

8.5.6 LAND BOUND BY PARRAMATTA ROAD, ALBERT STREET, VICTORIA STREET, AND DUKE STREET GRANVILLE

This Section applies to 10 individual allotments that form part of the street block bounded by Parramatta Road, Albert Street, Victoria Street and Duke Street in Granville (Figure 8.5.6.1).

The 10 individual allotments that this section applies to are as follows: Lot 1 in DP 615141, Lot 1 in DP 504298, Lot 2 in DP 89526, Lot 1 in DP 79102, Lot 1 in DP 79624, Lot 1 in DP 89526, Lot 1 in DP 81084, Lot X in DP 163366, Lot A in DP 160406, Lot 58 869379.

Objectives and Controls in this Section relating to the remaining allotments that form part of this street block will apply to these allotments following a separate application to enact these provisions. This section therefore does not apply to: SP 47170, Lot 1 in DP 13530, Lot 2 in DP 13530, Lot 3 in DP 13530, Lot 4 in DP 13530, Lot 5 in DP 13530, Lot 6 in DP 13530, Lot 7 in DP 13530, Lot 8 in DP 13530, Lot 1 in DP 744840, and Lot B DP 151899.



Figure 8.5.6.1 Land application map (the 10 individual allotments that this section applies to is highlighted in blue)

This Section is to be read in conjunction with other sections of the Parramatta DCP 2023 as well as Parramatta LEP 2023. If there is any inconsistency between this Section and other sections of the DCP, this Section prevails.

This DCP establishes principles, objectives and controls to be interpreted during preparation and assessment of development applications and supports the objectives of the LEP.

8.5.6.1 DESIRED FUTURE CHARACTER

Future developments at the street block bounded by Parramatta Road, Albert Street, Victoria Street and Duke Street in Granville are designed to respond to both the high-density mixed-use character along Parramatta Road as envisioned by the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) and the existing, low-density dwellings north of the site along Victoria Street.

Development expresses the distinct character of each bounding street through scale, land use and architectural articulation, and will be largely characterised by a podium and tower building typology with 4 storey street walls and residential towers above. The mix of land uses include retail and commercial uses at ground floor with residential apartments above on Parramatta Road and Albert Street. Maximum 4 storey podium comprising residential dwellings along Victoria Street will provide a strong transition in height and scale and diversify housing on the site.

Development provides high-quality built form outcomes for residents, workers, and visitors through appropriate scale, massing, articulation, and orientation. Towers are slender and well-spaced to ensure views to sky, good solar access, and high residential amenity.

The delivery of publicly accessible open spaces including a 6 metre pedestrian through-site-link and public park, as well as a visual corridor across the site, allow for a high level of permeability and connectivity. Fine grain activated podium edges, with towers set back above, create a 'street wall' to these spaces and to surrounding streets that provide for a richer and safer environment for the community.

Objectives

- O.01 To provide a mix of uses that support and complement the role of the Granville Town Centre.
- O.02 To encourage high-quality built form outcomes that achieve design excellence.
- O.03 To create an attractive and safe urban street environment for pedestrians and retail and community activities in the surrounding streets.
- O.04 To provide a visually attractive design response that reduces noise impacts associated with Parramatta Road and the Western Railway Line on future building occupants.
- O.05 To 'future proof' the subject site by ensuring land is retained through setbacks for road widening along Parramatta Road should it be required in the future and have flexible controls to allow the land within the setbacks to either form part of the public domain or part of the road infrastructure.
- O.06 To activate the block edges to Parramatta Road, Albert Street, Victoria Street and Duke Street as well as to activate and/or meaningfully address any proposed future publicly accessible open space.
- O.07 To ensure all publicly accessible open spaces are safe, universally accessible, and complementary to other public open spaces within Granville.

- O.08 To ensure equitable development potential for all land parcels on the block, independent of land ownership patterns.

8.5.6.2 BUILT FORM, SITING AND MASSING

Objectives

- O.01 To retain land through setbacks for road widening along Parramatta Road should it be required in the future and have flexible controls to allow the land within the setbacks to either form part of the public domain and part of the road infrastructure.
- O.02 To create a sense of visual separation between the podium and tower levels above through setbacks, modulation of building form and materials.
- O.03 To establish building forms that are oriented appropriately to minimise overshadowing and maximise solar access to neighbouring properties, including those properties south of the site on Parramatta Road.
- O.04 To provide appropriate building separation to ensure privacy, access to light and ventilation and a high-quality visual outlook for building occupants, and to increase views to sky and improve solar access at ground level.
- O.05 To provide tower forms which appear as tall and slender.
- O.06 To provide appropriate transitions in scale and height to existing low density residential development along Victoria Street.
- O.06 To ensure local infrastructure provision needs will be met.

Controls

Building height

- C.01 Maximum podium height of 4 storeys for the site.

Setbacks

- C.02 Podium and tower setbacks to streets must be provided in accordance with Figure 8.5.6.2.
- C.03 Minimum 6 metre 'Green Edge' setback to Parramatta Road is required to provide wider footpaths and facilitate street tree planting. This setback may be reduced to the west of the through-site link to provide a consistent street wall with the rest of the block.
- C.04 Minimum 3 metre tower setback from the podium edge to internal through-site links and publicly accessible open spaces.
- C.05 Minimum 3 metre rear and side setback from the boundary, except along Victoria Street where a minimum 9 metre rear setback for development is required.



Figure 8.5.6.2 Setbacks, through-site link, and view corridor locations

Building separation

- C.06 Minimum 12 metre building separation between buildings up to 4 storeys east of and including the through site link (Figure 8.5.6.2).
- C.07 Minimum 24 metre building separation between buildings above 4 storeys east of and including the through site link.
- C.08 A minimum 12 metre building separation between Victoria Street and Parramatta Road, as identified in Figure 8.5.6.2, should be provided between buildings as a view corridor.
- C.09 A minimum 15 metre building separation between Victoria Street and Parramatta Road, as identified in Figure 8.5.6.2, should be provided between buildings at ground level. This corridor should include a minimum 6 metre pedestrian through-site link along the western edge, and a 3-metre landscape buffer along the eastern edge.
- C.10 Equal distribution of building separation distances across independent lots as per the Apartment Design Guide may not be achievable due to site constraints. Development should align with the minimum setbacks and building separation controls in this Section to ensure equitable development potential across the site.

Building design

- C.11 A podium edge must be provided to all bounding roads.

- C.12 A building break of minimum 3 metres wide x 3 metres deep is required after a length of 45m to provide necessary articulation to the podium.
- C.13 Podiums should be modulated vertically in segments that relate to neighbouring fine grain subdivision patterns and reduce their bulk and perceived scale.
- C.14 Any podium exceeding 60 metres along Victoria Street must provide a 20 metre x 20 metre north facing communal open space fronting Victoria Street. This communal open space area shall be located on deep soil unless it is demonstrated to Council officer's satisfaction that 15% of the site area comprises deep soil (site area being the land subject of the application). Towers above this communal open space area should be set back a minimum 3 metres from the podium edge.
- C.15 The podium on corner sites must incorporate a setback from the corner intersection for its full height, which may be splayed or curved.
- C.16 Maximum tower length of 45 metres.
- C.17 Undercrofts or other interruptions of the podium which expose the underside of the tower and amplify its presence on the street are not permitted.
- C.18 Tower forms above podium levels are to be designed and oriented to maximise solar access to neighbouring properties to the south of the site on Parramatta Road. This is to occur by orienting the narrow side of towers to the south where possible.
- C.19 Buildings are to be designed to create clear visual articulation and distinction between the podium and tower levels.
- C.20 Facades shall be designed with a variety of materials, textures, and articulation to produce a contemporary architectural response that creates a greater sense of depth and visual diversity.
- C.21 Balconies facing Parramatta Road and the railway line may be screened and acoustically sealed in the form of winter gardens to provide protection from the road and rail noise. Winter gardens are to be included in Gross Floor Area calculations.
- C.22 Where protective measures are necessary to reduce noise impacts, these are to be designed in a visually attractive manner that provides a high degree of visual interest as viewed from a street, laneway, or public place.
- C.23 Contributions towards the local infrastructure provision needs generated by the development shall be demonstrated.

8.5.6.3 PUBLIC DOMAIN AND LANDSCAPING

Objectives

- O.01 To establish usable areas of 24/7 publicly accessible open space and landscaping to cater for the amenity of future residents, workers and visitors including a park, a 6-metre-wide pedestrian through-site-link and a continuous 6m Green Edge along Parramatta Road.
- O.02 To establish a green corridor that facilitates pedestrian safety and comfort along Parramatta Road in a manner that is consistent with the PRCUTs guidelines.
- O.03 To enhance the Duke Street laneway connection between Victoria Street and Parramatta Road for pedestrians and cyclists.

- O.04 To allow for passive recreation opportunities at the neighbourhood scale, catering for a broad range of activities and intergeneration needs.
- O.05 To facilitate community interaction and gathering for local residents, workers and visitors.
- O.06 To provide publicly accessible open space that has good solar access and high levels of amenity.
- O.07 To activate the edges of publicly accessible open space to encourage safe and legitimate 24/7 usage of the spaces.
- O.08 To enhance permeability through the establishment of a new pedestrian linkage between Parramatta Road and Victoria Street.
- O.09 To ensure sufficient deep soil is provided to enable the healthy growth of large trees within the open space provided.
- O.10 To ensure clear delineation between public and private open space elements.
- O.11 To ensure safety and security of users and residents associated with the usage of the publicly accessible open space.
- O.12 To ensure publicly accessible open spaces are designed to be universally accessible.

Controls

- C.01 A 6m 'Green Edge' setback is to be provided along the building frontage on Parramatta Road, which allows for footpath widening, large canopy trees and combination shrub and groundcover plantings. If confirmed by TfNSW that the land within the 6m setback along Parramatta Road is needed for road widening, then this area will be landscaped in the interim until the land is used for road widening.
- C.02 A 24/7 publicly accessible north-south pedestrian through-site link is required between Parramatta Road and Victoria Street, located as per Figure 8.5.6.2. This link should:
 - a) Be a minimum width of 6m comprising a 4m pathway and 2m landscape edge;
 - b) Be located on the western side of any internal driveway,
 - c) Be open to the sky and compliant with CPTED principles;
 - d) Have activated edges for passive surveillance;
 - e) Provide pedestrian lighting to provide safe, 24/7 access without reflecting into residential properties;
 - f) Have equitable access using graded walkways of no steeper than 1:20 and a limited use of ramps; and
 - g) Have a minimum setback of 1.8 metres to any basement slab located within the link.
- C.03 A 3 metre landscape buffer is to be provided along the eastern edge of the 15-metre corridor identified on Figure 8.5.6.2.
- C.04 If the relevant development application seeks to rely on Clause 4.4A(5) of the *Parramatta LEP 2023* the proposed development shall provide a minimum of 3,200m² area of publicly accessible open space wholly within their boundary and comprising the following:

- a) Minimum 1,650m² park, fronting Victoria Street and comprised of deep soil (i.e., unencumbered from basement parking) and of which 50% shall receive a minimum of 3 hours direct solar access between 11am and 3pm on 21 June; and
 - b) The remainder is to be publicly accessible open space held in ownership of the landowners. This area of publicly accessible open space may be encumbered with basement parking and is to be accessible to the public in perpetuity. This publicly accessible open space can comprise the 6-metre pedestrian through-site-link.
 - c) Calculations of publicly accessible open space shall not include the 6m 'Green Edge' setback to Parramatta Road or any internal driveway.
- C.05 Any development application must deliver a minimum 15% of its site area as deep soil zones with minimum dimensions of 6 metres x 6 metres. Deep soil zones should be located towards boundaries of adjacent lots to allow for larger, contiguous zones in the future.
- C.06 The design of publicly accessible open spaces is to be developed in consultation with Council. They are to:
- a) Be of deep soil, with no carparking and infrastructure underneath, and be dedicated and then maintained by Council, unless otherwise agreed by Council;
 - b) Provide a clearly public pathway along all park edges where there is a ground floor residential frontage,
 - c) Ensure that privacy treatments (screening/landscaping) or key entries do not occupy land area that contributes to minimum required publicly accessible open space calculations,
 - d) Incorporate a palette of high quality and durable materials, robust and drought tolerant landscaping species;
 - e) Include clear, accessible, safe and convenient linkages to each other and to the surrounding public open space network;
 - f) Integrate stormwater management as required and urban tree canopy;
 - g) Include design elements, furniture, and infrastructure to facilitate active and passive recreation and community gatherings;
 - h) Encourage pedestrian use through the design of open space pathways and entrances;
 - i) Clearly delineate private and publicly accessible open space;
 - j) Provide access to both sunlight and shade;
 - k) Incorporate appropriate levels of lighting to optimise hours of use;
 - l) Restrict vehicle movement through publicly accessible open space except for emergency vehicles, servicing, and special events (if required). This control does not relate to any internal driveway that is being used solely for the purpose of vehicle access.
 - m) Be accessible 24/7; and
 - n) Be capable of being well-maintained within reasonable costs.
- C.07 Where appropriate, provide commercial tenancies turning the corner from Parramatta Road to front the pedestrian through-site link.

- C.08 Where possible provide residential frontages to the pedestrian through-site link and publicly accessible open spaces that meaningfully address and facilitate passive surveillance of the public realm from all floor levels.
- C.09 Impacts on Tree Protection Zones and Structural Root Zones are to be minimised through tree protection measures outlines within an Arborist's Report to be submitted with the Development Application.
- C.10 A satisfactory public domain plan is to be prepared and submitted to Council for all development applications that include publicly accessible open space elements (this included proposed 'public open space,' pedestrian through-site link, publicly accessible 'private open space' and 'Green Edge setback' to Parramatta Road). The public domain plan is to include:
- Context, role and purpose of the open space elements proposed;
 - Alignment levels and dedication plan;
 - Enhancement of Duke Street as a high quality publicly accessible pedestrian thoroughfare;
 - Palette of robust materials, colours, finishes and furnishings;
 - Placement of key placemaking elements and features (e.g., play equipment, public art, etc.);
 - Place activation measures (e.g., peripheral land uses, events, etc.);
 - Accessibility, safety, security and wayfinding;
 - Soft landscaping elements (e.g., street trees, lawn, etc.);
 - Delineation of public and private space;
 - Ongoing management and maintenance; and
 - Any relevant matters set out under Section _ (section number to be updated when incorporated into the broader DCP).

8.5.6.4 ACTIVATION OF STREETS AND PUBLIC PLACES

Objectives

- O.01 To ensure buildings provide a high-quality visual response to the adjacent public realm that correlates to the overall character and sense of place.
- O.02 To enhance the perceived sense of safety of public spaces by facilitating passive surveillance.
- O.03 To facilitate activation and passive surveillance of streets and public spaces and ensure a high-quality visual outlook between adjacent buildings.
- O.04 To provide a high degree of articulation that establishes a fine grain frontage at ground level and architectural modulation of the building form.
- O.05 To ensure buildings facilitate street level activity and visual connections between internal areas of buildings and pedestrian through-site links to reinforce pedestrian comfort at ground level.
- O.06 To establish a fine grain pattern of ground floor uses that results in interesting, attractive and safe streets and public places for residents and visitors.

- O.07 To provide a comfortable, sheltered / shaded, and attractive pedestrian environment and activation of streets at all times of year and in all weather conditions.
- O.08 To address and activate street corners and to create landmarks that assist in defining local character, helping people to navigate easily through the place.
- O.09 To minimise impacts of traffic noise on the occupants of future development commensurate with the sensitivity of the uses proposed.
- O.10 To minimise opportunity for crime and antisocial behaviour.
- O.11 To ensure that above ground car parking is of high-quality design that integrates with the building and does not adversely impact the public domain.

Controls

- C.01 Commercial and retail tenancies and residential lobbies only are permitted at ground level facing Parramatta Road and Albert Street. No commercial or retail uses are to be provided along Victoria Street. Development should consider the change of use from Albert Street onto Victoria Street at ground level.
- C.02 Blank walls to the public domain interface, including to any internal pedestrian through-site link or driveway, are not permitted. In circumstances where walls are provided with minimal or no openings (i.e., windows, door, and balconies), such walls are to be treated with an appropriate levels of design detail and visual articulation to create visual interest.
- C.03 Buildings must include active uses at ground level (i.e., retail, or residential pedestrian entrances and apertures) to a minimum of 80% of their ground level frontage to public streets, with a corresponding maximum of 20% of that frontage occupied by appropriately detailed walls with no openings, car park entrances and service areas.
- C.04 Shade structures/awnings are to be provided to all non-residential ground level frontages. Street awnings with minimum width of 2.0m must be included at minimum 2.7m and maximum of 3.5m above footpath level.
- C.04 Shade structures/awnings shall be robust, easily maintained, promote appropriate integration with street tree planting.
- C.05 Development is to be designed to appropriately consider impacts of adjacent or nearby noise sources including the railway line and Parramatta Road.
- C.06 Façade treatments along Parramatta Road and the railway line are to be well proportioned, use robust materials and should incorporate measures that provide protection from road/rail. All screens to wintergardens are to be moveable and operable.
- C.07 Buildings on corners must address both frontages to the street and/or public realm and define the space created at the intersection by responding to the topography and the buildings fronting the intersection.
- C.08 Crime Prevention Through Environmental Design (CPTED) analysis shall be included within the Application for Guidelines Approval for all development. The CPTED analysis is to be prepared to address *Section 3.4.4 Safety and Security* set out in this DCP.
- C.09 Where possible, residential uses at ground floor should have individual entries along the street, pedestrian through-site link or along publicly accessible open spaces to create a sense

of fine-grain and improve passive surveillance. This residential interface must be appropriately treated to ensure good privacy outcomes for the residents.

- C.10 The design of Duke Street is to be agreed upon with Council. It is envisaged to be a pedestrian and cycle link only. Secondary pedestrian building entries are permitted and passive surveillance to the street is recommended.
- C.11 The preferred location of car parking on the block is basement car parking. Where Council is satisfied that above ground parking may be appropriate, it is limited to the building/s located to the west of the through-site link.
- C.12 All parking within the podium fronting Parramatta Road, Victoria Street and the through-site link should be sleeved with permissible uses.
- C.13 Above ground podium facades are to be sleeved or appropriately treated to ensure there are no direct sightlines from pedestrians within the public realm to vehicles within the carpark.
- C.14 The facades of above ground parking which are not sleeved should be considered in detail. Green walls, thin skins or screens are not appropriate – depth, scale and materiality should be aimed for, incorporating passive surveillance and natural ventilation.

8.5.6.5 TRAFFIC AND TRANSPORT

Objectives

- O.01 To establish a fair and safe balance between pedestrian, cycling and vehicle movement. To enhance the perceived sense of safety of public spaces by facilitating passive surveillance.
- O.02 Provide convenient, efficient, safe access and parking for vehicles, services (e.g., deliveries and waste), pedestrians and cyclists.
- O.03 To minimise the visual impacts of vehicle access ways visible from the public domain.
- O.04 To minimise the impact on pedestrians of any internal driveway or vehicular entries.

Controls

- C.01 Car parking and bicycle spaces are to be provided in accordance with the rates set out in Table 8.5.6.1.
- C.02 A Traffic Impact Statement and 'Green Travel Plan' must be submitted as part of a Development Application.
- C.03 No vehicle access or egress is permitted from Parramatta Road. Preference for vehicular access or egress is to be given to Victoria Street over Albert Street wherever possible.
- C.04 Car parking is to be primarily provided in basement levels. Where Council is satisfied that above ground parking is justified, it may be provided in the podium west of the through-site link (see Figure 8.5.6.2 for location of through-site link).
- C.05 Basement carparking may be provided subject to ensuring sufficient deep-soil landscaping.
- C.06 Basements are to be contained wholly within the building footprint, unless agreed otherwise by Council, to ensure sufficient deep soil landscaping.

- C.07 A 6-metre-wide driveway off Victoria Street may be permissible to access parking and loading on the site. This driveway should be of a kerb and gutter arrangement and located directly east of the pedestrian through-site link identified in Figure 8.5.6.2.
- C.08 Vehicular crossovers should be avoided where possible. Any crossover of the pedestrian link by vehicles to access parking and loading should be done via vehicular crossovers of a minimal width, with pedestrians having priority.
- C.09 No open dive structures are permitted. Dive structures must be sleeved/contained within the building.
- C.10 Footpaths shall be maintained as the priority movement, with the number of access points to car parking facilities (i.e., crossovers and driveways) minimised.
- C.11 Vehicle access for residential, commercial, and retail uses shall be designed to minimise visibility from the public realm and adverse impact on pedestrian safety.
- C.12 High quality design and materials are to be used for the security shutters into the car park and loading areas.
- C.13 Reconstruction and realignment of the kerb and gutter is to occur along Victoria Street with the redevelopment of the site in the following manner:
 - a) two continuous 3.2m wide travel lanes and two 2.3m wide parking lanes (11m total carriageway width)
 - b) not include rolltop curbs

Table 8.5.6.1 Car Parking and Bicycle Rates

Car Parking and Bicycle Rates	
Residential	
Studio	Minimum 0.3 spaces
1 bedroom	Minimum 0.5 spaces
2 bedroom	Minimum 0.9 spaces
3 or more bedroom	Minimum 1.2 spaces
Visitors	Minimum 0.1 per dwelling
Bicycle	Minimum 1 per dwelling & 1 visitor space per 10 dwellings
Accessible Parking Spaces	Minimum 1 space per adaptable / accessible apartment
Car Share Spaces	On-site parking can be reduced at a rate of 5 parking spaces per 1 car share space where an active car-sharing program is made available to residents and/or employees and where ride share or other organised carpooling initiatives are available on site.

	Additional car share should be provided at a rate of 1 space per 20 dwellings without parking and 1 space per 100 dwellings with parking.
Motorcycle Parking	Minimum 1 space per 25 car parking spaces.
Electric vehicle charge point	Minimum of 1 charge point to service the residential component of the building.
Retail and Commercial	
Retail	Maximum of 1 space per 100m ² of GFA
Commercial	Maximum of 1 space per 150m ² of GFA
Accessible Parking Spaces	Minimum of 1% of all accessible spaces to be designed in accordance with the Australian Standards.
Motorcycle Parking	Minimum 1 space per every 25 onsite car parking spaces
Bicycle Parking – Retail	Employee: Minimum 1 per 250m ² GFA Visitor: Minimum 2 spaces + 1 per 100m ² GFA
Bicycle Parking – Commercial	Employee: Minimum 1 per 150m ² GFA Visitor: Minimum 1 per 400m ² GFA
Electric Vehicle Charge Point	Minimum of 1 charge point to service the non-residential component of the building.