

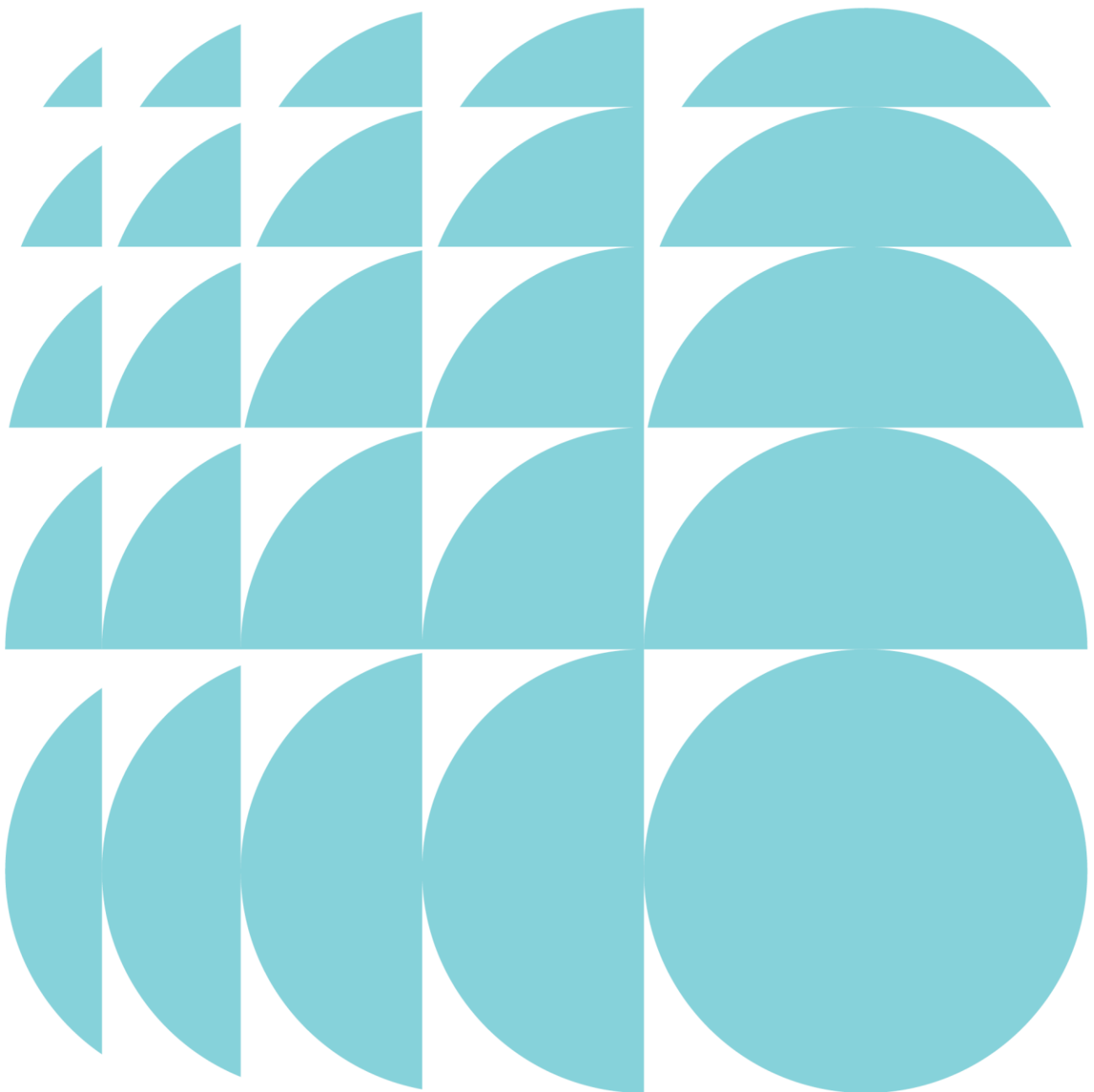
ETHOS URBAN

Planning Proposal

2-22 William Street, Granville
Residential Development

Submitted to Cumberland Council
On behalf of Sid Arida

09 November 2018 | 218755



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1.0 Introduction

This report has been prepared by Ethos Urban on behalf of Sid Arida in support of a Planning Proposal to amend the *Parramatta Local Environmental Plan 2011* (Parramatta LEP) to increase the maximum height and Floor Space Ratio (FSR) control that applies to the site at 2-22 William Street Granville (the site).

The site to which the Planning Proposal applies comprises a consortium of land owners including seven properties and 15 parcels of land, being the entire street block bound by William Street, Clyde Street, Factory Street and a rear access laneway, hereafter referred to as the site. The Planning Proposal applies to the entire street block to ensure that the LEP amendment establishes a consistent planning framework for the street block, rather than a single land holding.

Sid Arida (the applicant) owns the site at 10-22 William Street and has amalgamated the majority of the street block to facilitate the redevelopment of the site in accordance with the built form controls envisaged under this Planning Proposal. Although the remaining properties in the street block are not owned by Sid Arida, they have been included in the Planning Proposal to ensure that the amended planning controls establish a consistent built form pattern across the street block. The inclusion of these sites in the Planning Proposal was requested by Parramatta Council in the initial project meeting (which occurred prior to LGA boundary adjustments, when the site was within the Parramatta Council LGA), as outlined in **Section 1.1**.

The Planning Proposal responds to the site's strategic location close to transport infrastructure and services. The site represents a significant land holding in excess of 3,700m², that will support its redevelopment. The site is located in close proximity to significant public transport infrastructure, jobs, services and recreation facilities. The site is already identified for high density residential uses through its R4 zoning, the Planning Proposal seeks to facilitate a built form outcome that will be more consistent with the zoning of the site.

The Planning Proposal will facilitate the future development of the site to accommodate a mixed use building of five storeys plus plantroom with a total of approximately 46 apartments. The proposed scheme is described in more detail in **Section 3.0** and is illustrated in the Concept Design Scheme prepared by PTI Architects, which is provided at **Appendix A**. The design of the development has been prepared to provide a detailed design response to the site owned by Sid Arida with the detailed design of the site at 2-8 William Street to be determined at a later stage after the sites are amalgamated.

To facilitate the proposed scheme, this Planning Proposal seeks to amend the height and FSR control for the site under the Parramatta LEP as well as remove the site at 10 William Street from the heritage schedule as set out in **Table 1** below.

Table 1 Summary of Existing and Proposed LEP Controls

Control	Existing	Proposed
FSR	<ul style="list-style-type: none"> 1:1 across the site 	<ul style="list-style-type: none"> 1.7:1 across the site
Building Height	<ul style="list-style-type: none"> 14m across the site 	<ul style="list-style-type: none"> 20m across the site Five storeys
Heritage	<ul style="list-style-type: none"> 10 William Street listed as heritage item I205 in Schedule 5 of the Parramatta LEP. 	<ul style="list-style-type: none"> Remove heritage item 205 from Schedule 5 of the Parramatta LEP.

This Planning Proposal describes the site, the proposed changes to the Parramatta LEP and provides a justification for the proposal. It has been prepared in accordance with the Department of Planning and Environment's (DPE) publication *A Guide to Preparing a Planning Proposal* (October 2012) and *A Guide to Preparing Local Environmental Plans* (April 2013), and provides strategic justification for the project based on relevant strategic and statutory planning documents.

1.1 Consultation

In addition to the formal consultation and advertising requirements to be completed after a Gateway determination, Sid Arida undertook preliminary consultation with Parramatta Council in order to determine their requirements for the Planning Proposal.

The applicant (Sid Arida) and relevant consultants initially met with Parramatta City Council Planning staff in April 2015 to discuss the preparation of a Planning Proposal for the site at 10-22 William Street Granville. The applicant met with Parramatta Council as at the time of original preparation and lodgement of this Planning Proposal, the site was within the Parramatta LGA.

At this meeting, Parramatta Council requested that the following be given consideration:

- A heritage analysis of the building at 10 William Street is undertaken;
- The inclusion of the entire street block in the Planning Proposal and massing diagrams. This request was made to demonstrate that the entire block can be developed to ensure an appropriate Urban Design outcome can be achieved;
- Three hours of solar access is maintained to the dwellings to the south of the site, in accordance with the controls in the Parramatta DCP; and
- The building interface with the dwellings to the south is appropriately set back to transition the scale and mass of the high density building to the low density zone. Council identified the Woodville Road Study as a reference guide for transitioning between the two zones.

In 2016, the site was transferred from Parramatta City Council to Cumberland as a result of amendments to local government boundaries. In the transfer of the planning proposal to Cumberland Council, a number of revisions were requested by Parramatta City Council:

- Reduction in the proposed building height to 16.2m to accommodate a 5 storey building with two levels of basement parking
- Reduction in the FSR to 1.7:1
- Cumberland Council form the opinion that the existing heritage item at 10 William Street be demolished.
- Update of the planning proposal to reflect the above changes and the new local government boundaries.

It is understood that Cumberland Council has advised that they are of the opinion that the house at 10 William Street could be demolished.

2.0 The Site

2.1 The Locality

The Site is located within the Cumberland Local Government Area (LGA), within the Granville Town Centre. Granville is located in close proximity (2.4km) to Parramatta, Sydney's Second CBD and the Parramatta Road Urban Renewal Corridor. Granville is well serviced by public transport with Granville station and Clyde station both located in close proximity to the town centre. Granville is characterised as a mixed use town centre with a commercial retail core and community facilities located in close proximity to Granville station and surrounded predominantly by residential development. Commensurate with its strategic location close to transport and the Parramatta CBD, the centre also includes a range of education facilities including the Granville TAFE and College campus, Granville Boys High, Granville Public School and the Unique International College. A range of other community and recreational facilities are also located in the centre including the Granville Medical centre, Granville Swimming Centre, the Granville Multicultural Community Centre and numerous areas of public open space.

The Granville Centre is anticipated to accommodate significant growth on the northern side of the train line, identified under the Parramatta Road Urban Renewal Strategy. Additionally, the growth of Greater Parramatta and the significant increase in employment, education, health and services is anticipated to encourage growth in the Granville centre, due to its significant transport infrastructure and access to education, jobs and services.

The site is located on the south-eastern edge of the Granville Town Centre in a transitional high-density residential zone between commercial and industrial zones and lower density residential zones. The site is located in close proximity to the Clyde train station (130m) and the Granville Town centre and associated facilities and services.

A site plan is provided below at **Figure 1**.

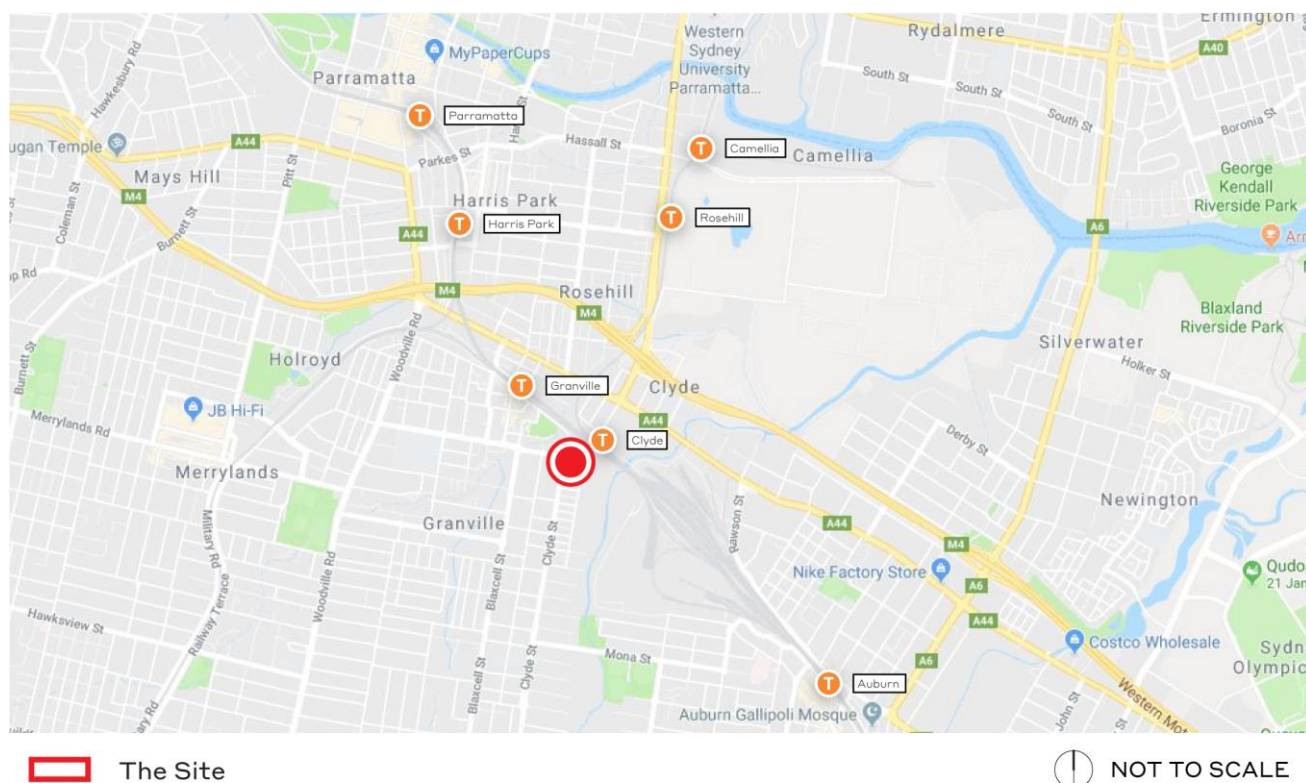


Figure 1 Location plan

Source: Google Maps and Ethos Urban

2.2 Site Description

The site to which this Planning Proposal applies is known as 2-22 William Street, Granville and comprises the street block bound by William Street, Clyde Street, Factory Street and a rear access laneway. The site has an area of approximately 3,700m² and comprises 15 parcels of land, as identified below:

- 22 William Street:
 - Lot 18 in DP2371;
 - Lot 19 in DP2371;
 - Lot 20 in DP2371;
- 12 William Street;
 - Lot 21 in DP2371;
 - Lot 22 in DP2371;
 - Lot 23 in DP2371;
 - Lot 24 in DP2371;
 - Lot 25 in DP2371;
 - Lot 26 in DP2371;
- 10 William Street;
 - Lot 27 in DP2371;
- 8 William Street;
 - Lot 28 in DP2371;
- 6 William Street;
 - Lot 29 in DP2371;
- 4 William Street;
 - Lot 30 in DP2371;
 - Lot 31 in DP2371;
- 2 William Street; and
 - SP 31488.

The site is identified in **Figure 2** below.



Figure 2 Site plan

Source: Nearmap and Ethos Urban

Sid Arida (the applicant) owns the site at 10-22 William Street (Site 1) and has instigated the LEP amendment process for the site. The remaining portion of the site is known as 2-8 William Street (Site 2) and comprises seven allotments held under private ownership and strata title. The amalgamation pattern of the site is shown in **Figure 3** below.

The site has a frontage to William Street and the rear access laneway of approximately 105m, with Site 1 comprising 60m and Site 2 comprising 40m. The site has a depth (frontage to Clyde Street and Factory Street) of approximately 36m.

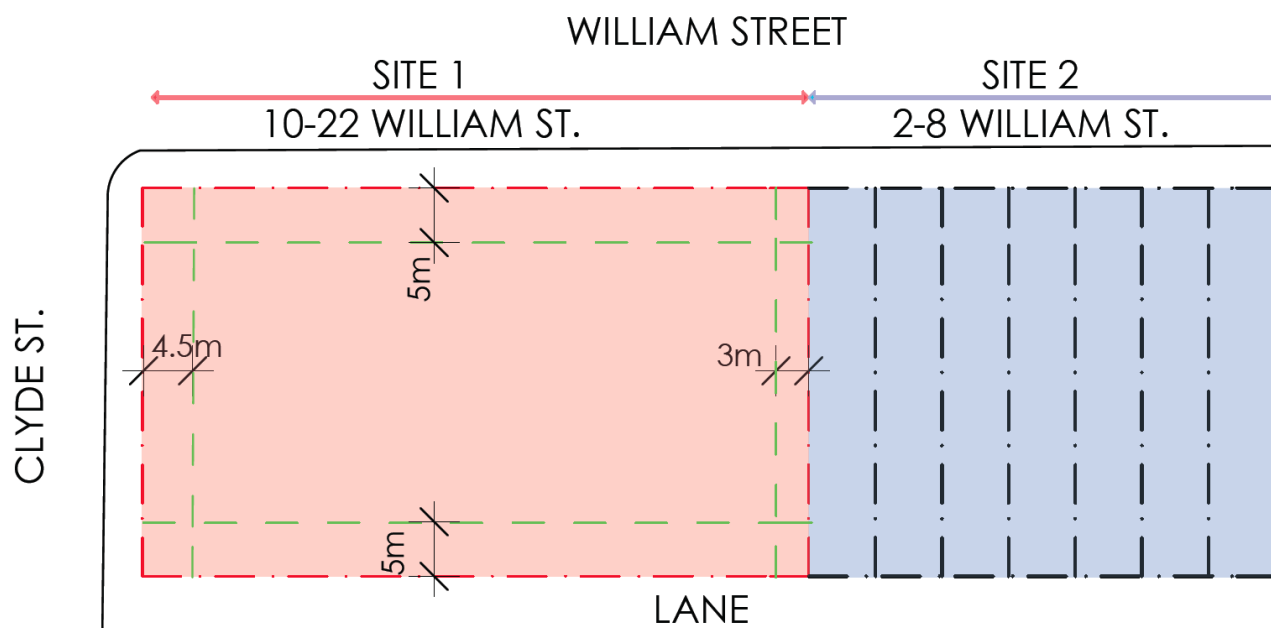


Figure 3 Site ownership and amalgamation pattern

Source: PTI

2.3 Existing Development

Currently the site contains seven buildings with primary frontage to William Street and rear access to the service lane. The buildings on the site generally comprise standalone detached residential dwellings. A number of the dwellings have garages adjoining the service lane. A two-storey residential flat building is located at 2 William Street containing approximately 6 apartments and owned under strata title. The building has frontage to both William Street and Factory Street and provides rear at grade car parking area. A large commercial warehouse building is located at 12 William Street. The building is two storeys in height and occupies a significant portion of the street block. The building is currently used for storage and has access to both William Street and the access laneway.

Photos of the existing development on the site are provided below at **Figure 4** to **Figure 9**.



Figure 4 Commercial warehouse building located at 12 William Street, viewed from William Street

Source: Ethos Urban



Figure 5 Rear of the commercial warehouse building at 12 William Street, viewed from the access lane

Source: Ethos Urban



Figure 6 Dwelling houses at 6 and 8 William Street, viewed from William Street

Source: Ethos Urban



Figure 7 Residential flat building at 2 William Street, viewed from William Street

Source: Ethos Urban



Figure 8 William Street, facing west

Source: Ethos Urban



Figure 9 Rear access lane, facing east

Source: Ethos Urban

2.4 Development and Facilities in the Surrounding Area

There are a range of facilities and services in walking proximity to the site within the Granville Town Centre. As illustrated below in **Figure 10**, there are a number of areas of public open space and sporting ovals within the locality of the site. The Granville Town Centre provides a range of educational facilities including the Granville TAFE and College campus, Granville Boys High, Granville Public School and the Unique International College. The Granville Town centre also provides a range of retail shops and facilities. A range of other community and recreational facilities are also located in the centre including the Granville Medical centre, Granville Swimming Centre, the Granville Multicultural Community Centre and numerous areas of public open space.

The site is located in close proximity (130m) to the Clyde and Granville train stations as well as regional bus routes. The site is also within close proximity (approximately 5 minutes by train) to Parramatta, Sydney's Second CBD. Parramatta will provide significant employment opportunities and is anticipated to provide up to 100,000 jobs by 2031. The Greater Parramatta region will provide health, employment, services, education and recreational facilities at a Metropolitan level.



Figure 10 Locational context plan

Source: Ethos Urban

The development surrounding the site includes a range of residential, commercial, industrial, recreational and community uses. Residential uses to the west of the site generally comprise three storey residential flat buildings approximately 14m in height. The residential flat buildings generally provide aboveground car parking. Residential development to the south of the site is generally lower density and comprises detached single dwelling houses.

Industrial uses surround the site to the north and east. Development to the north of the site comprises two large industrial buildings with at grade car parking. The buildings are accessed from and have frontage to Memorial Avenue with no vehicular access or active frontages to William Street, facing the site. To the east of the site is another large industrial building with an Australia Post dispatching facility and Truck depot located to the south west of the site.

There is a range of recreational facilities surrounding the site, including the Granville RSL Club, located to the north-west of the site. The RSL club includes community services such as a childcare facility. The Granville Multicultural Community Centre and Pre-School are also located in close proximity to the south of the site, on the opposite side of the access laneway.

Photos of the development surrounding the site are provided at **Figure 11** to **Figure 14** below.



Figure 11 Residential flat building at 14 William Street, to the west of the site

Source: Ethos Urban



Figure 12 Industrial building at 1 Memorial Avenue, to the north of the site

Source: Ethos Urban



Figure 13 Granville Multicultural Community Centre

Source: Ethos Urban



Figure 14 Granville RSL Club, to the north west of the site

Source: Ethos Urban

2.5 Transport and Access

2.5.1 Public Transport

The site is well located to public transport facilities including Clyde Station (130m) and Granville Station (530m). These stations are both serviced regularly by the following lines:

- T1 North Shore, Northern and Western line;
- T2 Airport Inner West and Southern line; and
- T6 Carlingford Line.

The site is also located in close proximity to bus stops located along both sides of Blaxcell Street (400m). These bus stops are frequently serviced by the intra-regional M91 service to Parramatta and Hurstville which operates seven days per week with services arriving every 10 minutes in morning and afternoon peaks.

2.5.2 Vehicular Access

The site currently has vehicular access from both William Street and the rear access lane. Vehicular access is predominantly provided from the access lane to rear garages. Individual vehicular access is provided to each property with the suite currently accommodating five different vehicular access points. The proposed development seeks to consolidate access for the entire site along William Street however this is a concept design only and assumes consolidation of the site at 2-8 William Street. Vehicular access is discussed further at **Section 6.1.3**.

2.6 Current Planning Controls

The Parramatta LEP is the primary Environmental Planning Instrument (EPI) applying to the site. The existing planning controls that apply to the site under the Parramatta LEP are outlined below.

2.6.1 Land Use Zoning

The site is zoned R4 High Density Residential under the Parramatta LEP. The R4 zone permits a range of residential and associated non-residential uses including residential flat buildings, dwellings, shop top housing, neighbourhood shops and child care centres. The site's zoning is shown below in **Figure 15**. This Planning Proposal seeks to retain the R4 zoning. The proposed residential flat building is permissible with consent in the zone.

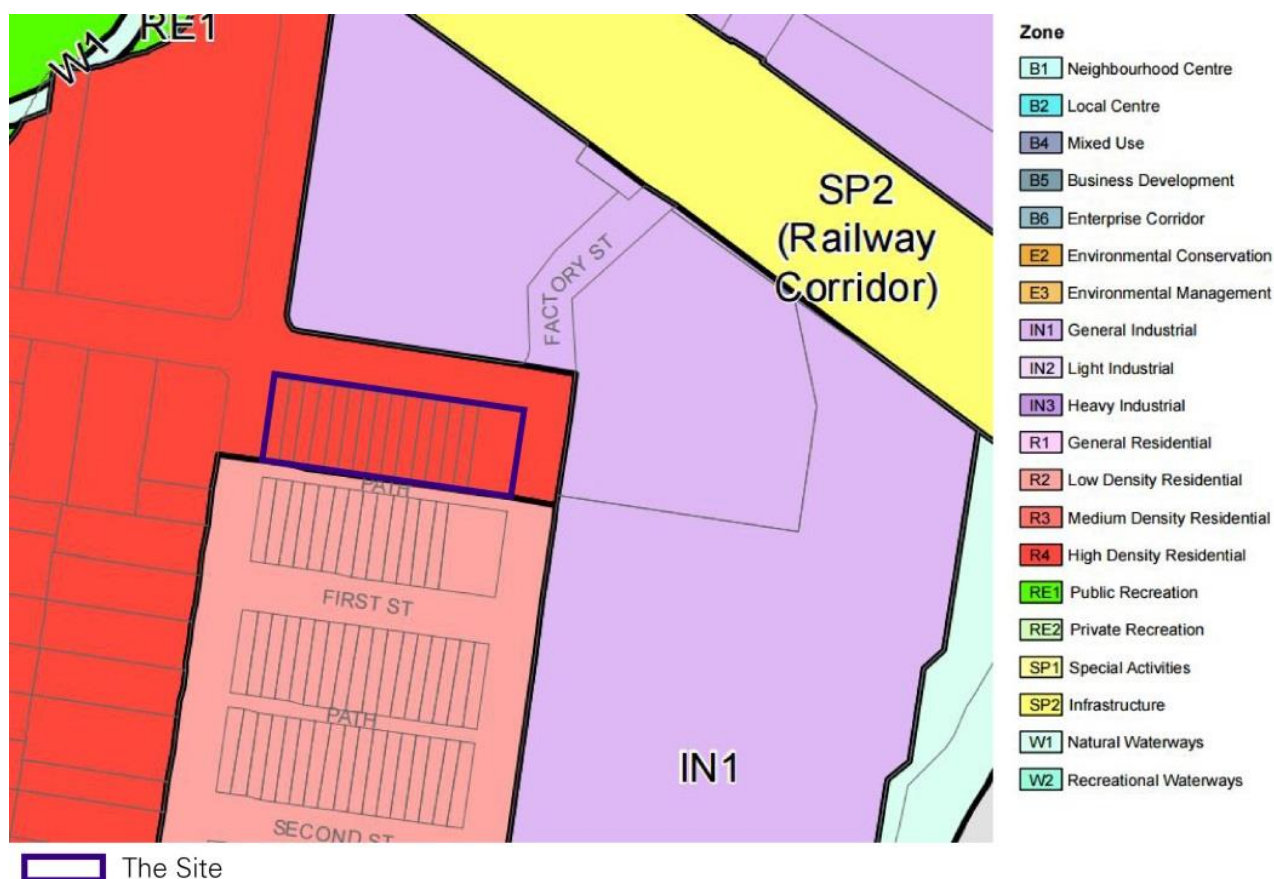


Figure 15 Existing zoning map

Source: Parramatta LEP

2.6.2 Height of Buildings

The existing building height control for the site under the Parramatta LEP is 14m, as shown in **Figure 16** below. This Planning Proposal seeks to amend the building height control across the site to 20m.

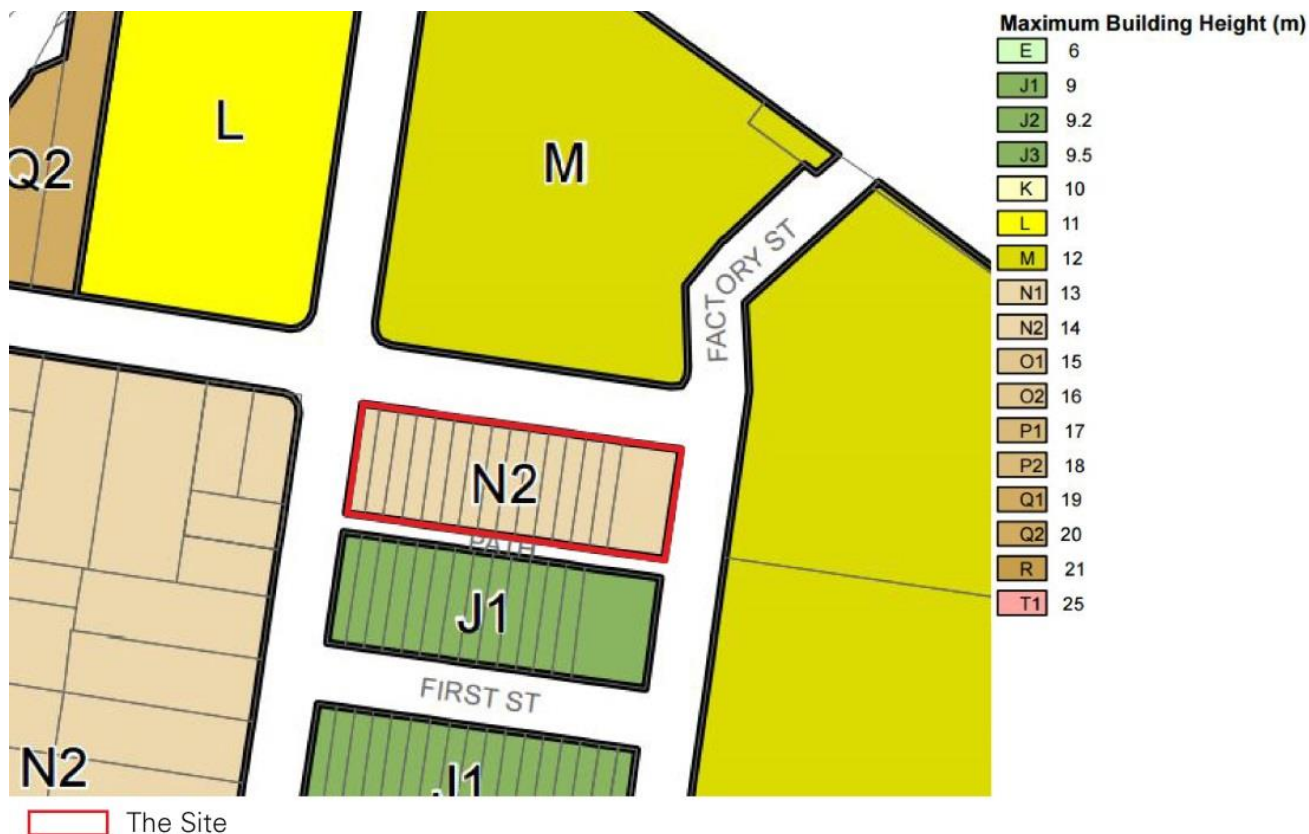


Figure 16 Existing height of buildings map

Source: Parramatta LEP

2.6.3 Floor Space Ratio

The FSR control that currently applies to the site is 1:1, as shown below in **Figure 17**. This Planning Proposal seeks to amend the Parramatta LEP to increase the FSR control to 1.7:1 across the site.

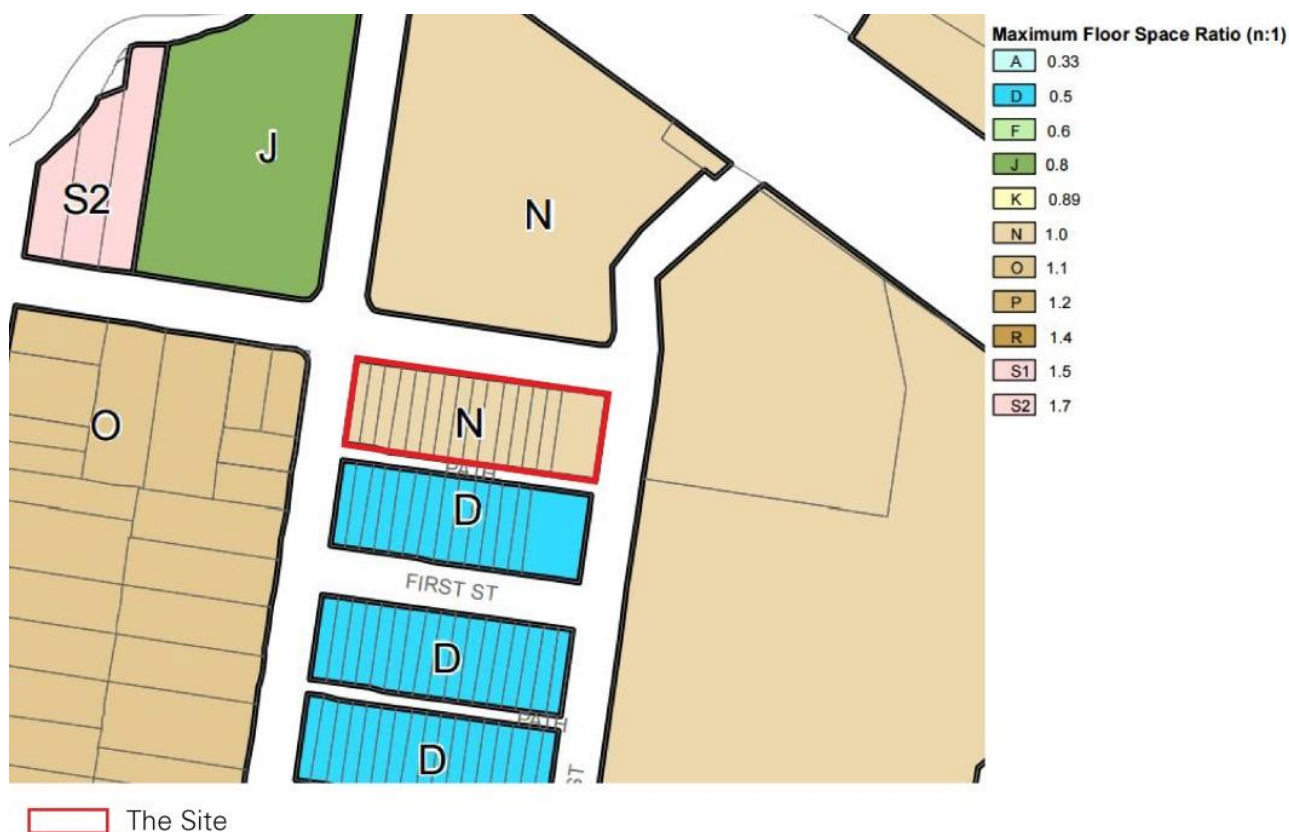


Figure 17 Existing Floor Space Ratio map

Source: Parramatta LEP

2.7 Heritage

The site includes a locally listed heritage item at 10 William Street (item No. 205), as illustrated in **Figure 18** and **Figure 19** below. A Statement of Heritage Impact (SoHI) has been prepared for the site by Archnex Designs and is provided at **Appendix B**. The heritage item is a single dwelling house and is described as:

Originally a group of three single fronted single storey cottages, now only No.10 survives. No.10 is a weatherboard cottage with hipped roof clad with corrugated iron and bullnosed front verandah. The verandah is supported on turned timber posts and has concrete floor and corrugated iron roof. Weatherboards are partly replaced with vinyl cladding. Timber picket fence and gate. Front door is modern.

The SoHI identifies that the heritage statement of significance for the item is:

The cottage at 10 William Street is of significance for the local area for historical and reasons of representativeness, as an example of modest workers cottages in the area built c. 1900.

As outlined above, the heritage item on the site was originally part of a group of three cottages however is the only listed item remaining on the site. A review of the Heritage Schedules in the Parramatta LEPs was conducted by Parramatta City Council in 2012 which informed an LEP amendment to consolidate and amend the heritage listed items (PP_2012_PARRA_001_00). The heritage listing of 8 William Street was removed from the Parramatta LEP under this Planning Proposal as Parramatta Council had previously approved its demolition. At the time of the review, the heritage listing on the item at 10 William Street was maintained however the heritage fabric of the site has substantially degraded since this time. A photo of the building is provided in **Figure 19** below.

The SoHI provides a detailed assessment and analysis of the heritage item on the site and identifies that it has been significantly altered and no longer demonstrates heritage significance. Accordingly, this Planning Proposal seeks to delist the heritage item and remove it from Schedule 5 of the Parramatta LEP.

The site is also located in proximity to the locally listed heritage item at 6-8 Factory Street (I109). The heritage item is identified as a former shop however is known as the Granville Multicultural Centre. The building is a two storey masonry structure with painted murals on the facades.

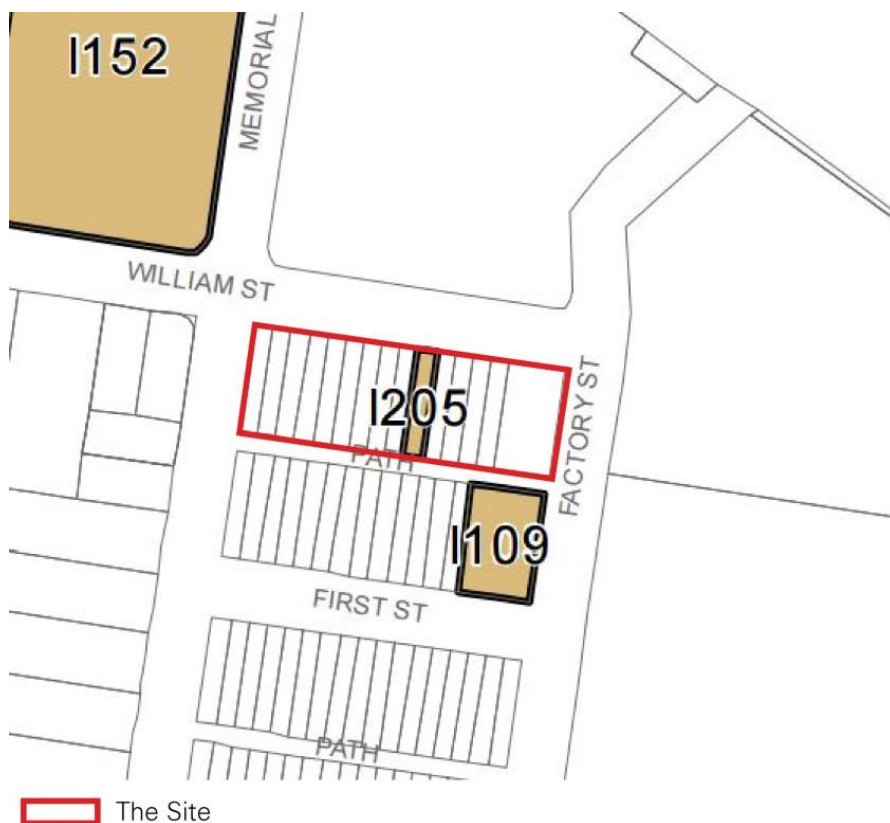


Figure 18 Existing Heritage map

Source: Parramatta LEP



Figure 19 10 William Street, heritage item

Source: Archinex

3.0 Proposed Development

The Planning Proposal seeks to amend the Parramatta LEP to provide additional height and density on the site to support a high quality residential development. The Planning Proposal seeks to take advantage of the benefits afforded by the large site area and the site's proximity to Clyde and Granville train stations as well as its strategic location close to employment, services and recreation facilities.

The following sections outline the indicative development concept for the site and the built form principles that have been applied in developing an appropriate height and density for development on the site.

3.1 Proposed Development

PTI have developed a concept scheme for the site (**Appendix A**) which provides for a mixed use development on the site that is consistent with the maximum height and floor space sought as part of this Planning Proposal. The concept scheme represents a reference design for the site and demonstrates a high quality built form outcome that is capable of providing appropriate residential amenity and good street level activation within minimal adverse impacts on the surrounding environment. A numeric summary of the proposed future development on the site is provided below in **Table 2**.

Table 2 Indicative numerical summary – note the height of the development is not exactly the same as the LEP height

Component	Car Park	Residential	Total
Height (levels)	2 basement levels	16.2m Five levels	20m (Inc lift overrun)
Total GFA	0m ²	3,777m ²	3,777m²
(FSR)	n/a	1.7:1	1.7:1
Indicative Yield	69	46 units	

An illustration of the potential future built form on the site has been prepared by PTI is provided below in **Figure 20**.



Figure 20 Perspective image

Source: PTI

3.1.1 Built form

The proposed built form for the 10-22 William Street component of the site is illustrated in the concept design drawings prepared by PTI (**Appendix A**). The scheme consists of a five storey residential flat building, set back 6 metres from William Street and the laneway frontage at the ground level. The ground level setbacks provide space for landscaping and vegetation screening and include 305m² of deep soil on the site at 10-22 William Street. The area of deep soil could increase to approximately 500m² across the entire site.

The Concept Scheme establishes a five storey building form which is higher than the existing 14m building height limit on the site and the height of the surrounding residential flat buildings to the west of the site on the opposite side of Clyde Street. The existing residential flat buildings in the locality are generally three storeys in height however include roof structures that are generally an additional storey in height, hence appearing as four storey buildings from the street frontage. It is considered that the increase in height is not out of scale with the surrounding development and represents a reasonable outcome given the site's closer proximity to Clyde Rail Station.

Dwellings

As illustrated in the concept design scheme (**Appendix A**) the proposed development on the 10-22 William Street part of the site will comprise a five-storey residential flat building. The remainder of the street block will also be capable of accommodating residential flat building(s). The indicative number of dwellings on each of the sites is outlined in **Table 3** below.

Table 3 Indicative dwelling summary

Dwelling Type	10-22 William Street	2-8 William Street
Studio	1	
1 bedroom	12	6
2 bedroom	28	17
3 bedroom	5	5
Total	46	28

3.1.2 Vehicular Access and Parking

Shared vehicular access to the site will be provided from William Street, as shown in the Concept Scheme (**Appendix A**). The shared entrance will provide access to the basement structure on the site at 10-22 William Street as well as the future development of the site at 2-8 William Street.

The Sid Arida Site provides two levels of basement car parking which will accommodate the parking, servicing and loading requirements of the building. While the detailed design of the basement will be refined at the DA stage, Varga Traffic recommends that a minimum of 114 parking spaces are required for the site, comprising 69 parking spaces for the site at 10-22 William Street and 42 spaces for the development of the site at 2-8 William Street. The car parking numbers are in accordance with the Apartment Design Guide (ADG) for sites located within 800m of a train station. Car parking and traffic are discussed further in **Section 6.1.3**.

3.2 Public Benefits

The Planning Proposal will deliver a public benefit through locating additional residential density in a location with excellent access to public transport, services, employment, education and recreation facilities. The proposal will provide a benefit to the public through providing additional high quality housing with a high level of amenity in a highly desirable location.

Additionally, the proposal will enable the redevelopment of the entire street block which will enable an improved built form outcome.

4.0 Planning Proposal

4.1 Explanation of Provisions

The Planning Proposal seeks to amend the Parramatta LEP to facilitate the proposed development outlined above in **Section 3.0**, as well as to enable increased building height and FSR on the site and remove the heritage listing of the site at 10 William Street from the heritage schedule of the LEP.

The existing and proposed LEP controls, as well as the recommended amendments are outlined in **Table 4** below.

Table 4 Existing and proposed LEP controls

Control	Existing	Proposed
FSR	<ul style="list-style-type: none"> 1:1 across the site 	<ul style="list-style-type: none"> 1.7:1 across the site
Building Height	<ul style="list-style-type: none"> 14m across the site 	<ul style="list-style-type: none"> 20m across the site Five storeys

4.1.1 Building Height

It is proposed to increase the maximum building height control across the site to 20m by amending the Height of Buildings Map as shown at **Appendix C**.

It is noted that the concept design scheme prepared by PTI has a maximum building height of 16.2m to the parapet. However, a maximum LEP height of 20m is sought to provide flexibility for floor to ceiling heights and building plant to be determined in the detailed design stage.

4.1.2 Floor Space Ratio

It is proposed to establish an FSR of 1.7:1 across the site. This will be achieved by amending the Parramatta LEP FSR Map as shown in the FSR Map at **Appendix C**.

4.1.3 Heritage

It is proposed to delist the locally listed heritage item (I205) at 10 William Street from Parramatta Council's heritage Schedule to facilitate the redevelopment of the site. It is proposed that Schedule 5 of the Parramatta LEP be amended to delete the following heritage item.

Table 5 Items to be removed from schedule 5 of the Parramatta LEP

Suburb	Item Name	Address	Property Description	Significance	Item No.
Granville	William Street Cottages Group	10 William Street	Lot 27, DP 2371	Local	I205

5.0 Strategic Justification

This section demonstrates the need for the proposal and its relationship with the strategic planning framework. The environmental, social and economic impacts of the proposal are considered in **Section 7.0**.

5.1 The Need for a Planning Proposal

The current applicable development controls contained within the Parramatta LEP for the site do not align with the significant transport infrastructure or the strategic location of the site, near Clyde Rail Station, the Granville Town Centre and in close proximity to the Parramatta CBD.

The site is zoned R4 High Density Residential, commensurate with its location 130m from a train station and in close proximity to significant education, recreation, employment and services in the Granville Town Centre. Notwithstanding this, the site is afforded FSR and building height controls that reflect low to medium density development. An FSR control of 1:1 and building height control of 14m does not facilitate a scale of development that appropriately utilises the investment in transport infrastructure that is available in close walking distance to the site nor do they reflect the close proximity of the site to employment, education and recreation facilities in the locality of the site.

The Parramatta LEP is seven years old it was prepared and gazetted prior to the release of *A Metropolis of Three Cities – The Greater Sydney Region Plan* and the *Central City District Plan*, which have increased Sydney's projected number of new residents. The current planning controls for the site therefore do not reflect the strategic importance of the site, located in close walking proximity to a train station, employment, education, entertainment and community facilities and services, which are identified in The Greater Sydney Region Plan and District Plan as catalysts for locating new housing.

The population of the Central City, in which the site is located, is projected to grow by more than 400,000 people over the next 20 years generating the need for an additional 207,500 additional dwellings. More specifically, the Parramatta Road Urban Transformation Strategy identifies that the Granville Precinct will grow by 10,700 people creating 5,400 new dwellings and 7,200 new jobs by 2050. The dwelling projections established under The Central City District Plan and the Parramatta Road Urban Transformation Strategy establishes a demand for an increase in dwelling numbers. It must therefore be demonstrated that the site provides a suitable location to accommodate this increase in density; this is demonstrated in **Section 5.1.1** below.

5.1.1 Strategic Location

At a macro level, the site is located in close proximity to the Parramatta CBD (approximately 5 minutes by train) and is on the fringe of Greater Parramatta. The site is therefore located in close proximity to the anticipated 55,000 new jobs and significant education, recreation, retail, health and services that will be accommodated in Greater Parramatta by 2036. The site is located in the Granville Town Centre which accommodates a range of education facilities including Granville TAFE campus, Granville Boys High, Granville Public School and the Unique International College. A range of other community and recreational facilities are also located in the centre including the Granville Medical centre, Granville Swimming Centre, the Granville Multicultural Community Centre and numerous areas of public open space. The site is located in very close proximity to Clyde Station (130m) and is also within walking distance to the Granville Centre.

The site is located in close proximity to the Parramatta Road Urban Transformation Strategy, in which Granville is identified as a precinct for major growth due to its close proximity to Parramatta. While it is noted that the Draft Parramatta Road Strategy does not apply to the site or to Clyde station precinct, it provides a framework for significant growth in Granville which is of a far greater density and height than is proposed in this Planning Proposal.

The Greater Sydney Region Plan identifies employment, education, entertainment and community facilities and services as catalysts for locating new housing. In addition to the range of services and catalysts for housing growth, the site is located in very close proximity the Clyde train station and therefore promotes sustainable housing growth. The site is considered to be very well located to accommodate additional housing growth.

5.2 Consistency with Strategic Planning Framework

5.2.1 State and Regional Strategic Framework

NSW Future Transport 2056 Strategy

The NSW Future Transport 2056 Strategy has the aim of better integrating land use and transport. The Greater Sydney Region Plan has been prepared to integrate with the Transport Strategy.

The Planning Proposal will serve the objectives of the Transport Strategy by locating increased residential density immediately adjacent to a rail station and in close proximity by public transport to Parramatta CBD. This will promote the use of public transport and reduce reliance on private motor vehicles.

The Greater Sydney Region Plan

In March 2018 the Greater Sydney Commission released The Greater Sydney Region Plan. It sets out the 40 year vision, objectives, strategies and actions for developing a three city metropolis model for Greater Sydney comprising the Western Parkland City (near the future Western Sydney Airport), the Central River City (Parramatta) and the Eastern Harbour City (Sydney). In the context of these three cities, the metropolitan area is divided into six districts. The site is within the Central City District which is focused on Greater Parramatta.

The Plan's vision for 2056 promotes the '30 minute city' concept across greater metropolitan Sydney, allowing people to live, work and access amenities within close distances of each other. The plan also advocates for more housing in the right location and encourages urban renewal of well-placed locations benefiting from existing and proposed infrastructure. The Plan emphasises the importance of aligning growth with infrastructure investment to create liveable cities.

The Plan identifies Granville as being within the Central River City and on the edge of the Greater Parramatta Growth Area Investigation Area which is forecasted for significant additional growth given its proximity to the Parramatta's metropolitan centre. The area will also be supplemented by new infrastructure to augment growth. Objective 19 within the Plan is to ensure Greater Parramatta is stronger and better connected. The strategic location of the site offers opportunities to provide additional housing in proximity to new infrastructure investment and jobs growth.

The Plan includes metrics to assess and track growth across the next 20 and 40 years. A metric for both productivity and liveability is the percentage of dwellings located within 30 minutes by public transport of a Metropolitan City Centre and Strategic Centre.

Central City District Plan

The site is within the Central City District. In March 2018, the Greater Sydney Commission endorsed the Central City District Plan which sets ten Directions for the future planning and development in the District and aims to support substantial growth in population and employment, capitalising on the District's location close to the geographic centre of Greater Sydney. Key to the District plan is the Greater Parramatta and Olympic Peninsula (GPOP) which is identified as a significant urban renewal corridor. Granville Town Centre is on the edge of the GPOP.

This Planning Proposal is consistent with the Central City District Plan for Growing Sydney, in that it will:

- Enable increased residential density on the site in a building form that is able to achieve a high level of residential amenity and as such contribute to the significant growth targets for the District.
- Enable additional residential floor space on a site that is in close proximity to regionally significant and existing transport infrastructure including Clyde Station and the Granville Station Bus Interchange.
- Facilitate a residential development that is in close proximity to community, civic, education and health facilities within the Granville Town Centre and the Parramatta CBD.
- Facilitate an increase in residential density that is in close proximity to jobs provided by the Granville Town Centre and throughout the growing Parramatta CBD.

- Revitalise an underutilised street block by enabling a built form outcome that reflects the high density zoning and encourages amalgamation to redevelop the site.

In particular the proposal is consistent with achieving the following Planning Priorities for the District:

- Planning Priority C5 – Providing Housing Supply, choice and affordability with access to jobs, services and public transport;
- Planning Priority C9 – Delivering integrated land use and transport planning and a 30-minute city.

5.2.2 Local Strategic Framework

Cumberland Community Strategic Plan 2017-2027

The Cumberland Community Strategic Plan 2017-2027 sets the community goals and aspirations for the development of the Cumberland LGA over the next decade. The plan sets out the community's vision for the future; the strategies in place to achieve it, and how progress towards or away from the vision will be measured.

This plan includes six strategic goals for the LGA:

- A great place to live;
- Safety and access;
- Cumberland is clean and green;
- Strong local economy;
- Resilient built environment; and
- We have positive leadership.

The proposed development of the site facilitated by this Planning Proposal will achieve many of these goals. It will facilitate redevelopment that will provide for increased residential density in close proximity to existing transport networks, as well as employment, cultural and sporting facilities.

5.3 Relationship to Statutory Planning Framework

5.3.1 Relevant Legislation and Regulations

Environmental Planning and Assessment Act 1979

The Environmental Planning and Assessment Act 1979 (the EP&A Act) and the Environmental Planning and Assessment Regulation 2000 (EPA Reg) set out amongst other things the:

- requirements for rezoning land;
- requirements regarding the preparation of a local environmental study as part of the rezoning process;
- matters for consideration when determining a development application; and
- approval permits and/or licences required from other authorities under other legislation.

This Planning Proposal has been prepared in accordance with the requirements set out in Section 3.33 of the EP&A Act in that it explains the intended outcomes of the proposed instrument. It also provides justification and an environmental analysis of the proposal.

Section 9.1 Directions

Ministerial directions under Section 9.1 of the EP&A Act require Councils to address a range of matters when seeking to rezone land. A summary assessment of the Planning Proposal against the Directions issued by the Minister for Planning and Infrastructure under Section 9.1 of the EP&A Act is provided in **Table 6** below.

Table 6 Consistency with section 9.1 directions

Direction	Consistency		N/A	Comment
	Yes	No		
1. Employment and Resources				
1.1 Business and Industrial Zones	✓			The Planning Proposal does not seek to rezone the land or change the range of permitted uses on the site. The proposal will not erode any business or industrial zoned land.
1.2 Rural Zones			✓	Not applicable
1.3 Mining, Petroleum Production and Extractive Industries			✓	Not applicable
1.4 Oyster Aquaculture			✓	Not applicable
1.5 Rural Lands			✓	Not applicable
2 Environment and Heritage				
2.1 Environmental Protection Zones			✓	Not applicable
2.2 Coastal Protection			✓	Not applicable
2.3 Heritage Conservation	✓			<p>The proposal seeks to remove the heritage listing of the site at 10 William Street. As outlined in Section 4.1.3 and Appendix B, the building does not exhibit any heritage significance and should not be considered as an item of heritage significance.</p> <p>The proposal is consistent with the direction as the building is not considered to be an item of heritage significance and therefore does not warrant heritage protection.</p>
2.4 Recreational Vehicle Area			✓	Not applicable
3. Housing, Infrastructure and Urban Development				
3.1 Residential Zones	✓			The site is zoned R4 High Density Residential with residential development permitted. The planning proposal is consistent with this direction as it seeks to increase the residential density on the site which will make better use of infrastructure and services. The proposal will also increase the choice of building and housing types, in an area that is strategically located close to transport, services, employment and the Parramatta CBD.
3.2 Caravan Parks and Manufactured Home Estates			✓	Not applicable
3.3 Home Occupations			✓	Not applicable
3.4 Integrating Land Use and Transport	✓			The Planning Proposal, through unlocking the development potential of the site, will facilitate an increase in residential density on the site to support the existing transport infrastructure and improve access to housing, jobs and services by walking, cycling and public transport. The proposal utilises the significant public transport infrastructure and capacity by increasing the residential density in close proximity. In light of this it is expected that the proposal will reduce travel demand including the number of trips generated by the development and the distances travelled, especially by car.

Direction	Consistency		N/A	Comment
3.5 Development Near Licensed Aerodromes			✓	Not applicable
3.6 Shooting Ranges			✓	Not applicable
4. Hazard and Risk				
4.1 Acid Sulfate Soil			✓	The site is identified a potential class 5 Acid Sulphate Soil. Parramatta LEP contains acid sulphate soils provisions and this Proposal does not seek to amend them. This will be considered in detail at the DA stage.
4.2 Mine Subsidence and Unstable Land			✓	Not applicable
4.3 Flood Prone Land	✓			The site is not flood prone.
4.4 Planning for Bushfire Protection			✓	Not applicable
5. Regional Planning			✓	Not applicable
6. Local Plan Making				
6.1 Approval and Referral Requirements	✓			No new concurrence provisions are proposed.
6.2 Reserving Land for Public Purposes	✓			No new road reservation is proposed.
6.3 Site Specific Provision	✓			The LEP amendment does not impose any restrictive site specific provisions.
7. Metropolitan Planning				
7.1 Implementation of the Greater Sydney Metropolitan Plan	✓			Refer to Section 6.2.1 .

5.3.2 State and Regional Statutory Framework

The consistency of the Planning Proposal with the relevant State Environmental Planning Policies (SEPPs) is addresses in **Table 7** below.

Table 7 Consistency with State Environmental Planning Policies

SEPP	Consistency		N/A	Comment
	Yes	No		
SEPP No. 1 Development Standards			✓	The Provisions of SEPP 1 are replaced with Clause 4.6 of the Parramatta LEP and does not apply to the Planning Proposal.
SEPP No 4 Development Without Consent and Miscellaneous Exempt and Complying Development			✓	SEPP (Exempt and Complying Development Codes) 2008 applies to the site however is not relevant to the Planning Proposal.
SEPP No 6 Number of Storeys			✓	The Parramatta LEP definition for the number of storeys applies.
SEPP No 32 Urban Consolidation (Redevelopment of Urban Land)	✓			The planning proposal is consistent with SEPP 32 in providing for the opportunity for the development of additional housing in an area where there is existing public infrastructure, transport, and community facilities, and is close to employment, leisure and other opportunities.

SEPP	Consistency		N/A	Comment
SEPP No 55 Remediation of Land	✓			The site has been used for residential and warehouse purposes for a number of years. This type of use is not listed in Table 1 to the Contaminated Land Planning Guidelines. The site is unlikely to be contaminated. Notwithstanding this, contamination will be further addressed at the DA stage.
SEPP No 60 Exempt and Complying Development			✓	SEPP (Exempt and Complying Development Codes) 2008 applies to the site however is not relevant to the Planning Proposal.
SEPP No 64 Advertising and signage			✓	SEPP 64 is not relevant to the Planning Proposal. The SEPP may be relevant to future DAs.
SEPP No 65 Design Quality of Residential Apartment Development	✓			Detailed compliance with SEPP 65 will be demonstrated in a future DA for the building facilitated by this Planning Proposal. Detailed testing of SEPP 65 and the Residential Flat Design Code was conducted throughout the design of the scheme which is capable of satisfying the SEPP and associated Apartment Design Guide. As outlined in Section 6.2.1 and Appendix A , the proposal is capable of achieving solar access and natural ventilation requirements of the ADG and will not have an adverse impact on the amenity of the surrounding residential development. It is demonstrated that a high level of residential amenity can be achieved on the site under the Planning Proposal.
SEPP No.70 Affordable Housing (Revised Schemes)			✓	SEPP 70 is not relevant to proposed amendment.
SEPP (Affordable Rental Housing) 2009			✓	SEPP (Affordable Rental Housing) is not relevant to proposed amendment.
SEPP (BASIX) 2004	✓			Detailed compliance with SEPP (BASIX) will be demonstrated in a future development application for the scheme facilitated under this Planning Proposal.
SEPP (Exempt and Complying Development Codes) 2008	✓			SEPP (Exempt and Complying Development Codes) may apply to the future development of the site.
SEPP (Infrastructure) 2007	✓			SEPP (infrastructure) may apply to the future development of the site.
SEPP (State and Regional Development) 2011	✓			The future development of the site is likely to be deemed as 'regional development' (meeting the relevant thresholds under Schedule 4A of the EP&A Act), with the JRPP acting as the determining authority.
Sydney Regional Environmental Plan No 18– Public Transport Corridors	✓			The proposal facilitates the aims of the SREP to make provision for increased use of public transport to improve accessibility. The proposal does not reserve land for a Public transport corridor.
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	✓			The proposed development is not located directly on the Sydney Harbour Catchment foreshore. Any potential impacts as a result of development on the site, such as stormwater runoff, will be considered and addressed appropriately at DA stage.

5.3.3 Local Statutory Framework

Parramatta LEP 2011

The Proposal's consistency with the overall aims of the Parramatta LEP is demonstrated in **Table 8** below.

Table 8 Consistency with the overall aims of the City Centre LEP

Aim	Proposal	Consistency
(a) to encourage a range of development, including housing, employment and recreation, that accommodates the needs of the existing and future residents, workers and visitors of Parramatta,	The proposal seeks to increase the permitted residential density on the site in close proximity to jobs and transport which will increase the range of housing choices and needs of the residents, workers and visitors.	✓
(b) to foster environmental, economic, social and physical wellbeing so that Parramatta develops as an integrated, balanced and sustainable city,	The proposal will foster economic wellbeing by enabling the highest and best use of the site. The proposal will increase the permitted residential density on a site close to transport infrastructure, employment and recreation and will therefore improve the environmental, social and physical wellbeing of Parramatta.	✓
(c) to identify, conserve and promote Parramatta's natural and cultural heritage as the framework for its identity, prosperity, liveability and social development,	The proposal seeks to remove the heritage listing of the site at 10 William Street as it does not portray the heritage significance of Parramatta. Therefore, the proposal will not undermine the role of heritage as the framework for identity, prosperity, liveability and social development. Refer to Section 4.1.3 and Appendix B for more detail.	✓
(d) to improve public access to the city and facilitate the maximum use of improved public transport, together with walking and cycling,	The proposal will facilitate public access to the city and use of public transport as it seeks to increase the permitted residential density on the site, located in close walking distance to high capacity public transport.	✓
(e) to minimise risk to the community in areas subject to environmental hazards, particularly flooding and bushfire, by restricting development in sensitive areas,	The site is appropriate for increased residential density as it is not land that is affected by bushfire or flooding constraints.	✓
(f) to protect and enhance the natural environment, including areas of remnant bushland in Parramatta, by incorporating principles of ecologically sustainable development into land use controls,	The proposal will not require the removal of any remnant bushland and will not have any significant adverse impact on the natural environment, as outlined in Section 6.1 .	✓
(g) to improve public access along waterways where natural values will not be diminished,	The site is not located in proximity to a waterway and therefore will not restrict public access to any waterway.	✓
(h) to enhance the amenity and characteristics of established residential areas,	The proposal will increase the residential density on a site that is capable of achieving a high level of residential amenity without having any substantial adverse impacts on the amenity of the surrounding properties.	✓
(i) to retain the predominant role of Parramatta's industrial areas,	The proposal does not seek to rezone or erode any areas of industrial zoned land. The site is zoned for high density residential uses and therefore is appropriately located to accommodate a higher density building form.	✓
(j) to ensure that development does not detract from the economic viability of Parramatta's commercial centres,	The proposal seeks to increase the residential density of a site zoned for residential uses on the edge of the Granville Town Centre. Accordingly, the proposal will support the economic strength and viability of the Granville commercial centre.	✓
(k) to ensure that development does not detract from the operation of local or regional road systems,	As outlined in Section 6.1.3 and Appendix D , the proposal will not have any significant adverse impacts on the surrounding local or regional road network.	✓
(l) to ensure development occurs in a manner that protects, conserves and enhances natural resources, including waterways, riparian land, surface and groundwater quality and flows and dependant ecosystems	The site does not contain any significant natural resources or ecosystems and is therefore appropriately located to accommodate higher density residential development.	✓

Consistency with Building Height Objectives

The proposal's consistency with the objectives for building heights under the Parramatta LEP is demonstrated in **Table 9** below.

Table 9 Consistency with height objectives in the City Centre LEP

Objective	Proposal	Consistency
(a) to nominate heights that will provide a transition in built form and land use intensity within the area covered by this Plan,	The proposed increase in building height will transition heights up towards the Clyde rail station and will represent the expected higher density development located in close proximity to a train station. As outlined in Section 5.2.2 , the proposal will appropriately transition building heights from the lower density residential dwellings to the south of the site through building separation.	✓
(b) to minimise visual impact, disruption of views, loss of privacy and loss of solar access to existing development,	The proposed increase in building height will not result in the loss of any significant views, privacy or solar access. The building includes large setbacks to the surrounding residential dwellings and will maintain 3 hours of natural sunlight to the areas of open space for the dwellings to the south of the site. Refer to Section 6.1.4 .	✓
(c) to require the height of future buildings to have regard to heritage sites and their settings,	The proposal seeks to remove the heritage listing of the site at 10 William Street as it does not represent heritage characteristics. As such the proposal will not have any adverse impacts on the setting of this building. Additionally, the height of the concept scheme will not have any adverse impacts on the heritage significance or setting of the locally listed heritage item at 6-8 Factory Street. Refer to discussion in Section 4.1.3 .	✓
(d) to ensure the preservation of historic views,	The site is not located within any identified historic view corridors and will not block any significant views.	✓
(e) to reinforce and respect the existing character and scale of low density residential areas.	As outlined in Section 5.2.2 , the proposal is appropriately set back and transitions building heights down to the lower density dwellings to the south of the site. The site is zoned for high density residential uses and therefore is expected to accommodate a development of higher density however the concept scheme has been designed specifically to transition building scale and maintain solar access to the dwellings to the south.	✓

Consistency with FSR Objectives

The proposal's consistency with the objectives for FSR under the Parramatta LEP is demonstrated in **Table 10** below.

Table 10 Consistency with FSR objectives in the City Centre LEP

Objective	Proposal	Consistency
(a) to regulate density of development and generation of vehicular and pedestrian traffic,	The proposal seeks to increase the permitted residential density of a site in close walking proximity (130m) to a train station and will therefore promote the use of public transport. Additionally, as outlined in Section 6.1.3 and Appendix D , the proposal will not have any significant adverse traffic impacts on the surrounding road network.	✓
(b) to provide a transition in built form and land use intensity within the area covered by this Plan,	The proposal will transition the scale and density of development up towards the Clyde train station. The site is zoned for high density residential uses and is located in close proximity to a train station and is therefore expected to accommodate a development of a higher density. While the proposal will accommodate a higher density than the surrounding buildings, the scheme has been designed to reduce the perceived bulk and scale of the future development on the site.	✓
(c) to require the bulk and scale of future buildings to have regard to heritage sites and their settings,	The proposal seeks to remove the heritage listing of the site at 10 William Street as it does not represent heritage characteristics. As such the proposal will not have any adverse impacts on the setting of this building. Additionally, the height of the concept scheme will not have any adverse impacts on the heritage significance or setting of the locally listed heritage item at 6-8 Factory Street. Refer to discussion in Section 4.1.3 .	✓
(d) to reinforce and respect the existing character and scale of low density residential areas.	As outlined in Section 5.2.2 , the proposal does not present a building bulk or scale that will adversely impact on the character and scale of the low density dwellings to the south of the site. The building is appropriately set back from these dwellings. The site is zoned for high density residential uses and therefore is expected to accommodate a development of higher density. Notwithstanding this, the concept scheme has been designed specifically to transition building scale and maintain solar access to the dwellings to the south.	✓

6.0 Environmental, Social and Economic Impacts

6.1 Environmental Impacts

This chapter of the report draws on the work undertaken by specialist consultants and summarises the existing environment of the site. The purpose is to provide an understanding of how the existing physical conditions and features of the land have shaped and informed the rezoning proposal and how, in turn, the rezoning proposal potentially impacts on these environmental features and conditions. The management response to any issues and impacts identified in the environmental analysis is discussed.

6.1.1 Built Form

As illustrated in the concept scheme (**Appendix A**) and in **Figure 21** below, the concept scheme is a highly articulated and provides balconies as 'pop out' elements to break up the mass of the façade. Additionally, louvres and balustrades are used to establish a fine grain and high quality character for the building. The future design of the site at 2-8 William Street is yet to be resolved in detail however is likely to maintain the same fundamental building massing principles to transition heights and building bulk down towards the dwellings to the south, as shown in **Appendix A**.

6.1.2 Residential Amenity

The future residential development on the site is capable of achieving a high level of residential amenity through building separation and a significant northern aspect. The setbacks from the street frontages and landscaped areas including deep soil zones afford a high level of amenity to the ground floor apartments.

As illustrated in **Appendix A**, only the site at 10-22 William Street has been subject to detailed design and assessment against SEPP 65 and the ADG. Notwithstanding this, the concept scheme for the site at 10-22 William Street demonstrates that a high level of amenity can be achieved on the site with approximately 85% of apartments achieving solar access compliance. Additionally, 72% of apartments achieve natural cross ventilation and all apartments are provided with a balcony. As shown in the concept scheme (**Appendix A**), the scheme maximises apartments with a northern aspect to ensure a high level of solar access is achieved and demonstrates that the future development on the site provides a very high level of amenity.

The location of the building on the site is appropriately set back from the surrounding residential dwellings to the south and the residential flat building to the west of the site, across Clyde Street.



Figure 21 Proposed concept scheme for the site

Source: PTI

6.1.3 Traffic

A Traffic Impact Assessment has been prepared by Varga Traffic Planning Consultants to determine the appropriateness of the proposal from an access, traffic and parking perspective (refer to **Appendix D**). The results of the assessment indicate that the impacts of traffic generated by the additional density created by the proposal are considered relatively minor with respect to the existing road network, the existing traffic generated on the site and close proximity to significant public transport. Furthermore, it is considered that the proposal will not compromise the safety or function of the road network.

The proposal will need to provide a minimum of 136 parking spaces to satisfy the Parramatta DCP car parking requirements. However, Clause 30 of SEPP65 provides that a development cannot be refused if it complies with the car parking guidelines established in Part 3J of the ADG. Part 3J identifies that sites within 800 metres of a railway station or light rail stop in the Sydney Metropolitan Area, the minimum car parking requirement for residents and visitors is set out in the Guide to Traffic Generating Developments, or the car parking requirement prescribed by the relevant council, whichever is less. Based on this provision, Varga Traffic Planning recommends that a minimum of 114 car parking spaces be provided in accordance with relevant RMS guidelines. The development of the site is anticipated to generate approximately 31 peak hour vehicle trips. The Assessment identifies that this number is likely to be reduced by the existing 17 vehicle trips however a conservative approach has been applied and the reduction in existing trips to the site has not been considered.

The Assessment identifies that this traffic generation is minimal and is consistent with the high density zoning of the site. The Assessment considers that the signalised traffic intersection with William Street, Clyde Street and Memorial Drive is currently operating at a Level of Service (LoS) B. This will not change under the proposal, with an average increase in vehicle delays of less than 1 second per vehicle expected at this intersection as a result of the development in accordance with the Planning Proposal. In light of the site's close proximity to public transport, in particular Clyde Station and Granville Station, it is considered that the proposal is appropriate from a traffic, access and parking perspective.

6.1.4 Overshadowing

A detailed shadow analysis of the site and the dwellings to the south of the site is provided in the concept scheme (**Appendix A**). The shadow studies demonstrate that the proposal will not cause any significant adverse overshadowing impact on areas of public open space to the dwellings to the south of the site.

Part 3 of the Parramatta DCP provides that the adjoining properties are to receive a minimum of 3 hours of sunlight to habitable rooms and to at least 50% of private open space (POS) areas between 9am and 3pm on 21 June. Detailed shadow analysis and building design work has been undertaken to ensure that the dwellings to the south of the site maintain 3 these solar access requirements. The shadow analysis provided at **Appendix A** has been informed by site surveys of each of the dwellings to the south to ensure an accurate representation of the shadow impacts can be assessed.

Table 11 below identifies each of the dwelling houses to the south of the site that are overshadowed by the proposal and identifies the number of hours of direct solar access to habitable rooms and the percentage of POS that receives direct sunlight. As stated above, the Parramatta DCP requires that habitable rooms and 50% of POS areas are to receive three hours of sunlight between 9am and 3pm. The compliance row of the table provides an assessment against these requirements.

Table 11 Solar access to POS and habitable rooms for properties along First Street

	No.19	No.17*	No.15	No.13	No.11	No.9	No.7	No.5	No.3
% of POS with access to sunlight	100%	98%	92%	77%	79%	84%	97%	100%	99%
Hours of sunlight to habitable rooms	5	3	5	4	5	5	5	3	6
Compliance	✓	✓	✓	✓	✓	✓	✓	✓	✓

* Refer below

As identified in **Table 11** above, the proposal maintains a suitable level of solar access to both the habitable rooms and the POS of the dwellings to the south of the site. The dwelling at 17 First Street, does not comply with the DCP control however this is due to the dwelling overshadowing its own windows and POS during 9am and 3pm. With the exception of the dwelling at 17 First Street, which does not currently achieve the solar access controls, the proposal complies with the DCP requires access to sunlight controls and maintains a significant level of amenity to these dwellings. Maintaining three hours of sunlight to these buildings is considered an optimal outcome granted their positioning directly adjacent to a high density residential zone in a dense urban area.

The areas of POS with direct access to sunlight for the dwellings to the south of the site are illustrated in **Figure 22** below.

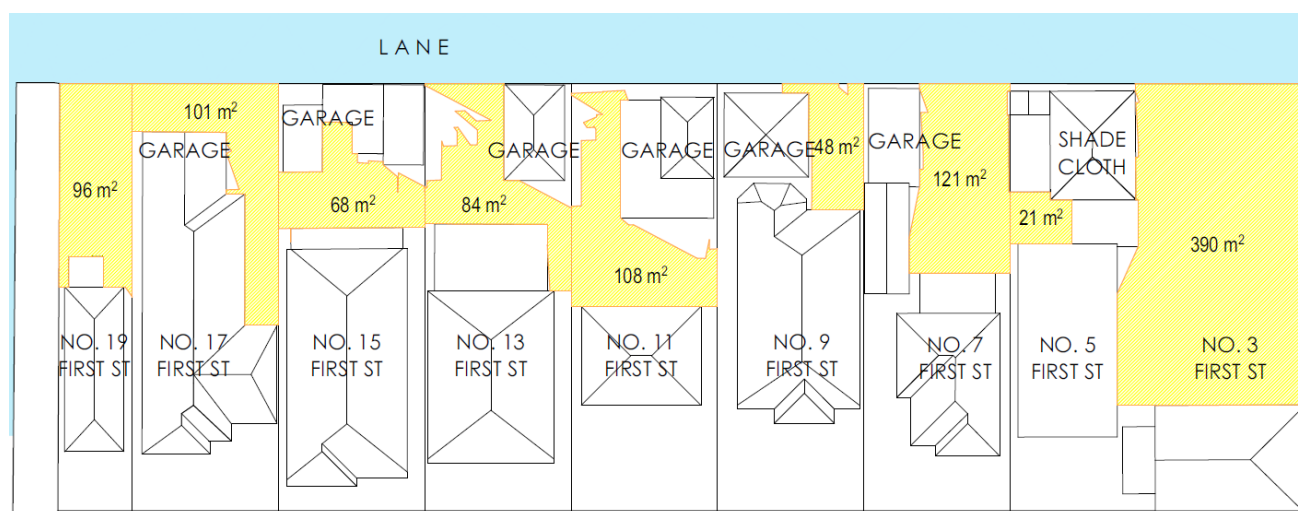


Figure 22 Map of solar access to POS areas for dwellings to the south of the site

Source: PTI

The overshadowing impacts of the proposal are considered to achieve the optimal outcome for the redevelopment of the site and will not have any significant adverse overshadowing impacts on the dwellings to the south of the site.

6.1.5 Heritage

The Statement of Heritage Impact provided at **Appendix B** has assessed the proposed removal of the locally listed heritage item at 10 William Street from the heritage schedule of the Parramatta LEP. The assessment identifies that:

The cottage has been comprehensively altered to a point whereby it no longer demonstrates the nature of a modest workers cottage, for which the item is identified as being of significance.

Additionally, the assessment identifies that most of the original heritage fabric has been replaced with new materials such as colour bond gutters and roof, vinyl siding around the entire cottage, original doors replaced with replicas and the internal portions of the building clad with plasterboard. The SoHI considers that there is sparse resemblance of the original heritage fabric and as such a conservation management plan would be of no value to the site. The original three cottages have been eroded and the cottage at 8 William Street has been demolished in accordance with Parramatta Council's consent. The building at 10 William Street does not possess heritage fabric that warrants heritage listing and as such its continued listing will undermine the heritage qualities and significance of other heritage items in the area. It is proposed to remove the heritage listing from Schedule 5 of the Parramatta LEP to enable the demolition of the building and the redevelopment of the site.

The SoHI also provides an assessment of the potential impacts of the development facilitated under this planning proposal on the heritage items surrounding the site. The assessment considers the impact on the locally listed heritage items at 6-8 Factory Street (i109) the Granville Multicultural Centre and the Granville RSL Club (i152) located at 5 Memorial Drive. The assessment considers that, during the winter solstice, there will be some overshadowing of the site Granville Multicultural Centre site however the heritage item will not be affected by shadow. The Assessment considers that the indicative building envelope on the site maintains appropriate architectural treatments by stepping the building form back at the upper levels. This will minimise the perceived building bulk and the legibility of the heritage item will be maintained at the street levels. The assessment considers that the overall impact of the proposal on the RSL Club will be relatively benign due to the scale of the surrounding development and the distance of the site to the heritage item.

The SoHI concludes that there is no evidence of any aspects of the current building at 10 William Street that would currently meet the entry threshold for LEP listing on the basis of the NSW Heritage Assessment Criteria. Accordingly, there is insufficient significance for either building to be retained on the heritage schedule of the relevant Parramatta LEP. Additionally, the assessment considers that the future development on the site that is enabled by the planning proposal will not have any significant adverse impacts on the setting or significance of the surrounding heritage items.

6.2 Economic and Social Impacts

6.2.1 Economic Impacts

The proposed development will result in positive economic and social flow-on effects for the local area. The Planning Proposal will facilitate the redevelopment of a street block to better align with its high density residential zoning and promote growth of a modest scale in close proximity to a train station. The development facilitated under this Planning Proposal will encourage the further amalgamation of properties in the site to facilitate the rejuvenation of an underutilised the street block.

The residential development of the site will contribute to employment due to the site's location close to transport and jobs in Granville and in Greater Parramatta. The proposal will facilitate a development that delivers valuable housing in a well serviced location and will provide flow on economic benefits for the surrounding businesses with the addition of approximately 74 new residential apartments and therefore residents.

Overall, the proposed development will support and improve the economic viability of the locality and will provide much needed residential accommodation and services in the area.

6.2.2 Social Impacts

The proposal will deliver a high quality residential development on the site that will result in a high level of amenity for the future residents of the site. The proposal will facilitate the delivery of residential dwellings in high demand and will not cause any significant adverse environmental impacts.

Housing Supply and Affordability

Sydney is anticipated to accommodate an additional 725,000 new dwellings by 2056. Housing affordability in Sydney is a significant issue with supply being a key affordability factor. The proposal will increase the supply of residential accommodation in a strategic location proximate to high capacity public transport.

The growth of the Greater Parramatta Region and the Parramatta Road Urban Transformation Strategy area will require the delivery of high quality residential dwellings to facilitate the high levels of demand and growth projections. Currently an undersupply of housing is driving property prices upwards and forcing many prospective buyers out of the market. This Planning Proposal will facilitate a supply of housing in an appropriate location which is considered to help ameliorate this undersupply and as such will result in an improved social outcome. The proposal will have a positive social impact through locating additional housing in close proximity to transport, jobs, education and recreation facilities.

7.0 Assessment of Planning Proposal against NSW Department of Planning and Infrastructure Guidelines

The following section includes an assessment against the requirements in *A guide to preparing planning proposals* published by the Department of Planning and Infrastructure in October 2012.

7.1 Parts 1 and 2

Parts 1 and 2 of the guide have been covered in **Sections 3.0** and **4.0**, which outlines the objectives and intended outcomes of the proposal, as well as how the intended outcomes can be achieved through amendments to the LEP.

7.2 Part 3 – Justification

7.2.1 Need for a Planning Proposal

Q1 – Is the planning proposal a result of any strategic study or report?

This Planning Proposal is not the result of any site specific study or report however has been prepared in response to the strategic significance of the site and location in very close proximity to a train station. The site is well located in close proximity to education, employment and recreation facilities, which are identified in The Greater Sydney Region Plan as catalysts for growth.

Q2 – Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

This Planning Proposal is the best means of achieving the intended outcome of the development, which is to facilitate a residential development on the site with a maximum building height of 20m and FSR of 1.7:1. The current height and FSR controls do not permit the desirable redevelopment of the site whilst providing an appropriate built form or residential amenity outcome as outlined in **Section 6.1.1**.

7.2.2 Relationship to strategic planning framework

Q3 – Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

The Greater Sydney Region Plan does not specifically identify Granville as a strategic centre however it does identify the significant growth of Greater Parramatta and identifies the need to locate additional housing proximate to transport and employment. The site provides an opportunity to locate additional housing of a modest scale close to public transport, jobs, education and community services. Consistency with the strategic plans and policies is discussed further in **Section 5.0**.

Q4 - Is the planning proposal consistent with a council's local strategy or other local strategic plan?

The Planning Proposal is consistent with the Cumberland Community Strategic Plan 2017-2027. The plan outlines a series of goals for Cumberland's economy, environment, connectivity, people, culture and leadership. The proposed development will help to achieve these goals by facilitating an integrated mixed-use development in close proximity to public transport and employment.

Q5 – Is the planning proposal consistent with applicable State Environmental Planning Policies?

An assessment of the Planning Proposal against applicable State Environmental Planning Policies (SEPPs) is provided in **Section 5.3.2**.

Q6 – Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

The planning proposal is consistent with the relevant directions for planning proposals issued by the Minister for Planning under Section 9.1(2) of the EP&A Act. A full assessment is included **Section 5.3.1**.

7.2.3 Environmental, social and economic impact

Q7 – 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 planning proposal will not result in any impact on critical habitat or threatened species, populations or ecological communities or their habitats, given the site's urban location.

Q8 – Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

A detailed assessment of the environmental impacts of the Planning Proposal is provided in **Section 6.0**. No unacceptable impacts will result from the proposal.

Q9 – Has the planning proposal adequately addressed any social and economic effects?

The social and economic impacts of the proposal are addressed in **Section 6.2**.

7.2.4 State and Commonwealth Interests

Q10 – Is there adequate public infrastructure for the planning proposal?

The site is located in an established urban area and has access to a range of existing services. Further investigations will be undertaken as part of the preparation of the DA material to determine whether any upgrade of existing facilities is required.

Q11 – What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?

State and Commonwealth authorities will have the opportunity to provide comment on the planning proposal as part of its formal exhibition. Any future DA will be referred to the relevant authorities as required.

7.3 Part 4 – Mapping

Maps of the proposed amendments to the LEP height controls applying to the site have been provided and are located at **Appendix C**.

7.4 Part 5 – Community Consultation

It is noted that confirmation of the public exhibition period and requirements for the planning proposal will be given by the Minister as part of the LEP Gateway determination.

Any future DA for the site would also be exhibited in accordance with Council requirements, at which point the public and any authorities would have the opportunity to make further comment on the proposal.

8.0 Conclusions and Recommendations

This Planning Proposal seeks to amend the LEP height and FSR control for the site to facilitate a future high quality residential development. Additionally, the proposal seeks to remove the building at 10 William Street from the heritage schedule of the Parramatta LEP. In order to provide an appropriate built form and residential amenity outcome for the site, an increase in the height and FSR controls are required along with the removal of the heritage item.

The site is strategically located in close proximity to the Clyde railway station and regionally significant education, recreation and entertainment facilities as well as the Parramatta CBD. The site demonstrates satisfaction of the requirements for additional residential dwellings under the Greater Sydney Region Plan and Central City District Plan and it provides catalysts such as transport, employment, recreation and education facilities that present opportunities for additional housing supply.

This will enable the development of four separate structures in a comprehensive and consistent building form across the entire street block. The residential development will achieve a height of 20m and FSR of 1.7:1 rather than the existing LEP controls which underutilise the site and fail to recognise the public transport facilities and significant amenities of the location.

The concept scheme demonstrates that the proposed development of the site will achieve a high level of residential amenity and will minimise the impacts on adjoining residential buildings. Additionally, the proposal will not have any significant adverse environmental impacts with respect to, overshadowing, traffic, heritage or urban design.

The Planning Proposal is consistent with relevant strategic and statutory planning documents and will deliver a number of public benefits, including revitalising an underutilised site and increasing housing and employment opportunities in the Granville Town Centre. An environmental assessment of the impacts of the proposed built form facilitated by the Planning Proposal has been undertaken, and it is concluded that the planning proposal will not result in any unacceptable environmental impact.