

Site Specific DCP: Land on the corner of Parramatta Road, Good Street and Cowper Street, Granville

This Part of the DCP applies to a 5,150m² land parcel in Granville that has frontage to Parramatta Road, Good Street and Cowper Street, as shown in **Figure 1**.

This site comprises 15 individual land parcels as follows -

- Lot 1 DP 604204,
- Lot 1 DP 76041,
- Lot 1 DP 998948,
- Lot 1 DP 783581,
- Lot 1 DP 979437 Section A,
- Lot 2 DP 979437 Section A,
- Lot 7 DP 979437 Section A,
- Lot 1 DP 1075357,
- Lot 2 DP 1075357,
- Lot 3 DP 1075357,
- Lot 4 DP 1075357,
- Lot 5 DP 1075357,
- Lot 6 DP 1075357,
- Lot 12, DP 575064, and
- Lot 1 DP 721626.



Figure 1 – Land covered by this Part

Relationship to other Sections within Parramatta DCP 2011

This Part is to be read in conjunction with other parts of this DCP and the Parramatta Local Environmental Plan 2011. It establishes principles, objectives and controls to be interpreted during preparation and assessment of development applications and supports the objectives of the LEP.

This part of the DCP details the desired future character for the site and provides site specific objectives and controls on the following:

- Built form and massing
- Public domain and landscaping
- Traffic and transport

Desired Future Character

The location of the site is consistent with the State Government policies for a renewed Parramatta Road Corridor; and is well located in relation to the Parramatta CBD.

The mixed use character of development is to complement the Granville Town Centre and provide a positive design statement, appropriately marking the connection of the town centre main street (Good Street) with Parramatta Road. The proposed mix of land uses includes ground floor retail, commercial offices, residential apartments, public spaces and thoroughfare, and the retention of heritage.

The following key design principles are to be incorporated into the future design:

- Respond to the generally orthogonal east west north south street pattern.
- Reinforce the Good Street precinct as the primary local retail destination, a primary pedestrian and vehicular connection across Parramatta Road to the north as well as being a primary pedestrian route to Granville Station.
- Minimise residential noise exposure from Parramatta Road.
- Provide a finer grain pedestrian network.
- Retain the original extent of the front heritage façade of 'The Barn' - 138 Parramatta Road, through its deconstruction and reconstruction in line with the 6m setback proposed to Parramatta Road (subject to approval through the Development Application process) to prevent the item's total loss should road widening be required by RMS as a result of the Granville Precinct Wide Traffic Study.

Future built form is to comprise a podium edge to the three streets with recessed tower forms. The podium is to comprise 3-4 storeys and is to include the facade retention of the heritage property known as "The Barn" that fronts Parramatta Road, after the façade is setback 6m from the Parramatta Road edge to prevent its future loss should the land along Parramatta Road be required for road widening.

Large consolidated sites can result in a loss of grain and character at street level. The street wall, separate from tower forms above, should be designed as the architectural component of the development that defines and imparts fine grain and character to the street. Principles that should be incorporated in the design of the street wall include:

- Maximising the setback of higher tower forms in order to differentiate the street wall as a separate architectural element, which can be distinct and different in character from the higher tower elements.
- The street wall should be designed to provide a well-modulated pedestrian experience at street level. A smaller, more detailed scale should be used in its articulation.
- The design of the street wall should have regard to the traditional narrow subdivision plan and reflect this in its composition and articulation.

*Unless confirmed by RMS that as a result of a Precinct Wide Traffic Study in Granville that the land within the 6m setback along Parramatta Road is needed for road widening, Under this circumstance the item will need to go through a further process to delist the Heritage Item led by RMS if the land is required for road infrastructure purposes.

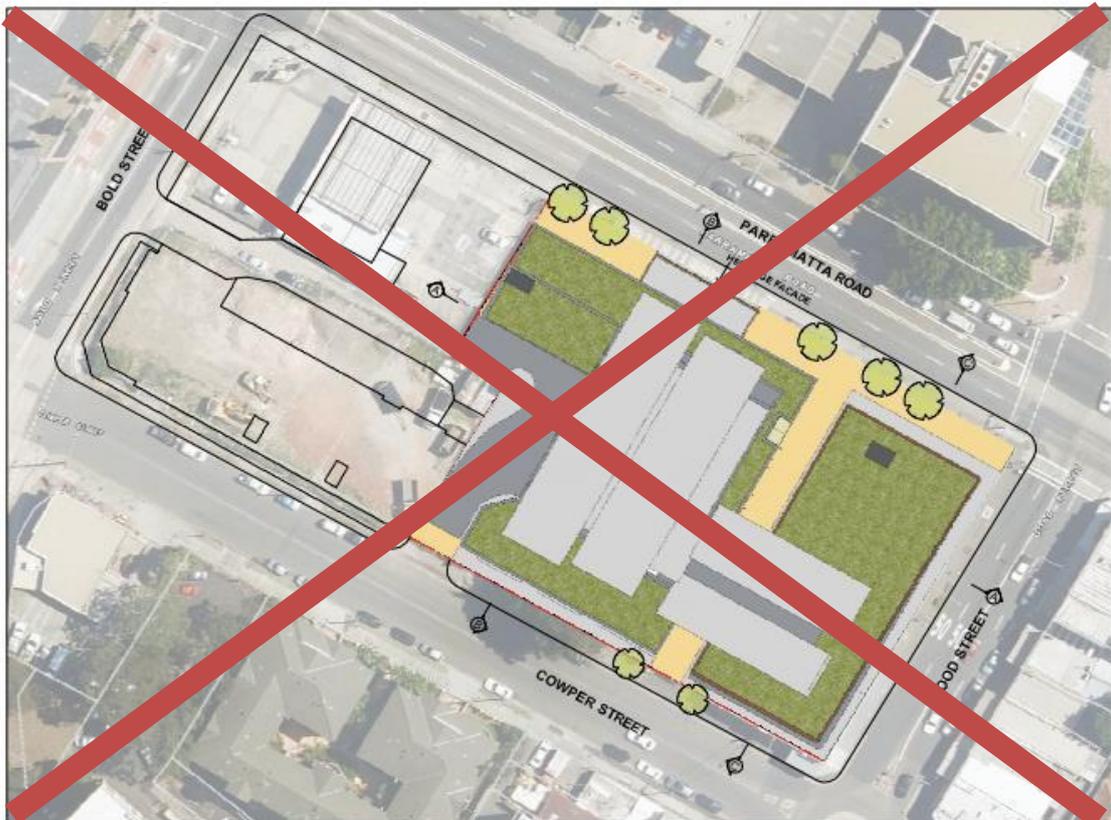
- Ground floor facades should be rich in variation and detail. Many doors and vertical relief in the facades intensify the walking experience, with awnings included and integrated in the design in order to provide adequate pedestrian shelter.

A low scale to Good Street is to be provided through the podium, with residential exposure to Parramatta Road being minimised within the podium. A maximum height of 82m (25 storeys), excluding plant and lift overrun, is to be adhered to for the majority of the site.

The north to south through site pedestrian link is to be generally open, with the exception of any opening that may pass beneath the tower(s) above. Double sided active retail uses fronting Good Street and the pedestrian through site link are required.

Development is to comply with the objectives and controls set out below and any other relevant objectives and controls of this DCP.

The proposed reference design concept for the site is shown in **Figure 2**. As seen in the legend of the Figures, the hatched land along Parramatta Road represents the location of the Heritage Item which subject to Development Application approval is proposed to be relocated in line with the 6m setback to Parramatta Road to prevent its future removal should the land be required for road widening in the future as a result of the Granville Precinct Wide Traffic Study.



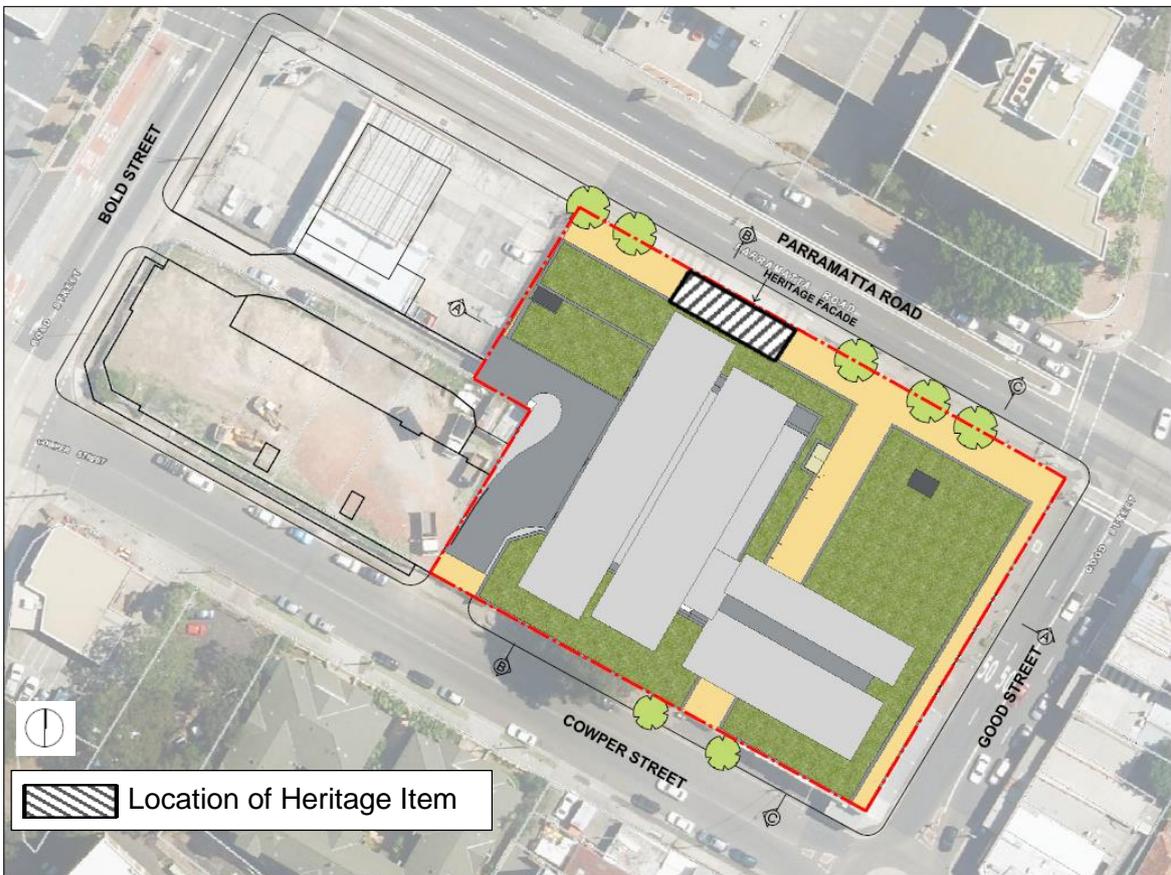
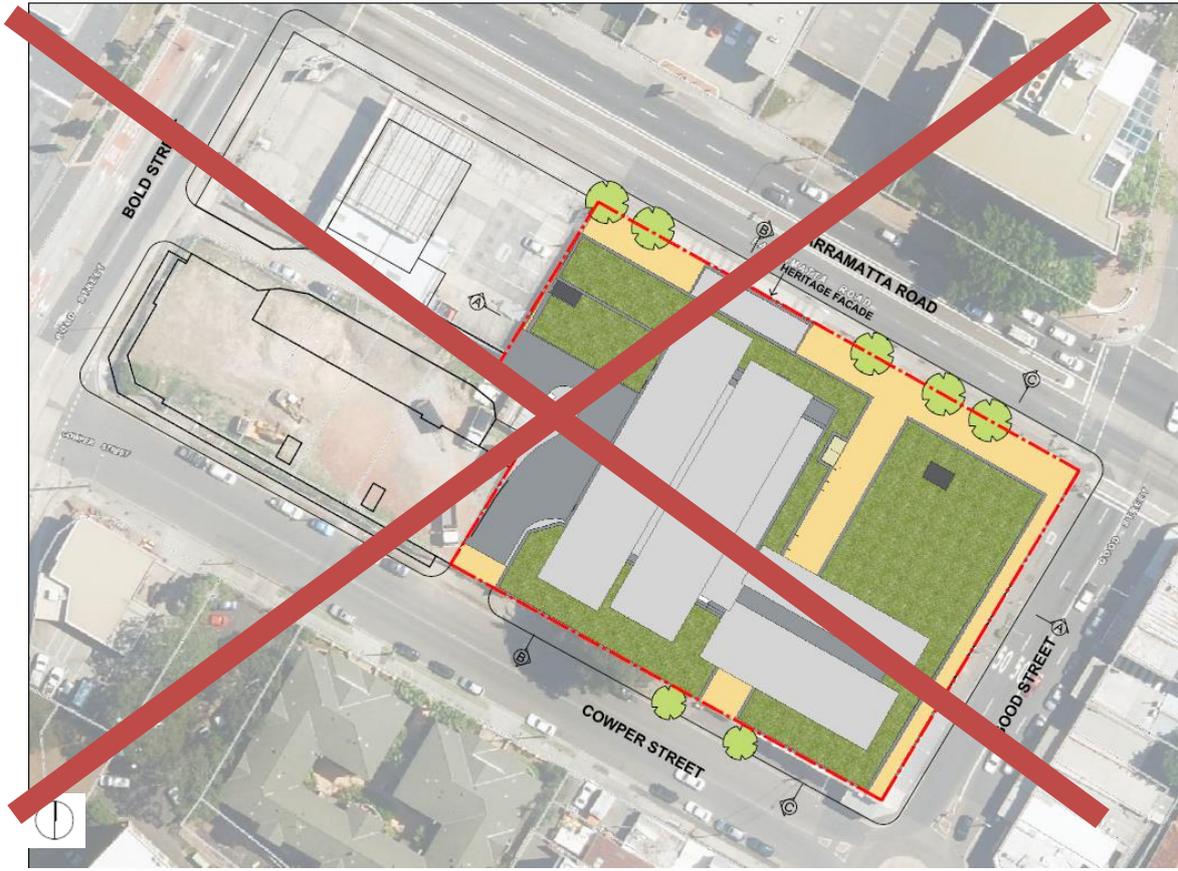


Figure 2 – Reference design for the site

Site Objectives

- O.1. To provide a mix of uses that support the role of the Granville Town Centre;
- O.2. To revitalize the northern end of the Granville Town Centre;
- ~~O.3.~~ To encourage high quality built form outcomes and achieve design excellence;
- ~~O.4.~~ To create an attractive and safe urban street environment for pedestrian and retail, community activities in the surrounding streets.
- ~~O.5.~~ To 'future proof' the subject site by ensuring land is retained through setbacks for road widening along Parramatta Road and Good Street 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.3-O.6.~~ To activate the block edges to Parramatta Road, Good Street and Cowper Street;
- ~~O.4-O.7.~~ To complete the laneway connection between Bold St and Cowper St;
- ~~O.5-O.8.~~ To minimise adverse impacts on the amenity of adjoining uses and that the built form be sympathetic to the Heritage Item ;
- ~~O.6-O.9.~~ To restore and conserve the front façade and associated portions of lateral walls of the heritage item "The Barn" through its deconstruction and reconstruction in line with the 6m setback proposed to Parramatta Road (subject to approval through the Development Application process) to prevent the item's total loss should road widening be required by RMS as a result of the Granville Precinct Wide Traffic Study.
- ~~O.10.~~ To provide the opportunity for the widening of the Parramatta Road corridor and permit deep soil planting between the site and Parramatta Road; should the land form part of the public domain and not be required for road widening, which will be confirmed after the completion of the Granville Precinct Wide Traffic Study;
- ~~O.7-O.11.~~ To provide a through site pedestrian link between Parramatta Road and Cowper Street; and
- ~~O.8-O.12.~~ Up to 4000sqm of non-residential uses to be incorporated into the proposal.

Built Form and Massing

Objectives

- O.1. To ensure that the built form sensitively responds to the sites location in relation to the town centre, Parramatta Road and Good Street;
- O.3. To set variable building heights to ensure positive and cohesive relationships with surrounding land and uses;
- O.4. Development is to be designed to activate the three streets at its edges;
- ~~O.5.~~ Provide a through site link that is activated and provides a positive urban environment; Provide a through site link that is:
- Activated
 - Provides a positive urban environment
 - Open to the sky with no over-hanging building elements above except as shown in the diagrams.

*Unless confirmed by RMS that as a result of a Precinct Wide Traffic Study in Granville that the land within the 6m setback along Parramatta Road is needed for road widening. Under this circumstance the item will need to go through a further process to delist the Heritage Item led by RMS if the land is required for road infrastructure purposes.

- Located at natural ground level.
- Activated at ground level.
- Overlooked and suitably lit.
- Named to Council approval and signed.

O.5-O.6. To ensure that the heritage item 'The Barn' retains its landmark status within the context of the new built form following approval for its relocation 6m from Parramatta Road.

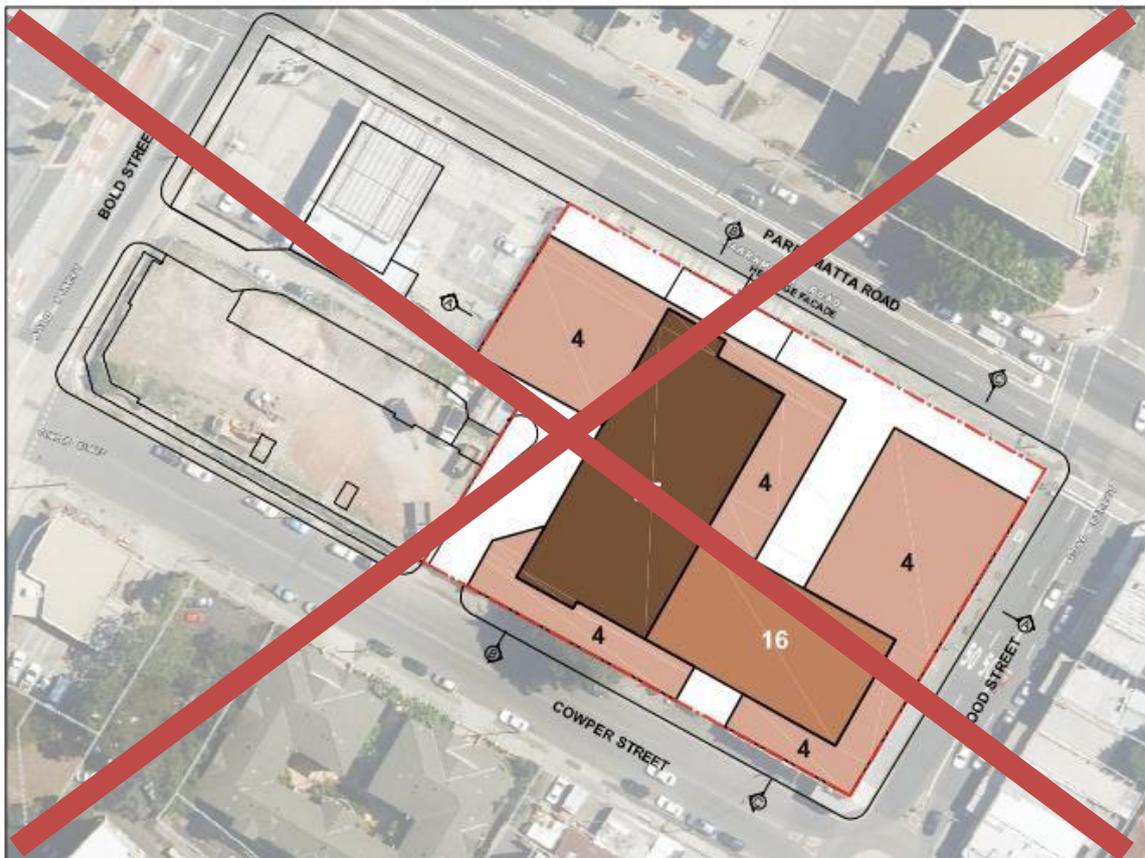
O.7. To 'future proof' the subject site by ensuring land is retained through setbacks for road widening along Parramatta Road and Good Street should it be required in the future; and have flexible controls to allow the land within the setbacks to either form part of the public domain or part of the road infrastructure.

Design Controls

C.1. Maximum Building Heights

- Maximum height of 82m (25 storeys) for the majority of the site.
- A maximum building height of 17m (4 storeys) fronting Good Street.
- The maximum number of storeys is indicated in **Figure 3**.

Note: A range in the number of storeys is shown in **Figure 3** for the eastern component of the tower. This is to provide an option for distributing the gross floor area permitted under the Parramatta LEP 2011. The height of this part of the building is to be explored as part of the Design Excellence competition process, but consideration should be given to maintaining the difference in height between the towers.



*Unless confirmed by RMS that as a result of a Precinct Wide Traffic Study in Granville that the land within the 6m setback along Parramatta Road is needed for road widening. Under this circumstance the item will need to go through a further process to delist the Heritage Item led by RMS if the land is required for road infrastructure purposes.

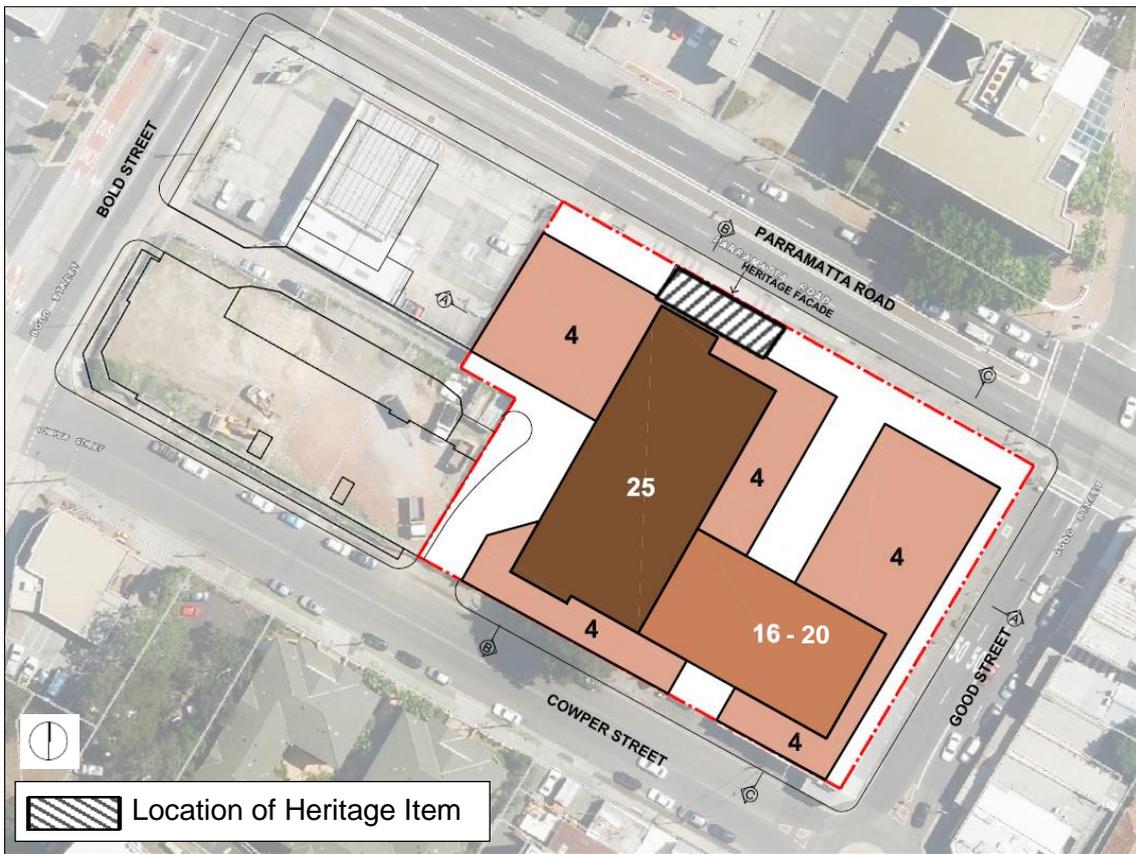
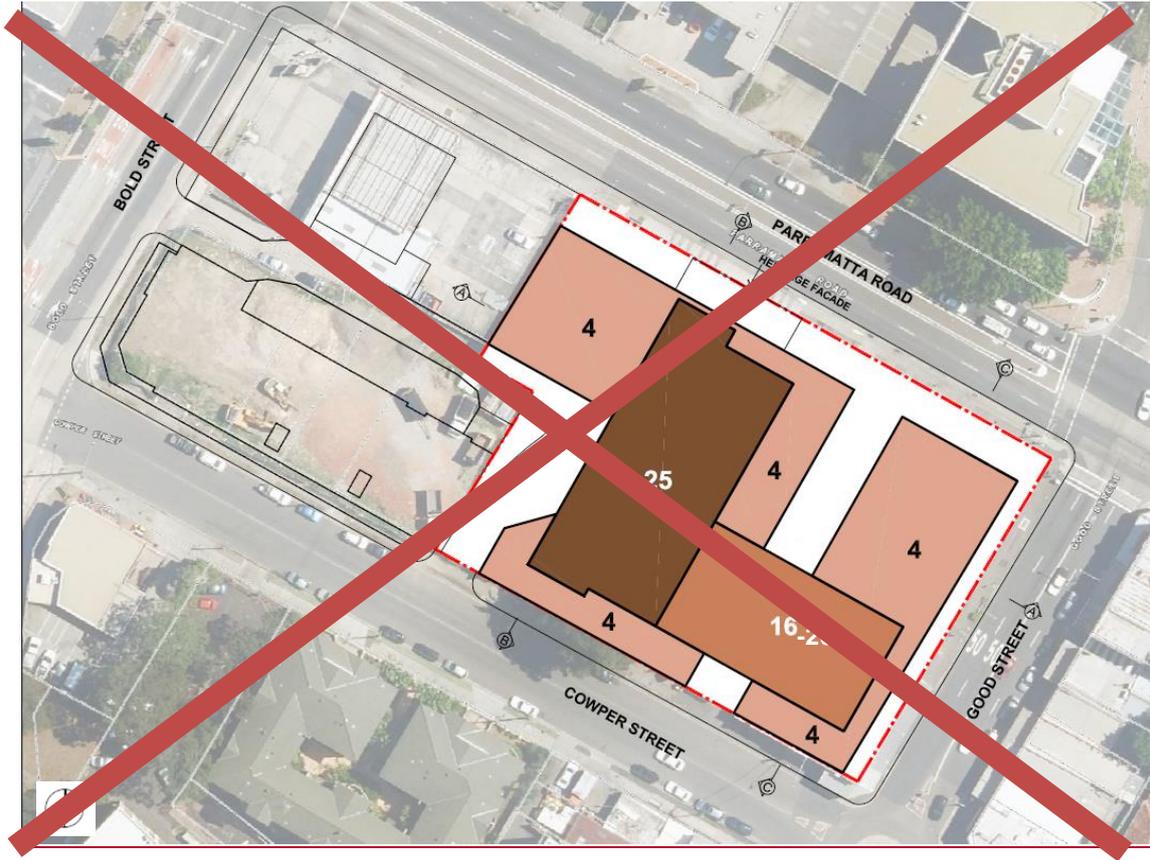


Figure 3 – Maximum number of storeys

C.2 Street Frontage Heights

- 4 storey podium fronting Good Street
- Retention of 'The Barn' façade and exposed portions of side walls, and their incorporation into a podium building fronting Parramatta Road

C.3 Building Setbacks

- The setbacks and separations at street level are shown in **Figure 4**.
- The setbacks are to 'future proof' the land for road widening along Good Street and Parramatta Road should additional road infrastructure be required by the RMS. This is to be determined as part of a precinct wide traffic study in Granville to accommodate for the anticipated growth proposed under the Parramatta Road Urban Transformation Strategy.

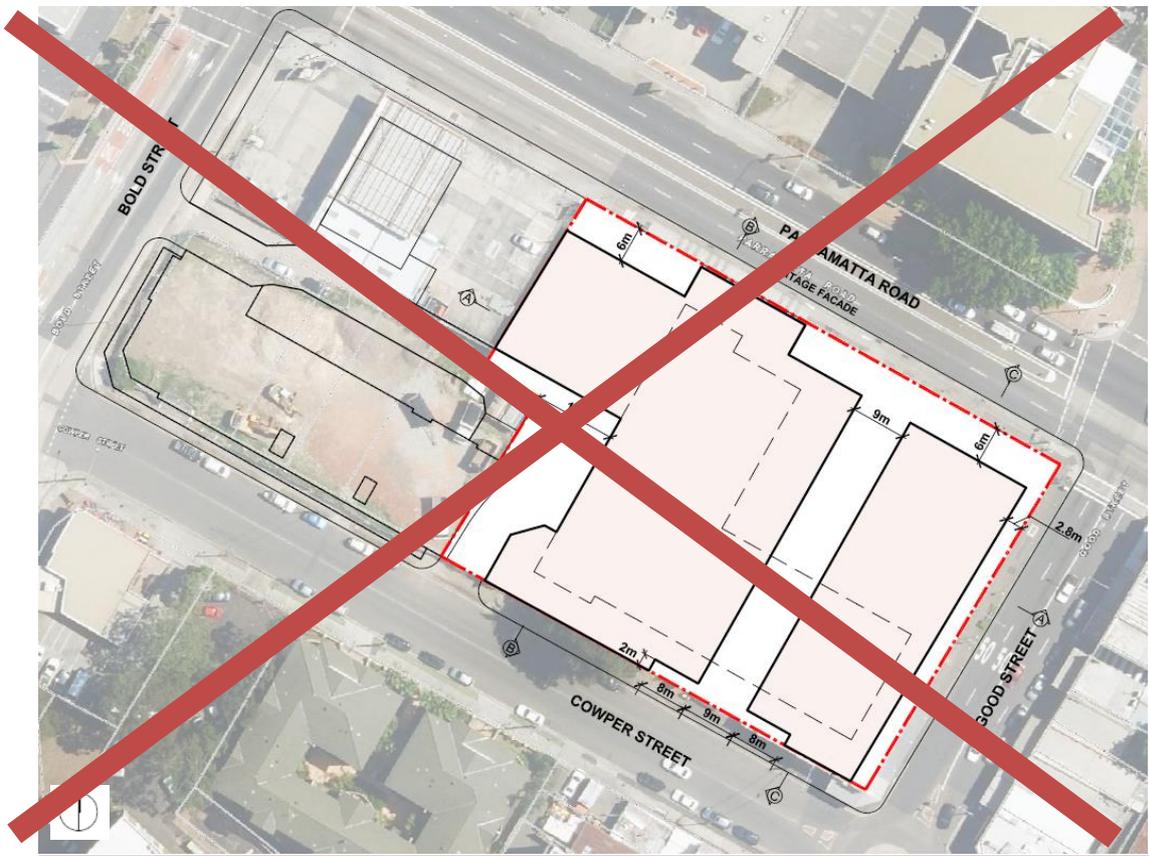
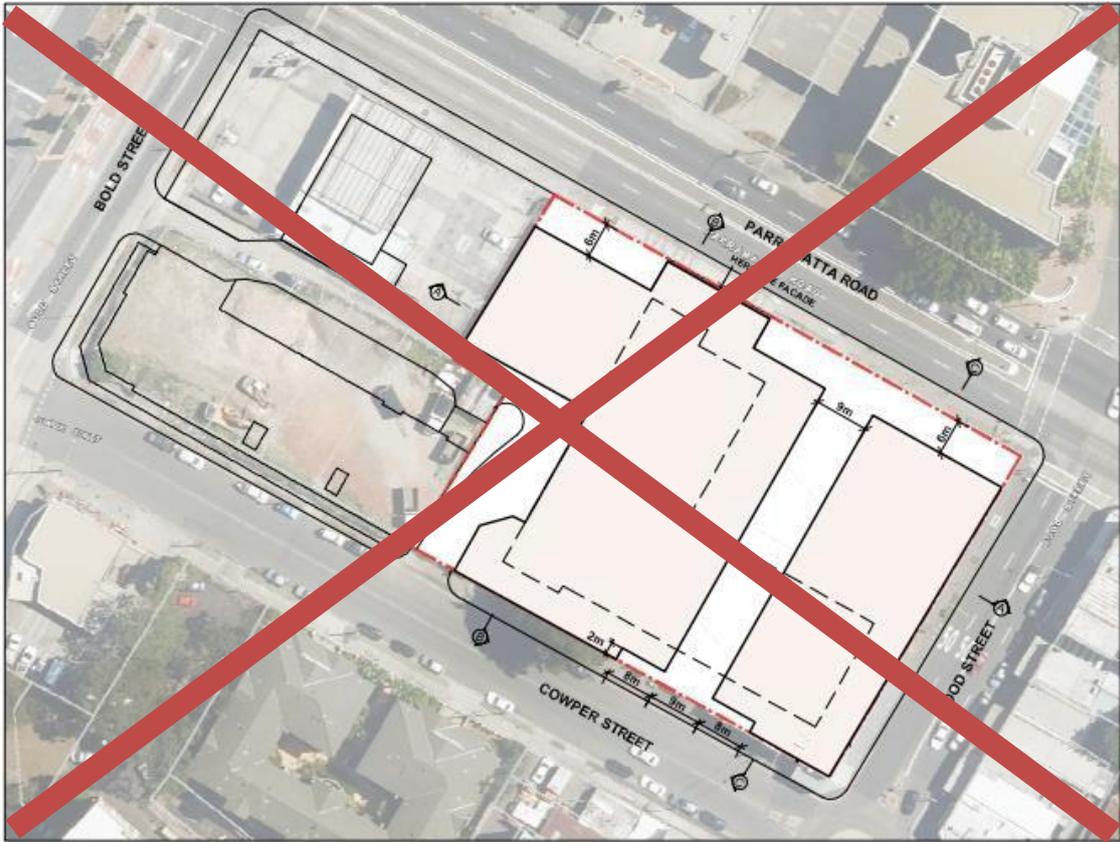
~~As shown on Figure 4, a 2.8 metre setback to Good Street and a 6m setback to Parramatta Road (exclusive of the land that includes 'The Barn' – Heritage Item) are to be retained and dedicated for Council to 'future proof' the subject site. The land will form part of the public domain until it is confirmed that it is needed for road infrastructure. The Heritage Item will form part of the future building design but, should the need for road widening along Parramatta Road be confirmed, a separate planning process to manage The Barn – Heritage Item will need to occur to delist the item and for it be removed from the 6m setback.~~

- As shown on Figure 4, a 2.8 metre setback to Good Street and a 6m setback to Parramatta Road (inclusive of the land that includes 'The Barn' – Heritage Item which may be relocated in line with the 6m setback subject to Council consent) are to be retained and dedicated for Council to 'future proof' the subject site should it be required for road widening. The land will form part of the public domain until it is confirmed that it is needed for road infrastructure. The Heritage Item facade is proposed to form part of the future building design, and subject to approval will be setback 6m from Parramatta Road to ensure its retention if the land is required for road widening in the future.

- The setbacks to the tower above the podium are shown in **Figure 5**.
- The Development Application and the Design Excellence processes will explore the most appropriate methodology to relocate the heritage façade in line with the proposed 6m setback to Parramatta Road. Council's Heritage Advisor will be involved in these processes to ensure the façade is deconstructed and reconstructed in the most appropriate way in order to retain the integrity of the item as part of the future design of the overall building.

C.4 Building Envelopes and Massing

- **Figures 11, 12 and 13** at the end of this Part comprise three sections that provide form and massing guidance for tower location.
- The Design Excellence process will also explore variations to the massing and building envelopes to accommodate the gross floor area permitted under the Parramatta LEP 2011 if it is considered to deliver a better built form outcome than proposed under this Site Specific DCP.



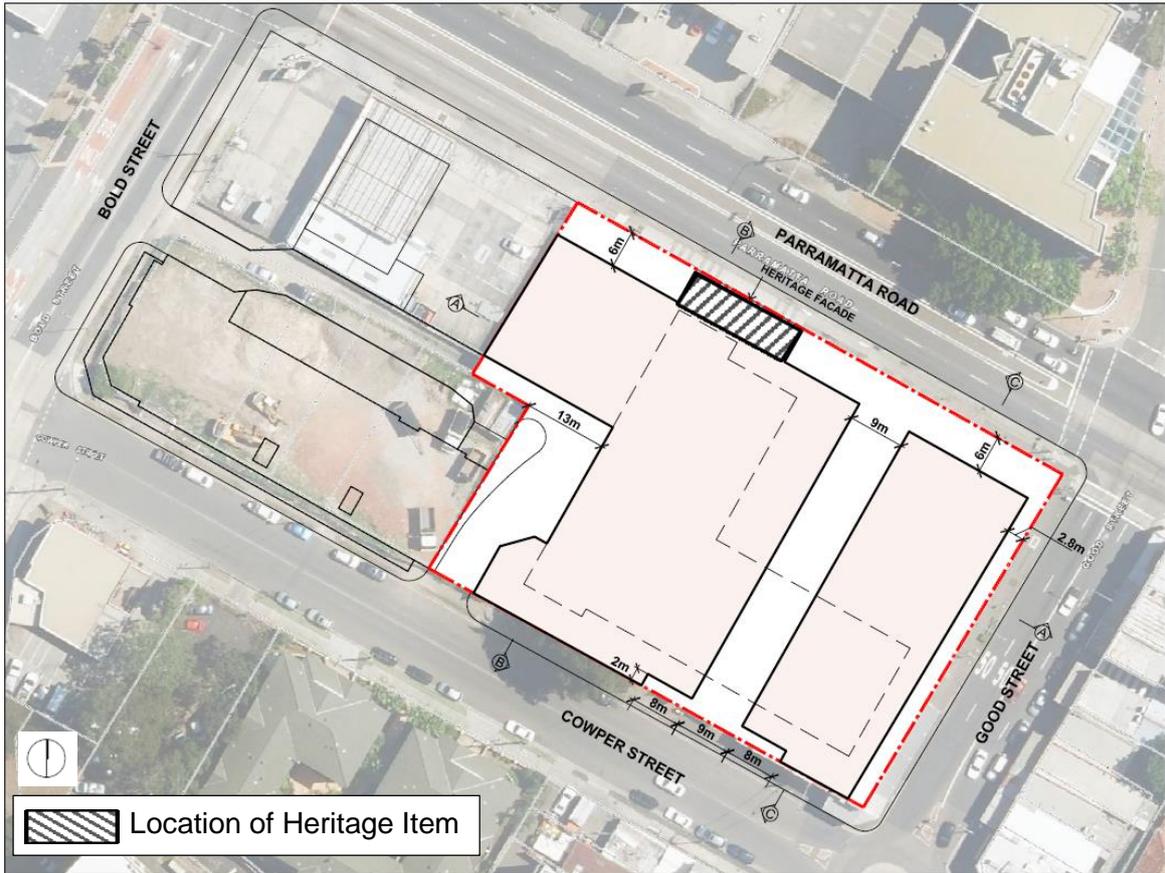
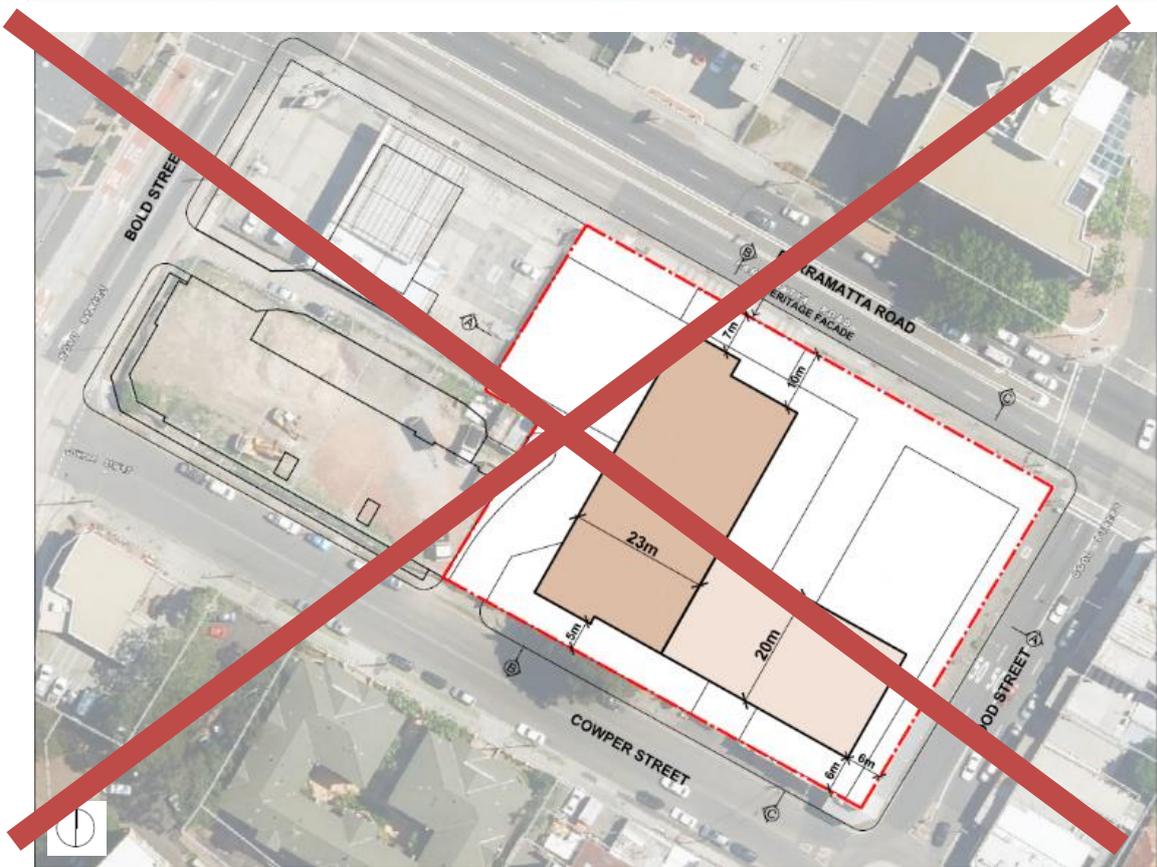
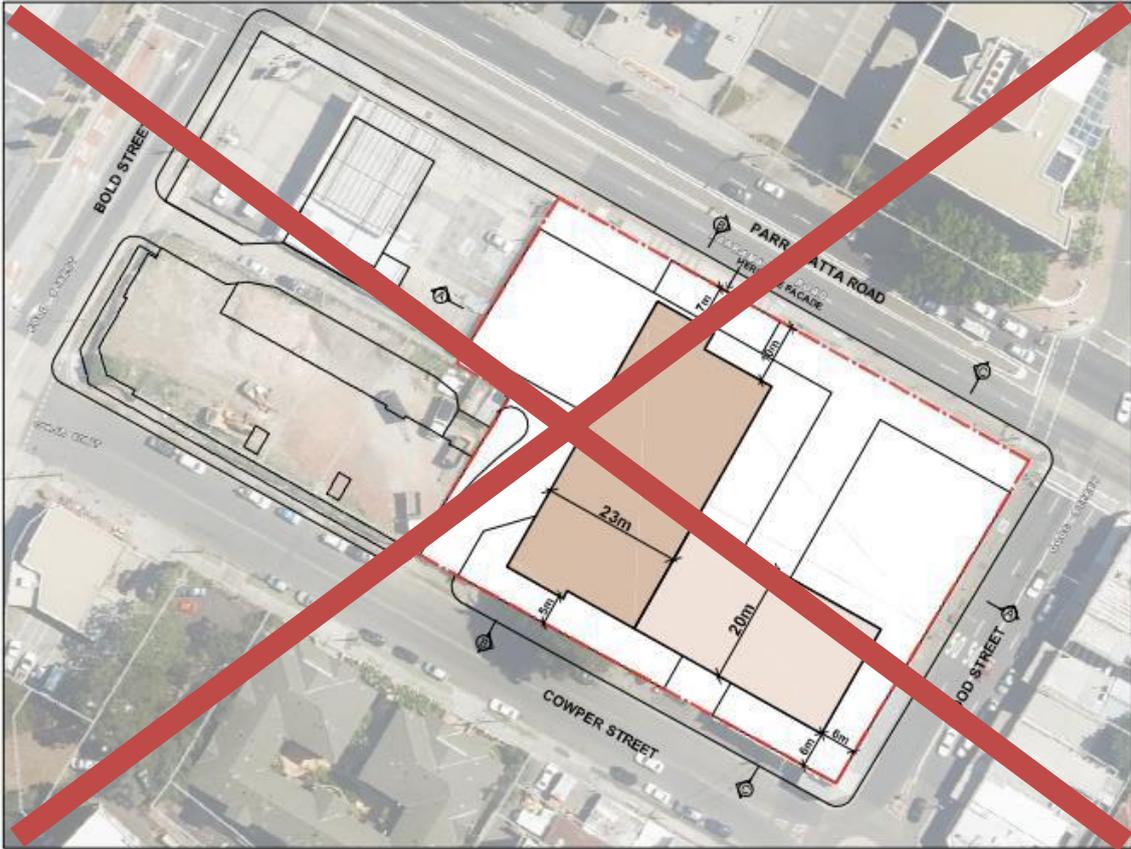


Figure 4 – Setback and separation at street level



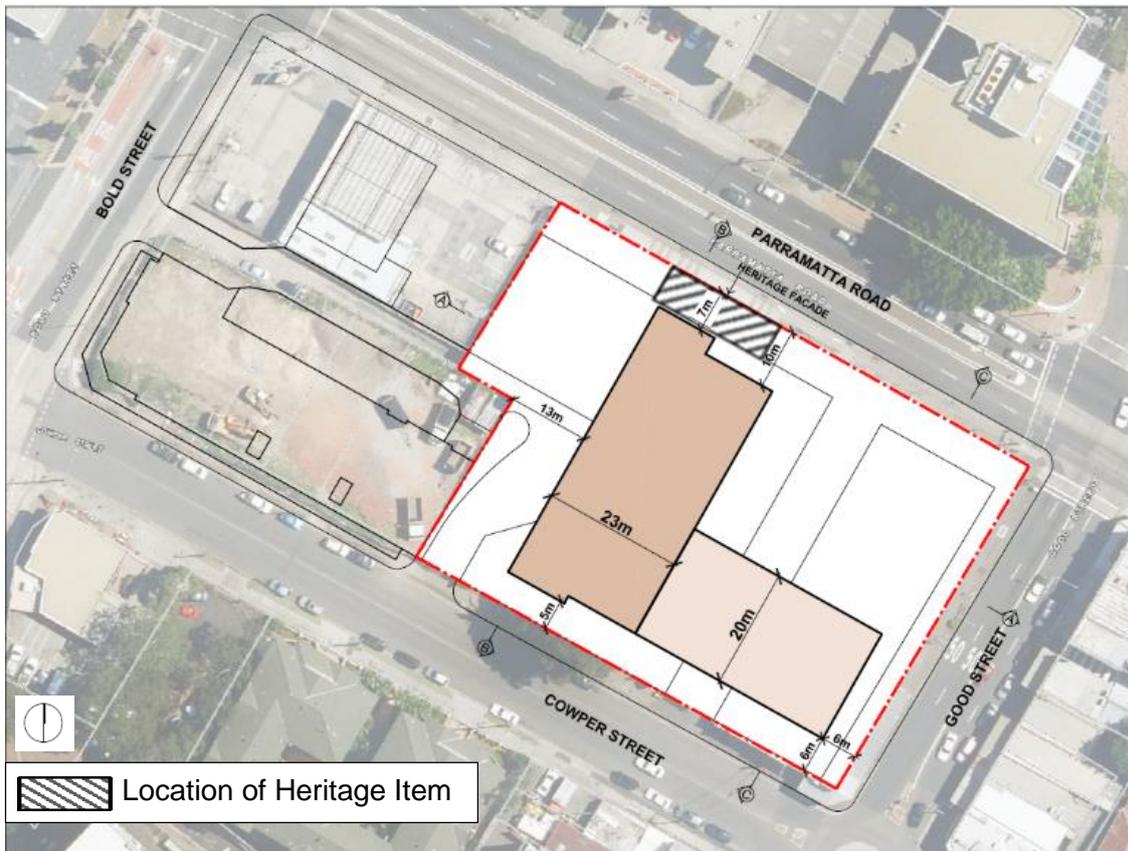


Figure 5- Tower Setbacks

Public Domain and Landscaping

Objectives

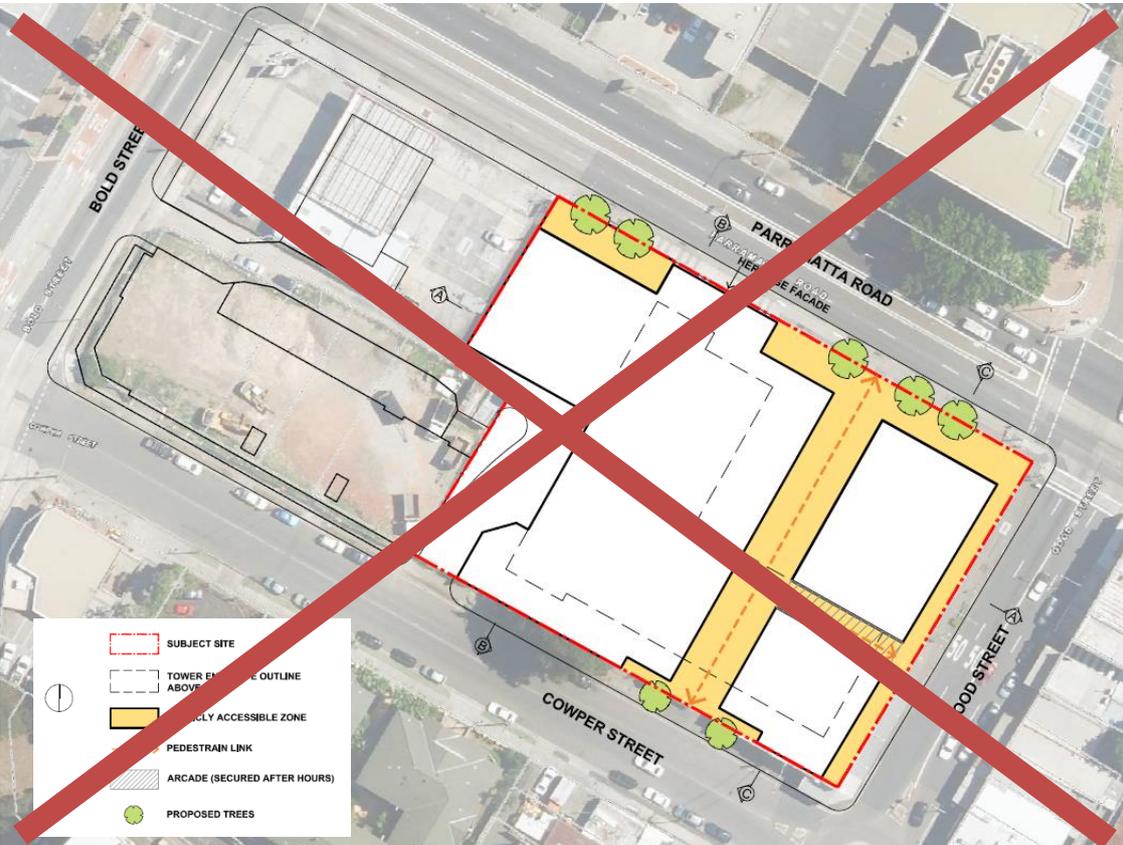
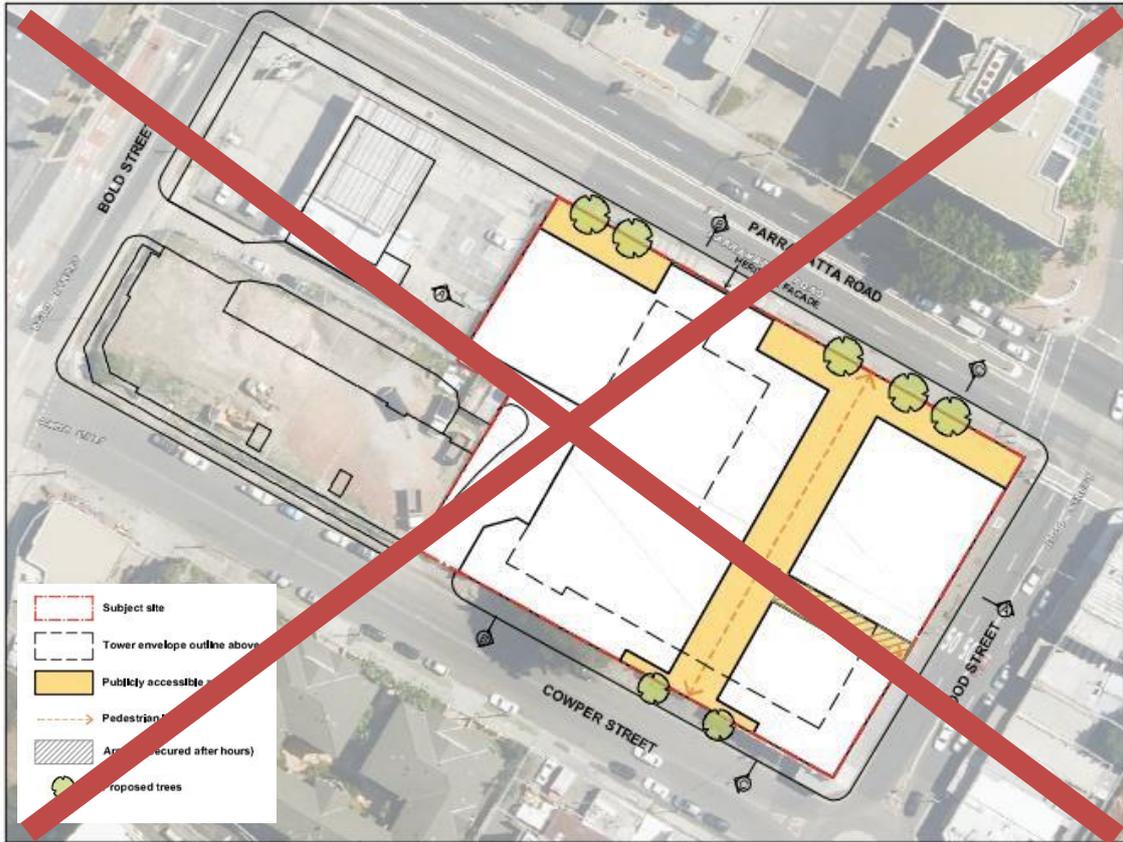
- O.1 To encourage street level pedestrian networks.
- O.2. To activate the pedestrian laneway_
- O.3 To improve the public domain amenity and quality in Good St and Cowper St
- O.4 To create a safe retail environment along Parramatta Rd by providing a proper landscape screening between the road and building interface

Design Controls

- C.1. The north – south pedestrian laneway is to have dimensions and location generally in accordance with **Figures 4 & 6.**
- C.2. Where the laneway passes below any tower a three to four storey opening for the pedestrian laneway is to be achieved.
- C.3. The pedestrian laneway is to be activated at ground level generally in accordance with **Figure 7.**
- C.4. Street frontage awnings are to be provided along active frontages to provide shade and shelter in accordance with **Figure 8.**
- C.5. The **deep soil zone and the** extent of the basement is to be generally in accordance with **Figure 9.**

- C.6 Landscaping plan is to be prepared by a suitably qualified landscape architect with heritage experience to ensure that the historic significance and views of The Barn - Heritage Item* are retained.
- C.7 Reconstruct and upgrade the footpath pavement and provide comfortable and high quality street furniture, street lighting as specified by Council during the development.
- C.8 Awnings are to provide comfort and weather protection to the pedestrian, but not to create conflicts with street tree planting that might be required in the location.
- C.9 Provide a continuous landscape strip along the building frontage on Parramatta Road, which allows large canopy trees and combination of shrub and groundcover plantings*. If confirmed by RMS that the land within the 6m setback along Parramatta Road is needed for road widening as a result of a Precinct Wide Traffic Study in Granville, then this area will be landscaped in the interim until the land is used for road widening.

~~*Unless confirmed by RMS that as a result of a Precinct Wide Traffic Study in Granville that the land within the 6m setback along Parramatta Road is needed for road widening. Under this circumstance the item will need to go through a further process to delist the Heritage Item led by RMS if the land is required for road infrastructure purposes.~~



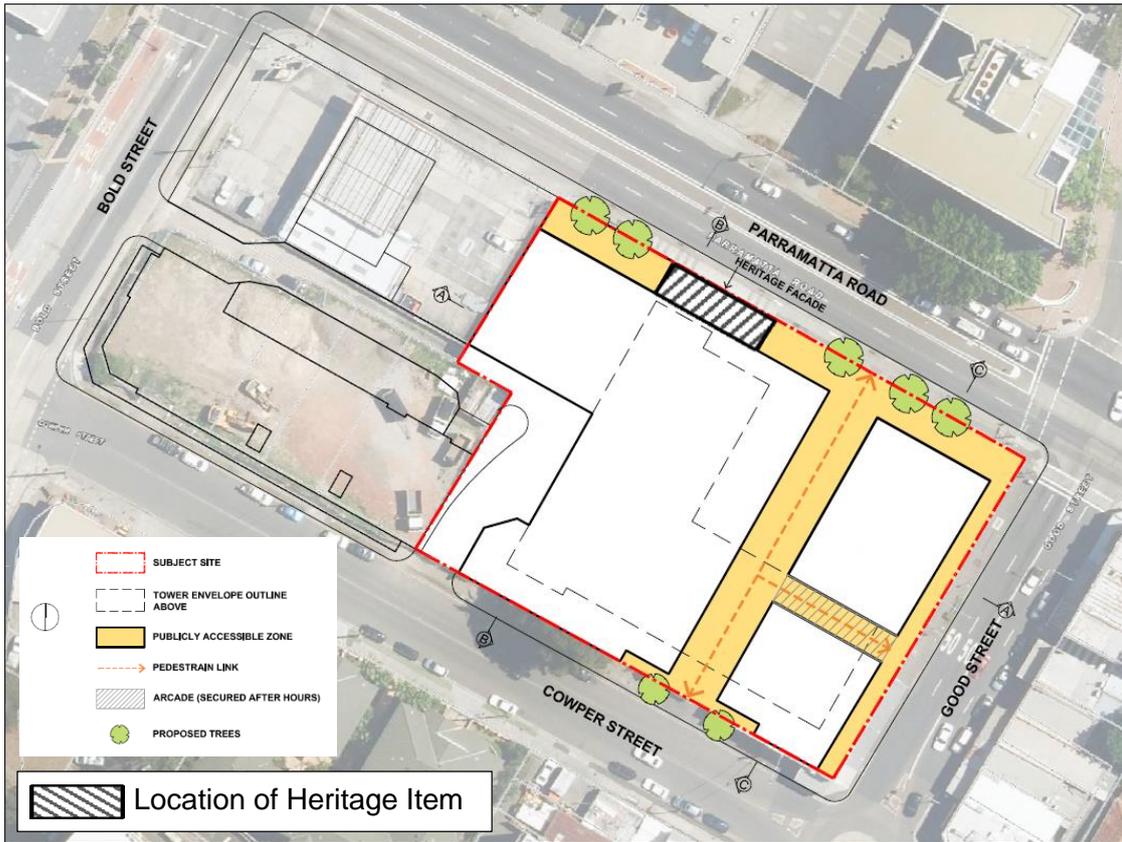
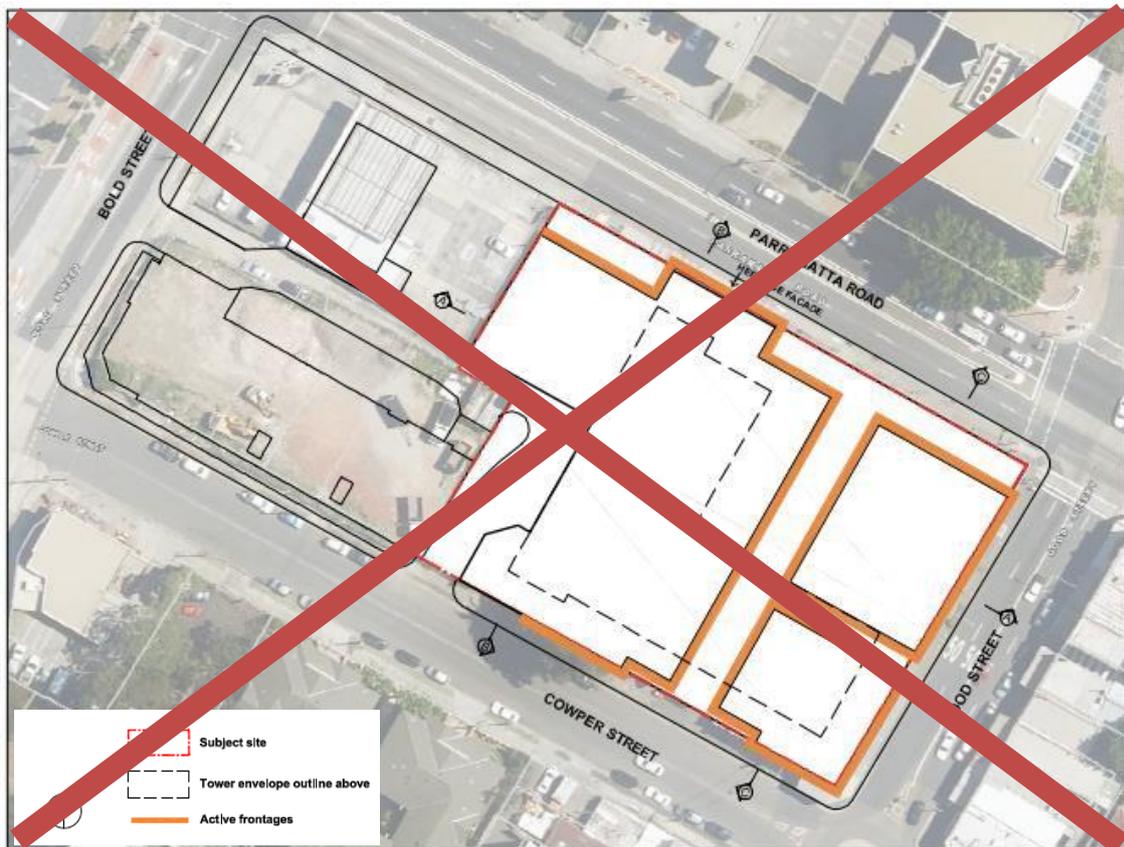


Figure 6 – Publicly Accessible Zones and Tree Planting Locations



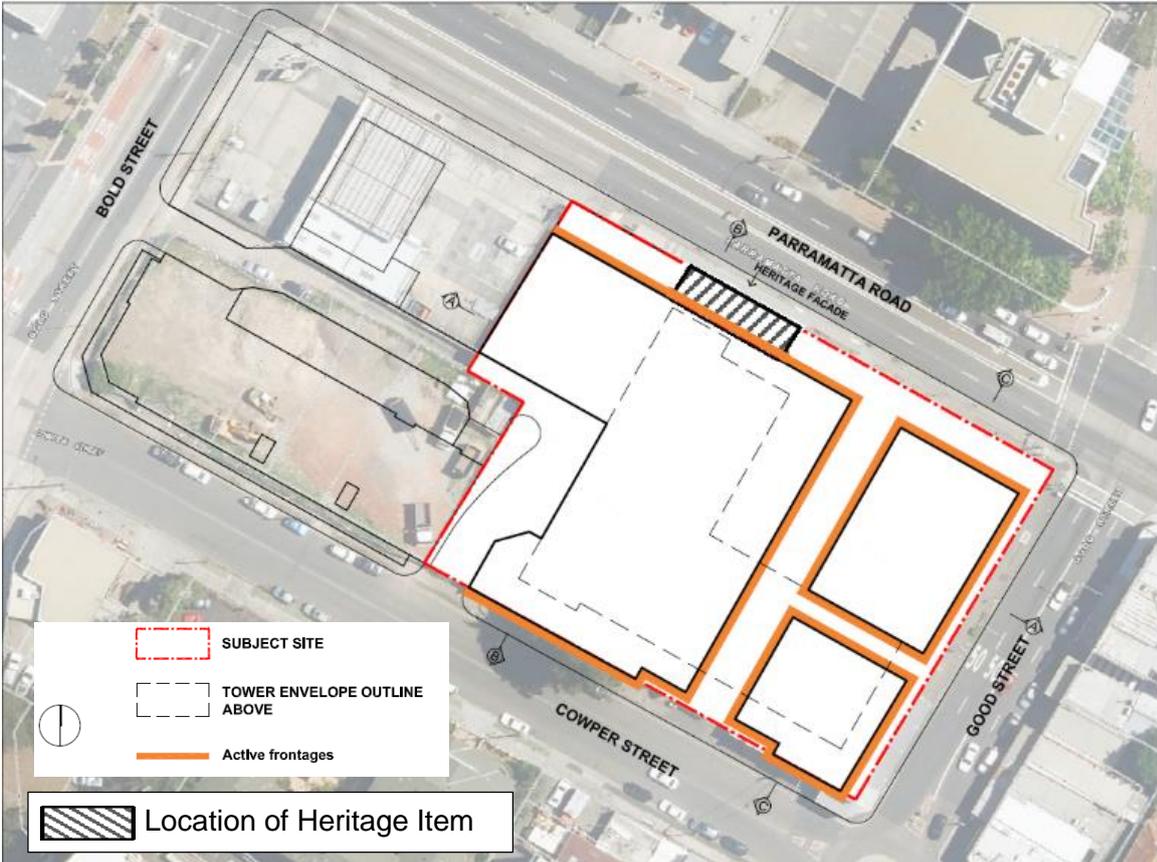
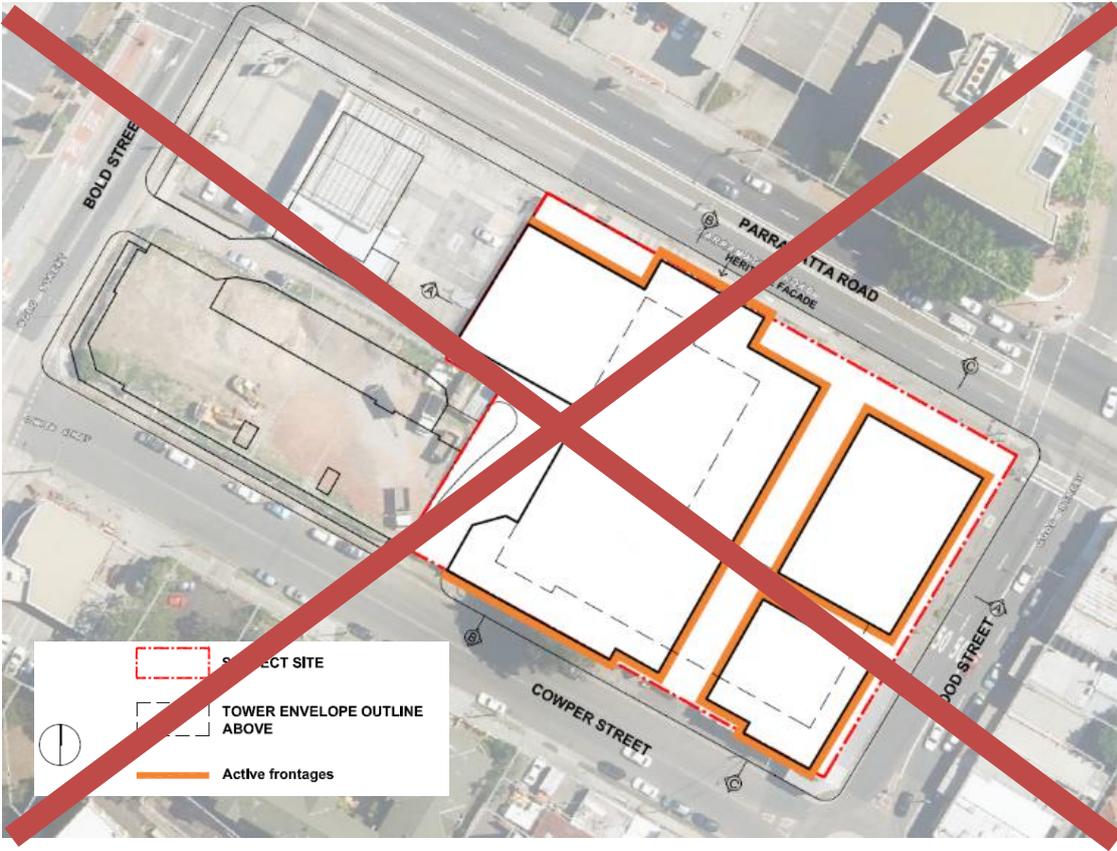
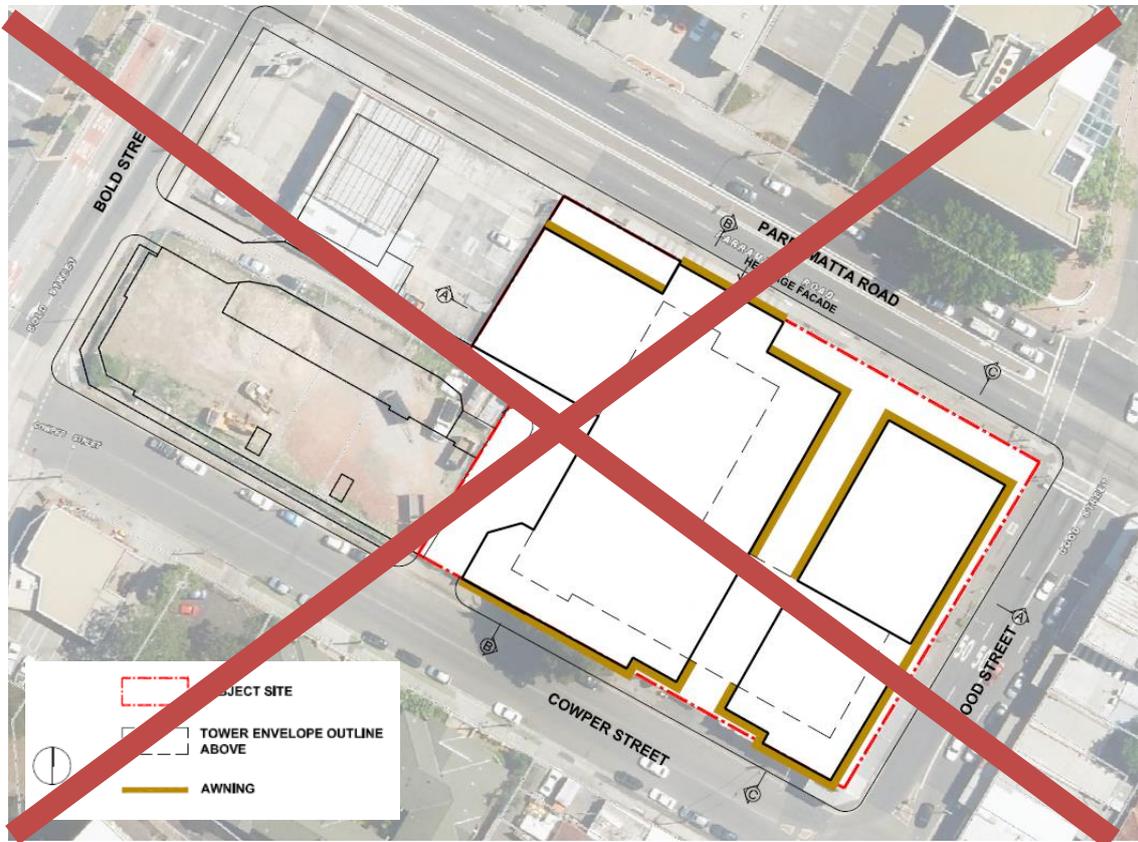
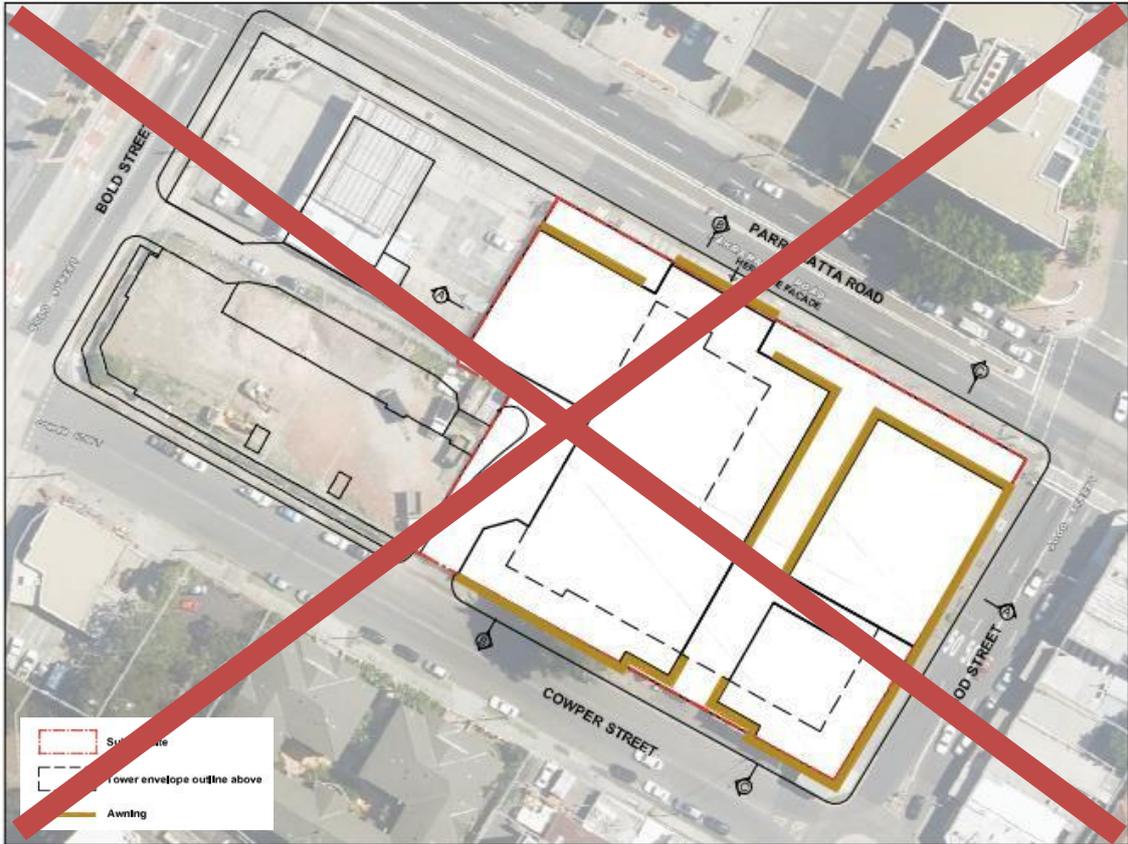


Figure 7 – Active Frontages



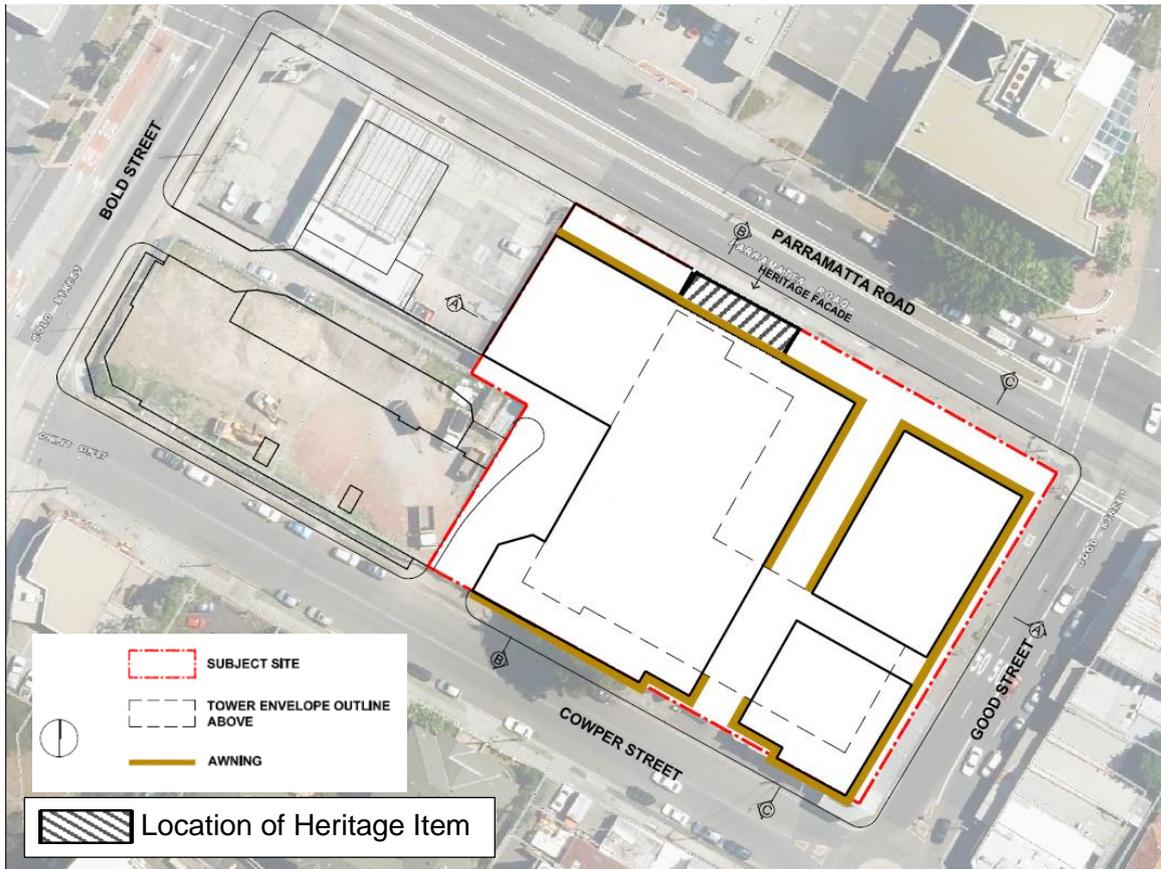
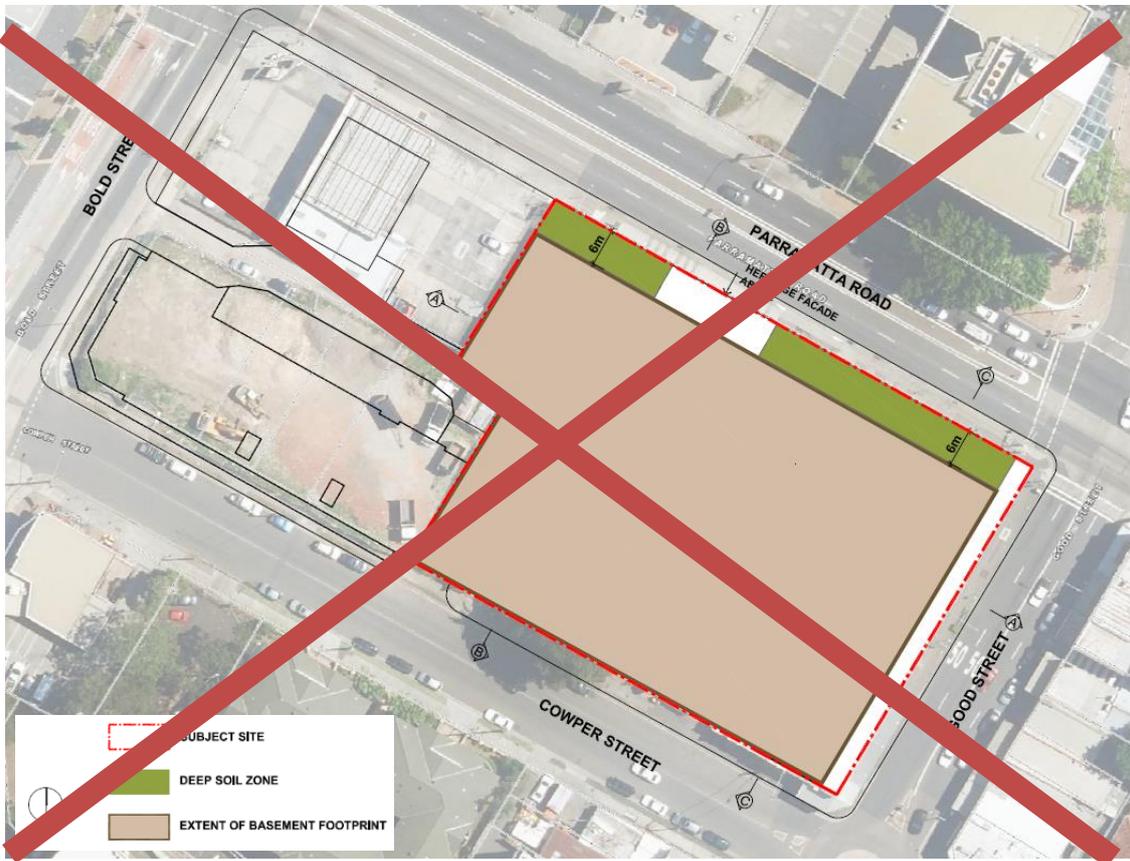
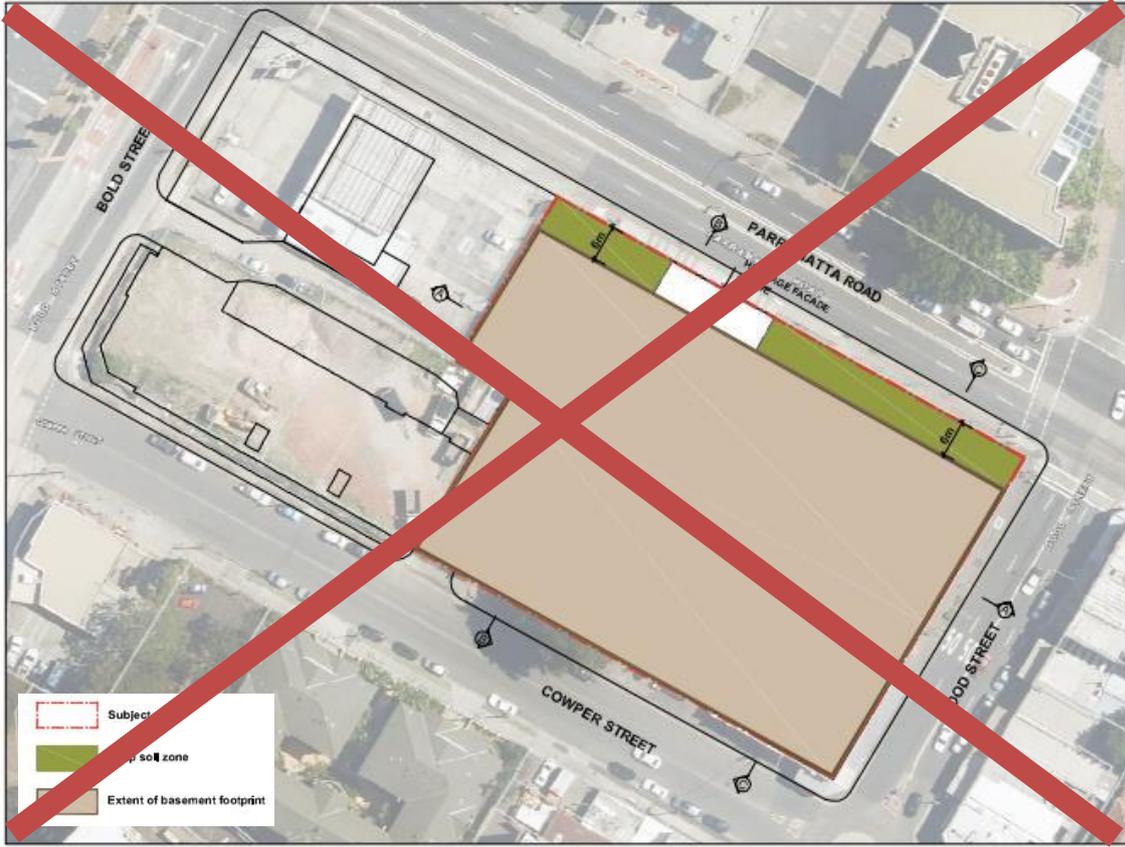


Figure 8 – Awning Locations



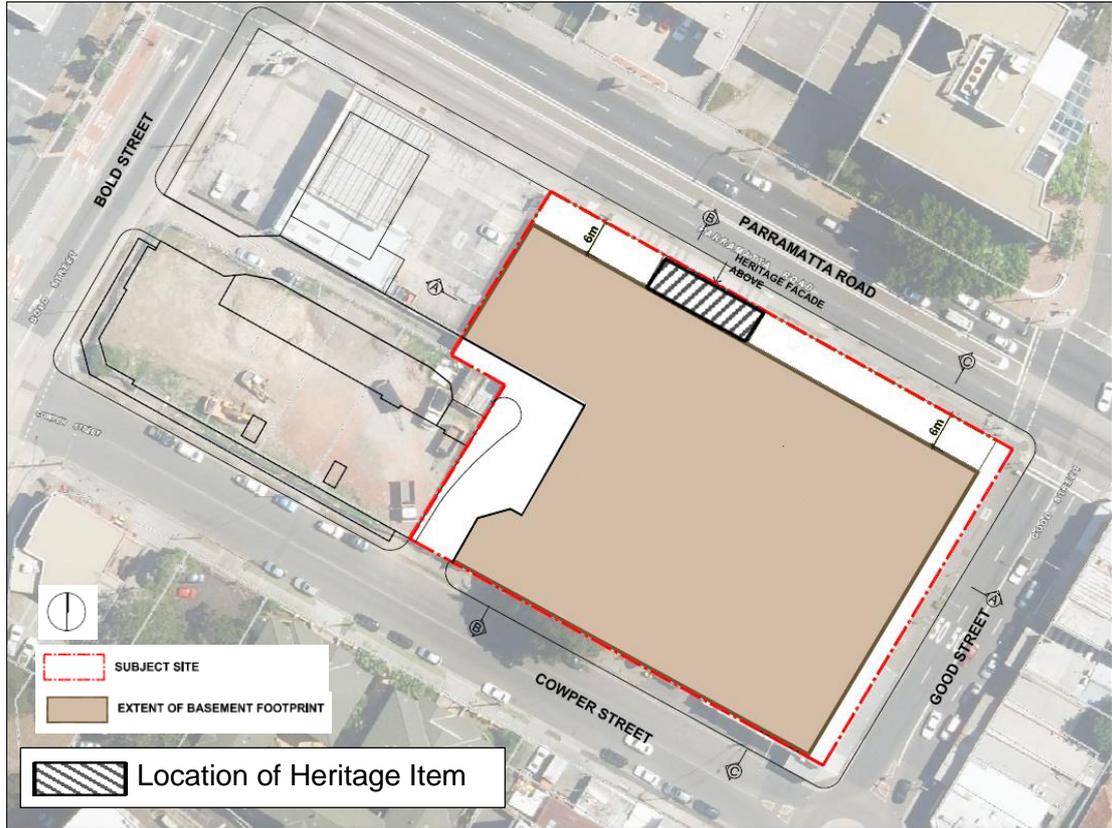


Figure 9 — Deep Soil Zone and Extent of Basement Plan

Traffic and Transport

Objectives

- O.1. Buildings should be designed with car parking at the basement level;
- O.2. Pedestrian and vehicle conflict should be minimized;
- O.3. The site is to provide the completion of the vehicular laneway from Bold Street to Cowper Street; and
- O.4. Buildings should be designed using high-quality materials for sections of vehicle access ways visible from the public domain.

Design Controls

- C.1. All vehicle access is to be from the laneway that connects Bold and Cowper Streets. Vehicular access and servicing is to be generally in accordance with **Figure 10**.
- C.2. High quality design and materials are to be used for the security shutters into the car park and loading areas.
- C.3. Services, service access points, and garbage collection points are not to be located on Parramatta Road, Good Street or Cowper Street; and are to be located off the laneway, consistent with **Figure 10**.
- C.4. A small splay (corner cut-off setback with the size yet to be designed as part of the DA process) is required on the corner of Good Street and Parramatta Road to ensure large vehicle movements should an additional left turning lane from Good Street into Parramatta Road be required.
- C.5. A detailed traffic model and assessment must be provided with a Development Application.
- C.6. Car Parking and Bicycle parking is to be provided to the rates set out below:

Residential (maximum car parking rate per ~~bedroom~~ dwelling)

Studio	0.5 spaces
1 bedroom	0.8 spaces
2 bedroom	1 spaces
3 or more bedroom	1.5 spaces
Visitors	1 space per 10 dwellings
Accessible Parking Spaces	1 space per adaptable/accessible apartment.
Car Share Spaces	A minimum of 1 car share space. If a car share provider is not obtained then the car share space is to be used as a visitor parking space.
Motorcycle Parking	1 space for every 25 parking spaces
Bicycle Parking	1 space per dwelling

Retail and Commercial

Retail	Minimum of 1 space per 60m2 GFA and maximum of 1 space per 30m2 of GFA
Commercial	Minimum of 1 space per 70m2 GFA and maximum of 1 space per 50m2 of GFA
Accessible Parking Spaces	Minimum of 1% of all spaces to be readily accessible spaces designed in accordance with the Australian Standards
Motorcycle Parking	1 space for every 25 onsite car parking spaces.

Bicycle Parking

1 space per 200m2 GFA

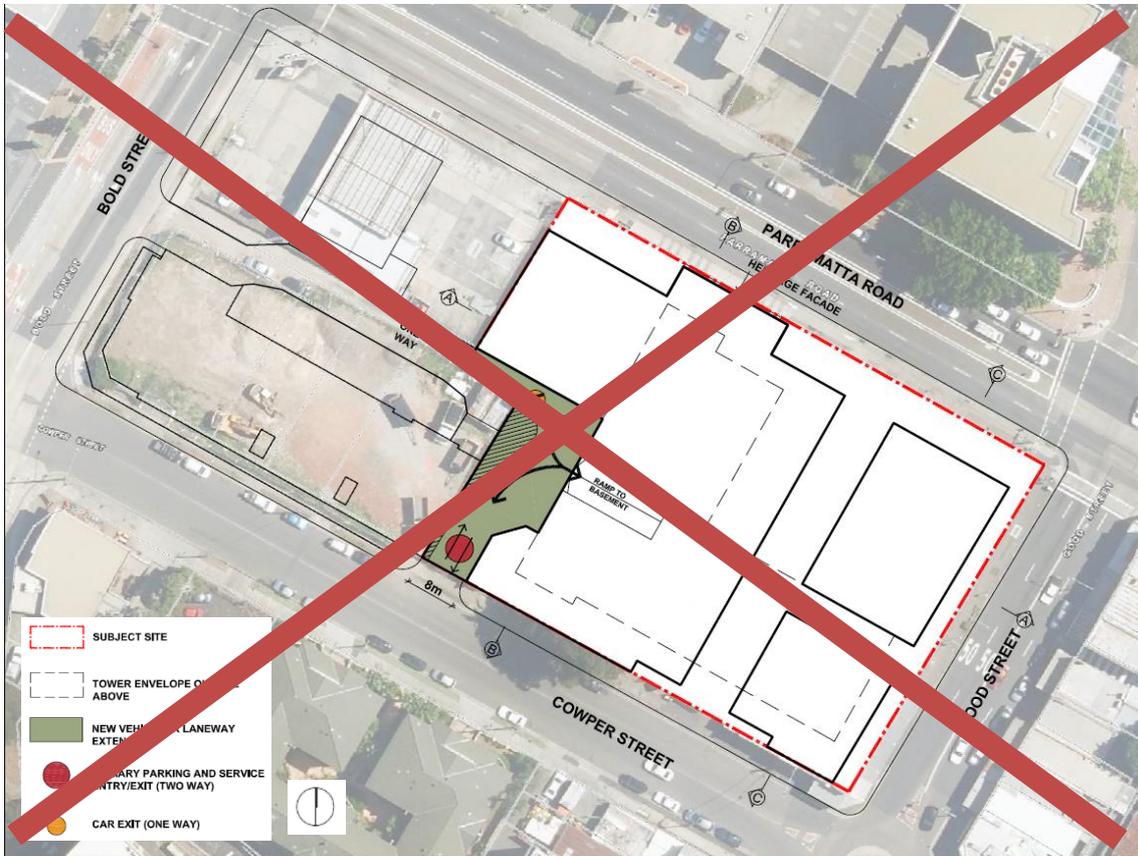
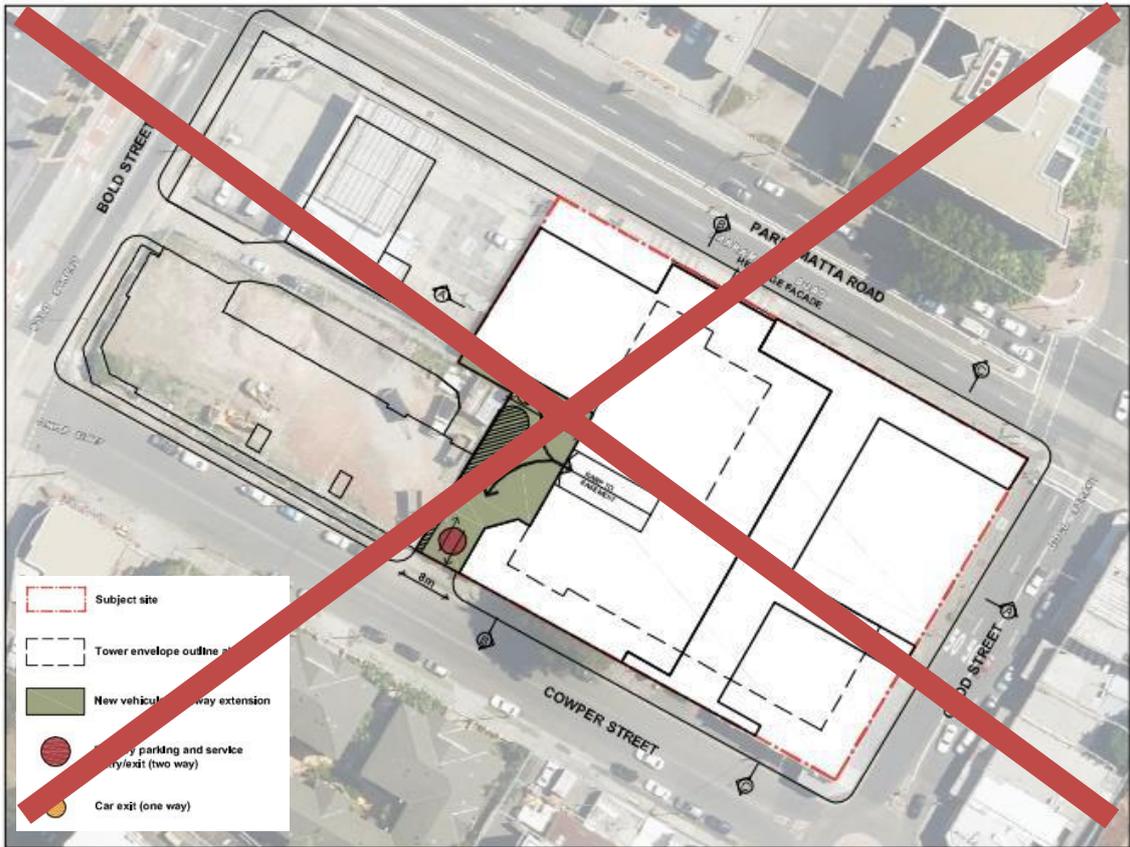




Figure 10 – Vehicular Access and Servicing

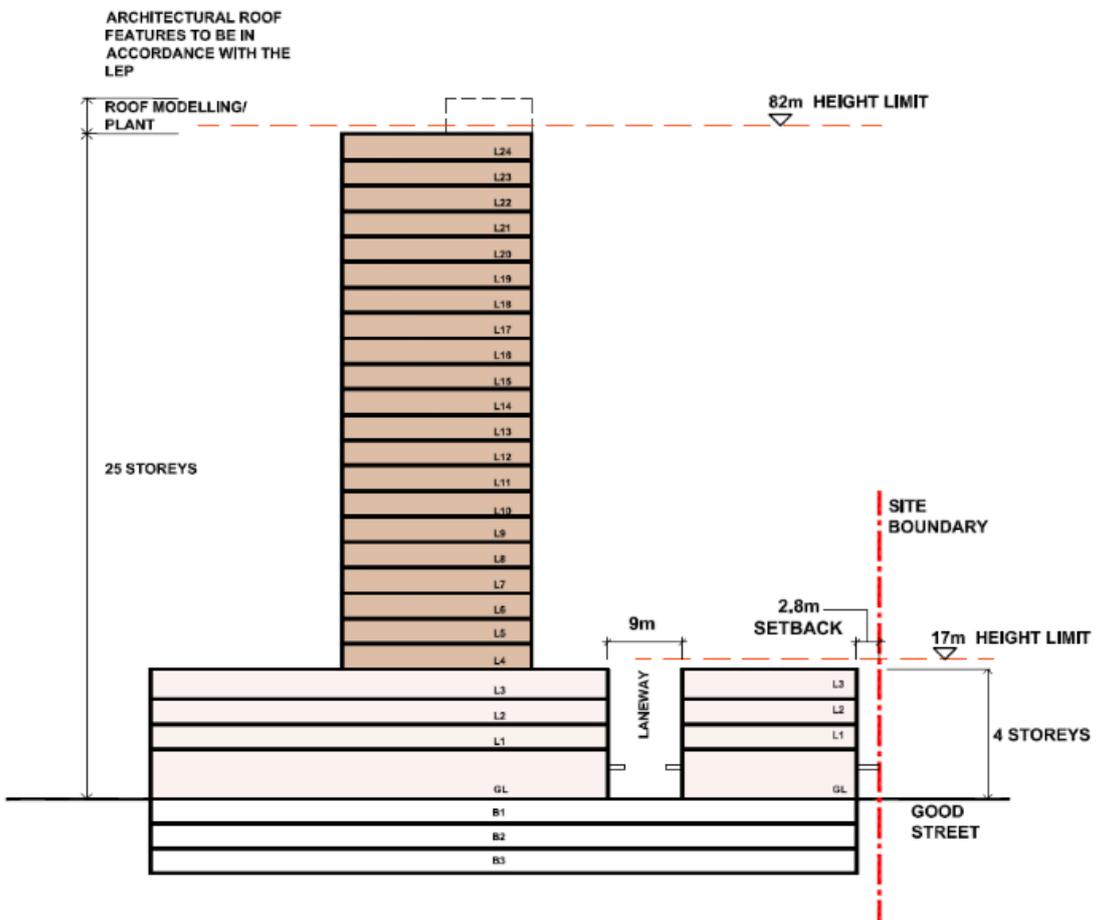
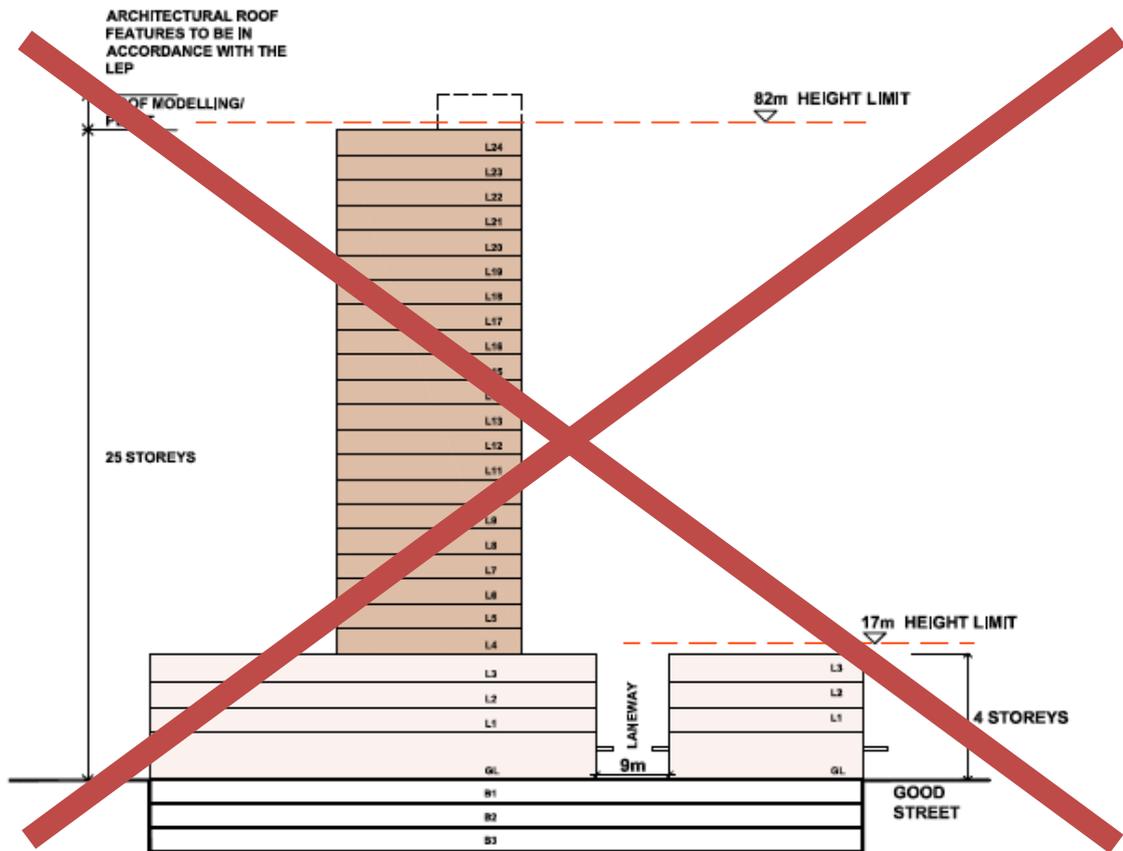
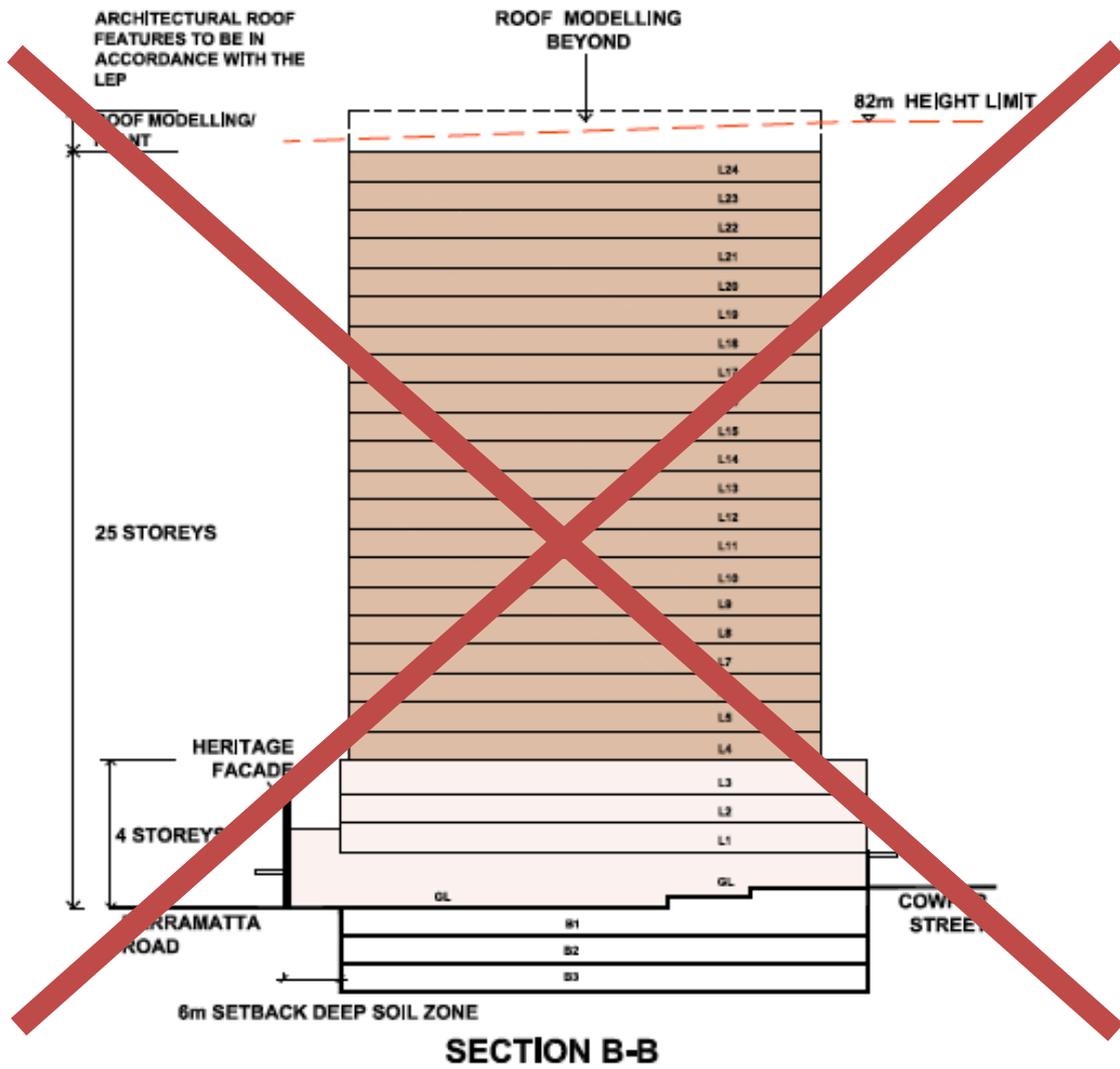


Figure 11 – Building Envelope Section A-A



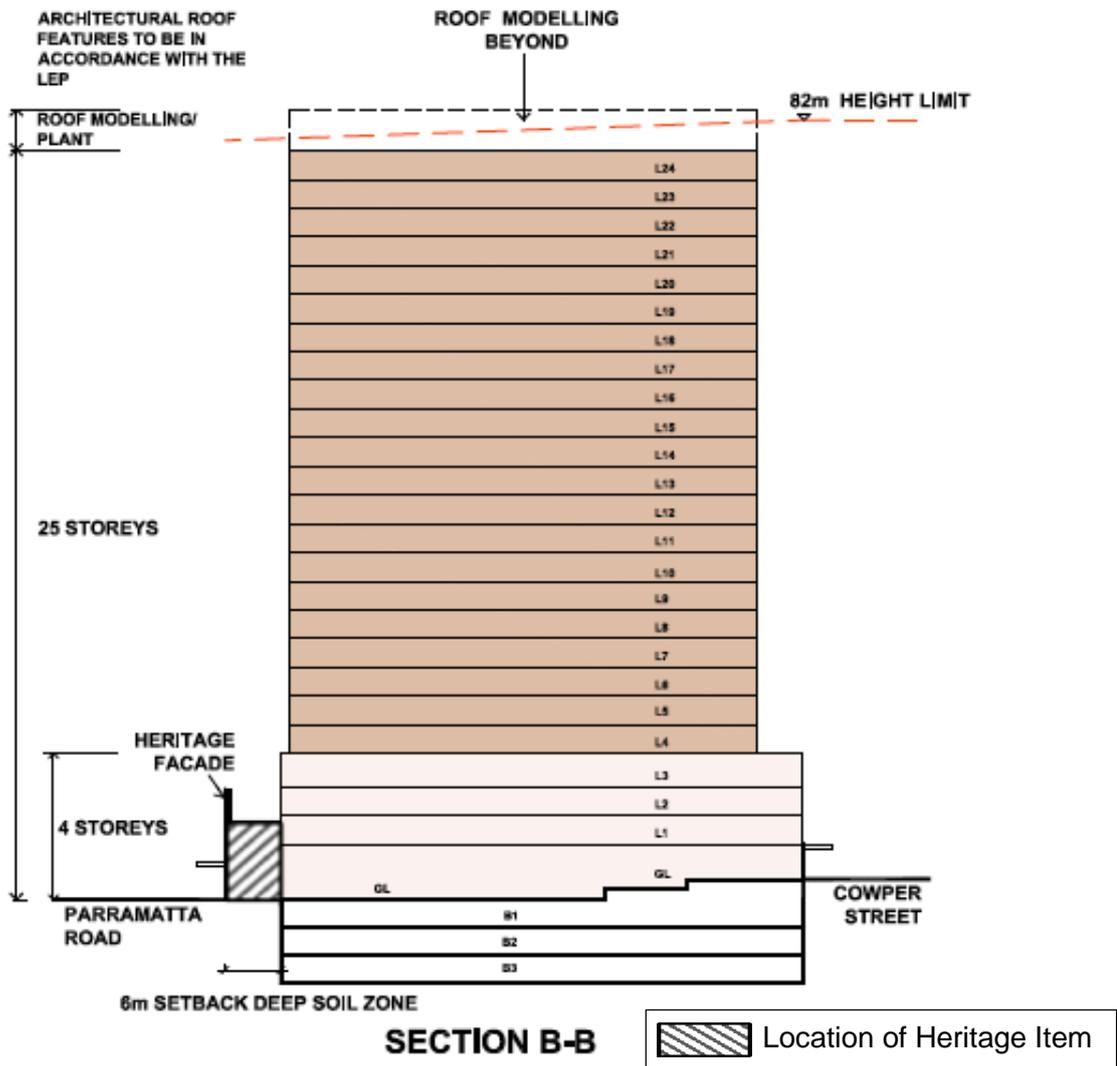
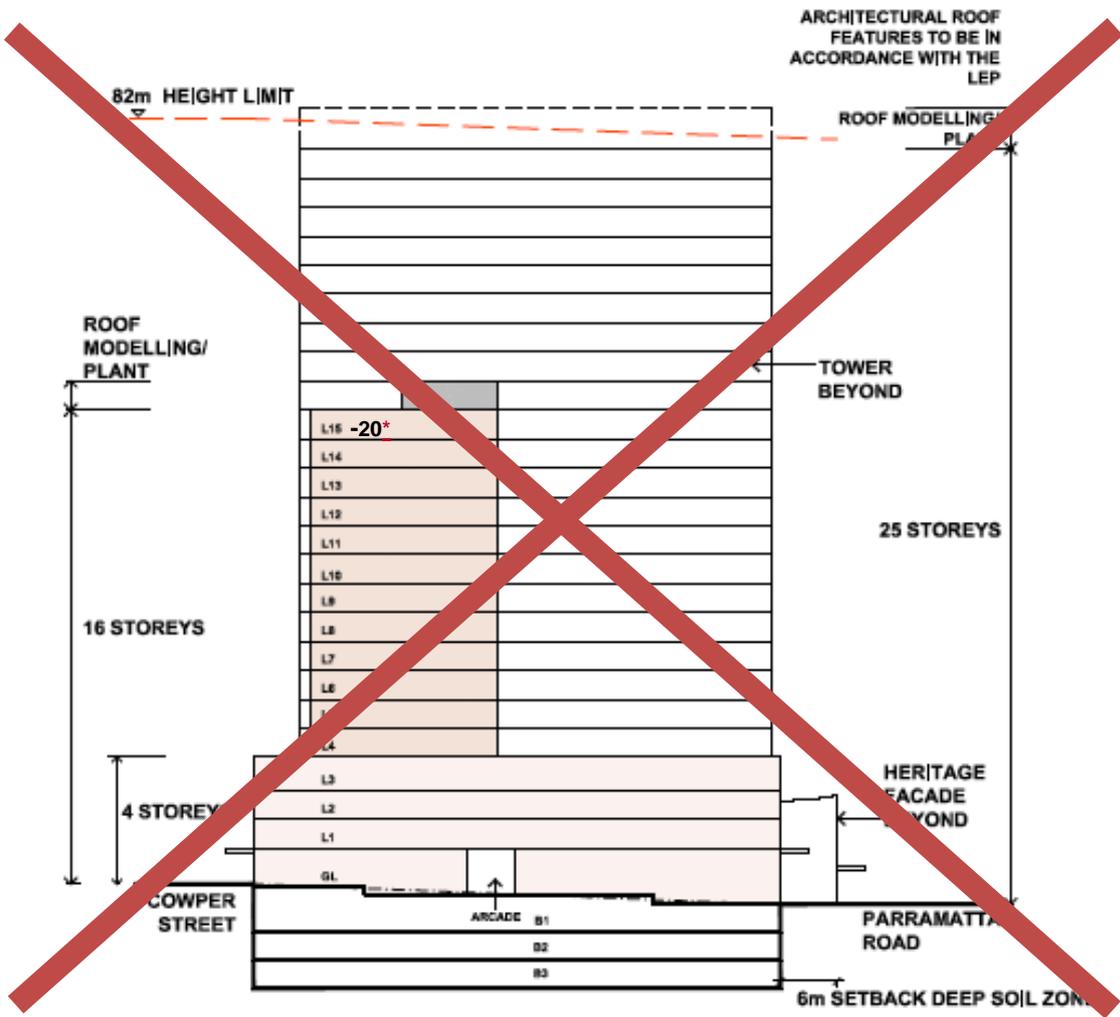


Figure 12 – Building Envelope Section B-B



SECTION C-C

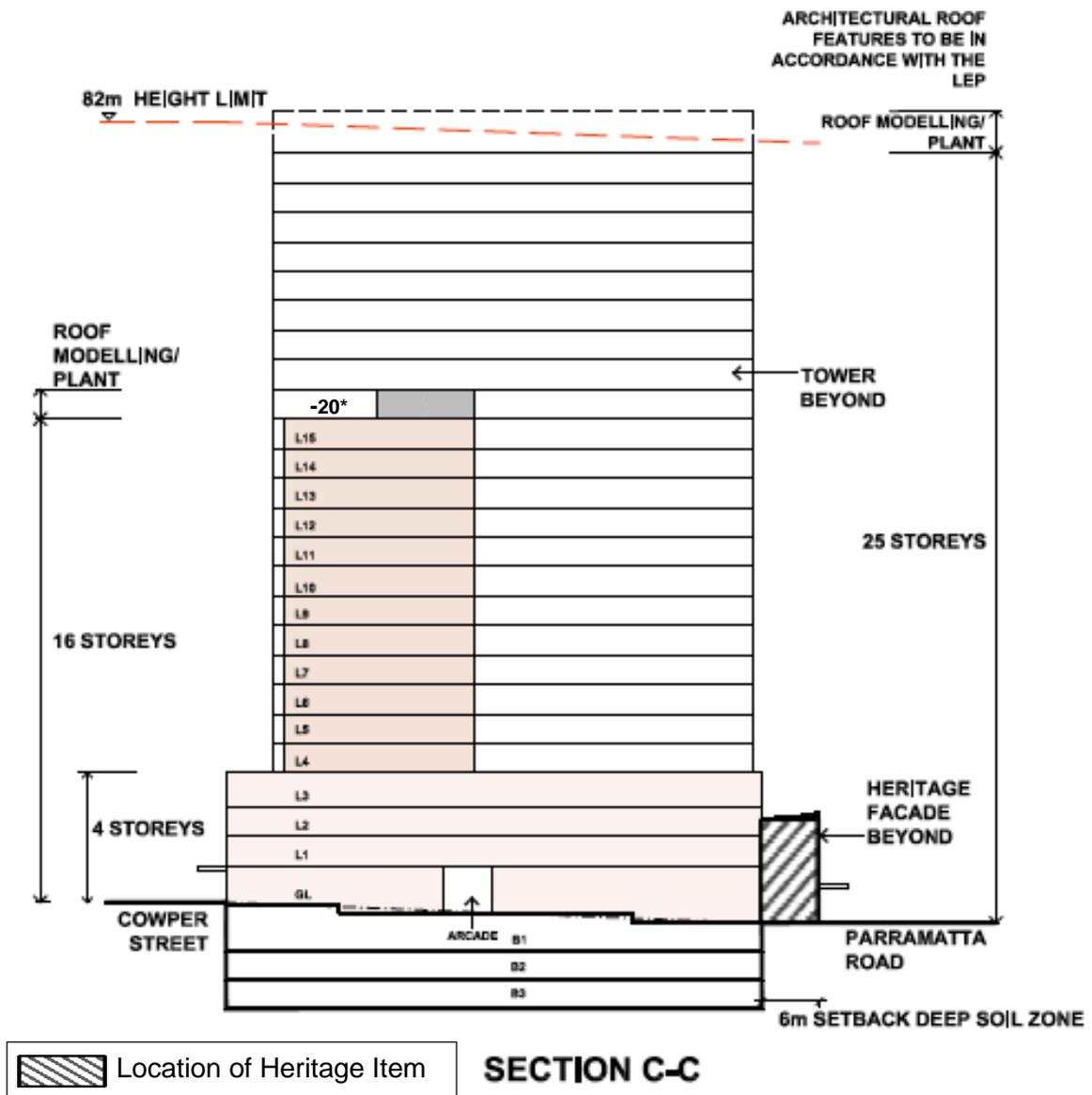


Figure 13 – Building Envelope Section C-C* final height of tower to be determined through the Design Excellence process.