



PLANNING PROPOSAL

**14-38 Cowper Street, 5 & 5A Rowell
Street and 21-41 East Street, Granville**

Planning Proposal drafts

Proponent versions:

No.	Author	Version
1.	Think Planners	September 2017

Council versions:

No.	Author	Version
1.	City of Parramatta Council	21 August 2018 – Local Planning Panel recommending Gateway Determination
2.	City of Parramatta Council	May 2018 – Public Exhibition version amended to align with the conditions of the Gateway Determination issued 15 April 2018

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INTRODUCTION

This planning proposal explains the intended effect of, and justification for, the proposed amendment to *Parramatta Local Environmental Plan 2011*. It has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* and the Department of Planning and Environment (DP&E) guides, 'A Guide to Preparing Local Environment Plans' (August 2016) and 'A Guide to Preparing Planning Proposals' (August 2016) and 'Guidance for merged councils on planning functions' (May 2016).

Background and context

In September 2017 Council received a Planning Proposal from Think Planners on behalf of Beijing Shokai Develotek Sydney Granville Pty Limited relating to land at 14-38 Cowper Street, 5 and 5A Rowell Street and 21-41 East Street, Granville. The subject site is legally defined as Lot 50 DP 1238546 and has a site area of approximately 9,950sqm.

The site is bound by Cowper Street to the north, Rowell Street to the west and East Street to the south. The site is shown in Figure 1, below.



Figure 1 – Site at 14-38 Cowper Street, 5 & 5A Rowell Street and 21-41 East Street, Granville subject to the planning proposal

Under the *Parramatta Local Environmental Plan 2011 (PLEP 2011)* the site:

- is zoned B4 Mixed Use;
- has a maximum building height of 52 metres;
- has a maximum floor space ratio (FSR) of 6:1;

An extract of each the above maps is provided in Part 4 – Mapping; specifically, Section 4.1 Existing controls.

The Granville Precinct is experiencing renewal. A number of development applications have been lodged with Council for the redevelopment of the existing industrial and low density

residential uses to mixed use development that have a large residential component. **Figure 2** identifies the subject site and the approved development applications in immediate proximity to it.



Figure 2 – Approved DAs in proximity to the subject site

It is noted that the subject site of the Planning Proposal currently has development consent for a mixed use development under DA/961/2015. **Table 1** summarises the details of the approved developments shown in **Figure 2**, which are labelled *Site*, 2, 3 and 4. As demonstrated within the table, the applications were not able to attain the permitted FSR under the permitted height controls.

	Address	Development	Permitted FSR	Approved FSR	Permitted Height	Approved Height
<i>Site</i>	14-38 Cowper Street, 5 & 5A Rowell Street and 21-41 East Street	Deferred commencement approval for the construction of a mixed use development consisting of 618 residential apartments, 12 commercial tenancies, and 633 car parking spaces within a building with a 4 storey podium and 3 tower forms with varying heights from 14 to 21 storeys	6:1	5.5:1	52m	70m Council permitted a 35% variation through Clause 4.6
2	2-6 Cowper Street and	Approval for a 20 storey mixed use developing comprising 5 retail	6:1	6:1	52m	68m

	1-9 East Street	tenancies and 264 residential units, 255 car parking spaces, and landscaping and construction of a public vehicular lane.				Council permitted a 31% variation through Clause 4.6
3	10-42 East Street	Approval for a mixed use development complex comprising 463 residential dwellings and 6 commercial tenancies across three buildings: Block A, B and C. Block A and B have already commenced construction.	6:1	5.5:1 ^{^^}	52m	61m ^{^^} Council permitted a 17% variation through Clause 4.6
4	2-8 East Street	Approval for a 19 storey mixed use development containing 211 sqm of commercial floor space and 208 apartments over 4 levels of basement carparking.	6:1	5.18:1	52m	64m Council permitted a 23% variation through Clause 4.6

Table 1 – Existing DA approvals

** - A Planning Proposal for 34-42 East Street, Granville was endorsed by Council on 13 November 2017 to proceed to the Department of Planning and Environment for Gateway Determination. The Planning Proposal seeks an increase in maximum height of building from 52m to 82m to address the current mismatch between the height and FSR controls under the PLEP 2011. The Gateway Determination was issued on 14 April 2018 and the Planning Proposal has recently come off public exhibition.

In summary, **Table 1** demonstrates that the existing permitted FSR of 6:1 cannot be delivered under the existing permitted height of 52m and that there is a mismatch between the built form controls. The previous approvals have relied on a Clause 4.6 variation to the permitted height to achieve an FSR that is close to 6:1, with many still not achieving the FSR of 6:1 even with the variation under Clause 4.6. The resulting urban design outcome has been sub-optimal within the approved developments, with the restricted height resulting in relatively squat, fatter buildings all of a similar height.

This development experience in Granville has highlighted an issue in the planning controls, and serves as the catalyst of this Planning Proposal. The sought controls within this proposal aim to provide a height control that will enable to attain the existing FSR of 6:1.

PART 1 – OBJECTIVES OR INTENDED OUTCOMES

The objective of this Planning Proposal is to enable the subject site to achieve the existing permitted FSR of 6:1 by increasing the current permitted maximum height of building control from 52m to part 92m for the western portion of the site containing Building C and to retain the existing 52m across the remainder of the site under the *Parramatta Local Environmental Plan 2011*. The intention of the Planning Proposal is to broadly apply the recommendations of the *Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)* to address the current 'mismatch' of the existing height and FSR controls experienced on the B4 Mixed Use zoned land in Granville. This mismatch and constraint prevented the site achieving the permitted FSR as part of a previously lodged and assessed DA. It is anticipated that the Planning Proposal will provide controls that enable a built form that achieves an FSR of 6:1.

PART 2 – EXPLANATION OF PROVISIONS

This Planning Proposal seeks to amend *Parramatta LEP 2011 (PLEP 2011)* in relation to the maximum building height controls.

In order to achieve the desired objectives the following amendments to the *PLEP 2011* would need to be made:

1. Amend the maximum building height in the **Height of Buildings Map** (Sheet HOB_010) from 52 metres to part 92 metres (but only for the portion of the land containing Building C) and retain the existing 52m for the remainder of the site. Refer to Figure 12 in Part 4 of this Planning Proposal.
2. Identify the portion of the land containing Building C as "A" in the **Design Excellence Map** (Sheet DEX_010) to ensure that it is subject to an appropriate design competition as per Clause 6.13 of the PLEP 2011. Refer to Figure 13 in Part 4 of this Planning Proposal.

2.1 Other relevant matters

2.1.1 Draft DCP

A site specific DCP is recommended to be prepared for the subject site to control the built form configuration including increment variation of heights for Building C, secure building setbacks, design the public domain and access arrangements, apply the PRCUTS car parking rates and introduce a design excellence process. The preparation of the DCP will also address the urban design matters that require further investigation and refinement to ensure an appropriate built form and public domain is delivered on the subject site. The site specific DCP will be exhibited with the Planning Proposal should a Gateway Determination be issued.

PART 3 – JUSTIFICATION

This part describes the reasons for the proposed outcomes and development standards in the planning proposal.

3.1 Section A - Need for the planning proposal

This section establishes the need for a planning proposal in achieving the key outcome and objectives. The set questions address the strategic origins of the proposal and whether amending the LEP is the best mechanism to achieve the aims on the proposal.

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

The Planning Proposal is a result of an application from the landowner seeking to increase the maximum height of building control on the site. The Planning Proposal broadly seeks to implement the recommendations of the PRCUTS and address the mismatch in the existing height and FSR controls experienced within Granville under the PLEP 2011.

The PRCUTS is an integrated land use and transport plan that sets the long term vision and framework to revitalise Parramatta Road. The renewal will be focused in eight strategic precincts, one of which is Granville. The recommendations of the PRCUTS are to be implemented by the planning proposal process, with the Strategy being given statutory weight via a Ministerial Direction, under section 9.1 of the *Environmental Planning and Assessment Act 1979*.

Therefore, the Planning Proposal has been lodged in response to the PRCUTS and to implement its recommendations via the section 9.1 Direction. Furthermore, the Planning Proposal is the result of a previous development application assessment and approval process which demonstrated inconsistency between the height and FSR controls that apply to their site. With this serving as the catalyst for the lodgement of the Planning Proposal, the proposal also seeks to apply the recommendations of the adopted strategic framework for the Granville Precinct.

3.1.2 Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

A planning proposal seeking to amend PLEP 2011 is the most effective way of providing certainty for Council, the local community and the landowner of achieving the intended outcomes. The current height control does not allow the site to be developed to the existing density of 6:1, and a change to the LEP through a planning proposal is required to achieve the intended outcomes of a development with an FSR of 6:1. Given the PRCUTS is to be implemented via a section 9.1 Direction, a planning proposal is needed.

3.2 Section B – Relationship to strategic planning framework

This section assesses the relevance of the Planning Proposal to the directions outlined in key strategic planning policy documents. Questions in this section consider state and local government plans including the NSW Government's A Metropolis of Three Cities and subregional strategy, State Environmental Planning Policies, local strategic and community plans and applicable Ministerial Directions.

3.2.1 Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy?

A Metropolis of Three Cities

In March 2018, the NSW Government released the *Greater Sydney Region Plan: A Metropolis of Three Cities* (“the GSRP”) a 20 year plan which outlines a three-city vision for metropolitan Sydney for to the year 2036.

The GSRP is structured under four themes: Infrastructure and Collaboration, Liveability, Productivity and Sustainability. Within these themes are 10 directions which each contains Potential Indicators and, generally, a suite of objective/s with each objective supported by a Strategy or Strategies. Those objectives and or strategies relevant to this planning proposal are discussed below.

Infrastructure and Collaboration

An assessment of the planning proposal’s consistency with the GSRP’s relevant Infrastructure and Collaboration objectives is provided in Table 3a, below.

Table 3a – Consistency of planning proposal with relevant GSRP Actions – Infrastructure and Collaboration

Infrastructure and Collaboration Direction	Relevant Objective	Comment
A city supported by infrastructure	O4: Infrastructure use is optimised	The subject site (which includes the portion of the land subject to this planning proposal) is located in close proximity to Granville railway station. Delivering more dwellings close to the railway line encourages public transport patronage and optimisation and responds to the 30-minute city vision as the site is located within walking/cycling distance of the Parramatta CBD.

Liveability

An assessment of the Planning Proposal’s consistency with the GSRP’s relevant Liveability objectives is provided in Table 3b, below.

Table 3b – Consistency of planning proposal with relevant GSRP Actions – Liveability

Liveability Direction	Relevant Objective	Comment
A city for people	O7: Communities are healthy, resilient and socially connected	The subject site currently has development consent under DA/961/2015 and contains the portion of the land that is subject to this planning proposal. The approved scheme under the DA consent contains a number of public benefits including: <ul style="list-style-type: none"> An active retail precinct at ground level Approximately 1,400m² of land to dedicated to Council for a public park Adaptive re-use of the heritage item at 21-23 East Street to be used as a community facility A large communal garden above the podium to serve the residents of the development The planning proposal does not diminish the achievement of these public benefits already

		<p>committed to be delivered under the current DA consent.</p> <p>These public benefits are considered to promote health and to enable the strengthening and sustaining of social networks and connectivity by providing spaces where people can meet and mingle.</p>
Housing the city	O10: Greater housing supply	<p>The planning proposal responds to the State Government's housing targets for the Central City housing targets by delivering approximately 246 dwellings for Building C which adds up to 620 dwellings across the site. Parramatta is scheduled to deliver more than 21,000 new homes by 2021. The Parramatta Road Corridor Urban Transformation Strategy reflects this housing demand by recommending an increase in density for Granville. However, it is acknowledged that the planning proposal, however, does not increase the permitted FSR that is currently permissible under the PLEP 2011 and the recommendations of the PRCUTS. Expediting the delivery of new housing stock eases the pressure of demand resulting in a generally more affordable housing product.</p>
	O11: Housing is more diverse and affordable	<p>The planning proposal includes a variety of housing types through delivery of a mix of 1 bedroom, 2 bedroom and 3 bedroom apartments. The planning proposal, however, does not incorporate affordable housing in accordance with the <i>Affordable Rental Housing SEPP</i>.</p>
A city of great places	<p>O12: Great places that bring people together</p> <p>O13: Environmental heritage is identified, conserved and enhanced</p>	<p>Under the current development consent (which includes the portion of the site subject to this planning proposal), the future development is to provide a number of public benefits by providing a combination of open space provisions, active frontages and adaptive re-use of a heritage item to become a community facility. The planning proposal does not diminish the achievement of these public benefits already committed to be delivered under the current DA consent.</p> <p>The subject site's proximity to the Granville railway station and the Parramatta CBD encourages walkability and pedestrian activity which strengthen community connections, safety and the success of local businesses, and improves social and economic participation.</p>

Productivity

An assessment of the planning proposal's consistency with the GSRP's relevant Productivity objectives is provided in Table 3c, below.

Table 3c – Consistency of planning proposal with relevant GSRP Actions – Productivity

Productivity Direction	Relevant Objective	Comment
A well connected city	O14: The plan integrates land use and transport creates walkable and 30 minute cities	<p>The subject site is located approximately 50m from the Granville railway line which is well within walking distance. Granville station is also a significant railway interchange between the T1 Western Line and T2 Inner West & Leppington Line, connecting the subject site to the major centres of Parramatta CBD, Sydney CBD,</p>

		<p>Blacktown and Liverpool - within 30 minutes. A bus interchange located at the south of the railway station is also within walking distance which allows for good connectivity to the local network and local centres.</p> <p>The increase of height is intended to rectify the mismatch between the permitted height and FSR controls. This site is considered to be in an appropriate location for the permitted density and proposed height given its proximity to major transport infrastructure and centres.</p>
	<p>O15: The Eastern, GOP and Western Economic Corridors are better connected and more competitive</p>	<p>The planning proposal is aligned with the GOP in that it seeks to deliver a mix of housing enabling residents of all kinds to settle and move as their needs change. The planning proposal is also closely aligned with the State objective to deliver new dwellings within the 30-minute city model with the proposed new dwellings being within 2km of Parramatta CBD.</p>
<p>Jobs and skills for the city</p>	<p>O19: Greater Parramatta is stronger and better connected</p> <p>O22: Investment and business activity in centres</p>	<p>The planning proposal is located within the Greater Parramatta Priority Growth Area. It is suitably located within 2km of the Parramatta CBD and is in close proximity to major transport infrastructure thus responding to the 30-minute city model by delivering dwelling targets close to the Parramatta CBD and encouraging working closer to home.</p>

Sustainability

An assessment of the planning proposal's consistency with the GSRP's relevant Sustainability objectives is provided in Table 3d, below.

Table 3d – Consistency of planning proposal with relevant GSRP Actions – Sustainability

Productivity Direction	Relevant Objective	Comment
A city in its landscape	<p>O30: Urban tree canopy cover is increased</p> <p>O31: Public open space is accessible, protected and enhanced</p>	<p>The planning proposal does not alter any of the proposed open spaces under the approved development and will be delivered as part of its current consent. This includes a public park, a communal roof garden, connections to the future civic plaza, tree lined streets and the preservation of the only mature healthy blue gum tree on the site which is within the deep soil area.</p>
An efficient city	<p>O34: Energy and water flows are captured, used and re-used</p> <p>O35: More waste is re-used and recycled to support the development of a circular economy</p>	<p>The planning proposal does not propose any sustainability initiatives but states that further details relating to meeting water and energy reduction targets will be explored at the detailed design stage.</p>

Implementation

An assessment of the planning proposal’s consistency with the GSRP’s relevant Implementation objectives is provided in Table 3d, below.

Table 3e – Consistency of planning proposal with relevant GSRP Actions – Implementation

Implementation Direction	Relevant Objective	Comment
Implementation	O39: A collaborative approach to city planning	As discussed above, the planning proposal responds to the Greater Sydney Region Plan by addressing a number of its objectives. In the following section and its corresponding tables, it demonstrates that it responds to a number of the <i>Central City District Plan’s</i> Planning Priorities and actions. These directions set by the State Government is then addressed with the Parramatta local community plan.

Central City District Plan

In March 2018, the NSW Government released *Central City District Plan* which outlines a 20 year plan for the Central City District which comprises The Hills, Blacktown, Cumberland and Parramatta local government areas.

Taking its lead from the GSRP, the *Central City District Plan* (“CCDP”) is also structured under four themes relating to Infrastructure and Collaboration, Liveability, Productivity and Sustainability. Within these themes are Planning Priorities which are each supported Action. Those Planning Priorities and Actions relevant to this planning proposal are discussed below.

Infrastructure and Collaboration

An assessment of the planning proposal’s consistency with the CCDP’s relevant Infrastructure and Collaboration Priorities and Actions is provided in Table 4a, below.

Table 4a – Consistency of planning proposal with relevant CCDP Actions – Infrastructure and Collaboration

Infrastructure and Collaboration Direction	Planning Priority/Action	Comment
A city supported by infrastructure O4: Infrastructure use is optimised	PP C1: Planning for a city supported by infrastructure <ul style="list-style-type: none"> A6: Maximise the utility of existing infrastructure assets and consider strategies to influence behaviour changes to reduce the demand for new infrastructure, supporting the development of adaptive and flexible regulations to allow decentralised utilities 	The subject site is located approximately 50m from the Granville railway station. The proposed delivery of about 246 new dwellings in Building C of a proposed 620 new dwellings across the site, including a mix of non-residential uses in this highly accessible location, is considered to optimise public transport patronage.

Liveability

An assessment of the planning proposal's consistency with the CCDP's relevant Liveability Priorities and Actions is provided in Table 4b, below.

Table 4b – Consistency of planning proposal with relevant CCDP Actions – Liveability

Liveability Direction	Planning Priority/Action	Comment
<p>A city for people O6: Services and infrastructure meet communities' changing needs</p>	<p>PP C3: Provide services and social infrastructure to meet people's changing needs</p> <ul style="list-style-type: none"> • A8: Deliver social infrastructure that reflects the need of the community now and in the future • A9: Optimise the use of available public land for social infrastructure 	<p>Under the current development consent, DA/961/2015, the heritage item at 21-23 East Street will be adaptively re-used as a community facility. This community facility will adjoin a new 1,400m² public park to be dedicated to Council under the approved DA to the east of the subject site. To the west of the site is the proposed Granville Civic Plaza. Furthermore, a 900m² / 90 space childcare facility and 900m² medical centre are proposed to be delivered under the planning proposal.</p>
<p>O7: Communities are healthy, resilient and socially connected O8: Greater Sydney's communities are culturally rich with diverse neighbourhoods</p>	<p>PP C4: Fostering healthy, creative, culturally rich and socially connected communities</p> <ul style="list-style-type: none"> • A10: Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities by (a-d). • A12: Consider the local infrastructure implications of areas that accommodate large migrant and refugee populations. • A15: Strengthen social connections within and between communities through better understanding of the nature of social networks and supporting infrastructure in local places 	<p>The planning proposal encourages social connectivity through a number of deliverables including:</p> <ul style="list-style-type: none"> • Improving walkability through the precinct by maximizing public transport patronage due to its close proximity to the Granville railway station • Providing approximately 4,800m² of retail GFA across the site located on the ground floor along the street frontages to promote pedestrian activity, access and increase security • Two through-site links are to be incorporated on the ground level: one at the eastern end of the site adjacent to the existing heritage cottage and proposed new public park; and a second at the western end of the development through the 'retail centre' which also interacts with an east-west pedestrian axis to Rowell Street to ensure street activation • Maximising patronage of public open spaces including the proposed Granville Civic Plaza to the west and the new public park with the heritage item community facility to the east
<p>Housing the city O10: Greater housing supply O11: Housing is more diverse and affordable</p>	<p>PP C5: Providing housing supply, choice and affordability, with access to jobs, services and public transport</p> <ul style="list-style-type: none"> • A16: Prepare local or district housing strategies that address housing targets [abridged version] 	<p>The District Plan identifies Greater Parramatta as one of the five housing market areas with the Parramatta LGA projected to have a housing target of 21,650 new dwellings by 2021. The planning proposal responds to these targets by seeking to deliver 246 dwellings for Building C of a proposed 620 dwellings across the site. These dwellings are primarily apartments however there is a proposed mix of 1 bedroom, 2 bedroom and 3 bedroom units that adds diversity to local housing supply to meet various lifestyles and living choices.</p> <p>The planning proposal, however, does not incorporate affordable housing in accordance with the <i>Affordable Rental Housing SEPP</i>.</p>

<p>A city of great places O12: Great places that bring people together O13: Environmental heritage is identified, conserved and enhanced</p>	<p>PP C6: Creating and renewing great places and local centres, and respecting the District’s heritage</p> <ul style="list-style-type: none"> • A18: Using a place-based and collaborative approach throughout planning, design, development and management deliver great places by (a-e) • A19: Identify, conserve and enhance environmental heritage by (a-c) • A20: Use place-based planning to support the role of centres as a focus for connected neighbourhoods • A21: In Collaboration Areas, Planned Precincts and planning for centres (a-d) • A22: Use flexible and innovative approaches to revitalise high streets in decline. 	<p>The planning proposal responds to the Planning Priority by using a place-based approach to deliver a development that capitalises on its central location within the Granville Precinct. The proposal seeks to deliver a mixed use development that is close to transport links, encouraging increased public transport patronage and reduction of private vehicle reliance. Active street frontages through effective retail design is intended to increase walkability and safety to the precinct. Connections through the development have been proposed to enhance the street activation whilst linking the development to the public realm and open spaces. The heritage item that adjoins the proposed public park encourages social connectivity as it is intended to be adaptively re-used as a community facility while adding character to the area.</p>
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Productivity

An assessment of the planning proposal’s consistency with the CCDP’s relevant Productivity Priorities and Actions is provided in Table 4c, below.

Table 4c – Consistency of planning proposal with relevant CCDP Actions – Productivity

Productivity Direction	Planning Priority/Action	Comment
<p>A well-connected city O19: Greater Parramatta is stronger and better connected</p>	<p>PP C7: Growing a stronger and more competitive Greater Parramatta</p> <ul style="list-style-type: none"> • A23: Strengthen the economic competitiveness of Greater Parramatta and grow its vibrancy [abridged] • A27: Manage car parking and identify smart traffic management strategies 	<p>The planning proposal strengthens Greater Parramatta’s economic competitiveness by delivering dwellings that is accessible by public transport patronage to the major centres of Parramatta CBD, Sydney CBD, Blacktown and Liverpool within 30-minutes. Furthermore, the proposal includes retail, medical services and a childcare facility thus providing jobs and for a diverse and vibrant night-time economy.</p>
<p>Jobs and skills for the city O15: The Eastern, GOP and Western Economic Corridors are better connected and more competitive</p>	<p>PP C8: Delivering a more connected and competitive GOP Economic Corridor</p> <ul style="list-style-type: none"> • A29: Prioritise public transport investment to deliver the 30-minute city objective for strategic centres along the GOP Economic Corridor • A30: Prioritise transport investments that enhance access to the GOP between centres within GOP 	<p>The planning proposal is aligned with the GOP in that it seeks to deliver a mix of housing enabling a range of residents to settle and move as their needs change. The planning proposal is also closely aligned with the desire to deliver new dwellings within the 30-minute city model with the proposed new dwellings within Granville being within 2km of Parramatta CBD</p>
<p>O14: The plan integrates land use and transport</p>	<p>PP C9: Delivering integrated land use and transport planning and a 30-minute city</p>	<p>The planning proposal intends to deliver a mixed use development in the heart of the Granville precinct. The delivery of 246 dwellings for Building</p>

creates walkable and 30 minute cities	<ul style="list-style-type: none"> • A32: Integrate land use and transport plans to deliver a 30-minute city 	C of a proposed 620 dwellings across the site is supported due to its close proximity to the Granville railway line as it enables the development to be within 30-minutes to the major centres of the Parramatta CBD, Sydney CBD, Blacktown and Liverpool.
O23: Industrial and urban services land is planned, retained and managed	<p>PP C10: Growing investment, business opportunities and jobs in strategic centres</p> <ul style="list-style-type: none"> • A37: Provide access to jobs, goods and services in centres [abridged] • A38: Create new centres in accordance with the principles for Greater Sydney’s centres • A39: Prioritise strategic land use and infrastructure plans for growing centres, particularly those with capacity for additional floorspace 	<p>The planning proposal is located within close proximity to the Granville railway station, maximizing public transport patronage and reducing private vehicle reliance. This allows the site to be accessible to the major strategic centres of Parramatta CBD, Sydney CBD, Blacktown and Liverpool within 30-minutes, thus strengthening these centres.</p> <p>The District Plan identifies a needed 1.76 million square metres of additional retail floor space over the next 20 years. The proposal intends a mixed use development with a proposed 4,800m2 of retail floor space across the site, thus contributing to this need as well as accommodating jobs growth.</p>

Sustainability

An assessment of the planning proposal’s consistency with the CCDP’s relevant Productivity Priorities and Actions is provided in Table 4d, below.

Table 4d – Consistency of planning proposal with relevant CCDP Actions – Sustainability

Sustainability Direction	Planning Priority/Action	Comment
O30: Urban tree canopy cover is increased	<p>PP C16: Increasing urban tree canopy cover and delivering Green grid connections</p> <ul style="list-style-type: none"> • A68: Expand urban tree canopy in the public realm 	<p>Three key open spaces related to the planning proposal include:</p> <ul style="list-style-type: none"> • A new 1,400m2 public park located at the eastern end of the site to be dedicated to Council (required as part of its current DA consent) • A communal podium roof top garden of 4,600m2 for the benefit of the residents • Direct interaction and potential integration with the proposed future Civic Plaza located on the opposite of Rowell Street at the western edge of the site <p>Relating to the increasing of the urban tree canopy cover, the proposal indicates the provision of trees lining the street edges. Furthermore, a key feature of the new public park is the preservation of the existing mature healthy blue gum tree on the site which is within the deep soil area.</p>
O31: Public open space is accessible, protected and enhanced	<p>PP C17: Delivering high quality open space</p> <ul style="list-style-type: none"> • A71: Maximise the use of existing open space and protect, enhance and expand public open space by (a-g) [abridged] 	<p>Under the DA consent (which includes the portion of the site subject to this planning proposal) is set to dedicate 1,400m2 of open space to Council for a public park. The additional open space in Granville is much needed considering the projected increase in density of the precinct. The new public park addresses the District’s requirement of provision of open space to be within 400m to residential areas that also contributes to supplying a sufficient quantity and quality of new open space.</p>

		With the new public park and the proposed future Civic Plaza, majority of the Granville Precinct is within
<p>An efficient city</p> <p>O33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change</p> <p>O34: Energy and water flows are captured, used and re-used</p> <p>O35: More waste is re-used and recycled to support the development of a circular economy</p>	<p>PP C19: Reducing carbon emissions and managing energy, water and waste efficiently</p> <ul style="list-style-type: none"> • A75: Support initiatives that contribute to the aspirational objectives of achieving net-zero emissions by 2050 • A76: Support precinct-based initiatives to increase renewable energy generation and energy and water efficiency • A77: Protect existing and identify new locations for waste recycling and management • A78: Support innovative solutions to reduce the volume of waste and reduce waste transport requirements • A79: Encourage the preparation of low carbon, high efficiency strategies to reduce emissions, optimise the use of water, reduce waste and optimising car parking provisions where an increase in total floor in 100,000sqm 	<p>As discussed in Table 3d above, the planning proposal does not propose any sustainability initiatives but states that further details relating to meeting water and energy reduction targets will be explored at the detailed design stage. This is to include a 10-15% car share take-up rate with the aim of reducing car use by 30% which will be investigated at the detailed design stage.</p>

Parramatta Road Corridor Urban Transformation Strategy

The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) prepared by UrbanGrowth NSW was released by the Minister for Planning on 9 November 2016. The Strategy’s key objective as an integrated land use and transport plan is to revitalise Parramatta Road, by delivering future housing, employment, public transport, open space and amenity needs.

The PRCUTS projects the delivery of 27,000 new homes and 50,000 new jobs along the Parramatta Road Corridor. The renewal will be focused in eight strategic Precincts at Granville, Auburn, Homebush, Burwood, Kings Bay (part of Five Dock), Taverners Hill, Leichhardt, and Camperdown.

Specifically, for the Granville Precinct the PRCUTS projects the following growth by 2050:

PRCUTS	Population	Dwellings	Jobs
Granville Precinct	10,700	5,400	7,200

Table 5 – Projected population, dwellings and jobs for the Granville Precinct

Recommended Planning Controls in the PRCUTS

The PRCUTS (November 2016) provides recommended zoning, floor space ratio and height controls for each site within the Granville Precinct. To achieve the targets above,

the recommended zoning, height and FSR controls for this precinct are shown in **Figure 3, 4 and 5.**

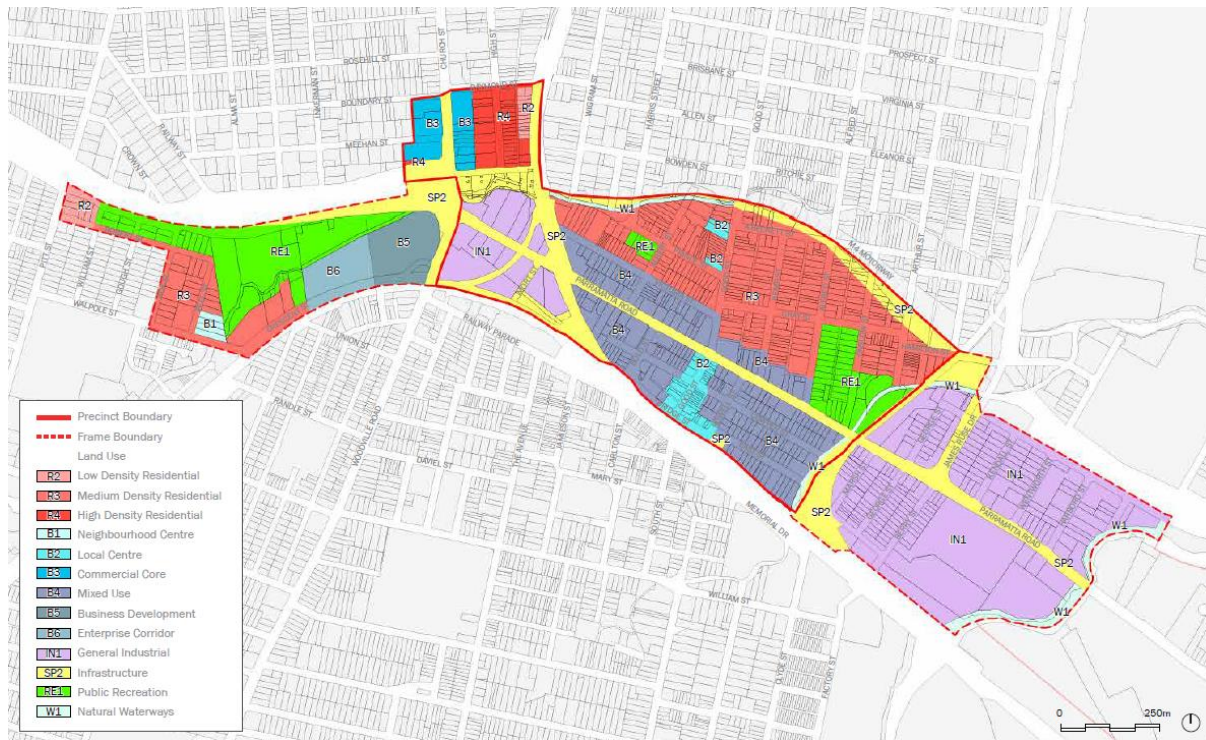


Figure 3 – Recommended zoning from PRCUTS

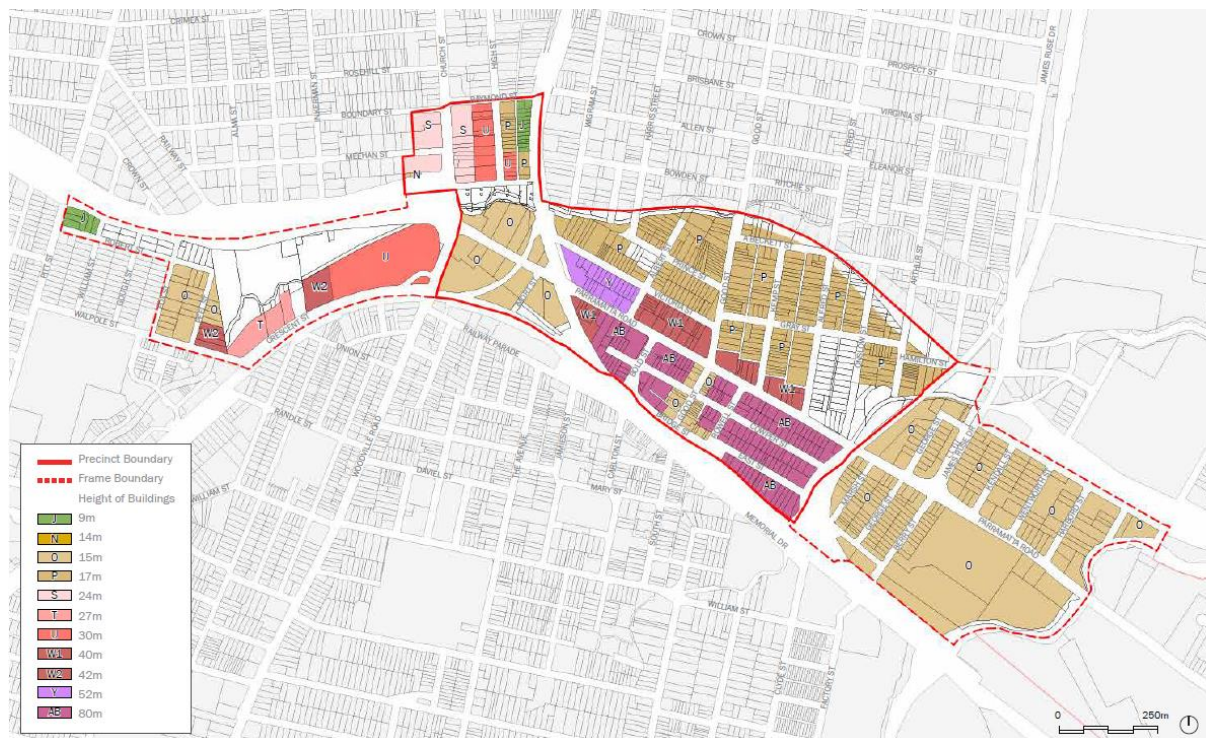


Figure 4 – Recommended Height of Buildings from PRCUTS

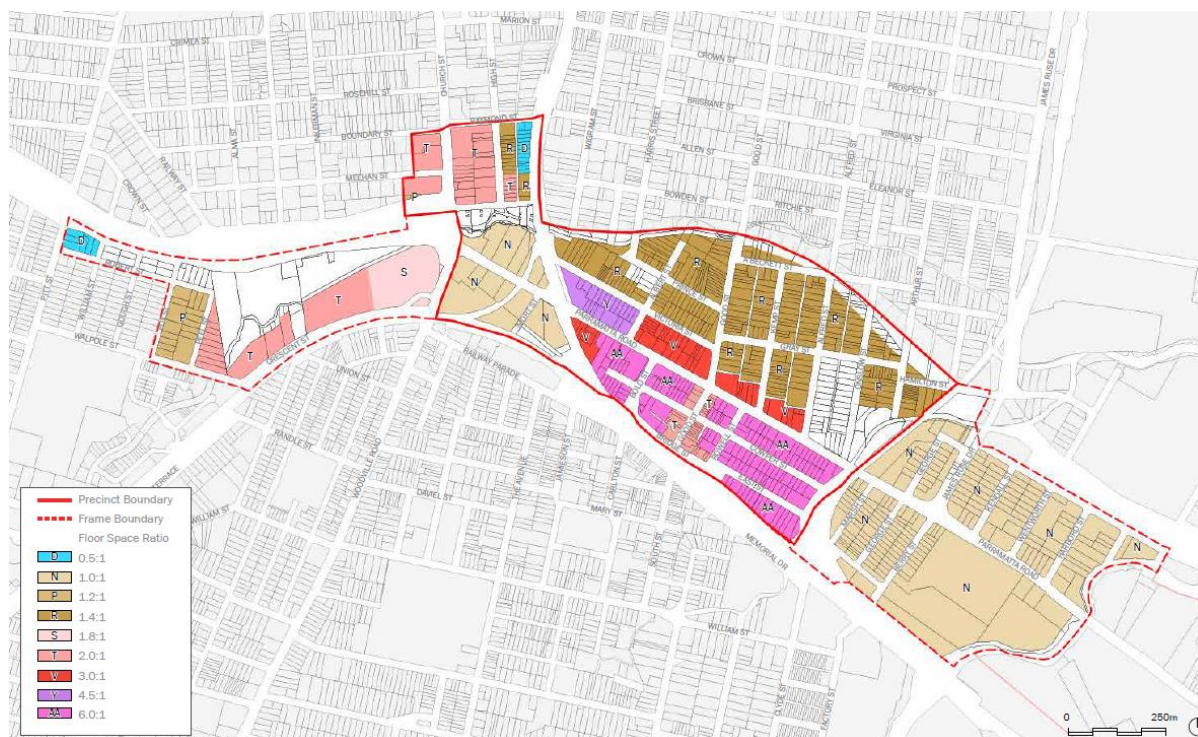


Figure 5 – Recommended Floor Space Ratios from PRCUTS

One of the strategic initiatives to address the housing target under the PRCUTS is to:

- Extend the existing B4 Mixed Use zone to the majority of the precinct across both sides of Parramatta Road (as seen in **Figure 3**)
- Apply an FSR of 6:1 (subject to a sliding scale) similar to the way density is currently managed under the PLEP 2011
- Apply a height of 80m (approximately 25 storeys) to address the current mismatch between the 52m height and 6:1 FSR controls within the PLEP 2011.

A summary of the PRCUTS recommendations and the sought changes to the PLEP 2011 under the Planning Proposal are summarised in **Table 6**.

	PRCUTS	Planning Proposal
Zoning	B4 Mixed Use	B4 Mixed Use
FSR	6:1 (subject to a sliding scale)	6:1 (subject to a sliding scale)
Height	80m	Part 92m (but only for the portion of the land containing Building C) and retain the existing 52m for the remainder of the site (Refer to Figure 12 in Part 4 of this planning proposal)

Table 6 – Comparison of PRCUTS and the Planning Proposal

The Planning Proposal is broadly consistent with the intention of the PRCUTS but seeks to increase the maximum permitted height to enable the delivery of the existing FSR of 6:1 in the existing B4 Mixed Use zone. This is considered to be an appropriate variation to the recommendations of the PRCUTS as the Proposal will result in a better built form outcome that what is currently approved on the subject site under DA/961/2015. This is discussed in further detail below in **section 3.3.2**. Overall, the Planning Proposal is consistent with the strategic framework of the PRCUTS and aims to revitalise the subject site, contribute

to dwelling targets by providing approximately 246 dwellings in Building C of a proposed 620 dwellings across the site, and seeks to address the ‘mismatch’ between the built form controls to enable an achievement of the permissible 6:1 FSR.

The PRCUTS identifies seven principles for transformation to achieve the vision for the Parramatta Road Corridor, that is:

A high quality multi-use corridor with improved transport choices, better amenity and balanced growth of housing and jobs.

An assessment of the Planning Proposal’s consistency with the PRCUTS principles and relevant actions are provided in **Table 7** below:

PRCUTS Principle	Actions	Comment
<p>Housing choice and affordability</p> <p>Plan for a diversity in housing types to accommodate a wide range of community needs, including affordable housing, family housing, student housing and seniors housing</p>	<p>Strategic actions for housing diversity:</p> <ul style="list-style-type: none"> Establish a mix of dwelling sizes, including studios, one bedroom and three bedroom dwellings to be delivered in residential, mixed use and shop top developments 	<p>The Planning Proposal addresses the Strategy’s vision of mixed-use precincts along or adjacent to existing and proposed public transport corridors which contributes to the housing supply by delivering about 246 dwellings for Building C of a proposed 620 dwellings across the site. The typical floor plans provided with this planning proposal consider a range of compact and efficient housing designs that are seeking to provide flexible apartment designs to meet the needs of a range of future residents. This includes a mixture of 1-bedroom, 2-bedroom and 3 bed-room apartments within a mixed use development.</p>
<p>Diverse and resilient economy</p> <p>Plan for and position the Corridor to attract new businesses and support existing businesses that create a diversity of jobs and promote jobs closer to home</p>	<p>Strategic actions for planning for jobs:</p> <ul style="list-style-type: none"> Implement the built form controls identified in the <i>Parramatta Road Corridor Planning and Design Guidelines</i> to encourage new typologies that overcome these challenges and facilitate evolving and innovative employment uses Develop planning controls that accommodate new models of large retail stores, in developments with multiple uses 	<p>The subject site is located within close proximity to the Granville railway station and is within a 30 minute catchment to several major centres including Sydney CBD, Parramatta CBD, Blacktown and Liverpool. This 30 minute catchment is in line with the State Government’s vision of a ‘30-minute city’ which promotes working closer to home. The proposal seeks to meet the permissible density through increased height in a location that is well-served by public transport, local bus services and the arterial road network. Its proximity to these services encourages public transport patronage. The mixed-use zone encourages non-residential uses on the ground and first floor, which is incorporated into this proposal that offers opportunities for employment within the precinct and for those who reside in it. The mixed use development proposes 4,800m² of retail GFA, including a large supermarket on the ground floor together with a number of smaller retail businesses, and a medical centre and childcare centre on the first floor.</p>
<p>Accessible and connected</p>	<p>Reshape and better connect places and associated movement networks to better serve customers and encourage sustainable travel</p>	<p>As mentioned above, the proposal seeks to meet the permissible density in a location that is already well-served by public transport, local bus services and the arterial road network. Its proximity to these services encourages public transport patronage. Furthermore, through-site links have been incorporated into the design enhances north-south connections through the precinct and better accessibility to the proposed new public park and proposed Civic Plaza as detailed in the existing DA consent.</p>

<p>Vibrant communities and places</p> <p>Promote quality places and built form outcomes to transform the controls over time</p>	<p>Strategic actions for '15 minute neighbourhoods':</p> <ul style="list-style-type: none"> • Deliver each Precinct along the Corridor as a '15 minute neighbourhood' through land use changes • Implement planning provisions to deliver active frontages in and around appropriate locations as illustrated on the Precinct Plans within the PRCUTS <p>Strategic actions for heritage and unique neighbourhoods:</p> <ul style="list-style-type: none"> • Implement development controls that encourage the adaptive re-use of heritage items in the Corridor 	<p>An approximate 4,800m² of retail across the site is intended to be on the ground and first level. This promotes active street frontages that not only increases walkability and vibrancy to the site but also enhances safety. Connections through the site are intended to add to this walkability as well as connecting to the public realm and open spaces. Not only do these factors contribute to increased walkability, but also use of open spaces, whether it be at the dedicated park to the north east of the site, or at the proposed Granville Civic Plaza to the west. The proposed retail GFA presents an opportunity to improve the local economy including local businesses and jobs.</p> <p>The retention and adaptive re-use of the heritage item is considered as an important element to promoting social connectivity whilst adding character to the area. The adaptive re-use of the heritage item contributes to supplying a community centre within Granville.</p>
<p>Green spaces and links</p> <p>Embellish existing open space and provide for new active and passive open spaces that support the recreational needs of the community and encourage active and healthy lifestyles</p>	<p>Strategic actions for new neighbourhood parks and open space:</p> <ul style="list-style-type: none"> • Provide a diverse range of connected, high quality open space and public domain areas to each Precinct in accordance with the Precinct Plans 	<p>The proposal intends to dedicate 1,400m² of open space to Council for a new public park under its current DA consent which enables the development, as well as the wider precinct, to be within proximity to open space. The new park is located at the north eastern portion of the site. Its location services the broader Granville town centre within the 400m catchment and the 200m catchment services the whole Granville town centre that is east of Good St</p>
<p>Sustainability and resilience</p> <p>Create liveable local Precincts along the Corridor that are sustainable, resilient and make Sydney a better place</p>	<p>Strategic actions for adaptive sustainability practices:</p> <ul style="list-style-type: none"> • Implement comprehensive built form strategies for building efficiency, renewable energy, strategic parking, public domain and sustainable infrastructure 	<p>The proposal will explore water and energy reduction targets, including a 10-15% car share take-up rate with the aim of reducing car use by 30%, at the development application stage.</p>

Table 7 – PRCUTS Principles and applicable Actions

As demonstrated in the table above, the Planning Proposal considers the strategic principles and actions of the PRCUTS. A number of key public benefits consistent with the PRCITS to be delivered on the site include:

- A new 1,400m² local park to be dedicated to Council located at the north eastern portion of the site which services the Granville town centre within the 400m catchment in accordance with the PRCUTS;
- Retail and mixed use activity that is centred around Cowper Street and Rowell Street including the delivery of a supermarket and child care centre. This is through provision of approximately 4,800m² of retail GFA on the ground and first floor which can contribute to vibrancy within the precinct whilst supporting the local economy;
- A dwelling mix consisting of 1-bedroom, 2-bedroom and 3-bedroom units within a mixed use development that contributes to the PRCUTS' housing diversity strategic action;

- Creation of new connections to and around the Granville town centre, existing community facilities and public transport to increase permeability through provision of through site links; and
- The retention and adaptive re-use of the heritage item on the site to be a community facility.

Changes in this version of the Planning Proposal

This version of the Planning Proposal includes changes to the section relating to the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) to demonstrate the public benefits the planning proposal's consistency with the principles and actions of the PRCUTS as required by the Gateway Determination dated 15 April 2019 (see **Appendix 1**).

Design Excellence

The PRCUTS requires a Design Excellence process to be run for “*sites with an inherent scale impact (greater than 1,500m² or proposals that exceed four storeys in height)*”. The Planning Proposal fulfils these criteria and therefore it is required to demonstrate design excellence.

The PRCUTS does not specify one particular mechanism for the delivery of design excellence. However, it does pose the following requirements:

Design excellence needs to be clear, transparent, provide certainty, and timely. Mechanisms to deliver design excellence might include:

- *Independent and expert design review and panels*
- *Competitive selection processes*
- *Accountability and monitoring*
- *Clear relationships to other entities including adjacent councils regarding their panel selections, shared panellists, or specialised panels.*

It is Council's position that a design excellence competition process is the most appropriate mechanism to achieve design excellence. A design excellence competition is proposed for Building C above the podium and not across the remainder of the site. This is because the site currently has consent under DA/961/2015 and early works have begun. Furthermore, it is only Building C that is affected by the sought increase of height as Building A and B will progress as designed under its current consent. Building C is to be identified as “A” on the Design Excellence Map as per Clause 6.13 of the PLEP 2011.

The design competition brief will require compliance with a site specific DCP which is to be prepared prior to exhibition, as well as the Apartment Design Guidelines (ADG) which will ensure a high quality built form outcome is delivered on the site. Water and energy reduction targets, including a 10-15% car share take-up rate with the aim of reducing car use by 30%, will be further investigated at the detailed design stage.

3.2.2 Is the planning proposal consistent with the local council's Community Strategic Plan or other local strategic plan?

The following local strategic planning documents are relevant to the planning proposal.

Parramatta 2038 Community Strategic Plan

Parramatta 2038 is a long term Community Strategic Plan for the City of Parramatta and it links to the long-term future of Sydney. The plan formalises several big and transformational ideas for the City and the region. Granville has been identified as being part of the PRCUTS area and will see it transform into a high density, mixed-use town centre with high quality public domain, open space networks and transport links.

The planning proposal is considered to meet the vision and long term community goals identified in the plan including:

Fair

The Planning Proposal provides for a diverse dwelling mix of 1-bedroom, 2-bedroom and 3-bedroom units that results in a generally more affordable housing product to meet the needs of different households. It also supports people to live active and healthy lives by provision of open space in the form of a new proposed public park and a private communal garden on top of the podium which is to be delivered under its current DA consent. Further, there is provision for the heritage item at 21-23 East Street to be adaptively re-used as a community facility to be delivered under its current DA consent.

Accessible

The subject site is located well within walking proximity to the Granville railway station and local bus services which encourages walkability and public transport patronage. The Granville railway station is within a 30-minute travel time to the major centres of Sydney CBD, Parramatta CBD, Blacktown and Liverpool.

Green

As part of its current consent, the proposal is set to dedicate a new public park to Council and thus provides for green spaces for recreation, relaxation and enjoyment. Opportunities for better water, energy and waste efficiency will be explored at the detailed design stage.

Welcoming

Under the DA consent (which includes the portion of the site subject to this Planning Proposal) promotes Granville's heritage through retention, conservation and adaptive re-use of the Victorian cottage heritage item at 21-23 East Street. The heritage item is intended to be re-used as a community facility and accessible to the public.

Thriving

The Planning Proposal offers approximately 4,800m² of retail floor space across the site on the ground level that encourages local jobs growth and promotion of local businesses ensuring a thriving economy. Retail on the ground level also increases walkability and pedestrian activity adding vibrancy to the subject site and the wider precinct. Increased pedestrian activity contributes to greater passive surveillance and overall safety.

3.2.3 Is the planning proposal consistent with the applicable State Environmental Planning Policies?

The following State Environmental Planning Policies (SEPPs) are of relevance to the site (refer to Table 8 below).

Table 8 – Consistency of planning proposal with relevant SEPPs

State Environmental Planning Policies (SEPPs)	Consistent: Yes - ✓ No - ✗ or N/A	Comment
SEPP No 1 Development Standards	N/A	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	N/A	Standard instrument definitions apply.
SEPP No 55 Remediation of Land	✓	The Planning Proposal does not seek to rezone the subject site. The existing B4 Mixed Use is recommended to be retained, which already permits residential uses. As the Planning Proposal does not propose a zoning change, the requirements of SEPP 55 are not triggered.
SEPP 64 – Advertising and Signage	N/A	Not relevant to proposed amendment. May be relevant to future DAs.
SEPP No 65 Design Quality of Residential Flat Development	✓	The Planning Proposal seeks to facilitate high density housing in the form of a residential flat building. Council Urban Design officers have reviewed the Planning Proposal in light of the development consent and have deemed its non-compliance with ADG standards relating to solar access and cross-ventilation as reasonable on the basis of its urban design qualities, its significant upgrade to the public domain and its developed design of the ground level. Nonetheless, a further and more detailed assessment of the future development's compliance with SEPP 65 will be carried out as part of the Design Excellence competition and future DA.
SEPP No.70 Affordable Housing (Revised Schemes)	N/A	Not relevant to proposed amendment.
SEPP (Affordable Rental Housing) 2009	✓	The Planning Proposal does not seek to introduce or provide for affordable housing. However, future development may incorporate housing delivered under this SEPP and relevant provisions will be given detailed consideration during the assessment of a development application.
SEPP (BASIX) 2004	✓	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	✓	May apply to future development of the site.
SEPP (Infrastructure) 2007	✓	May apply to future development of the site.
SEPP (Urban Renewal) 2010	✓	The subject site is within the Granville Urban Renewal Precinct. The Planning Proposal is

		consistent with the aims and provisions of this SEPP and will stimulate renewal within the nominated precinct of Granville and will contribute to the employment and job targets for the area.
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3.2.4 Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)

In accordance with Clause 9.1 of the *EP&A Act 1979* the Minister issues directions for the relevant planning authorities to follow when preparing planning proposals for new LEPs. The directions are listed under the following categories:

- Employment and resources
- Environment and heritage
- Housing, infrastructure and urban development
- Hazard and risk
- Housing, Infrastructure and Urban Development
- Local plan making
- Metropolitan planning

The following directions are considered relevant to the subject Planning Proposal.

Table 9 – Consistency of planning proposal with relevant Section 9.1 Directions

Relevant Direction	Comment	Compliance
1. Employment and Resources		
Direction 1.1 – Business and Industrial Zones	<p>The Planning Proposal will maintain the existing B4 Mixed Use zone which allows for a mix of residential and non-residential uses. The Proposal will support the mixed use character of the area and the Parramatta CBD by providing dwellings close to this commercial centre as Granville is only 2km from the Parramatta CBD and a short walk to the train station which provides ample connection to several other centres including Sydney CBD, Parramatta CBD, Blacktown and Liverpool. The Planning Proposal will deliver homes close to employment</p> <p>The concept reference design in the Urban Design Report supports the mixed use zoning and provide for ground floor and first level commercial/retail floorspace. The Planning Proposal will result in the site achieving the permitted maximum FSR of 6:1 which was not achievable for the land under the current DA due to the height constraints. Additional floorspace will be available for employment uses as a result which will provide the option of expanding on the amount of commercial floorspace compared to what was already approved under the current DA.</p>	Yes

2. Environment and Heritage		
Direction 2.3 - Heritage Conservation	<p>The subject site contains Heritage Item I107 – 21-23 East Street listed in Schedule 5 of the Parramatta LEP 2011. The heritage item is a single storey semi-detached dwelling, representative of the Victorian architectural era. It is also within proximity to two other listed Heritage Items – I99 (Mount Beulah Hall) and I106 (19 East Street).</p> <p>Under its current DA, the Heritage Item is to be retained and adaptively re-used as a community facility to be integrated with a new 1,400m² public park that will be dedicated to Council.</p> <p>Council officers have stated that any development as per the Planning Proposal is considered to likely be closely similar to the heritage impact of the development under its current DA consent and is considered acceptable.</p>	Yes
3. Housing, Infrastructure and Urban Development		
Direction 3.1 - Residential Zones	<p>The Planning Proposal is consistent with this direction as it will facilitate additional housing in close proximity to the Granville Town Centre, the Parramatta CBD and public transport that is currently not provided on the site. The Proposal will result in an additional 246 dwellings for Building C of a proposed 620 dwellings across the site within the Granville Precinct, contributing to the delivery of the targets set within the PRCUTS. In addition, the Planning Proposal will enable the subject site to achieve its existing FSR control of 6:1 and therefore accommodate more GFA on the site than what is currently permitted under the existing DA consent.</p>	Yes
Direction 3.4 - Integrating Land Use and Transport	<p>The Planning Proposal is consistent with this direction as it increases the density of development within the walking catchment of transport nodes, namely the Granville railway station and bus terminal, thus supporting the efficient and viable operation of public transport services and reducing the dependence on cars. This improves access to housing, jobs and services by walking, cycling and public transport.</p>	Yes
4. Hazard and Risk		
Direction 4.1 - Acid Sulfate Soils	<p>The Acid Sulfate Soils Map of the PLEP 2011 indicates that the subject site contains Level 4 and part Level 5 acid sulfate soils. Despite this constraint, Granville has accommodated medium to high density development throughout East Street with a number of DAs already being approved for redevelopment, including the subject site. The existing DA consent for this subject site demonstrates that any acid sulfate soil can be managed. This will be addressed further at the development application stage.</p>	Yes
Direction 4.3 - Flood Prone Land	<p>The subject site is not located in mainstream flood prone land. The localized flooding within the vicinity of the site was assessed as part of the assessment process of the previous approved development application. The assessment determined that that the site is capable of being developed for high-density mixed-use development.</p> <p>Council's Senior Catchment and Development Engineer raise no objection to the Planning Proposal and consider the previous flood study and design responses to it are satisfactory.</p> <p>Any potential impacts as a result of development on the site, such as stormwater runoff, will be considered and addressed appropriately at DA stage. This will also include any design detail required to ensure compliance with Council's water management controls within the Parramatta DCP 2011.</p>	Yes

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 A Plan for Growing Sydney	<p><i>A Plan for Growing Sydney</i> was superseded by the release of <i>A Metropolis of Three Cities</i> in March 2018.</p> <p>The Planning Proposal is consistent with this direction. It is consistent with the directions and objectives prescribed in <i>A Metropolis of Three Cities</i> and has been discussed in detail under Section B.</p>	
Direction 7.3 – Parramatta Road Corridor Urban Transformation Strategy	<p>The Planning Proposal seeks to amend the maximum permitted height to broadly align with the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) and to address the current 'mismatch' between the built form controls. The Planning Proposal is considered to be aligned with the aims and visions of this Strategy.</p> <p>The direction permits a Planning Proposal to be inconsistent with the PRCUTS if it is:</p> <ul style="list-style-type: none"> (a) <i>Consistent with the Out of Sequence Checklist in the Parramatta Road Corridor Implementation Plan 2016-2023 (November, 2016), or</i> (b) <i>Justified by a study (prepared in support of the planning proposal) that clearly demonstrates better outcomes are delivered than identified in the Parramatta Road Corridor Urban Transformation Strategy (November, 2016) and Parramatta Road Corridor Implementation Plan 2016-2023 (November, 2016) having regard to the vision and objectives, or</i> (c) <i>Of minor significance</i> <p>The Planning Proposal seeks a height of 92m for the Building C portion and retention of the 52m permitted height across the remainder of the site. This is a variation from the recommendations of the PRCUTS which recommends 80m.</p> <p>This is supported as this variation is considered appropriate by delivering a more optimal design outcome whilst not rezoning or increasing the permitted maximum FSR on the site. The 92m portion of the site will apply to Building C which seeks to have a height variation of different increments of the tower, with some elements being 92m and others being 72m, resulting in an average height of 82m. This results in variation to the symmetry and uniformity of the approved scheme under the DA consent and considered to result in a better design outcome. Further detail will be discussed in Section C.</p> <p>It is considered that the 12m variation (which ultimately distributes over the Building C portion to average 82m between the tower increment variations) is considered to demonstrate a better urban design outcome. Therefore, the Planning Proposal satisfies Part (5)(b) of this direction.</p> <p>The Planning Proposal achieves the vision set out in the PRCUTS by delivering:</p> <ul style="list-style-type: none"> • A wide range of dwelling types to suit the needs of a diverse community • New commercial/retail spaces at the ground level to generate street level activation 	

	<ul style="list-style-type: none"> • Public transport patronage will be enhanced focusing on a reduction of private car ownership with reduced onsite parking but increased car share facilities • High quality and highly integrated public domain and landscaping works <p>The Planning Proposal also responds to the PRCUTS requirement to achieve buildings with Design Excellence. This is discussed above in this section relating to the Parramatta Road Corridor Urban Transformation Strategy.</p>	
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3.3 Section C – Environmental, social and economic impact

This section considers the potential environmental, social and economic impacts which may result from the Planning Proposal.

3.3.1 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 site is located within a highly modified urban environment and it is very unlikely to contain critical habitat or threatened species, populations or ecological communities, or their habitats.

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

The main potential environmental impacts to be examined in detail with any future development proposal for the site are:

Heritage

The subject site contains a heritage item (Heritage Item I107) at 21-23 East Street listed in Schedule 5 of the PLEP 2011. The heritage item is a Victorian era semi-detached cottage. Within proximity of the subject site are two other heritage items:

- Heritage Item I106 – 19 East Street, a single storey dwelling; and
- Heritage Item I99 – Mount Beulah Hall, a single storey hall.

Granville is undergoing renewal under the existing planning controls and will continue as a result of the recommendations of the PRCUTS. A number of developments have been approved around the subject site (see *Background and context* section of this report), and it has been accepted that there will be some impact on the heritage items.

Specifically, in relation to this Planning Proposal, the Heritage Item contained on the subject site, under its current DA consent, is intended to be retained, conserved and adaptively re-used as a community facility that will be integrated with a new 1,400m² public park to be dedicated to Council. It is to be noted that the heritage item on the subject site is located at the eastern end of the site and the area subject to the Planning Proposal is located at the western end of the site.

Council’s Heritage Advisor has stated that any development as per the Proposal is considered to likely be closely similar to the impact of the development under the current DA consent and is considered acceptable.

Urban Design and Built Form

The Planning Proposal seeks an increase of height from 52m to part 92m (but only for the portion of the land containing Building C) and retain the existing 52m for the remainder of the site, which is considered an appropriate variation from the recommendations of the PRCUTS. Under the current DA consent (DA/961/2015) the approved scheme comprised

of 3 residential towers above a four storey podium. Building A and C at 21 storeys and Building B at 14 storeys (inclusive of the four storey podium). As discussed above, the recent DA assessment for the subject site demonstrated that under the existing height control, an FSR of 6:1 cannot be achieved.

The Planning Proposal will permit more height (92m) for the portion of the site relating to Building C which will deliver a taller and slenderer tower and retain the existing 52m across the remainder of the site. A revised scheme to the approved DA consent sees Building C being split into two distinct and simplified forms by introducing 6 storeys of height variation between the building halves resulting in a variation of heights being 91.3m and 72.7m. This equates to an overall average height of 82m for Building C (refer to Figure 6 and Figure 7). Council officers broadly support the scheme as it provides some variation to the symmetry and uniformity of Buildings A and C under the current DA consent and is considered to result in a better urban design outcome than the original scheme.

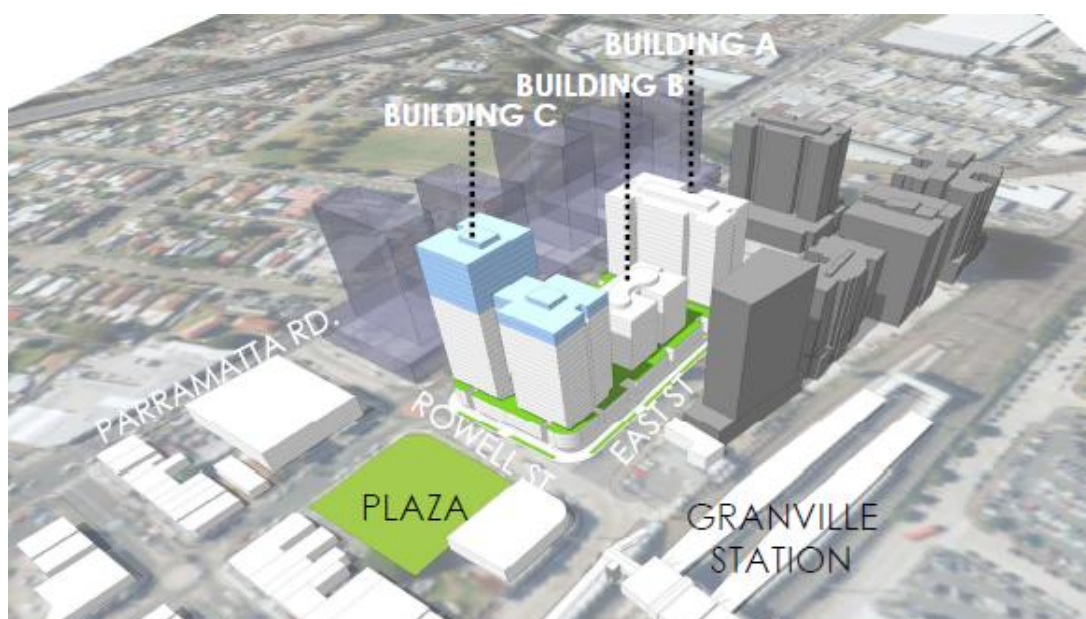


Figure 6 – The proposed design with height variations to Tower C



Figure 7 – Tower C’s relationship to the 82m height plane

In summary, whilst the maximum height of Building C (91.3m) is 11.3m above the recommended height in the PRCUTS, given that the scheme presents an outcome that results in variation to the tower forms for the future development and to the overall precinct, it is considered an appropriate variation to the recommendations of the PRCUTS as it results in a better urban design outcome.

A site specific DCP will be prepared to define Building C’s overall envelope as well as key urban design controls.

The Urban Design Report and Reference Design is found in **Appendix 2**.

Transport and Accessibility

The Planning Proposal is in close proximity to the Granville Transport Interchange which offers connection to both the Parramatta CBD and the Sydney CBD, as well as the major centres of Liverpool and Blacktown, all within 30-minutes. The railway line provides frequent services along the corridor and the bus interchange provides services to the local network, offering the community superior connectivity to employment opportunities.

3.3.3 How has the planning proposal adequately addressed any social and economic effects?

Social effects

Under its current DA consent, the Planning Proposal has a number of public benefits that is considered to contribute to strengthening social connectivity both within the development and to the wider precinct.

A new 1,400m² public park is proposed to be dedicated to Council which is located at the north eastern portion of the site. This provides much needed public open space to the Granville precinct which is set to have increased densities with the implementation of the

PRCUTS. It is optimally located as it serves majority of the precinct and is further complemented by the proposed new Civic Plaza which is located to the west of the subject site. Integrated with this park is the heritage item at 21-23 East Street which is to be adaptively re-used to become a community facility.

A 4,600m² communal podium roof top garden is proposed to serve the residents of the development.

The ground floor will consist of commercial/retail uses with a proposed supermarket to serve the development and the wider precinct. The active retail at ground level will promote pedestrian activity, increase security through passive surveillance and add to the overall vibrancy of the area. Furthermore, a 900m² / 90 space childcare facility is proposed to serve the precinct, especially since the densities of the precinct are set to increase.

Economic effects

The Planning Proposal is to deliver approximately 246 dwellings in Building C of a proposed 620 dwellings across the site in Granville, thus contributing to the dwelling targets for Granville as shown in the PRCUTS. The dwellings are in an optimal location for public transport usage with the subject site being well within walking proximity to the Granville railway station and bus interchange. This enables residents of the development good access to major centres of employment including Sydney CBD, Parramatta CBD, Blacktown and Liverpool.

An approximate 4,800m² of non-residential GFA is proposed to be located across the site on the ground level with a 900m² medical centre and 900m² / 90 space child care facility in the podium. This will contribute to the provision of retail and commercial uses that support the current and anticipated population in Granville. The provision of this type of floorspace on the ground and podium levels will provide opportunities for local businesses to be located in the precinct as well as creating jobs for the future population.

3.4 Section D – State and Commonwealth Interests

3.4.1 Is there adequate public infrastructure for the planning proposal?

As discussed within this Proposal, the subject site is located within the Granville Precinct identified under the Parramatta Road Corridor Urban Transformation Strategy. The PRCUTS aims to deliver around 5,400 new dwellings in Granville by 2050. A comprehensive list of infrastructure is detailed in the PRCUTS Infrastructure Schedule and includes traffic and transport improvements, new social infrastructure, new and embellishment of open space and identifies mechanisms to fund local infrastructure.

The intention of the Planning Proposal (as discussed in this document) is to provide a height that will enable the delivery of the existing permissible maximum FSR of 6:1 and provide a better built form outcome. The permitted density on the site is not proposed to be increased, therefore additional infrastructure contributions have not been sought other than what will be required under the Development Contribution Plan that applies to the subject land.

3.4.2 What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?

Relevant State and Commonwealth public authorities will be consulted in accordance with the requirements of any future Gateway Determination.

PART 4 – MAPPING

This section contains the mapping for this planning proposal in accordance with the DP&E’s guidelines on LEPs and Planning Proposals.

4.1 Existing controls

This sub-section contains map extracts from *PLEP 2011* which illustrate the controls currently applying to the site.

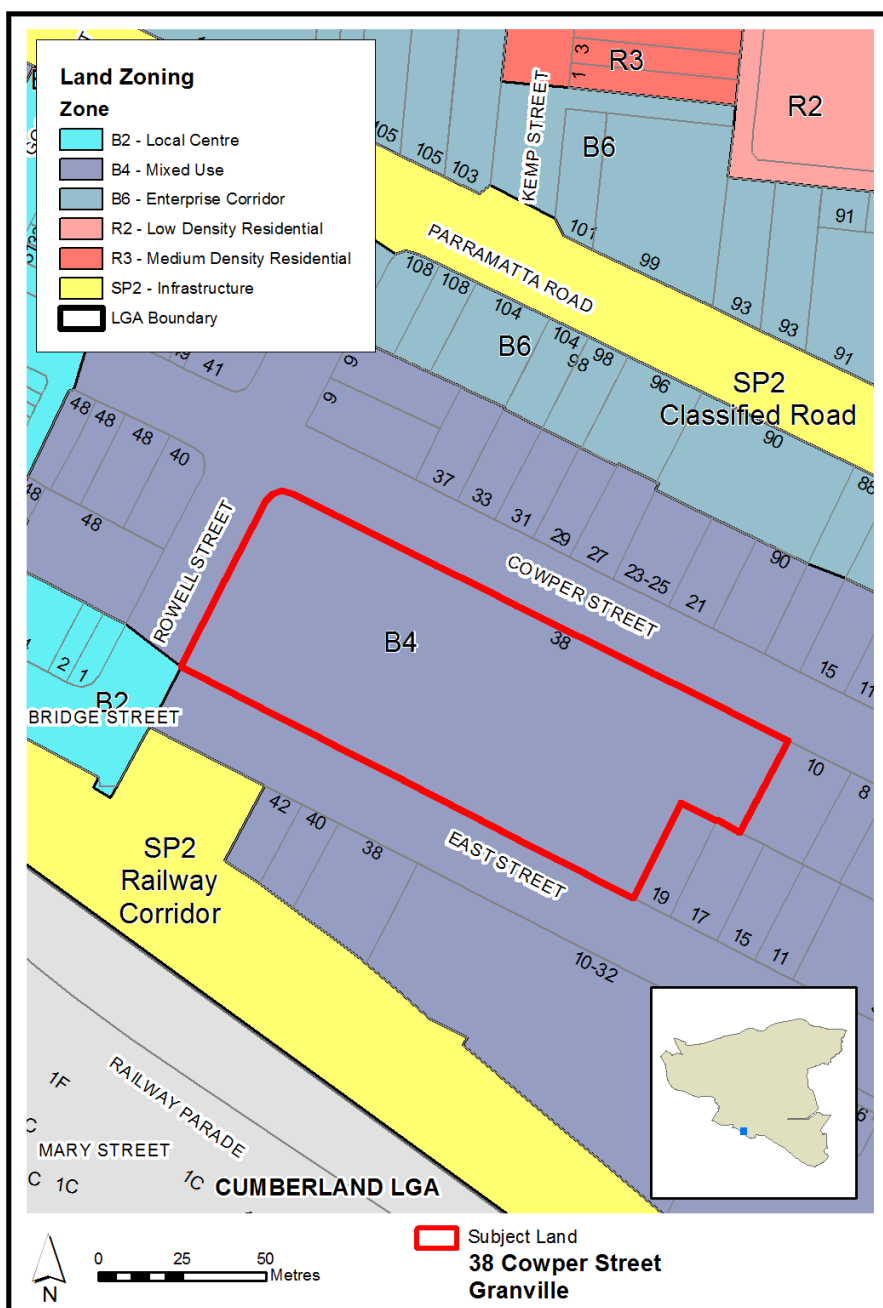


Figure 8 – Existing zoning extracted from *Parramatta LEP 2011* Land Zoning Maps

Figure 8 above illustrates the existing B4 Mixed Use zone over the site. The Planning Proposal seeks to retain the existing control.

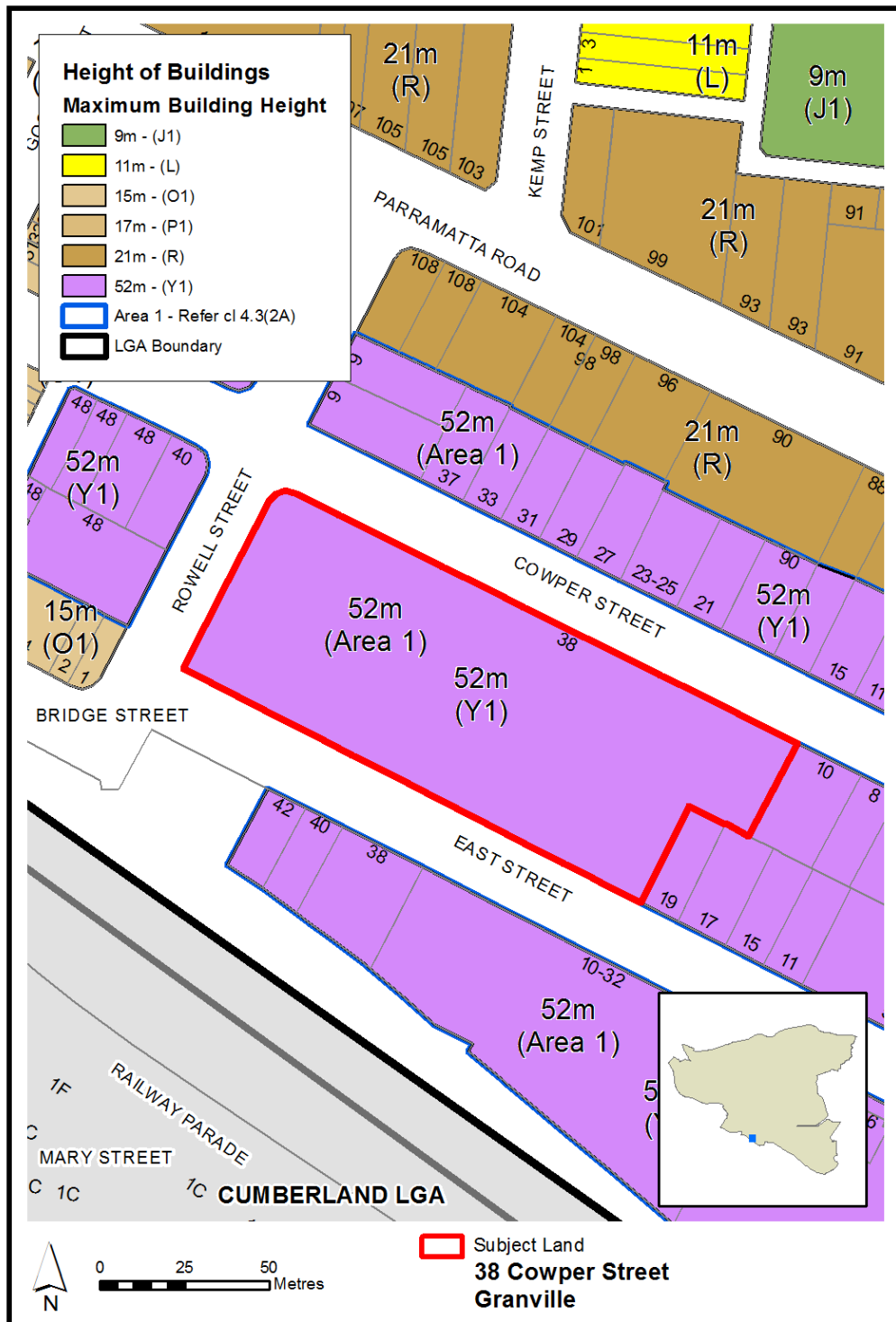


Figure 9 – Existing building heights extracted from the *Parramatta LEP 2011* Height of Buildings Maps

Figure 9 above illustrates the existing maximum 52m height applicable to the site. As discussed above, the site is subject to a sliding scale under Clause 4.3 (2A) which indicates sites achieving 3,200m² and above a permitted height of 52m. The subject site has a total land area of 9,950m², therefore a 52m height is currently permissible.

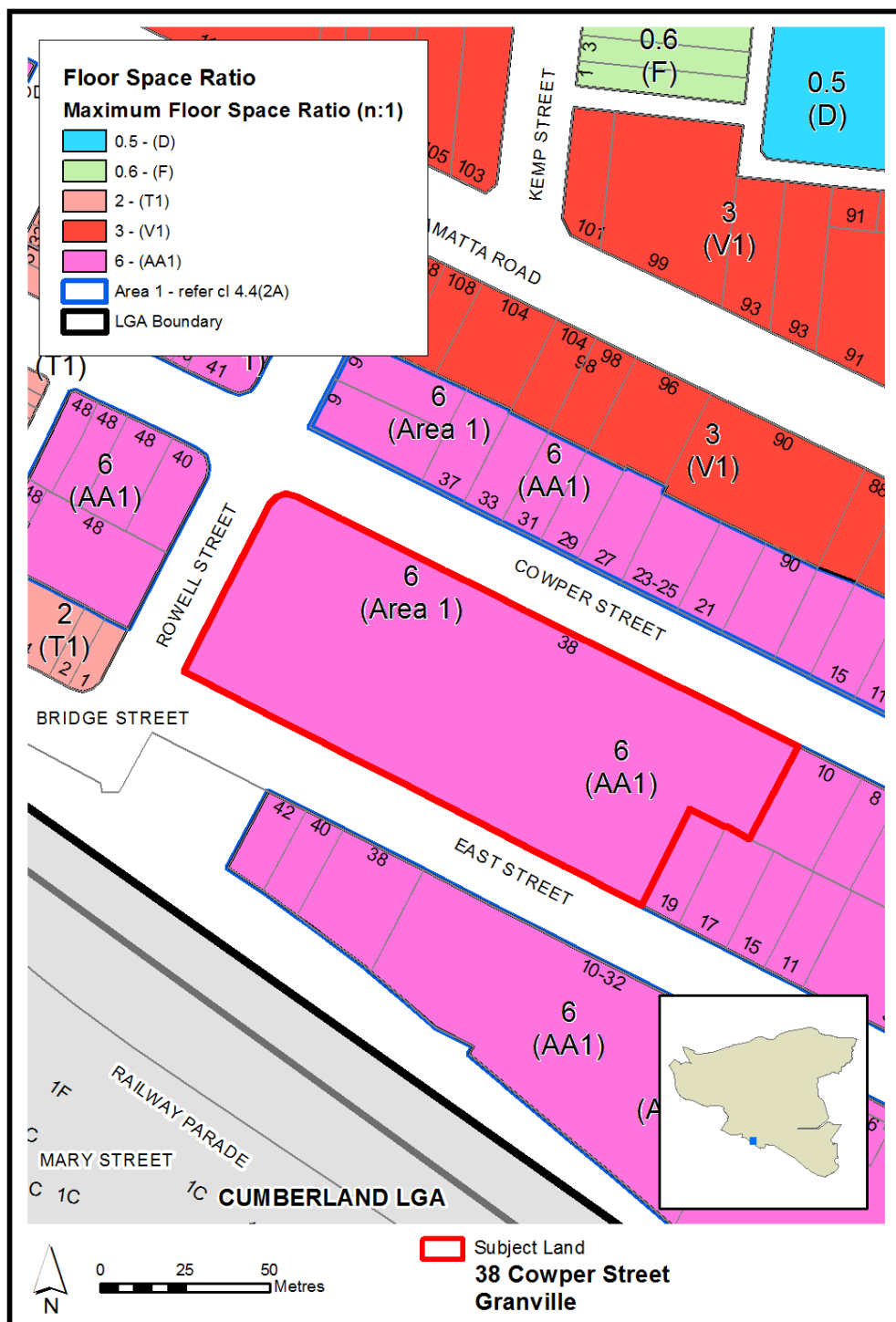


Figure 10 – Existing floor space ratio extracted from the *Parramatta LEP 2011* Floor Space Ratio Map

Figure 10 above illustrates the existing maximum 6:1 FSR applicable to the site. As discussed above, the site is subject to a sliding scale under Clause 4.4 (2A) which indicates sites achieving 3,200m² and above a permitted FSR of 6:1. The subject site has a total land area of 9,950m², therefore a 6:1 FSR is currently permissible.

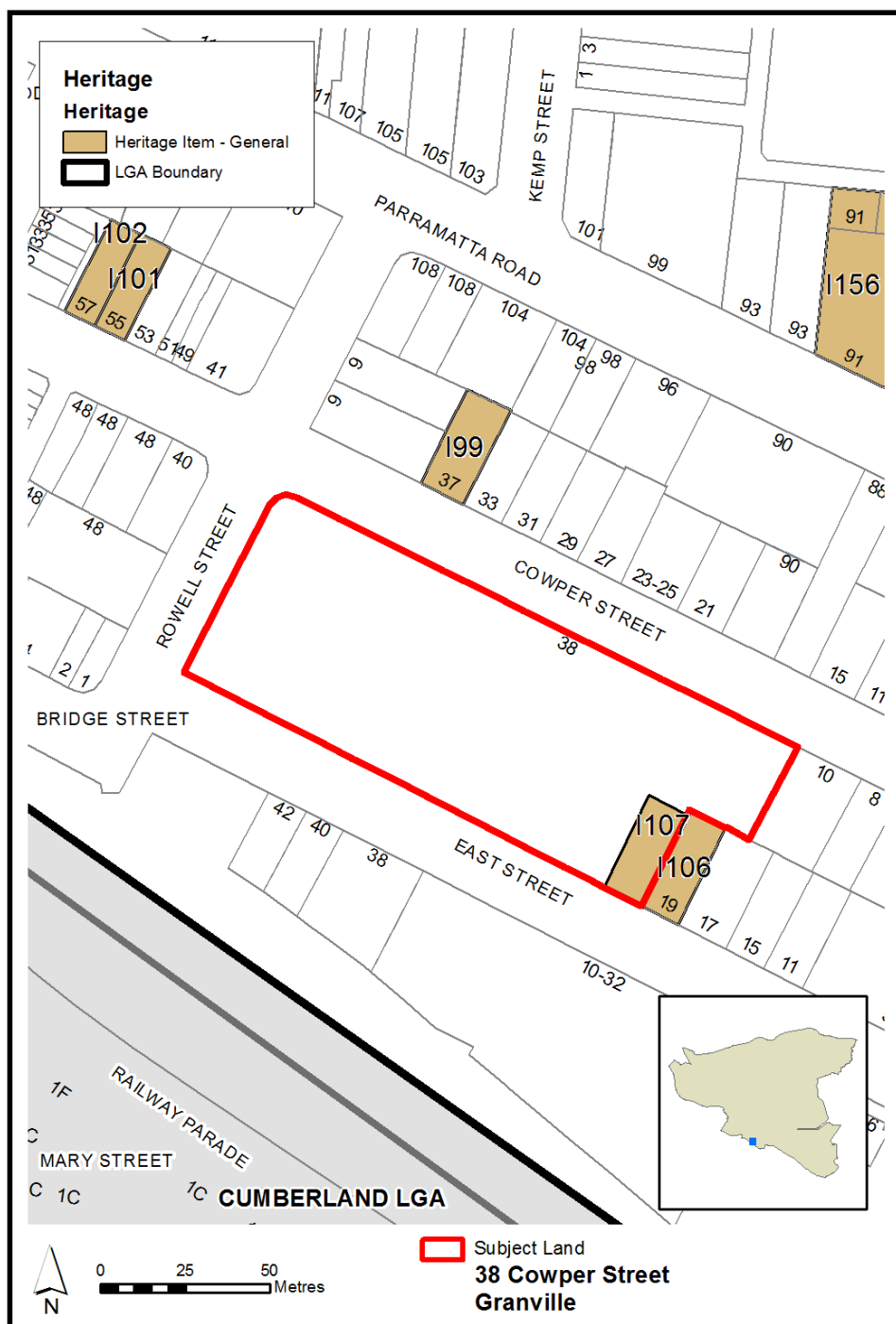


Figure 11 – Existing heritage items extracted from the Parramatta LEP 2011 Heritage Maps

Figure 11 above illustrates the heritage item (I107) at 21-23 East Street contained in the subject site. The heritage item is a single storey Victorian era semi-detached dwelling. The heritage item is to be retained and adaptively re-used as a community facility.

Two other heritage items are located in proximity to the subject site, being:

- I106 – 19 East Street, a single storey dwelling; and
- I99 – Mount Beulah Hall, a single storey hall.

4.2 Proposed controls

The figures in this section (Figures 12 and 13) illustrate the proposed building height and floor space ratio controls sought by this planning proposal.

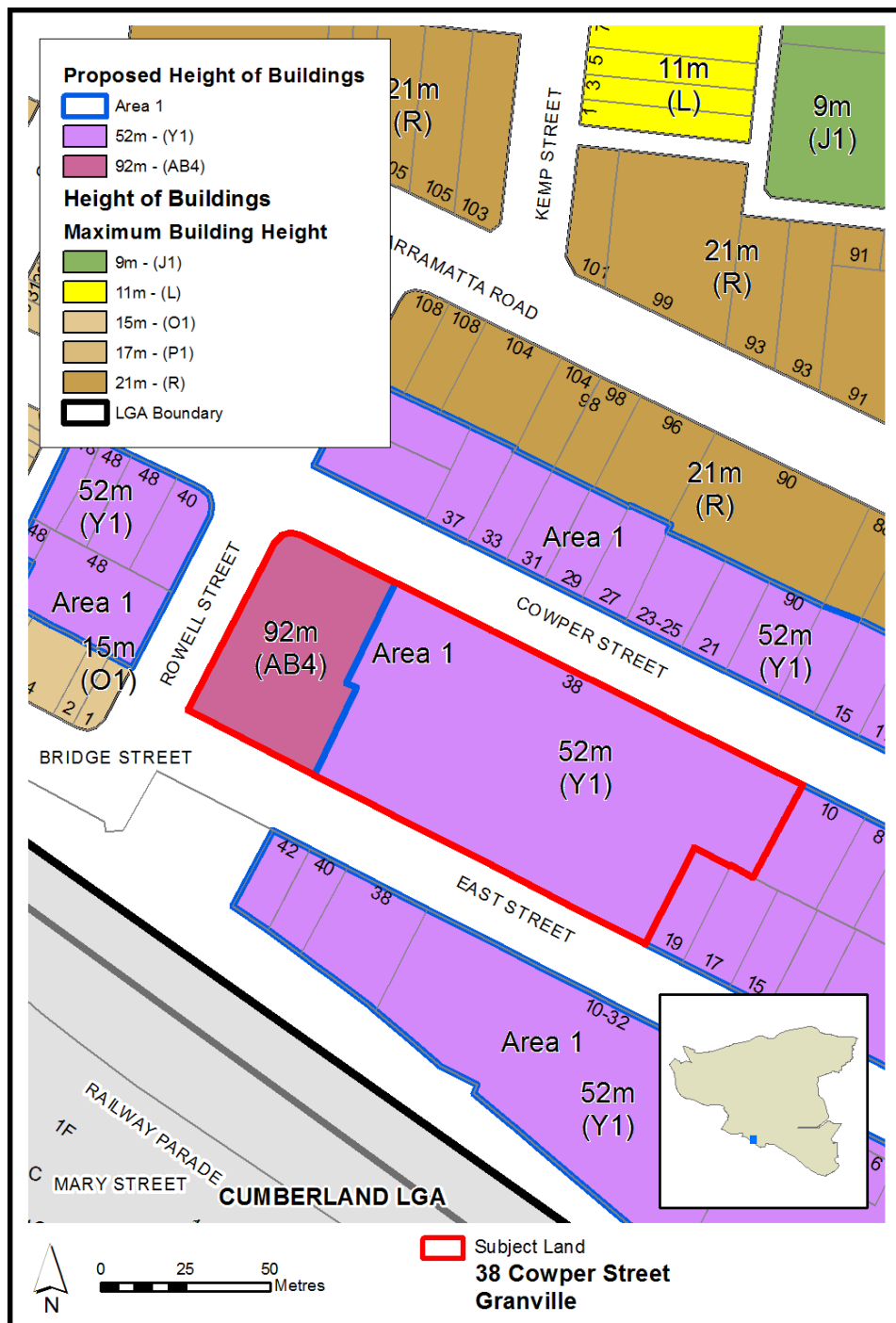


Figure 12 – Proposed amendment to the *Parramatta LEP 2011* Height of Building Map indicating the increase of height to the western portion of the site containing Building C

Figure 12 above illustrates the proposed height increase from 52m to 92m (but only to the portion of the land containing Building C). The remainder of the site will retain the existing 52m height.

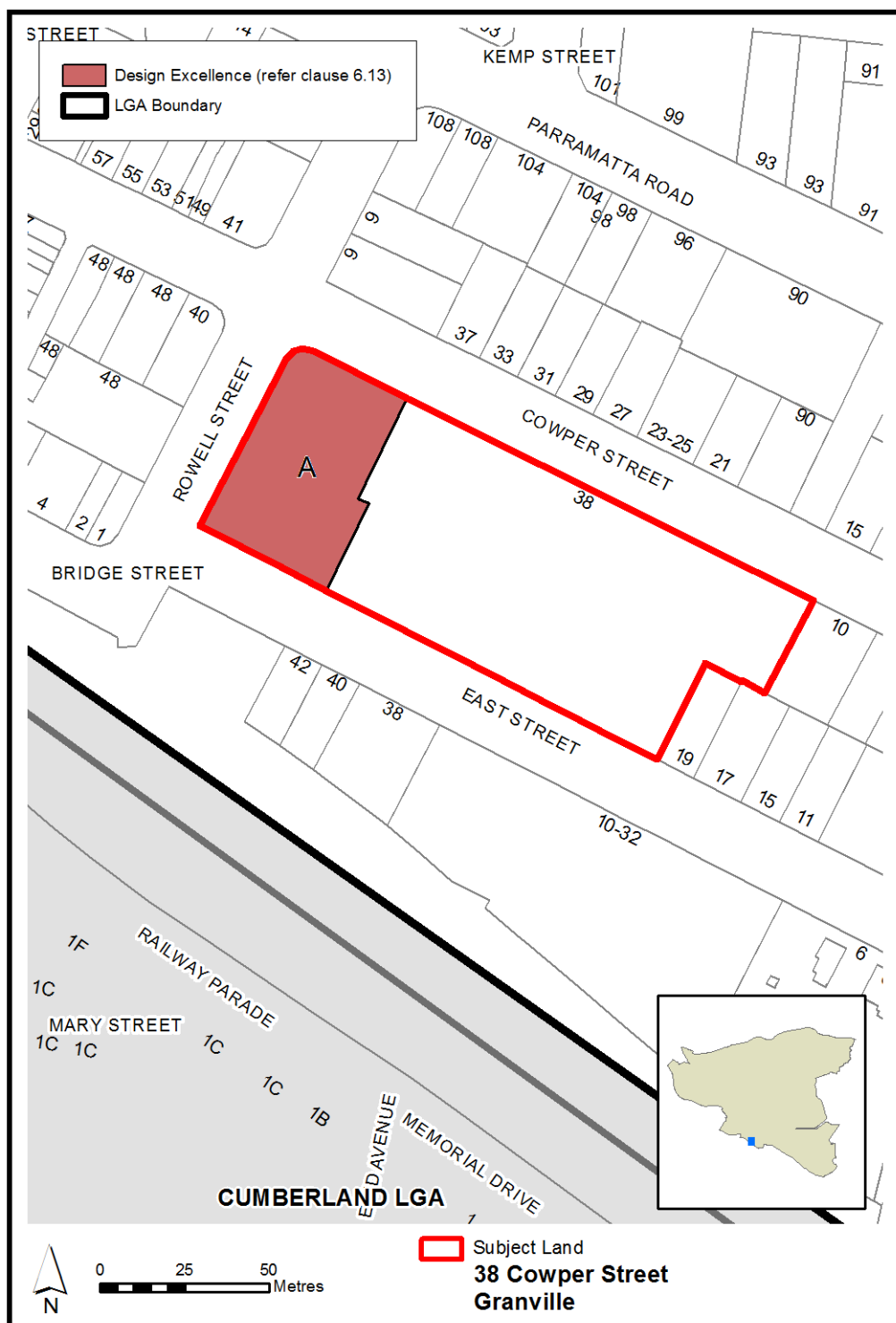


Figure 13 – Proposed amendment to the Parramatta LEP 2011 Design Excellence Map

Figure 13 above identifies the portion of the land containing Building C as “A” on the Design Excellence Map to ensure that it is subject to an appropriate design competition as per Clause 6.13 of the PLEP 2011.

PART 5 – COMMUNITY CONSULTATION

The planning proposal (as revised to comply with the Gateway determination) is to be publicly available for community consultation.

Public exhibition is likely to include:

- newspaper advertisement;
- display on the Council’s web-site; and
- written notification to adjoining landowners.

The gateway determination will specify the level of public consultation that must be undertaken in relation to the planning proposal including those with government agencies.

Consistent with sections 3.34(4) and 3.34(8) of the *EP&A Act 1979*, where community consultation is required, an instrument cannot be made unless the community has been given an opportunity to make submissions and the submissions have been considered.

PART 6 – PROJECT TIMELINE

The detail around the project timeline is expected to be prepared following the referral to the Minister for review of the Gateway Determination.

The following steps are anticipated:

Anticipated commencement date (date of Gateway determination)	April 2019
Anticipated timeframe for the completion of required technical information	June 2019
Timeframe for government agency consultation (pre and post exhibition as required by Gateway determination)	June-July 2019
Commencement and completion dates for public exhibition period	June-July 2019
Timeframe for the consideration of submissions	August 2019
Timeframe for the consideration a proposal post exhibition	September 2019
Date of submission to the Department to finalise the LEP	November 2019
Anticipated date the local plan making authority will make the plan (if authorized)	November 2019
Anticipated date the local plan making authority will forward to the PCO for publication	November 2019

Changes in this version of the Planning Proposal

This version of the Planning Proposal includes changes to Part 6 – Project Timeline to include anticipated timeframes as required by the Gateway Determination dated 15 April 2019 (see **Appendix 1**). The anticipated steps are in accordance with the Department of Planning and Environment’s *A Guide to Preparing Planning Proposals*.

Appendix 1 – Gateway Determination

Appendix 2 – Urban Design Report and Reference Design



Prepared by City of Parramatta

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