

PUBLIC DOMAIN PLAN 2021 Granville Town Centre DRAFT



CUMBERLAND
CITY COUNCIL

“ Jumna ya wogal wal ya pemel jumna mingan jumna tamu.
Ngalaringi wyanga pemal.
Ngalaringi babuna wal gnia ya pemal da lo-loley dice wara
mooting jumna banga nolla ya.
Pemal jumna wal gnia koi mund wal tati pemal jumna
annagar dice.
Eorah wal mullana wal mingan jumna gai gnia bou gu-nu-gal
nglaringi go-roong dyaralang.
Nglaringi go-roong dyaralang.
Ngalaringi bou ngalaringi jam ya tiati nglaringi bubuna jumna.
Mittigar gurrung burruk gneene da daruga pemal.
Didjeree Goor. ”

“ *We were the first carers of the land, we took only what we needed
from our Mother Earth.
Our ancestors knew how to take care of the land, so as to continue
their survival.
We do not own the land, but we are charged with the care of
it. As custodians of this land we ask that all people join us and
preserve what we have left for future generations.
We must protect the few sites we have to ensure our culture
continues.
In the language of our ancestors we welcome you to Darug Lands.
Thank you. ”*

Welcome to Country by Darug Elder Aunty Edna

1 Introduction	1
1.1 Purpose	1
1.2 What is the Public Domain	1
2 Planning Context	2
3 Site Overview	3
4 Vision and Design Principles	4
4.1 Vision	4
4.2 Design Principles	4
5 Urban Structure	5
5.1 Built Form	5
5.2 Active Frontage	6
5.3 Heritage	6
5.4 Open Space	6
5.5 Access and Movement	7
6 Urban Design Elements	9
6.1 Street layout and typology	9
6.2 Street furniture and lighting	9
6.3 Street trees and vegetation	10
6.4 Wayfinding and signage	10
6.5 Smart infrastructure	10
7 Urban Design Palette	12
7.1 A place for community	12
7.2 A place of connections	13
7.3 A place with character	14
8 Implementation of Works	15



1. Introduction

1.1 Purpose

The Granville Town Centre and Surrounds Public Domain Plan has been prepared by Cumberland City Council to establish a guideline that sets out to best achieve design and placemaking outcomes for the public realm. The key objectives of the plan are to:

- Enhance the amenity of the Granville town centre and surrounds public domain
- Retain and enhance Granville's distinctive local character and place-based qualities
- Enable the delivery of a place that is attractive, well-connected and innovative
- Promote street activation and support the local economy
- Foster a sense of community and encourage social interaction

1.2 What is the Public Domain

Within the context of this document, the public domain represents all urban and natural elements, structures, and spaces that exist within public-owned areas of Granville town centre and surrounds, as well as the relationship between them. The public domain also includes private-owned arcades, plazas, building forecourts, internal walkways, and other semi-public spaces as they also influence the overall character of the public domain.

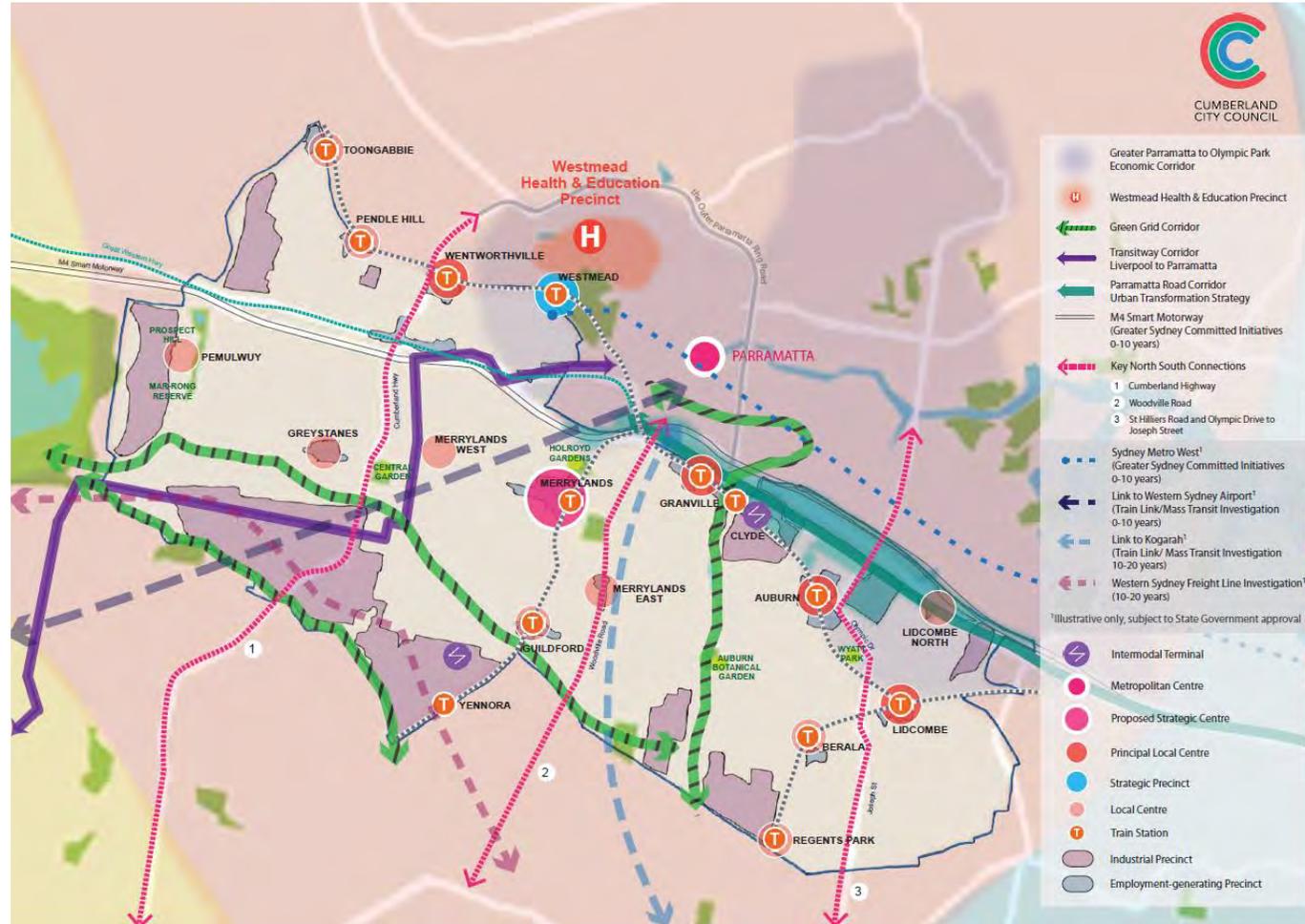
2. Planning Context

The Plan builds on the community feedback and the identified planning approach from a range of legislation, strategies and plans. These include:

1. Cumberland 2030: Our Local Strategic Planning Statement
2. Cumberland Local Housing Strategy
3. Cumberland Local Environmental Plan
4. Cumberland Development Control Plan with reference to miscellaneous development controls under heritage for the Granville Civic and Residential Precincts

Granville is established as a principal local centre in the *Cumberland 2030: Our Local Strategic Planning Statement* and offers opportunities to provide land use for housing, jobs and services that support the high-level strategic vision of the framework.

Granville town centre provides 30-minute access to Parramatta CBD, Sydney's second biggest CBD and a metropolitan centre, as identified in the *Greater Sydney Region Plan*. It plays a significant role in providing public transport and facilities to meet the needs of the broader local community.



CUMBERLAND CITY STRUCTURE PLAN

3. Site Overview

The site is bound by Woodville Road and The Avenue to the west, the railway line to the north, Factory Street to the east, and Louis Street to the south. The town centre interfaces Granville train station and bus interchange, and the frame area is generally composed of a mix of residential and business zoned lands.

The town centre is supported by a public transport hub, a main street with a mix of retail and commercial services, as well as social infrastructure including a network of education institutions, public library, swimming pool, community centre and parks. The site also consists of heritage conservation areas known as Granville Civic and Residential Precincts, as well as Duck Creek. The Duck River corridor is also located just outside the eastern boundary, which serves as an important ecological asset and open space link, as identified in the *Sydney Green Grid Plan*.

Prior to European settlement, the land which is now known as Granville was occupied by the Darug people for thousands of years. Granville also has heritage significance that reflects the early history of the area, which was shaped by a period of development that occurred during the 1880s, as a result of growth in the manufacturing industry and community of workers that moved into the area. It continued to experience growth and prosperity in the early 1900s with the establishment of new small industries, housing and businesses.

With population growth expected for the area in the future, the vision for Granville town centre and surrounds is a vibrant centre that is found on principles that accommodate a range of housing needs, facilitate social cohesion and transport connectivity, as well as support local economy through employment and innovation.



4. Vision and Design Principles

4.1 Vision

The overarching public domain objectives for Granville town centre and surrounds is to integrate the town centre and surrounding areas with activated and permeable spaces for people to meet, interact and enjoy, as well as high quality amenity that supports the vibrant mixed-use town centre and public transport hub.

In developing the guiding principles for the public domain of Granville town centre and surrounds, the following urban design elements have been identified for consideration in Part 6 of this document:

- Street layout and typology
- Street furniture and lighting
- Wayfinding and signage
- Street trees and vegetation
- Smart infrastructure

4.2 Design Principles

A place for community | *Granville Centre and Memorial Park*

A civic place that offers a diverse range of use to the community, with high public amenity and design quality. Directly adjacent to the town centre and public transport infrastructure, the civic place serves as a cultural and recreational hub that features urban furniture, lighting, paving, street vegetation and landscaping elements.

A place of connections | *South Street and transit hub*

A place for people to eat, shop, meet and greet, providing connectivity and accessibility for pedestrians and cyclists. The vibrant street enhances the public realm with activated frontage and an integrated movement network that reinforces pedestrian priority and human scale.

A place with character | *Heritage Conservation Areas*

A place that celebrates and respects the local heritage significance, reinforced by the existing areas characterised by civic and residential developments from the late 19th and early 20th century, during which the locality experienced periods of population and economic growth. These areas are characterised by varied subdivision patterns, allotment sizes and building forms, typically single or double storey suburban houses built in brick with tile, slate or iron roofs, and spacious frontage, occasionally providing interest and variety through the use of alternative materials such as stone and timber.



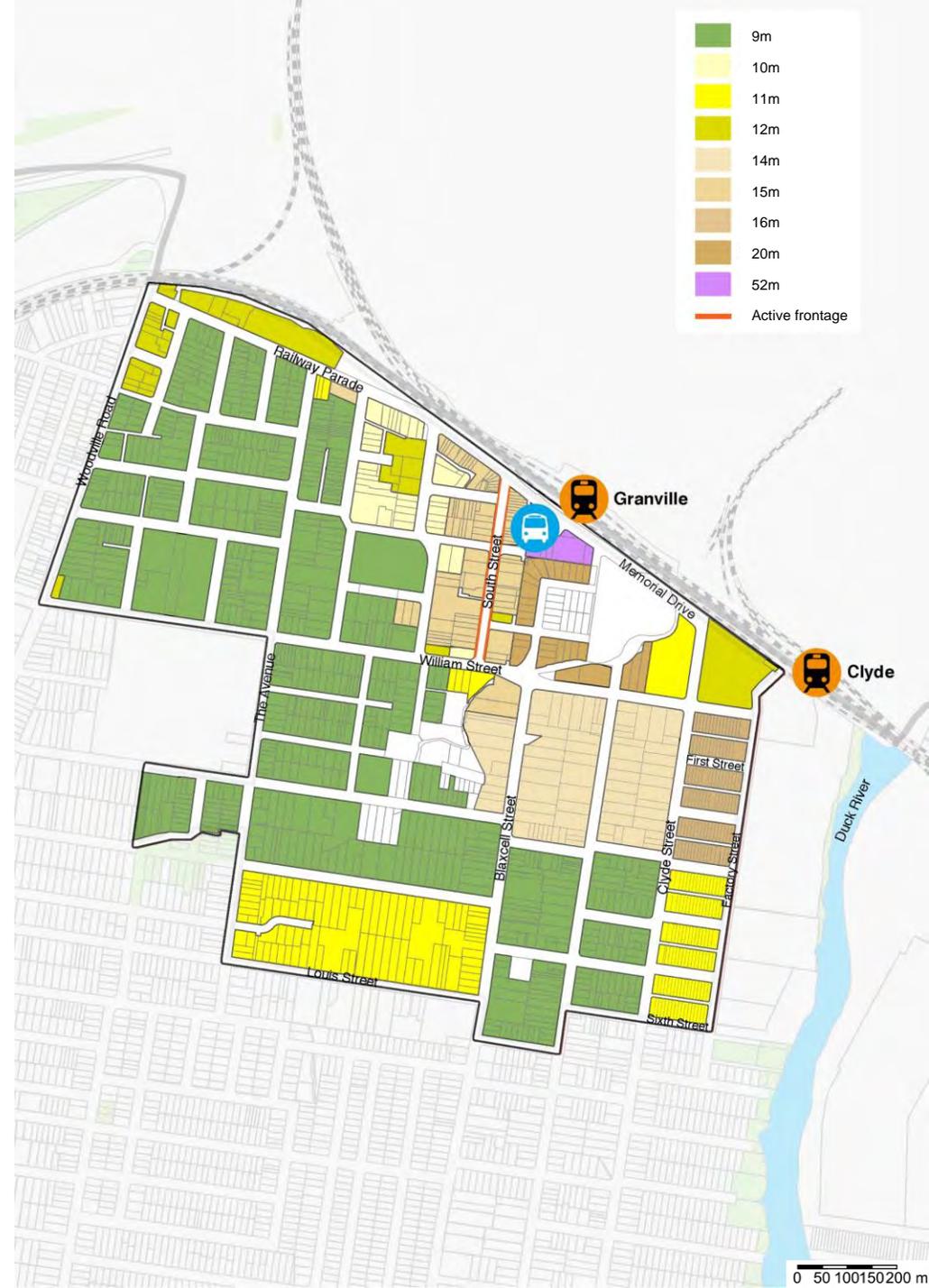
5. Urban Structure

5.1 Built Form

The town centre is characterised by fine-grain buildings, which is evident along the main street on South Street. The rectilinear building shapes, which is consistent throughout the area, reinforce the grid pattern layout and define the streetscape character. The built form strategy for Granville town centre and surrounds reflects the planning objectives to retain the fine-grain, low density residential character of the heritage conservation areas to the west of the town centre. Higher building heights are applied to the area east of the town centre, with lower heights in the outer ring of the town centre to the south and west. There is potential to increase density along the eastern boundary of the frame area to support future growth and housing needs in the area.

5.2 Active Frontage

The northern part of South Street that interfaces Granville train station offers a variety of restaurants, food outlets, shops and businesses, presenting itself as an “eat street” attraction for locals and visitors. A continuous building edge provides visual consistency along the street with adjoining developments and reinforces the civic place qualities of South Street, contributing to its success as a retail and commercial destination with potential to become pedestrianised. There is opportunity for the retail edge to interact with the public domain through the provision of outdoor dining spaces, parklets, seating and lighting that promote both day time and night time activation. Better, more attractive street facade for pedestrians, diners and shoppers will be achieved by reinforcing and retaining the fine-grain and human-scale spatial definition of South Street.



5. Urban Structure

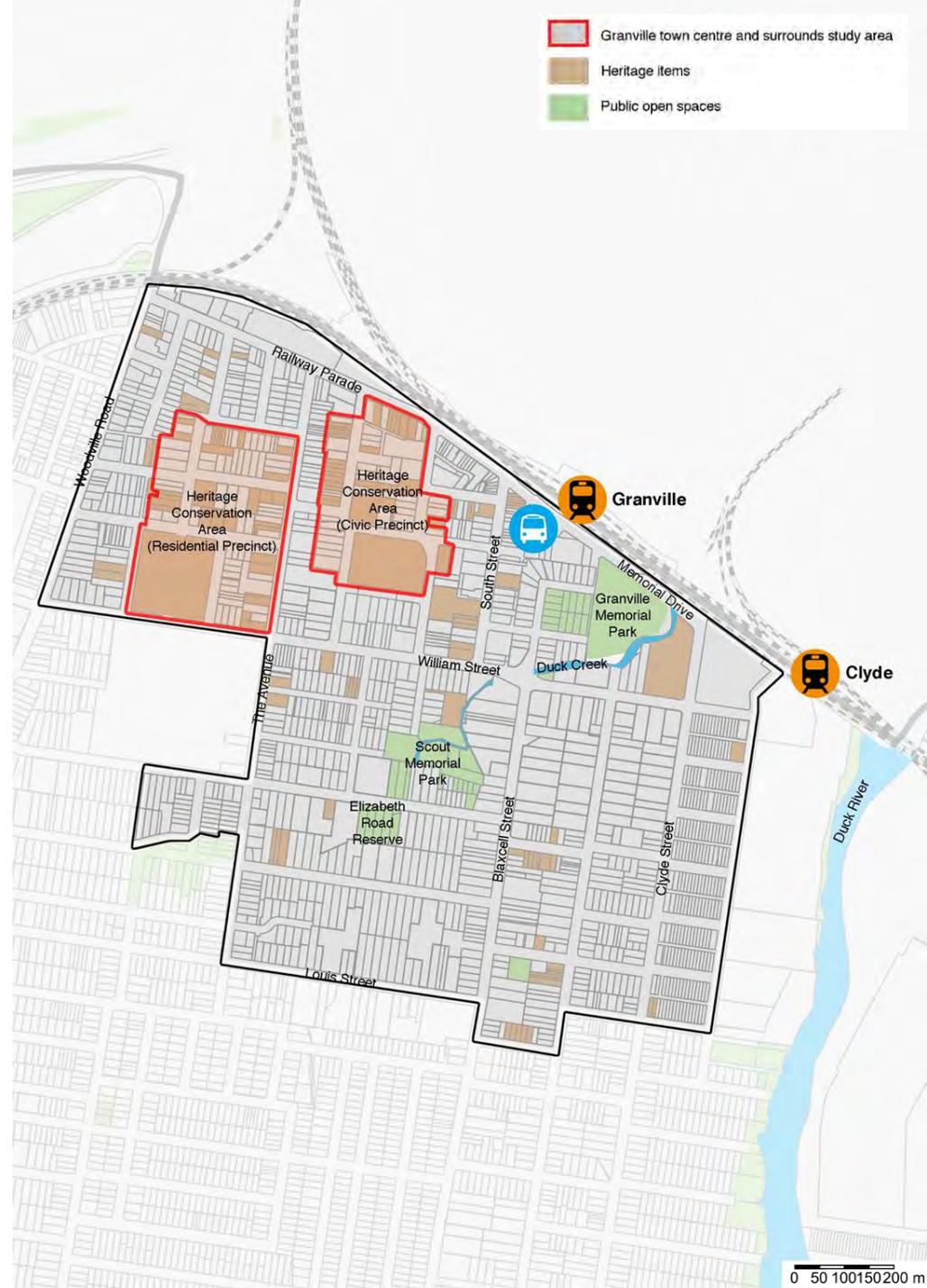
5.3 Heritage

Local heritage value is concentrated in the Civic and Residential Heritage Conservation Areas in Granville. These precincts are characterised by developments and dwelling styles that occurred during the late nineteenth and early twentieth centuries when Granville experienced a period of growth and economic development through employment and industrial advances especially in manufacturing. There is also a number of state and local heritage listed items scattered throughout the general area of Granville. Examples of iconic local built heritage that exist in the area include Granville Town Hall (1889), Granville Public School (1880), and St Mark's Anglican Church (1882).

5.4 Open Space

Open spaces such as parks and nature reserves provide areas for respite and recreation, which is an important aspect of responding to and complementing the built form and urban activity in the surrounding areas, effectively enhancing liveability for the local community. Scout Memorial Park and Elizabeth Road Reserve is located at the core of the frame area, connecting the Duck Creek corridor that runs through. Activating the frontage will enhance access and connectivity to existing open spaces.

Granville is in a strategic position to promote access to Duck River, a main tributary of the Parramatta River. Improving waterways and recreational open spaces provides opportunities to connect communities and enhance biodiversity networks. The public amenity at Granville Memorial Park should be designed to respond to the social, cultural and ecological values of the site.



5. Urban Structure

5.5 Access and Movement

Pedestrians

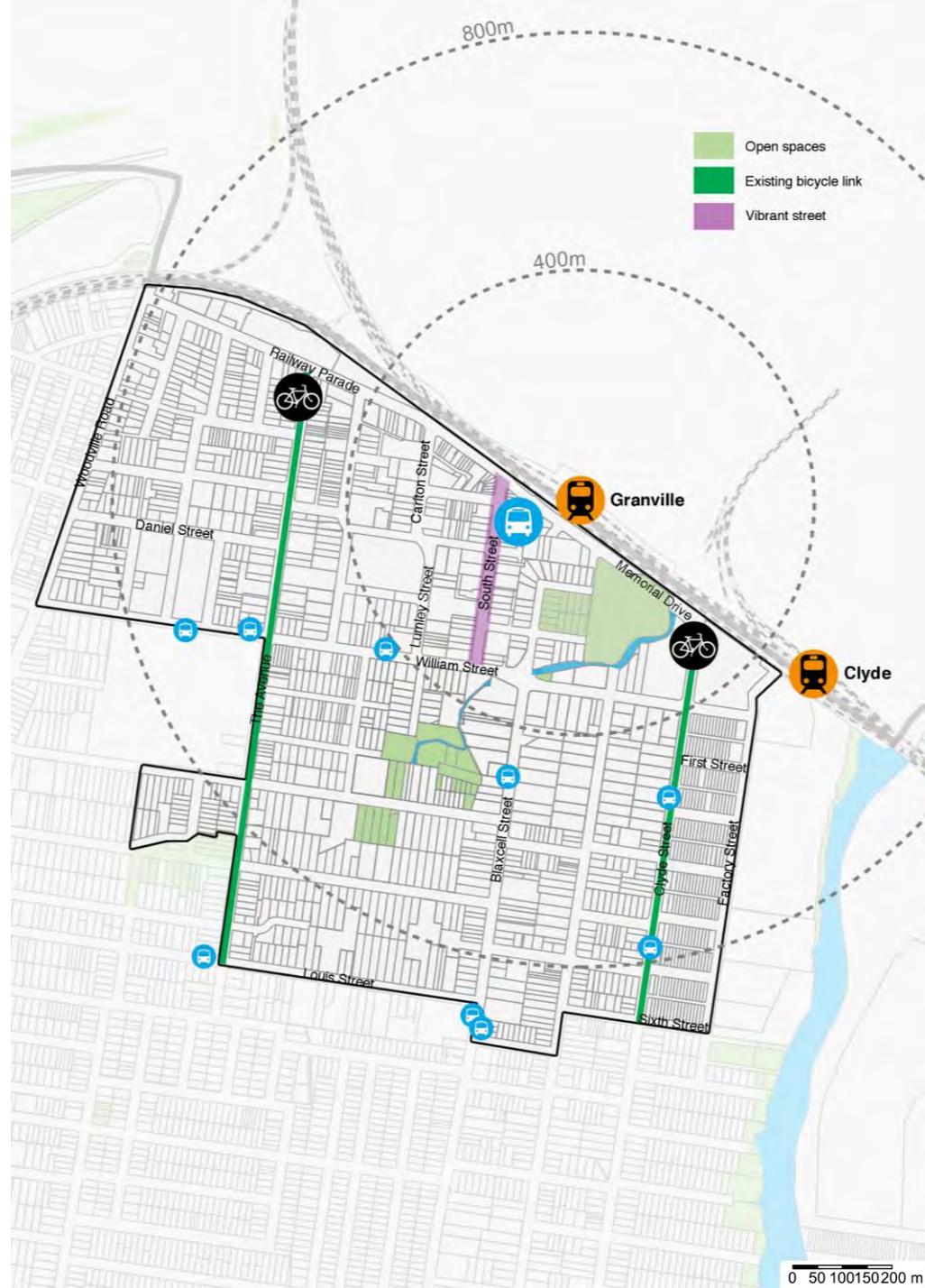
The fine granularity of the area promotes walkability but small lot size and land parcels limit potential through-site links. Improvements to existing road infrastructure will need to be explored to best achieve access and movement objectives. The provision of pedestrian safety, accessibility and connectivity in and around the town centre, particularly in areas of high pedestrian activity such as South Street, Granville Centre, and the public transport hub, will facilitate efficient and balanced share in the use of the road network between pedestrians, cyclists and motorists. There is limited pedestrian connectivity along William Street and new signalled north-south crossings or pedestrian threshold crossings along the corridor will improve pedestrian safety and access. There is future opportunity to add pedestrian links across the railway line to improve north-south connectivity.

Cyclists

Cyclist connectivity in the area is limited, with minimal existing bike infrastructure provided and dedicated bicycle lanes integrated in the road network. Cycle links exist along Woodville Road, The Avenue, and Clyde Street. There is opportunity for cycle connectivity to the Parramatta bicycle network in the future to enable cyclists to safely share the road with motor vehicles and pedestrians. The provision and upgrade of cycle infrastructure including dedicated bicycle lanes, bike parking and signage will improve road safety and promote active transport options.

Public transport

Granville is an important public transport destination for the Central City district. Granville train station services the T1 North Shore and Western Line and the T2 Inner West and Leppington Line. The bus interchange on Mary Street provides bus services to Fairfield, Parramatta, Hurstville, Bankstown, Merrylands, Auburn, and Sutherland.



5. Urban Structure

5.5 Access and Movement

Motorists

William Street serves as an important east-west movement corridor through Granville for transport as well as other movement corridors and local streets that provide north-south connectivity, such as The Avenue, Blaxcell Street, and Clyde Street. Carlton Street is a high-use local collector road that adjoins Bridge Street and Bold Street, providing connectivity to north Granville and Parramatta CBD. The town centre incorporates 'spaces for people' elements and prioritises pedestrian safety with a traffic 40km/h speed limit along South Street.

There is opportunity to improve existing intersections in the future to create more direct, legible, safe and consistent movement flow for all road users. There is also future opportunity to provide an additional north-south link to Parramatta extending from Enid Avenue or Clyde Street, to support traffic volume on the road network over the railway line, especially experienced along Railway Parade and Woodville Road.

Parking

Peripheral parking is provided on Enid Avenue, which encourages the community to use the public transport. Parking efficiency is achieved in the town centre with transitional time restrictions for street parking on South Street. Growing demand will support opportunities for new parking options as part of future development.



6. Urban Design Elements

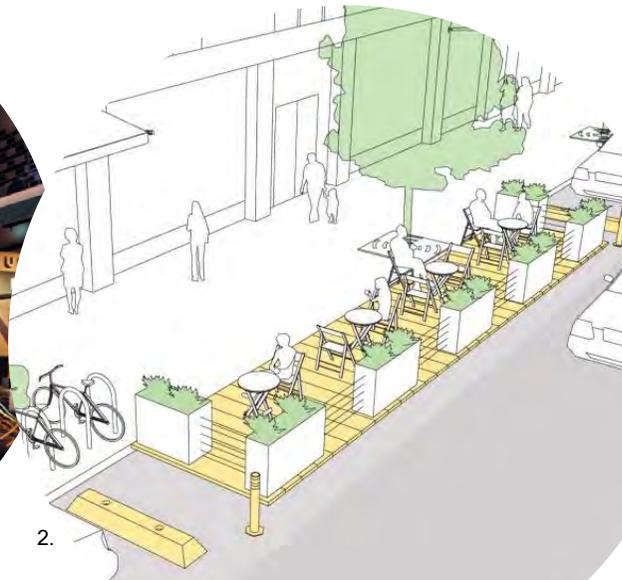
6.1 Street layout and typology

Streets are a critical component and building block of the urban environment that serves an important role in the public domain. Street design must be in accordance with the Australian Standards for pedestrian access on footpaths, as defined in AS/NZS 1428.4.1:2009 and it must follow these principles:

- Reinforce the street hierarchy, its use and character
- Create a pedestrian-friendly environment and the safe crossing and movement of carriageways for all people
- Allow references to the site's geographical and cultural history
- Be sufficiently robust and durable to withstand heavy use, and be easily maintained
- Maximise permeability for water infiltration



1.



2.

6.2 Street furniture and lighting

Street furniture contributes to the delivery of placemaking objectives and vibrant streetscapes for the public to enjoy. Lighting is an important element of the public domain and streetscape that can influence the level of activity and use. Through the installation of suitable lighting, passive surveillance and security is provided for the safety of the community. It also plays a role in reinforcing legibility and promoting street activation that supports the night economy.

There is opportunity to improve current street lighting to support sustainability and urban design objectives, as well as to also explore ideas for lighting activation in coordination with public art installations, particularly in shared zones and civic areas. A thoughtfully curated palette of outdoor dining furniture such as parklets, standing bars, seats and tables will activate the street space, encourage social interaction and support local businesses along the main street.

Street lighting must be in accordance with the Australian Standards for lighting in pedestrian areas, as defined in AS/NZS 1158.3.1:2020 and AS/NZS 60598.2.3:2015.

Street furniture and lighting elements should:

- Be robust and durable in material
- Define a sense of place and respond to the local history and cultural values of the site
- Activate the public domain that attracts and engages people
- Provide comfort and amenity
- Complement the placement of street trees and landscaping elements

1. Laneway in Brisbane CBD (Image source: Rothelowman)

2. Parklets (Image source: NACTO Urban Street Design Guide)

6. Urban Design Elements

6.3 Street trees and landscaping

Increasing urban tree canopy cover and green spaces is an effective measure to reduce urban heat island effect and increase biodiversity. Integrating tree and landscaping in the public realm will provide shade, cooler spaces and visual interest for an urban environment that can enhance the wellbeing and quality of life for the community.

Street trees and landscaping considerations should be in accordance with *Cumberland Urban Tree Strategy 2020* and follow these principles:

- Provide consistent spacing and visual continuity along the street
- Contribute to place identity and character
- Be suitably selected for the location
- Provide an appropriate level of solar access
- Preserve and protect existing significant trees where possible
- Plant native species to protect local endemic ecosystems
- Maximise softscape in tree pits within residential/local streets
- Incorporate best practice WSUD measures



6.4 Wayfinding and signage

A coordinated approach is required to provide clear and easy access to destinations and assist in the navigation around the town centre. Signage and banners should be in accordance with Council's branding style guideline and:

- Enhance legibility and a sense of place
- Provide continuity in the design approach (placement, material and look)
- Avoid visual clutter in design and form
- Complies with sightline requirements as per traffic engineering specifications
- Contributes to street activation and urban activity

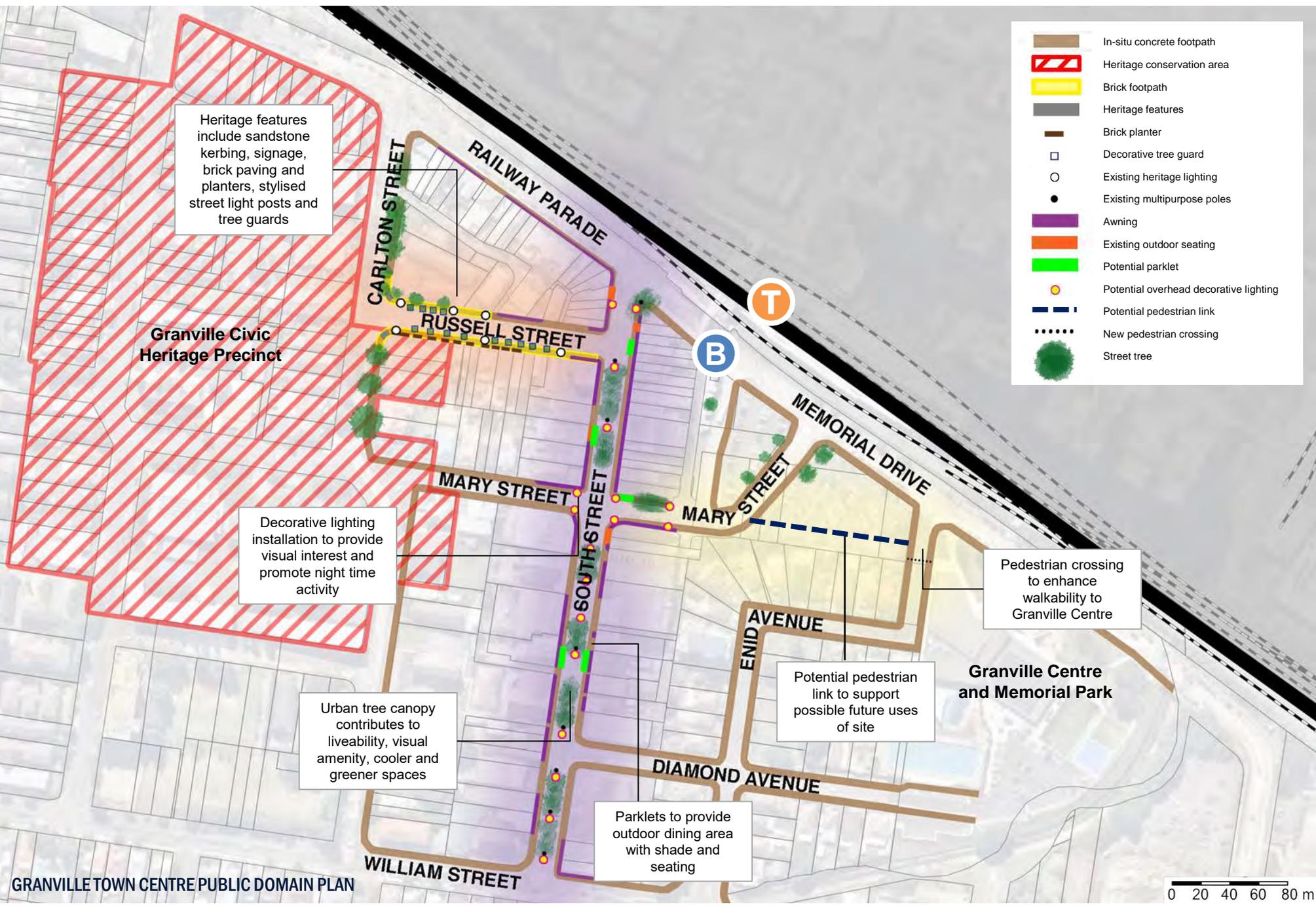
Opportunities for heritage signage in the Granville town centre and surrounds will also be considered.

6.5 Smart infrastructure

The Granville Smart Precinct Pilot Project delivered a scalable and adaptable model that can inform agile placemaking and facilitate data-driven planning for the future. Smart technology is a useful tool to enhance the public amenity by providing real-time data that measure impacts on local microclimates, monitor car parking demand, as well as improve public safety and security. There is an opportunity to further explore and deliver integrated digital solutions and utilities that will contribute to the resilience and innovation objectives for the town centre.



Green Your Laneway pilot program
(Image source: City of Melbourne)



Heritage features include sandstone kerbing, signage, brick paving and planters, stylised street light posts and tree guards

Granville Civic Heritage Precinct

Decorative lighting installation to provide visual interest and promote night time activity

Urban tree canopy contributes to liveability, visual amenity, cooler and greener spaces

Parklets to provide outdoor dining area with shade and seating

Potential pedestrian link to support possible future uses of site

Pedestrian crossing to enhance walkability to Granville Centre

Granville Centre and Memorial Park

-  In-situ concrete footpath
-  Heritage conservation area
-  Brick footpath
-  Heritage features
-  Brick planter
-  Decorative tree guard
-  Existing heritage lighting
-  Existing multipurpose poles
-  Awning
-  Existing outdoor seating
-  Potential parklet
-  Potential overhead decorative lighting
-  Potential pedestrian link
-  New pedestrian crossing
-  Street tree

7. Public Domain Palette

7.1 A place for community | Granville Centre

Paving

- Local street
- Granite (dark grey)
 - Polished pebblecrete (charcoal, sandstone)
 - In-situ concrete (natural grey)



Landscaping

- A range of small, medium, large sized trees
- Street verges
- Planter boxes
- Incorporate opportunities for water sensitive urban design (WSUD)



Street furniture

- Bicycle racks
- Outdoor seating
- Dual waste bins
- Standard modular bus shelters

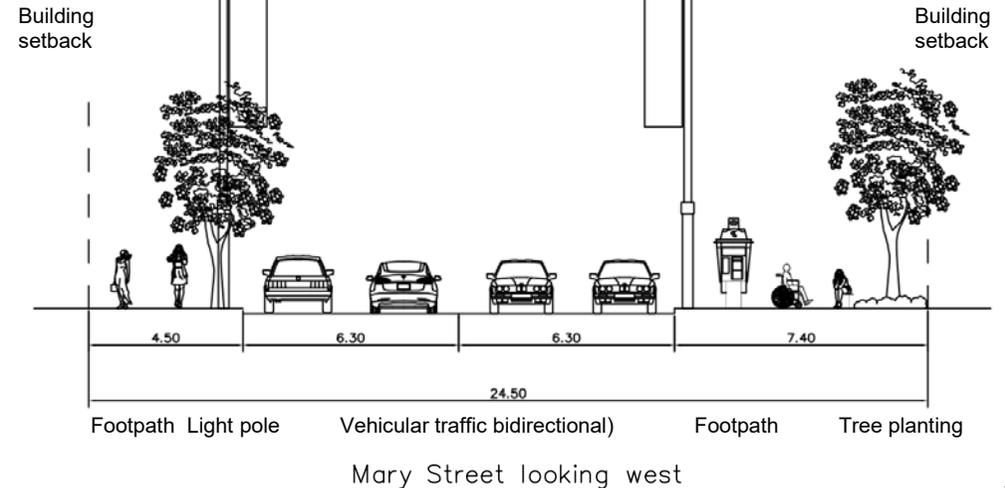
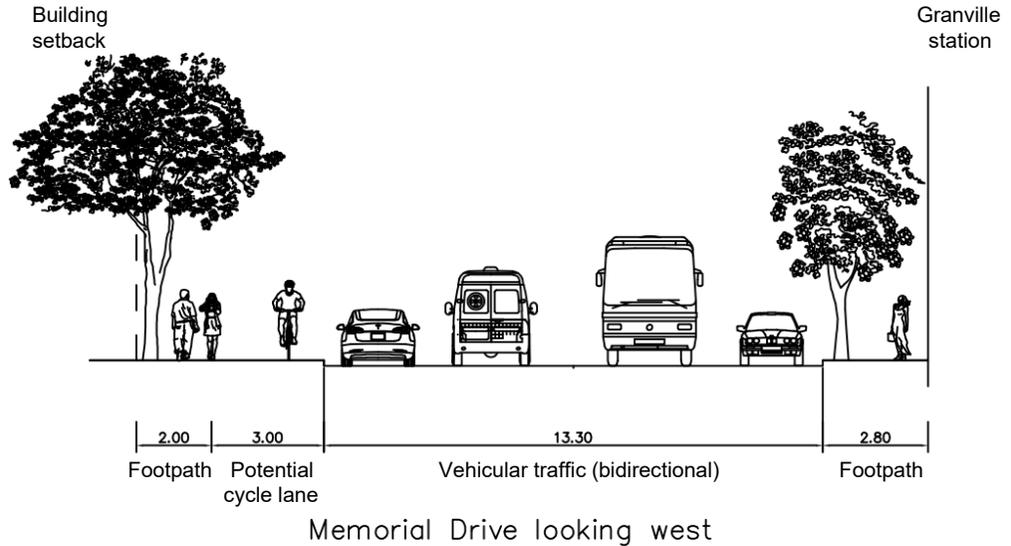


Lighting and signage

- Mounted light poles (MFP) with banner arms
- LED luminaires in natural white (refer to AS/NZS 1158.3.1:2020 Pedestrian Area Lighting, AS/NZS 60598.2.3:2015 Luminaires for road and street lighting)



Typical street section



7. Public Domain Palette

7.2 A place of connections | South Street

Paving

- Local centre
- Polished pebblecrete (charcoal, sandstone)
- In-situ concrete (blue steel)



Landscaping

- A range of small, medium, large sized trees
- Planter boxes
- Vegetated road median



Street furniture

- Drainage grates
- Dual waste bins
- Bollards



Parklets

- Tables/stands
- Outdoor seating
- Shade



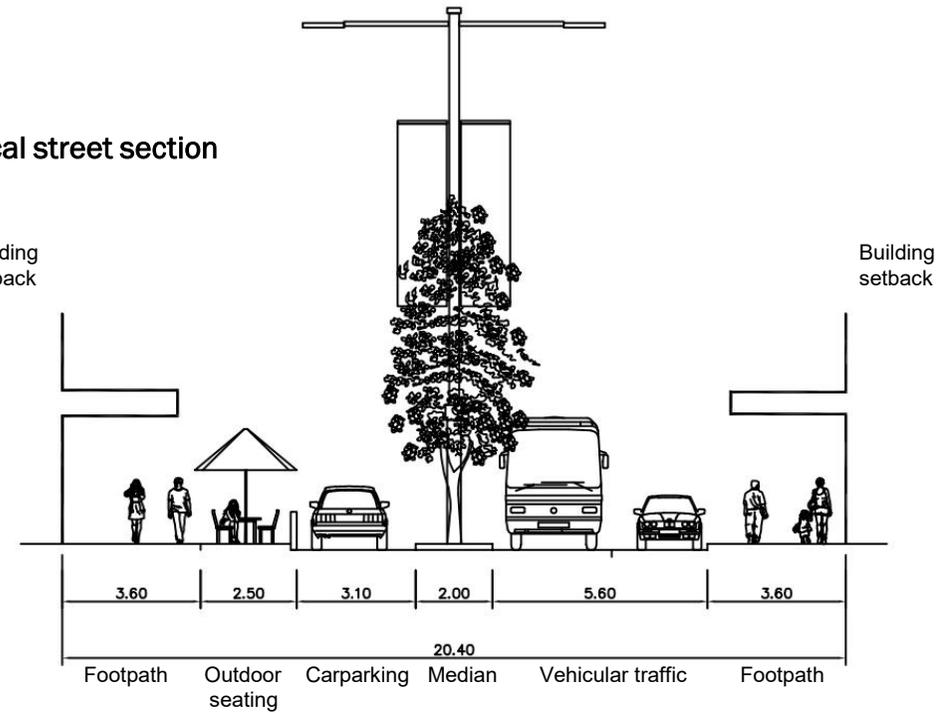
Lighting and signage

- Mounted light poles (MFP) with banner arms
- LED catenary street lighting



Typical street section

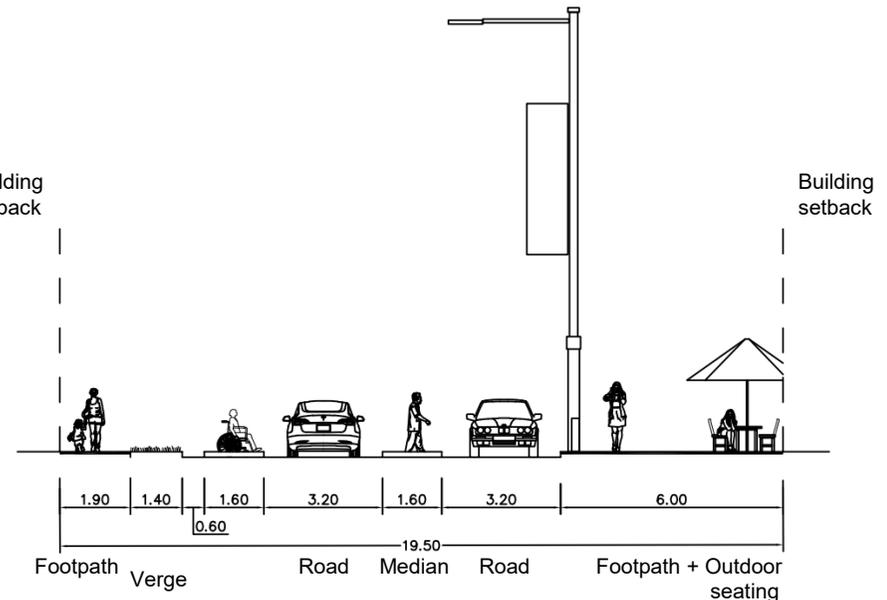
Building setback



Building setback

South Street looking north

Building setback



Building setback

William Street at pedestrian crossing looking west

7. Public Domain Palette

7.3 A place with character | Heritage Precincts

Paving

Local street

- Polished pebblecrete
- Recycled brick pavers
- Sandstone kerb
- Sandstone feature wall
- In-situ concrete (stencilled red herringbone) raised pedestrian threshold crossing/speed table



Landscaping

- A range of small, medium, large sized trees
- Street verges
- Brick raised garden beds
- Decorative tree guards
- Incorporate opportunities for WSUD



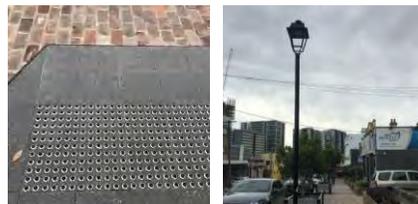
Signage

- Standard signs
- Heritage specific signs

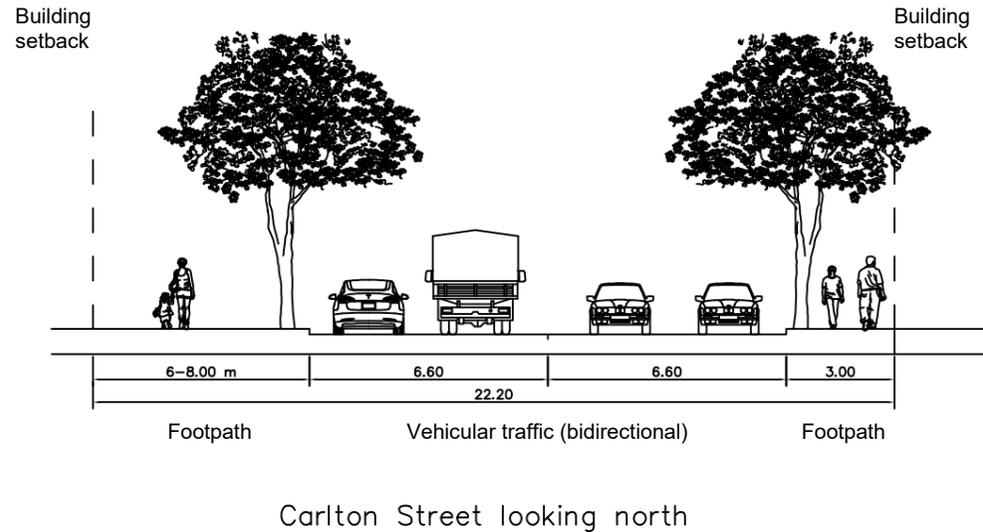


Street furniture

- Tactile ground surface indicators (TGSi)
- Heritage light poles
- Street bins
- Signage for heritage significant items



Typical street section



8. Implementation of works

The works outlined in the Public Domain Plan will be delivered by Council as part of its Capital Works Program or by the private sector through areas of future development activity.

The Public Domain Plan for Granville town centre and surrounds will be progressively implemented in stages. The timing of works will be determined by development activity within the boundary area, available funding for Council to use, or the delivery of works in accordance to local infrastructure contributions or planning agreements.

The areas where the Public Domain Plan are implemented by a developer, the following guidelines shall apply:

- The Developer will be responsible for the upgrade works that interface with the street frontage to the standard and in accordance with this Public Domain Plan.
- Public domain works to be in accordance with the Works Schedule prepared by Council.
- Construction works for the public domain to be approved by Council's representative prior to final sign off.

