSR map number 10.			Environmental Plan 2011 FSR map number 10.		

In addition to the FSR map amendment, this Planning Proposal also seeks an amendment to the PLEP 2011 written instrument in order to incorporate a FSR 'bonus' of 15% for the site if 'design excellence' measures are achieved. Therefore, in total, this Planning Proposal provides for a maximum FSR of 5.98:1 at the site.

The Planning Proposals design excellence provision capitalises on the site's premium gateway location. The design of the buildings is considered an ideal opportunity to achieve greater land use efficiencies in a well-positioned and well-connected locality. With design excellence the site will contribute significantly to the improvement to the Granville and Parramatta Road urban environments. As such the subject site is considered a '**Key Site**' and the inclusion of an amendment to the Parramatta Local Environmental Plan (Amendment No. 8) Key Site Map 10 be included. An example of the inclusion sought is provided below.

Proposed Key Sites Map 10



The amendment to the PLEP 2011 written instrument in conjunction with the new Key Sites (Map 10) would be consistent with the '**design excellence**' measures outlined in *Clause 6.12 (Design Excellence)* of the *Parramatta City Centre LEP 2011*. Changes to the current wording are double-underlined for clarity.

The proposed amendment is as follows:

6.12 Design excellence

- (1) *The objective of this clause is to ensure that development exhibits design excellence that contributes to the natural, cultural, visual and built character values of Parramatta.*
- (2) *This clause applies to development involving the erection of a new building or external alterations to an existing building on land identified as "Parramatta North Urban Renewal Area" or "Granville" on the Key Sites Map.*
- (3) *Development consent must not be granted for development to which this clause applies unless the consent authority considers that the development exhibits design excellence.*

- (4) In considering whether the development 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 development will improve the quality and amenity of the public domain,*
 - (c) whether the development detrimentally impacts on view corridors,*
 - (d) whether the development detrimentally impacts on any land protected by solar access controls established in the Parramatta Development Control Plan,*
 - (e) the requirements of the Parramatta Development Control Plan,*
 - (f) how the development addresses the following matters:*
 - (i) the suitability of the land for development,*
 - (ii) existing and proposed uses and use mix,*
 - (iii) heritage issues and streetscape constraints,*
 - (iv) the relationship of the development with other development (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form,*
 - (v) bulk, massing and modulation of buildings,*
 - (vi) street frontage heights,*
 - (vii) environmental impacts such as sustainable design, overshadowing, wind and reflectivity,*
 - (viii) the achievement of the principles of ecologically sustainable development,*
 - (ix) pedestrian, cycle, vehicular and service access, circulation and requirements,*
 - (x) the impact on, and any proposed improvements to, the public domain.*
- (5) Development consent must not be granted to the following development to which this Plan applies unless an architectural design competition that is consistent with the Design Excellence Guidelines has been held in relation to the proposed development:*
- (a) development in respect of a building that is, or will be, higher than 55 metres above ground level (existing),*
 - (b) development having a capital value of more than \$100,000,000,*

- (c) development for which the applicant has chosen to have such a competition.
- (6) Subclause (5) does not apply if the Council certifies in writing that the development is one for which an architectural design competition is not required.
- (7) In deciding whether to grant development consent to the development application, the consent authority is to take into account the results of the architectural design competition.
- (8) In this clause:
- architectural design competition** means a competitive process conducted in accordance with the Design Excellence Guidelines.
- Design Excellence Guidelines** means the Design Excellence Guidelines issued by the Secretary, as amended from time to time.
- Parramatta Development Control Plan** means the Parramatta Development Control Plan, as in force at the commencement of State Environmental Planning Policy Amendment (Parramatta North) 2015.

Proposed Building Height Amendment

This Planning Proposal further necessitates an amendment to the Parramatta Local Environmental Plan (Amendment No. 9) height of building map number 10. In particular, the existing maximum building height of 11 metres and 15 metres would be changed to 82 metres (25 storeys) to reflect the tower heights proposed for the site and enable the goals of the 'A Plan for Growing Sydney' and the draft 'Parramatta Road Urban Transition Strategy' to be achievable. This height is inclusive of design excellence, with no additional height being rewarded as a result of a design competition process. An example of the amendment sought is provided below.

Existing and proposed Height of Building map

 The map shows a street grid with Victoria St, Albert St, and Parramatta Rd. A yellow zone labeled 'L' is adjacent to a brown zone labeled 'O1'. A purple zone labeled 'R' is further south. The legend indicates L is 11 and O1 is 15.	 The map shows the same street grid. A new pink zone labeled 'W' is added, situated between the yellow 'L' zone and the brown 'O1' zone. The legend indicates W is 82.
Existing Parramatta Local Environmental Plan 2011 (Amendment No.9) HOB map number 10.	Proposed Parramatta Local Environmental Plan 2011 HOB map number 10.

Section 4: Justification

In accordance with Departmental guidelines, this section provides a justification for the planning proposal.

4.1 Need for the Planning Proposal

Is the planning proposal a result of any strategic study or report?

Urban Design Analysis

Aleksandar Design Group has undertaken an Urban Design Analysis for the site, including its context and its development potential.

The analysis considers the local and broader geographic context, including adjoining development as well as the site's proximity to the Parramatta CBD, 'Auto Alley', Granville and Harris Park Town Centres. The site is also considered in the context of the dPRUTS outcomes and the proposed WestConnex.

The various social, cultural, economic and recreational facilities offered within the relevant context are also considered, e.g. the extent and quality of nearby active and passive open space, bicycle paths and community facilities. Further consideration is given to the employment opportunities offered at the site and within its proximate locality.

Aleksandar Design Group has also analysed and tested a range of building envelope options, through a detailed assessment of floor space and building height scenarios. Consideration has also been given to the objectives and outcomes within the dPRUTS which anticipates significant changes to the current Parramatta LEP provisions.

The testing of built form options has also considered the primary statutory planning instruments applicable during a future DA assessment, such as State

Environmental Planning Policy No. 65 – Design Quality of Residential Flat Buildings (SEPP 65) and State Environmental Planning Policy (Infrastructure) 2007. This ensures that any statutory planning controls which may eventuate as part of this Planning Proposal can be practically implemented during the detailed design and DA assessment phase of the project.

Employment Analysis

The site is currently zoned B6 – Enterprise Corridor, the primary objective of which is to foster employment opportunities. The planning proposal seeks to change the zoning of the site to B4 – Mixed Use. In effect, the planning proposal would re-orient the site's focus from a purely employment or commercial focus to one which is commercial and residential, cognisant of the site's strategic location and proximity to key transport infrastructure.

MacroPlan Dimasi has analysed the impacts of such a change on the prospects for employment opportunities. The assessment considers the existing employment opportunities at the site based on existing zoning and floor space potential, against the employment opportunities generated by the Proposal.

Notably, the Planning Proposal seeks to improve the quantity of commercial floor space at the site and establish 1,875 m² of new GFA.

Is the planning proposal the best means of achieving the objectives or intended outcomes?

Given that the proposal relies on a change in land use, and a substantial amendment to existing development standards, a planning proposal is considered the best means of achieving the stated objectives.

A change in zoning and the development potential of the site is necessary to realise the site's social and economic opportunities and assist in achieving the vision and goals of 'A Plan for Growing Sydney' and dPRUTS.

Is there a net community benefit?

Yes – our assessment of community benefit follows:

Table 5 – Net community benefit test

<i>Will the LEP be compatible with agreed State and regional strategic direction for development in the area?</i>
A comprehensive assessment of the planning proposal against the relevant environmental planning framework follows this table. Our assessment finds the proposal to be consistent with the current strategic planning framework. In particular, it is consistent with the urban outcomes expected of the dPRUTS, A Plan for Growing Sydney and by WestConnex. The proposal is supportive of employment and housing diversity targets for the sub-region and the Granville Precinct.
<i>Is the LEP located in a global/regional city, strategic centre or corridor nominated within the Metropolitan Strategy or other regional/subregional strategy?</i>
The site is located at the periphery of the Parramatta CBD, which is recognised as a major regional centre, and forms part of the Parramatta Road corridor. It is also located in the Granville Precinct as part of the urban renewal strategies for the sub-region. The subject site is also located in the global employment arc from North Sydney and Chatswood through to Parramatta is identified as a key objective under 'A Plan for Growing Sydney'.
<i>Is the LEP likely to create a precedent or create or change the expectations of the landowner or other landholders?</i>
The proposal is largely consistent with the existing and future expectations aligned with the dPRUTS corridor. It may encourage further renewal within the Granville Precinct and could act as a catalyst or stimulus to growth and urban renewal whilst meeting the strategic planning objectives.
<i>Have the cumulative effects of other spot rezoning proposals in the locality been considered? What was the outcome of these considerations?</i>
Any spot rezoning in this particular locality are likely to be consistent with the redevelopment expectations associated with the dPRUTS and WestConnex corridor. Council has recently determined that 'Auto Alley' should be designated for an increased level of commercial floorspace, whilst at the same time determining that residential development should be limited. This planning proposal presents an opportunity for workers to live close to their place of work, providing retail and other economic benefits for the locality, and is consistent with Council's and State Government planning for the precinct. Also, Aleksandar Design Group has considered the redevelopment potential and likely building envelopes/footprints on adjoining and nearby properties. Its analysis confirms that the proposal does not compromise the development potential of such lands.

Will the LEP facilitate a permanent employment generating activity or result in a loss of employment lands?

Overall, this Planning Proposal will generate enhanced employment opportunities compared to existing outcomes at the site. Substantial employment opportunities will also occur during the construction phase.

Will the LEP impact upon the supply of residential land and therefore housing supply and affordability?

The planning proposal will result in a significant positive impact on residential land supply and subsequently, affordability. The proposal will increase the quantity and quantum of dwellings units at the site compared to that allowed for under the current environmental planning framework. The quality and diversity of future housing products will further assist in supply and affordability.

Is the existing public infrastructure (roads, rail, and utilities) capable of servicing the proposed site? Is there good pedestrian and cycling access? Is public transport currently available or is there infrastructure capacity to support future public transport?

The subject site benefits from continuous pedestrian and bicycle linkages to Harris Park and Granville railway stations, both of which provide connectivity to a range of local and regional attractions. Both stations are within a 10 minute walking distance. The Parramatta Road transport capacity is expected to increase with the planned construction of the WestConnex. The site is currently serviced with all basic utility infrastructure, water, sewer, power and telecommunication. A new public walkway is proposed through the site's north-south access. This will increase site permeability and its connectivity to other centres and transport stations.

Will the proposal result in changes to the car distances travelled by customers, employees and suppliers? If so, what are the likely impacts in terms of greenhouse gas emissions, operating costs and road safety?

The proposal will increase the quality of existing commercial floor space at the site and will maintain existing commercial land. In this case, any distances travelled by customers, employees or suppliers will not alter. Subsequently, any associated impacts on greenhouse gas emissions, operating costs and road safety, are anticipated to be negligible. The proposal will increase public transport usage given the site's proximity to two key railway stations.

Are there significant Government investments in infrastructure or services in the area whose patronage will be affected by the proposal? If so, what is the expected impact?

Existing infrastructure and planned infrastructure for the locality will be enhanced by the proposal, as it provides a substantial residential base to support the patronage/usage of such investments. The proposal is entirely consistent with the objectives of the dPRUTS and WestConnex project and supports ongoing investment in metropolitan rail services.

<i>Will the proposal impact on land that the Government has identified a need to protect (e.g. land with high biodiversity values) or have other environmental impacts? Is the land constrained by environmental factors such as flooding?</i>
The subject site does not include land identified for protection purposes. It is not subject to natural environmental constraints such as flooding.
<i>Will the LEP be compatible / complementary with surrounding land uses? What is the impact on amenity in the location and wider community? Will the public domain improve?</i>
The planning proposal is compatible with the built form and land uses expectations associated with the dPRUTS. Similarly, the proposal is compatible with development expected around and in the Granville Precinct. The proposal provides for upgrades to existing public domain facilities such as footpaths, street planting and the like. The proposed site layout prepared by Aleksandar Design Group includes a new public connection/footpath through the site to improve connectivity between Harris Park, the subject site, the adjoining Granville Town Centre, the Parramatta CBD as well as Auto Alley.
<i>Will the proposal increase choice and competition by increasing the number of retail and commercial premises operating in the area?</i>
The site and floor plans prepared by Aleksandar Design Group include an enhancement of commercial floor space at the site i.e. 1,875m². This floor space will be provided at the ground level, along the Parramatta Road frontage of the site. In this regard, the proposal will enhance capacity for commercial activity and job creation
<i>If a stand-alone proposal and not a centre, does the proposal have the potential to develop into a centre in the future?</i>
The planning proposal is consistent with the urban outcomes expected along the Parramatta Road. This includes residential, commercial, retail and built form outcomes.
<i>What are the public interest reasons for preparing the planning proposal? What are the implications of not proceeding at that time?</i>
The public interest reasons for preparing the plan include: ▪ The proposal capitalises on the substantial economic and social opportunities afforded by such a large portion of land under single ownership, in close proximity to a range of public and private services/infrastructure. ▪ The proposal is likely to act as a catalyst for further urban renewal along Parramatta Road and will encourage activation of the adjoining Granville Precinct. ▪ The planning proposal would assist in accommodating the increasing residential population of the Parramatta Local Government Area (LGA). ▪ Substantial public domain improvements will be achieved as part of the proposal. ▪ There will be additional opportunities for diversity and opportunities for affordable housing. ▪ The Planning Proposal is likely to provide a ready labour force in close proximity to major employment nodes, such as the Parramatta CBD. It will therefore, increase opportunities for improved economic productivity.

4.2 Relationship to strategic planning framework

A Plan for Growing Sydney

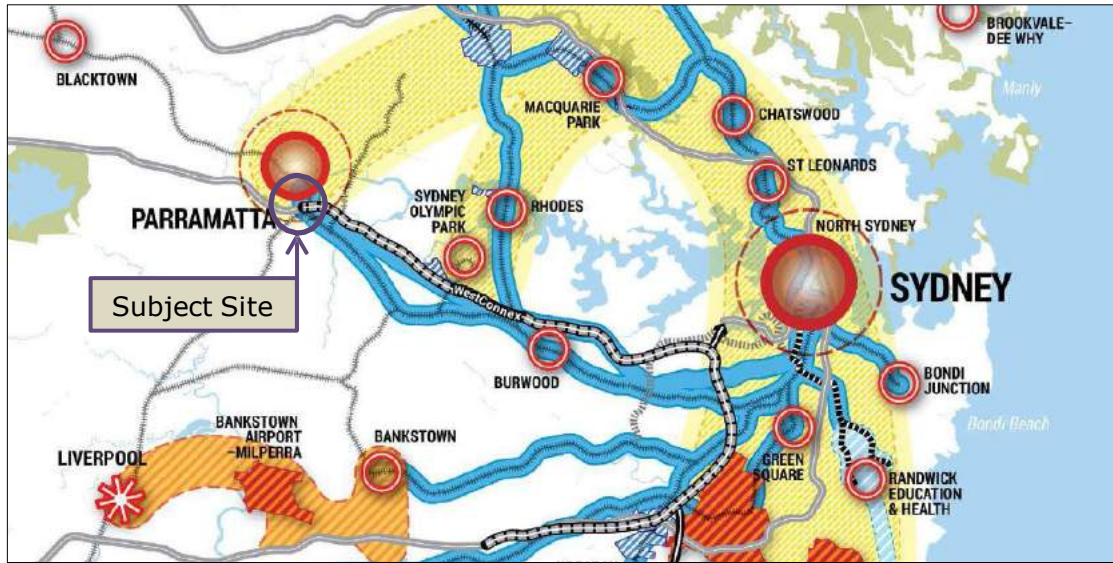
The Government's vision for Sydney is '*a strong global city, a great place to live*'. To achieve this vision, the Government has set down goals in '**A Plan for Growing Sydney**' that Sydney will be:

- a competitive economy with world-class services and transport;
- a city of housing choice with homes that meet our needs and lifestyles;
- a great place to live with communities that are strong, healthy and well connected; and
- a sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.

The plan sets out objectives that will deliver these goals and include:

- accelerating urban renewal across Sydney at train stations, providing homes closer to jobs;
- growing a more internationally competitive Sydney CBD;
- growing Greater Parramatta as Sydney's second CBD;
- transforming the productivity of Western Sydney through growth and investment;
- delivering the infrastructure that is needed;
- promoting Sydney's arts and culture, tourism and entertainment industries;
- protecting our natural environment; and
- managing long-term growth.

Extract from 'A Plan for Growing Sydney'



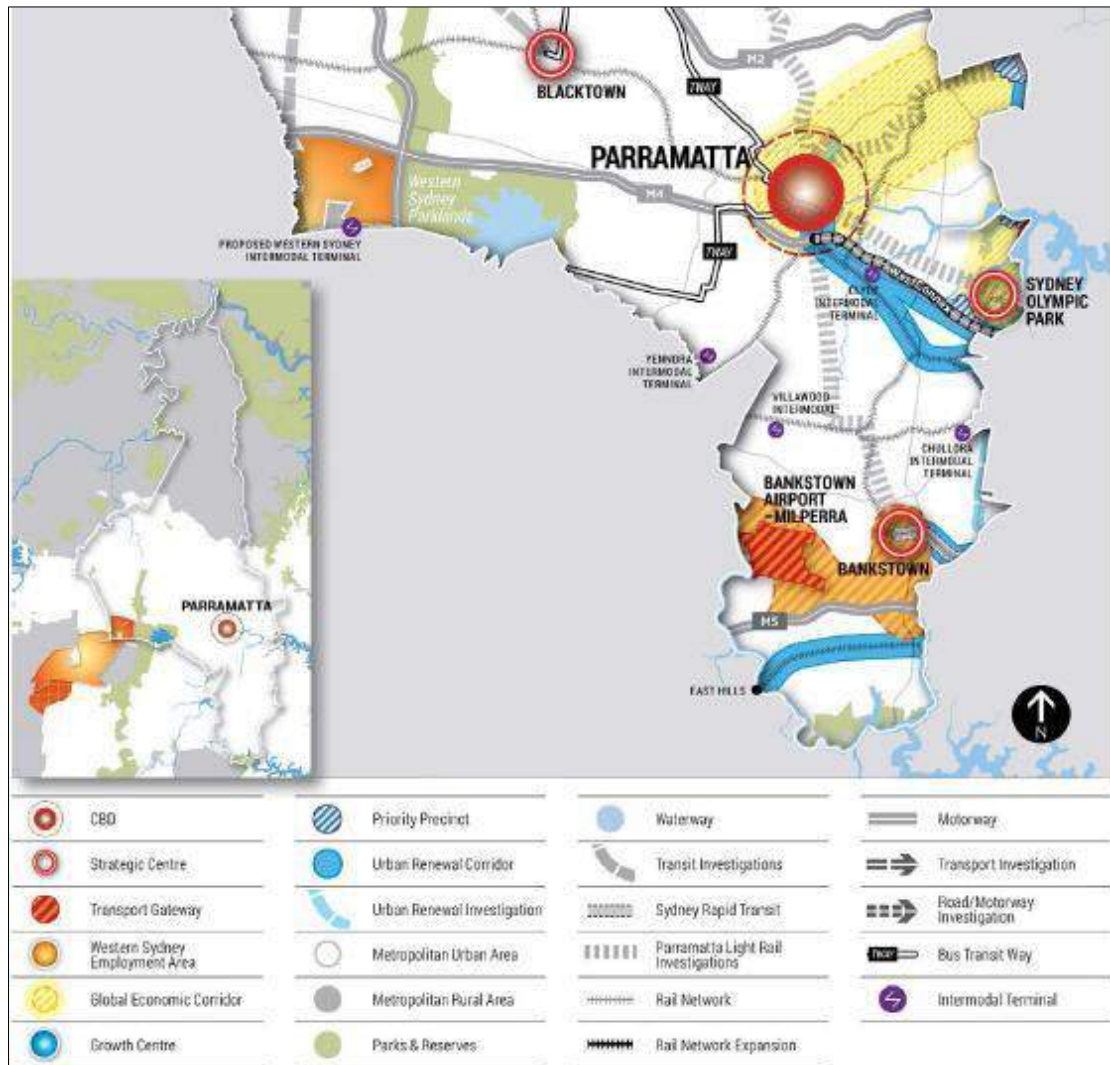
According to the current strategic planning for Sydney, the subject locality forms part of the Parramatta City City, the Global Economic Corridor and urban renewal corridor (Granville).

The planning proposal is consistent with the expected urban outcomes for Sydney and supports the outcomes and goals for growing Sydney through urban renewal and maximising redevelopment opportunity at strategic locations that are well serviced by transport and other infrastructure.

West Central Subregion Strategy

Parramatta/Granville forms part of the 'West Central' Subregion Strategy. The West Central subregion will be a significant focus for infrastructure investment and intensive growth over the next 20 years. Greater Parramatta will continue to be Sydney's second CBD and a focus for jobs growth and services delivery in Sydney's west.

West Central Subregion Plan



Parramatta will be supported by a network of centres providing jobs and services closer to home for many of the subregion's residents. This will improve liveability and contribute to strong, resilient communities throughout the subregion.

The strategy encourages higher density residential development within existing or proposed centres, as well as increasing residential densities around public transport nodes as a means of countering the West Central region's prevalence of higher private car usage.

The Granville Precinct is identified for its renewal attributes and to accelerate housing supply, choice and affordability and build great places to live to boost housing choice, and sustainability.

The Planning Proposal is consistent with the expected urban outcomes for the West Central Subregion and supports the outcomes and goals for increasing residential densities, providing housing choice and jobs, and supporting urban renewal around major transport nodes.

Draft Parramatta Road Urban Transformation Strategy

This draft strategy forms part of the future planning for the Parramatta Road renewal corridor as part of 'A Plan for Growing Sydney'.

This draft *Parramatta Road Urban Transformation Strategy* sets a long term vision for the transformation of the 20-kilometre Parramatta Road Corridor. The strategy's key outcomes are:

A single point of reference for State agencies, local government, communities and industry to understand how land will be used, what transport is required, and what services, community facilities, and open space and linkages must be delivered as the Corridor changes over the next 30 years.

The Strategy's vision, principles and strategic actions will contribute to a future Parramatta Road Corridor that is home to:

- *40,000 new homes for up to 70,000 people, close to transport and services*
- *workplaces for productive and prosperous businesses that support 50,000 new jobs, with a focus on investment to support emerging employment generating industries in the Corridor's west*
- *eight thriving Precincts, each with diverse spaces and places, convenient walking and cycling paths, new housing and transport options and shops, services and workplaces*
- *better public transport, the ability to walk or cycle, and easier ways to travel east-west and north-south.*

- *The draft Strategy is expected to facilitate \$28 billion in development value over the first 20 years.*

Extract from the draft Parramatta Road Transformation Strategy plan



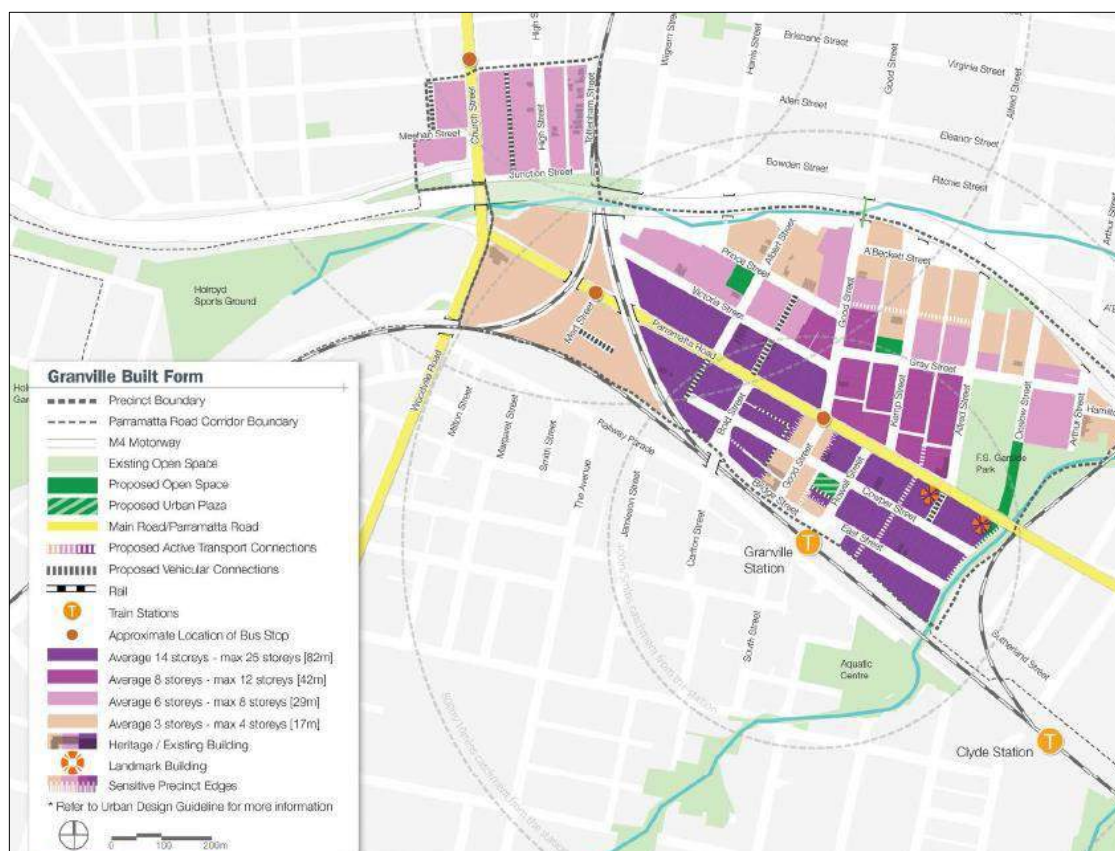
Specific policy out-takes from the dPRUTS that are relevant to the subject site include:

- *As the Corridor is transformed, people should be able to live and work in their local area, in mixed use precincts near public transport, urban services and community facilities.*
- *Planning decisions should encourage the right mix of uses and encourage transit-oriented development. This may require possible amendments to planning mechanisms or development controls.*
- *Transport underpins the liveability, economic prosperity, efficiency and success of the Parramatta Road Corridor. Together with this draft Strategy, Transport for NSW's Sydney CBD to Parramatta Strategic Transport Plan will guide decisions about how best to integrate the benefits of WestConnex and what future transport requirements and appropriate interventions are needed to reinforce land use decisions.*
- ***The Granville Precinct, close to Sydney's second CBD and supported by two rail stations, will enjoy better connections between its north and south, currently hindered by Parramatta Road and the rail line. New higher-density residential communities will be centred around open space and taller buildings will be located on a tree-lined Parramatta Road. These new***

developments will be supported by activity around the active main street of Good Street, a new urban plaza just off the main street, and more options for walking or accessing open space.

The current planning proposal is clearly consistent with the overall intention of the strategy given its scale and built form outcomes, and is consistent with the strategy's objectives to renew suburbs in close proximity to the Parramatta CBD and transport services.

Extract from the draft Parramatta Road Urban Transformation Strategy



Key strategy components for the Granville precinct are listed below:

The vision for the Granville Precinct - Close to Sydney's second CBD at Parramatta, Granville will be a vibrant mix of new housing, shops and commercial spaces, linked by a much improved network of streets and attractive new parks and public spaces.

The vision is intended to be realised by:

- *making it easier for people and cars to move north to south to cross major roads and the railway line;*
- *mitigating the impact of noise from busy roads and the rail line in residential areas;*
- *ensuring design excellence for new development;*
- *appropriately transitioning between new, taller buildings and existing housing between Parramatta Road and the M4 Motorway;*
- *creating better links between sites;*
- *responding to small lot sizes and land fragmentation;*
- *delivering community services, including quality parks, plazas and open spaces;*
- *preserving and incorporating heritage buildings and streetscapes;*
- *delivering new connections and upgrades to facilitate improved access and movement; and*
- *using the right mechanisms to fund public infrastructure, including high quality public places.*

The current planning proposal is clearly consistent with these intentions and with the strategy's objectives to renew suburbs and, in particular, the Granville centre.

WestConnex

WestConnex is a \$14.9 billion urban infrastructure investment project based on the construction of a tunnel below the existing Parramatta Road.

WestConnex is proposed to be delivered in three clear stages.

- Stage 1: M4 x 4 lanes east/west, from Parramatta to Homebush – expected delivery by early 2017
- Stage 2: works around M5 East Airport link – by 2019
- Stage 3: 3-lane east/west tunnel between Stages 1 & 2, along Parramatta Road and heading south at Camperdown – by 2023

As a result of the proposed Stage 3 tunnel, WestConnex anticipates that land adjoining Parramatta Road could provide an environment conducive to mixed use, medium and high density purposes.

Given the scale and land use mix envisaged by this Planning Proposal, it is clearly consistent with the outcomes sought by the WestConnex project.

WestConnex concept plan



NSW Long Term Transport Masterplan (LTTMP)

The LTTMP recognises that the Sydney metropolitan area is constrained due to congestion in its main forms of transport modes. Whilst it recognises that road transport is likely to continue as the main transport mode, it adopts measures which seek to encourage further public transport usage, e.g. it seeks to expand bus routes between regional centres, improve efficiencies within the passenger rail timetable, continue with development of the North West and South West Rail Links, assist with the planning phase of the Moorebank Intermodal, and encourage land use planning which encourages public transport usage.

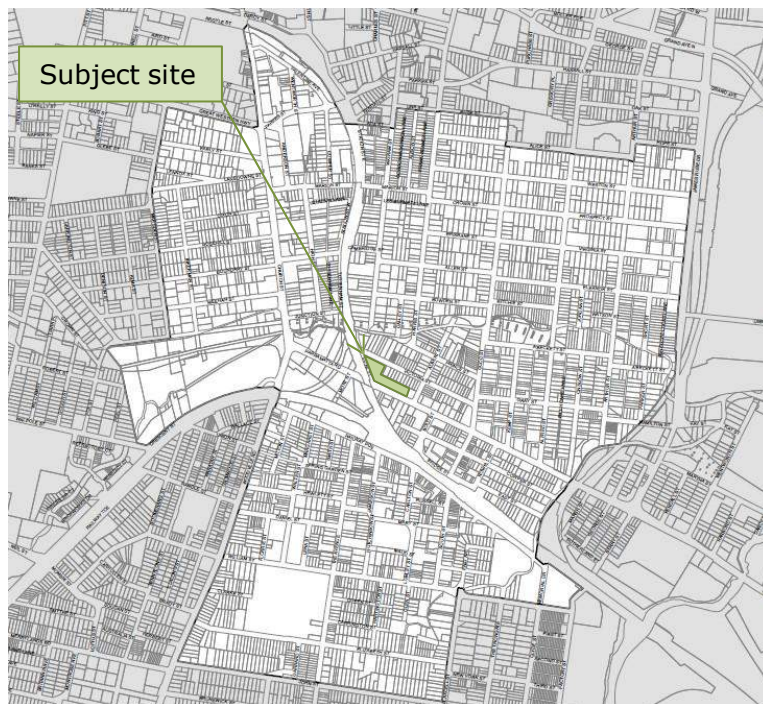
In relation to transport options for the subject site and its immediate surrounds, the LTTMP includes the previously discussed WestConnex, improved public bus frequency and improved efficiencies for the Western Rail Line time table.

The planning proposal is consistent with the LTTMP in that it will offer increased residential density within walking distance to two (2) train stations, being Harris Park and Granville stations. The subject site is less than a 10 minute walk to each station.

SEPP (Urban Renewal) 2010

The Urban Renewal SEPP was introduced in 2010 to facilitate urban renewal in selected 'precincts' of Sydney, with Granville nominated as such a precinct. The primary objective of the SEPP was to implement those statutory planning measures enabling redevelopment of nominated precincts. As stated in the aims of the SEPP, it sought to enable those land use and built form outcomes nominated within respective subregion planning strategies.

Extract of Urban Renewal SEPP Spatial plan



The Planning Proposal is consistent with the SEPP given its land use and built form outcomes reflect those outlined by the various applicable strategies, as well as the dPRUTS and WestConnex.

SEPP No 55 – Remediation of Land

In relation to planning proposals, SEPP 55 requires that contaminated land must not form part of a planning proposal, unless the relevant planning authority has considered an investigation concluding that the contaminated land could be made suitable for the proposed land use.

Environmental Investigation Services (EIS) conducted a preliminary investigation for the purposes prescribed by SEPP 55. In summary, the investigation has identified a likelihood of contamination, but that the site can be made suitable for the proposed land use following the range of measures outlined in the report.

SEPP No 65 – Design Quality of Residential Flat Development

Typically the measures prescribed by SEPP 65, which seeks to improve the general design aspects of apartment projects and their relationship with adjoining lands, are considered at the Development Application (DA) stage of a project.

As part of its urban design analysis, Aleksandar Design Group has considered the SEPP's key concepts of internal solar access for the proposed apartments, solar access to public space, the provision of suitable recreational space, as well integration with existing or expected built form character and the public domain impact of the proposal.

In essence, Aleksandar Design Group has found that the proposal:

- Capitalises on a large, well connected parcel of land;
- Represents an opportunity to renew the Granville Precinct;
- Supports the Parramatta CBD and Auto Alley; and

- Represents an opportunity to implement major renewal of those public facilities in the locality which are used on a daily basis (i.e. footpaths, street furniture, etc.).

Parramatta 2038 Community Strategic Plan

Parramatta 2038 was released by Parramatta City Council in June 2013. It seeks to guide the LGAs social, environmental and economic outcomes for a 25 year time frame. The plan was prepared taking into account community feedback as well input from various external consultants.

The overarching theme in the strategy is the demands placed on the LGA given its centralised position in the Sydney metropolitan area. Some key themes have been extracted below. Historically, this centralised geographical location has meant the LGA is a location for major employment and housing opportunities. The strategy recognises that this demand will only increase during the plan's 25 year time frame.

In relation to **Granville**, the strategy anticipates major urban renewal should improvements in transportation and public open space will eventuate. In this regard, the strategy refers directly to WestConnex, improved passenger rail services and the possibility of a future light rail system.

Relevant extracts from the EDS are provided below:

Residential areas along the Parramatta river will probably see higher density housing. New apartment buildings will take advantage of the views along the river. If Parramatta's growth is supported by more jobs and an efficient light rail network, places like Granville, Guildford, north Parramatta and Northmead will be better connected to education, entertainment and work opportunities.

In Granville, quality transport links and attractive public spaces would boost land values, increasing the potential for better quality houses and apartments, streets and parks as the suburb is renewed. North Parramatta and Harris Park could be home to even higher quality residential areas, with a range of excellent quality

heritage houses and other housing choices within walking distance of Parramatta CBD (page 9).

Public transport improvements are needed to increase usage and promote Parramatta as a sustainable, efficient, and accessible city (page 16).

This Planning Proposal is consistent with the community strategic plan given the land uses and scale of built form it envisages for Granville. Further, the proposal would boost the supply and diversity of housing stock in close proximity to public transport options, as well as improve the public domain.

Parramatta Economic Development Strategy 2011- 2016

The Parramatta EDS was released in November 2011. As with the Parramatta 2038 Community Strategic Plan, it acknowledges there will be substantial demand and opportunities for economic activity within the LGA. A primary objective of the plan is to capitalise on such demand. It further recognises that significant disadvantage could eventuate within the LGA if such demand is not effectively managed.

The Parramatta EDS provides that Granville is potentially an ideal labour source for businesses in the Parramatta CBD. This is based on its proximity to the CBD as well its cultural diversity and subsequent diverse knowledge base. It suggests land use planning which encourages this outcome should be implemented. Conversely, the EDS also recognise that Granville could experience significant unemployment if emerging growth opportunities are not effectively managed.

The Planning Proposal seeks to increase the number of housing opportunities on close proximity to the major employment nodes of the Parramatta CBD and Auto Alley. The proposal will provide a workforce in close proximity to such nodes, with subsequent potential for increased economic productivity, and a decrease in travel to work distances.

Several key themes from the EDS have been extracted below:

Harris Park and Granville will continue to grow as vibrant inner-city cultural neighbourhoods heavily influenced by their ethnic concentrations and known by Sydney-siders for their good food and local customs. Both will densify, Granville in particular (p.10).

Culturally and linguistically diverse people are a key group. Some encounter language or cultural barriers, others have skills that aren't recognised in Australia. Women – particularly those wanting to return to work but prevented from doing so by the high-cost and scarcity of childcare facilities located near work – are another core group. Youth aged 15–24 are an issue in southern parts of the LGA (Granville, Guildford) (p.34).

Parramatta's unemployment rate is in line with the Sydney and state average, however it masks pockets of unemployment, and low participation rates in some areas of the LGA. Unemployment is an issue in Granville, Guildford and areas of Telopea, Toongabbie and Ermington (p.35).

Residential - *The economy needs its neighbourhoods to support vibrant high functioning communities, as this is where the city's future workforce will live. They will house high numbers of young workers, key workers, first home buyers, executives and students who will demand vibrant, interesting suburbs tailoring to the needs of the multi-cultural groups that will concentrate in the area. Western Sydney residents will patronise the night time and weekend economy of the CBD which will grow as populations and demographics change (p.39).*

Parramatta LEP 2011 & Parramatta DCP 2011

These are local planning controls implemented primarily by Parramatta City Council (PCC). As indicated earlier, these controls nominate the subject within a B6 Enterprise Corridor zone. They also apply a maximum building height limit of between 11 – 15 metres, as well as a floor space ratio of 0.6:1 to 2:1.

More broadly, it is evident that the subject site forms part of a mixed use precinct which is anticipated to accommodate retail, commercial, high density residential and light industrial land uses. This planning proposal is clearly consistent with the land use typologies permitted by the current local planning controls.

Extract of PLEP 2011 zoning map



Redevelopment of the subject site provides significant renewal opportunities and potential outcomes supporting much larger renewal outcomes than those currently under the PLEP and PDCP. With the released draft '*Parramatta Road Urban Transformation Strategy*' by UrbanGrowth NSW recognition and support for this is evident. The dPRUTS is the result of extensive studies and investigations into the potential for the Parramatta Road Corridor including higher density development around key nodes

The Proposal envisages a mixed use redevelopment incorporating ground and first floor commercial land uses (employment), supported by diverse residential accommodation.

In consideration and recognition of contemporary infill development outcomes appropriate height, FSR, open space and setback provision were investigated. These were considered against exemplar urban outcomes, site characteristics and other well designed and constructed neighbourhoods. In addition the design guideline from the dPRUTS were utilised to develop relevant controls.



The Planning Proposal achieves the maximum and average building height controls specified by UrbanGrowth's Design Guidelines which accompany the dPRUTS, but marginally exceeds the designated FSRs for the precinct (i.e. 4.5:1). It does this, though, without adverse impact on adjoining lands and without compromising other draft standards that are contemplated for the site.

Much of the proposed GFA is provided for in the residential towers that comprise the basis of the architectural response that has been developed for the site. These offer sufficient space between buildings, enabling solar access and ventilation to be achieved and presenting opportunity at the ground level for an enhanced public domain.

At the ground level a pedestrian access links Parramatta Road to Victoria Street, enabling through-site permeability that enables improved access to the Granville centre. Also, ample open space and a western-edge pedestrian access is achieved, enhancing district-level open space connections and utilisation of established cycle paths. These connections are expected to be enhanced through development of the site.

Extracts from Urban Design Report by Aleksander Design Group



The proposed 5.2:1 FSR plus design excellence of 15% for the site is also comparable to other urban renewal precincts across Sydney (e.g. at Blacktown, Bankstown and Liverpool) and reflective of the strategic importance of Parramatta as Sydney's second CBD and Granville's importance as an emerging town centre that is well serviced by transport and associated infrastructure.

The proposal provides a suitable street interface with Parramatta Road and is consistent in terms of building height with development that is anticipated to occur to the north of the site on Victoria Street.

Given the site's location as a gateway to both Parramatta and the Granville centre and the fact that no adverse impact is caused by the proposed FSR, the built form outcomes that the Planning Proposal supports are acceptable and worthy of support.

Section 117 Ministerial Directions

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

Direction 1.1 – Business and Industrial Zones

The objectives of this direction are to:

- a) encourage employment growth in suitable locations,*
- b) protect employment land in business and industrial zones, and*
- c) support the viability of identified strategic centres.*

This planning proposal seeks to rezone the subject site from B6 Enterprise Corridor to B4 Mixed Use. Although the B6 Enterprise Corridor zone permits strictly business related land uses, the proposed B4 Mixed Use zone, as provided by the PLEP 2011, would continue to permit a comprehensive range of business and employment generating land uses on the subject site. For example, 'commercial premises', 'business premises', 'retail premises', 'office premises', 'vehicle repair station' as well as 'shop top housing' are permissible within the B4 Mixed Use zone.

Further, the building envelopes included in the Urban Design Report prepared by Aleksandar Design Group include commercial floor space generally throughout the ground floor and first floor of the main buildings addressing Parramatta Road. Specifically, this equates to approximately 1,875m² of commercial floor space.

Given the subject site currently permits various commercial land uses, it can be assumed the planning proposal's provisions for commercial floor space are part of a 'suitable location'. Specifically however, the commercial floor space aspect of the proposal is suitable given the site's proximity to several railway stations and accessibility from a main road which is expected to form a mixed use corridor.

In light of the above, the objectives of direction 1.1 are satisfied by the proposal.

Direction 3.1 – Residential Zones

The objectives of this direction are:

- a) to encourage a variety and choice of housing types to provide for existing and future housing needs,*
- b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and*
- c) to minimise the impact of residential development on the environment and resource lands.*

The planning proposal will improve the efficiency of a substantial portion of land, largely under single ownership, allowing this land to be utilised for its optimum potential. The proposal will introduce high density residential development to the Granville town centre precinct, providing well located housing opportunities and supporting the renewal of an underutilised road corridor.

Only preliminary designs have been prepared at this stage with respect to the Planning Proposal's housing component. However, those measures are sufficient in demonstrating that a variety of housing forms, with suitable amenity, could be achieved as part of the overall development. For example, a combination of 1 and 2 bedroom apartments are included in the preliminary designs. The preliminary footprint and building envelope layouts have been designed taking into account the objectives of SEPP 65. The proposal will generate approximately 47,939m² of residential GFA to deliver approximately 490-520 apartments.

As indicated earlier, the subject site is ideally located in close proximity to public transport (e.g. Granville and Harris Park railway stations), employment opportunities (e.g. the Parramatta CBD, Auto Alley and Granville Precinct) as well as recreational opportunities.

Direction 3.4 – Integrating Land Use and Transport

The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:

- a) improving access to housing, jobs and services by walking, cycling and public transport, and*
- b) increasing the choice of available transport and reducing dependence on cars, and*

- c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and*
- d) supporting the efficient and viable operation of public transport services, and*
- e) providing for the efficient movement of freight.*

The subject site is conveniently located near public railway transport as well as several town centres, include the Parramatta CBD. Further, there are various public recreational opportunities in close proximity to the site. The proposal would therefore improve access between employment opportunities and housing by means of passive (walking) or public transport.

The primary objective of both policies stated in this direction is to ensure land use planning does not render private vehicle transport as the only or most obvious means of transport for occupants of new developments. It seeks to ensure for example, suitable private as well as public transport options are available. Their aspirational preference is to achieve land use planning which encourages public transport usage over private vehicle transport.

This Planning Proposal is consistent with the stated policies given it will locate new housing in close proximity to rail way public transport (i.e. Harris Park and Granville rail way stations).

Direction 4.1 – Acid Sulfate Soils

The objective of this direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.

The PLEP 2011 Acid Sulfate Soils map indicates a low (i.e. 'class 4') level of acid sulfate soil (ASS) affectation across the subject site. Further, the Stage 1 Environmental Site Assessment undertaken by EIS provides that "the site is located in an areas classed as 'disturbed terrain' or having 'low risk'" with respect to ASS. The Geotechnical Investigation by JKA and the flooding considerations by Hyder Consulting do not raise soil characteristics or flooding potential as a fundamental constraint to the proposed development. In light of this, direction 4.1 is satisfied.

Overall, the Planning Proposal is supportable in a strategic planning sense given that:

- Opportunities for affordable housing will be increased.
- It will encourage a reduction in travel distances between housing and employment nodes.
- Travel to places of employment via public transport will be encouraged.
- Productivity in major employment nodes (e.g. Parramatta CBD and Auto Alley) could be increased.
- The proposal's built form outcomes are consistent with the anticipated character of the draft Parramatta Road Urban Transformation Strategy.
- The proposal will achieve and encourage further urban renewal.

4.3 Environmental, Social & 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 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 Report by Aleksandar Design Group
- Acoustic Assessment by Rodney Stevens Acoustics.
- Preliminary Environmental Site Assessment by Environmental Investigation Services.

- Geotechnical Investigation by JK Geotechnics.
- Traffic Impact & Parking Assessment by McLaren Traffic Engineering.
- Air Quality Assessment by Pacific Environment Limited.
- Flooding Review by Hyder Consulting.
- Assessment of employment generating opportunities by MacroPlan Dimasi.

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 conditions can accommodate the proposal.

The Planning Proposal also relies on specialist air quality and acoustic advice to ensure any future dwellings provide an acceptable level of amenity. In particular, the advice considers impacts from the adjoining Parramatta Road and Western Rail Line. The importance of solar access to amenity is also considered as part of the Urban Design Analysis undertaken by Aleksandar Design Group.

The analysis considers solar access to the proposed apartments, as well as shadow generation by the proposed built form on existing or anticipated development. Both the proposed apartments and adjoining existing/anticipated development would achieve solar access consistent with accepted standards such as State Environmental Planning Policy No. 65 - Design Quality of Residential Flat Development.

The impacts of the planning proposal in the context of its local road network are addressed in the traffic and parking assessment. In summary, the report finds that the likely impacts are consistent with industry benchmarks, subject to implementation of various measures to influence parking and traffic movement.

Specific management measures recommended to address these concerns include:

- The provision of onsite parking for residents that discourage ownership of multiple private vehicles and encourage public transport usage.

- Adopting new traffic control measures (e.g. traffic lights, pedestrian crossings etc.), to be determined during any Development Application stage.

Has the planning proposal adequately addressed any social and economic effects?

Investigations to date indicate the proposal would not result in any social impacts typically accounted for during planning proposals, e.g. the site is not recognised as being significant for aboriginal or European cultural heritage.

However, the Planning Proposal may result in several broad, socially and economically oriented outcomes, all of which are expected to be positive. The obvious outcomes include the retention of the site's existing employment generating opportunities and provision of new open space and pedestrian connections, enhancing the public domain.

New or Renewed Public Facilities

Generally, the Planning Proposal includes a renewal of existing footpath infrastructure along Parramatta Road, Duke Street and Victoria Street. It also includes a new 12 metre wide public footway along the site's north south axis (as demonstrated in the extracts above). The new footway will improve pedestrian permeability through the existing block formed by Parramatta Road, Victoria Street, Good Street and the Western Rail Line. This in turn will facilitate improved accessibility and pedestrian connectivity between Granville, Harris Park, Auto Alley as well as the Parramatta CBD, improving access to local employment opportunities and public transport.

The Planning Proposal includes some open space located in the south western portion of the block. The management of this open space is to be determined as part of the Voluntary Planning Agreement (VPA) process with Parramatta Council.

Urban Renewal

The Granville locality has long been considered suitable for urban renewal. It is nominated within State Environmental Planning Policy (Urban Renewal) 2010 and is incorporated as part of the draft Parramatta Road Urban Transformation Strategy. Despite this, minimal redevelopment has occurred within the precinct.

Given the proposal's scale, and high standard of urban design/public domain outcomes, it is likely to encourage further redevelopment in the locality. These would realise the positive social and economic outcomes which have long been anticipated for the locality.

Housing Opportunities

With the vast majority of the proposed built form allocated for housing purposes, the Planning Proposal will clearly increase opportunities for housing. Further, the proposal encourages housing close to public transport and/or major employment nodes.

4.4 State and Commonwealth Interests

Is there adequate public infrastructure for the planning proposal?

It can be assumed the locality provides adequate public transport infrastructure given various NSW State Government Policies seek to increase their patronage generally, and more specifically, seek to increase transport to employment destinations by means of public transport. For further information on these topics, reference should be made to earlier discussions on the NSW State Plan 2021, the Draft Metro Strategy 2031, the NSW Long Term Transport Masterplan as well as Improving Transport Choice – Guidelines for planning and development.

The site is currently adequately serviced in terms of essential utilities (water, electricity, sewer etc.). As is typically the case in redevelopment scenarios, it is

assumed that these services can be augmented, if required, to adequately service the proposed development.

As mentioned earlier, the Planning Proposal includes the dedication of new public open space to Parramatta City Council, upgrading of existing footpaths, as well as implementing new public walkways to improve connectivity. It is proposed to enter into a VPA with Council to offer and finalise the details of such measures. In addition to the proposed open space measures, the immediate locality offers existing measures, such as extensive bicycle/walking tracks. More broadly, there are a range of public and private recreational facilities such as active and passive recreation parks, swimming pools as well as the Rosehill Race Course. This Planning Proposal provides that such measures are sufficient in catering for the locality's existing and or future demand.

This aside, as provided in the DPE's guidelines for preparing planning proposals, consideration of public infrastructure will be considered when the relevant authorities are consulted during the course of this Planning Proposal's assessment.

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. Consistent with other planning proposals of this nature, it is expected consultation following submission of the Planning Proposal to Parramatta City Council will be sufficient. It is expected that consultation with Commonwealth authorities is not required given the largely residential nature of the proposal.

Extensive consultation has however, been undertaken with relevant staff at Parramatta City Council. This includes submission of a 'Preliminary Planning Proposal' application for consideration by staff and Councillors. This original submission was endorsed by both staff and Councillors at the ordinary meeting of Council dated 16 December 2013. The updated proposal maintains the general intent of the original proposal with some reductions in height and FSR.

Section 5: Community Consultation

The DPE's guidelines for preparing planning proposals suggest that any community consultation measures are outlined during the 'Gateway' determination process. The proponent wishes to remain consistent with this process.

Section 6: Conclusion

This Planning Proposal relates to land at 171 – 189 Parramatta Road, Granville. It seeks to amend the site's current B6 Enterprise Corridor zone to B4 Mixed Use. Further, the Planning Proposal seeks:

- Increase the range of maximum building height limits from 11 and 15 metres, to **82** metres (25 storeys) (inclusive of design excellence)
- Increase the maximum floor space ratio (FSR) range from 0.6:1 and 2.0:1 to **5.2:1** with potential for a 'bonus' FSR of 15% (5.98:1) subject to achieving 'design excellence'.

This report considers the proposal in accordance with the guidelines prepared by the NSW Department of Planning & Environment. For example, it considers the proposal against relevant NSW State Government policies, regional planning strategies, sub-region planning strategies, draft Parramatta Road Urban Transformation Strategy as well as various strategies and plans issued by Parramatta City Council.

This report finds that the proposal is consistent with all relevant planning and infrastructure strategies. Specifically, the proposal will support economic activity with the Parramatta CBD, as well as increase housing opportunities in accessible locations. Its built form and land use outcomes are consistent with major infrastructure developments and consistent with the dPRUTS.

The site, its location, size and ownership largely by a single entity, represents an ideal opportunity for development. The proposed built form and land use configuration takes into account typical planning and urban design related expectations. It represents a logical planning response to the site's opportunities and constraints.

In light of the above, it is recommended that Parramatta City Council forwards the application for consideration to the NSW Department of Planning and Environment.

APPENDIX 1 – URBAN DESIGN REPORT

Prepared by Aleksandar Design Group