Part M

Merrylands Centre Controls

Holroyd Development Control Plan 2013

Merrylands Centre

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Merrylands Centre

Introduction

Land covered by this Part

This Part applies to all development within the Merrylands Centre, including land within the Neil Street Precinct as shown in Figure 1.

Relationship to other parts of Holroyd Development Control Plan 2013.

This Part of Holroyd DCP 2013 shall be read in conjunction with all other Parts of Holroyd DCP 2013 which contains objectives and development controls that relate to development in this Part.

Part A - General Controls

Part B - Residential Controls

Part C - Commerical, Shop Top Housing and Mixed Use Development Controls

Part E - Public Participation

Part F - Advertising and Signage Controls

Part G - Places of Public Worship Controls

Part H - Heritage and Conservation Controls

Part I - Child Care Centre Controls

Definitions

Figure 1

Merrylands Centre

1. Aims & Objectives

Aims of the plan

- Renew and revitalise the Merrylands Centre.
- Provide increased growth capacity with Merrylands.
- Provide greater housing sustainability.
- Promote steady local economic growth over the next 20 years.

Objectives

- Strengthen the economic and employment role of Merrylands.
- Provide for an active and vibrant centre.
- Ensure buildings are designed to maximise appropriate amenity outcomes for the centre.
- Ensure development design promotes the principles of ecologically sustainable development.
- Create a centre for a diverse community.
- Promote public transport use, cycling and walking and reduce reliance on private car travel.
- Improve pedestrian and vehicular traffic movement within the centre.
- Achieve urban design strategies that acknowledge the role of Merrylands within Holroyd and the subregion.
- Maintain and create clear linkages within the centre and with adjoining residential precincts.

2. Urban Design Strategies

In order to achieve the objectives for the redevelopment of the Merrylands Centre, the following urban design strategies have been established. These have been implemented through development controls in this plan. The success of the centre plan is reliant on the achievement of these strategies.

Strengthen the economic and employment role of Merrylands.

- Create an active centre for opportunities to live, work and play.
- Facilitate the development of commercial, office and retail development at grade, with commercial and/or ancillary residential development above;
- Facilitate the growth of retail, and commercial development within the Town Centre, with ancillary residential development;
- Become a destination through additional retail, commercial and entertainment uses.
- Ensuring interim development does not hinder or detract from the attainment of commercial or mixed use development in the town centre.

Provide for an active and vibrant centre

- Ensure buildings address the street and the public domain by providing a consistent built edge and street frontage height.
- Facilitate of mixed use development with retail and commercial at grade and first floor, residential or commercial development above.
- Maintain Merrylands Road as the main street within the precinct.
- Improve the landscaping and public domain spaces along McFarlane Street.
- Create an active town centre where walking is encouraged by requiring future development to activate the street with quality design and provide for at grade pedestrian connectivity.
- Enable McFarlane Street to become an 'eat street' restaurant space.
- Requiring development to activate the street and enhance at grade pedestrian connectivity

Ensure buildings are designed to maximise appropriate amenity outcomes for the centre.

- Provide setbacks and separation on upper storeys to lessen overshadowing impacts.
- Provide height transition from the lower scale residential buildings to the higher scale buildings on Merrylands Road and McFarlane Street in order to lessen overshadowing impacts.
- Maintain the amenity of the Centre by maximising solar access to the street.
- Require appropriate building setbacks and separation to allow for solar access and privacy.
- Require the design of buildings to implement 'safer by design' principles.
- Create a centre where pedestrians can feel safe during the day and night.
- Provide public open space and landscaping for amenity and passive recreation opportunities.

Merrylands Centre

Ensure development design promotes the principles of ecologically sustainable development

- Respond to the opportunities and constraints of the site; the hierarchy and proposed uses of streets and laneways; flood hazard and the need for high quality public spaces and public and private amenity.
- Ensure that redevelopment within the Centre does not increase the impact of flood inundation on property or person (or both), within or beyond the Centre's boundaries.
- Provide an overland flow path across which reduces flood levels while also serving as a pedestrian thoroughfare and focus for shopfronts and activity.
- Minimise the impacts of development on the environment.

Create a centre for a diverse community

- Facilitate the provision of a variety of dwelling sizes within the residential component of buildings.
- Promote a variety of uses within the centre.
- Provide public spaces for the community to meet and congregate.

Promote public transport use, cycling and walking and reduce reliance on private car travel

- Create a safe, pedestrian friendly environment through the activation of streets and public places
- Create clear linkages within the centre and to adjoining residential precincts.
- Contribute to a mix of residential, business, commercial and entertainment uses in the centre to maximise public transport use.
- Improve pedestrian connectivity through providing designated pedestrian linkages;

Improve pedestrian and vehicular traffic movement within the centre

- Restrict egress and ingress of vehicular traffic onto Merrylands Road from private properties.
- Facilitate the creation of laneways and rear private access ways for key sites within the centre.
- Provide new roads and infrastructure to improve accessibility and circulation in the Neil Street Precinct.

Achieve urban design that acknowledge the role of Merrylands within Holroyd the subregion

- Provide a transition in building heights through increasing height when approaching from the west and north east to enable the built form to signal the presence of the town centre.
- Maintain the amenity of surrounding lower scale development.
- Comply with site requirements to enable better amenity outcomes for taller buildings.
- Development responds to site opportunities and constraints and the need for high quality public spaces.
- Facilitate the location of civic and public uses within the centre.
- Provide appropriate public open spaces within the core of the centre and with the Neil Street Precinct.
- Deliver quality designed buildings that reflect the role of the centre.

Merrylands Centre

Maintain and create clear linkages within the centre and with adjoining residential precincts

- Provide clear vehicular and pedestrian linkages with Neil Street Precinct, Holroyd Gardens and surrounding residential areas.
- Maintain and enhance a primary north-south pedestrian corridor from Memorial Avenue to Neil Street.
- Provide suitable crossings and infrastructure for pedestrians and cyclists.
- Create of pedestrian linkages that provide connections within the centre.

3. Public Domain

3.1. Roads and circulation

A number of new intersections, roads, laneways and accessways are proposed under this plan, as indicated in the tables below and in Figure 2. Road widening along Merrylands Road will be required to enable a greater footpath area for street tree planting and pedestrian movement. Points where vehicular entry is not permitted are also identified. Indicative street sections are provided in Section 3.4.

Urban design strategies achieved:
• Create clear linkages within the centre and to adjoining residential precincts.
• Improve pedestrian connectivity through providing designated pedestrian linkages.
• Restrict egress and ingress of vehicular traffic onto Merrylands Road from private properties.
• Facilitate the creation of laneways and rear private access ways for key sites within the centre.
• Provide new roads and infrastructure to improve accessibility and circulation in the Neil Street Precinct.
• Provide clear vehicular and pedestrian linkages with Neil Street Precinct, Holroyd Gardens and surrounding residential areas.
• Create of pedestrian linkages that provide connections within the centre.
• Maintain Merrylands Road as the main street within the precinct.
• Create a safe, pedestrian friendly environment through the activation of streets and public place.

Table 1- New Roads, laneways. accessways in Merrylands Centre

New Roads
Extension of Sheffield Street
Extension of Gladstone Street
New Road 1- between Terminal Place and Sheffield Street Extension
New Road 2- between Dressler Court and New Road 1

Signalised intersections
Neil Street and New Road 1
Gladstone Street and Pitt Street

Laneways (public)
Extension of Main Lane
Laneway 1- between Merrylands Road and McFarlane Street
Laneway 2- between Memorial Avenue and Addlestone Road

Accessways (public or private)
Accessway 1- between Military Road and Miller Street
Accessway 2- between Addlestone Road and Burford Street
Accessway 3- between Neil Street and Sheffield Street

Merrylands Centre

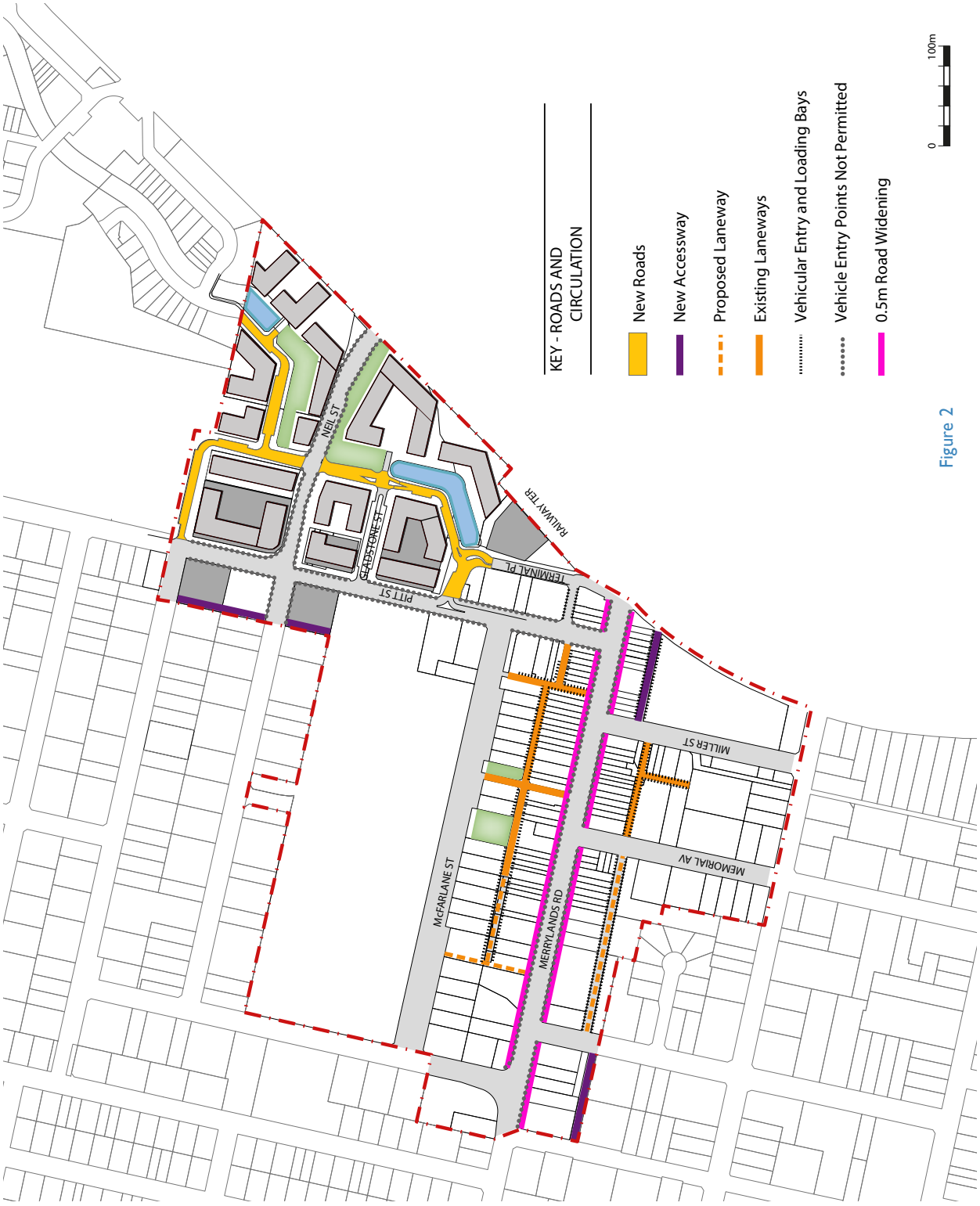

Figure 2

3.2. Pedestrian and Bicycle Network

Figure 3 includes footpaths, required new pedestrian access and crossings and bicycle access.

Pedestrian accessways create linkages to key locations in the centre. The proposed cycleway links to Holroyd Gardens, which is part of the regional cycle network.

Urban design strategies achieved:
• Create an active town centre where walking is encouraged by requiring future development to activate the street with quality design and provide for at grade pedestrian connectivity. • Create a safe, pedestrian friendly environment through the activation of streets and public places • Create clear linkages within the centre and to adjoining residential precincts. • Improve pedestrian connectivity through providing designated pedestrian linkages; • Provide clear vehicular and pedestrian linkages with Neil Street Precinct, Holroyd Gardens and surrounding residential areas. • Provide suitable crossings and infrastructure for pedestrians and cyclists. • Create of pedestrian linkages that provide connections within the centre.

Merrylands Centre

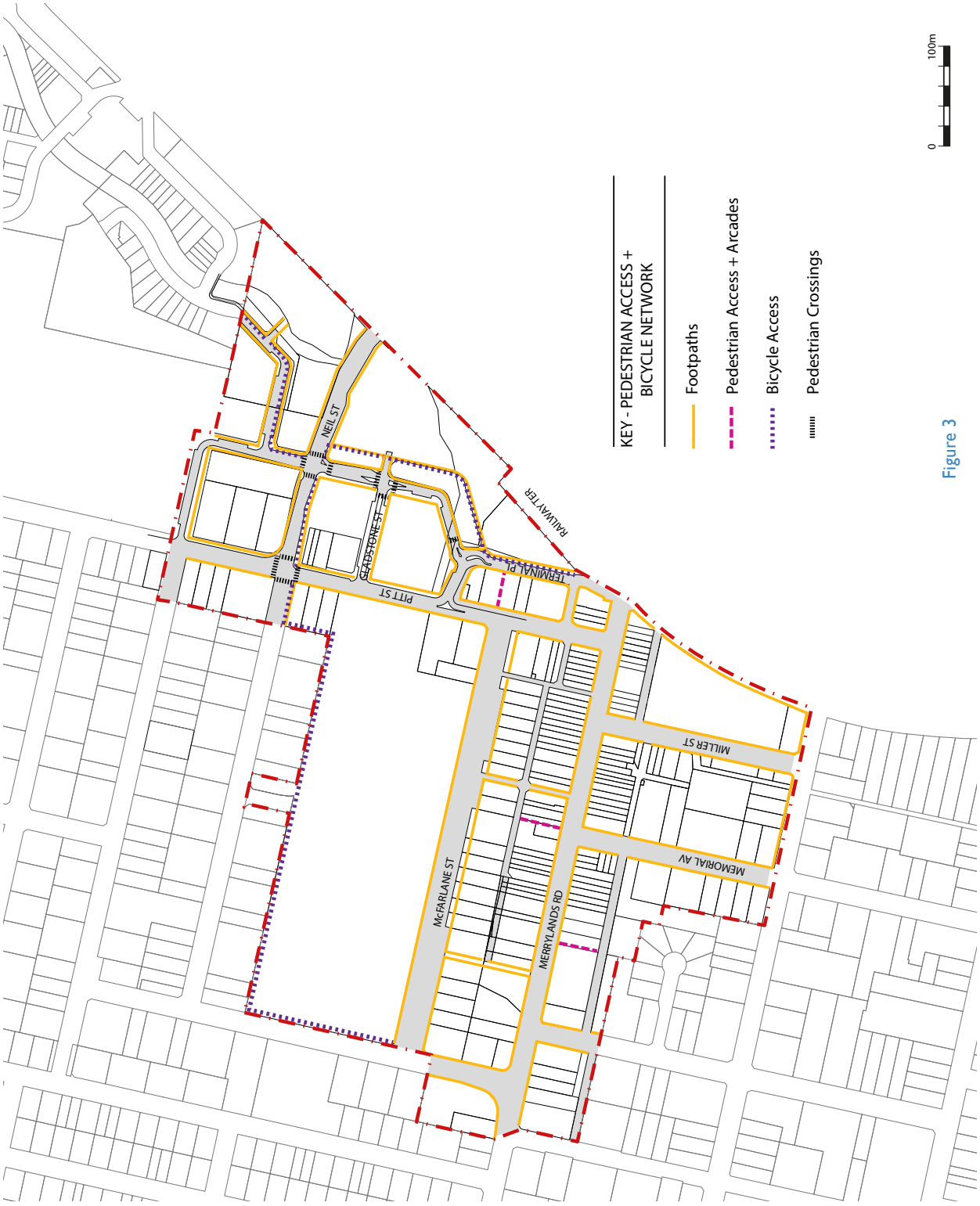

Figure 3

3.3. Landscaping and Open Space

The Centre proposes public and private open spaces, including deep soil zones, swales and planting on structures. Parks in Neil Street are located adjacent to roads to provide overland flow paths and to increase the visibility and safety. They also provide connectivity within the precinct. A town square between Merrylands Road and McFarlane Street is to provide focus for the city.

Opportunity to provide deep soil zones within the centre is limited therefore opportunities for planting on structures (i.e roof gardens) is promoted.

Trees planting will be important to the centre in providing streetscape character and providing amenity. Figure 4 indicates locations for open spaces and landscaping, including indicative locations for existing and proposed street tree planting.

Urban design strategies achieved:

- Create an active centre for opportunities to live, work and play.
- Improve the landscaping and public domain spaces along McFarlane Street.
- Provide public open space and landscaping for amenity and passive recreation opportunities.
- Respond to the opportunities and constraints of the site; the hierarchy and proposed uses of streets and laneways; flood hazard and the need for high quality public spaces and public and private amenity.
- Ensure that redevelopment within the Centre does not increase the impact of flood inundation on property or person (or both), within or beyond the Centre's boundaries.
- Provide an overland flow path across which reduces flood levels while also serving as a pedestrian thoroughfare and focus for shopfronts and activity.
- Minimise the impacts of development on the environment.
- Provide public spaces for the community to meet and congregate.
- Provide appropriate public open spaces within the core of the centre and with the Neil Street Precinct.

Merrylands Centre

Figure 4

3.4. Indicative Street Sections

The key map below shows a number of street sections within the centre. Indicative street sections have been provided on the following pages to indicate carriageway, footpath, verge widths and setbacks.

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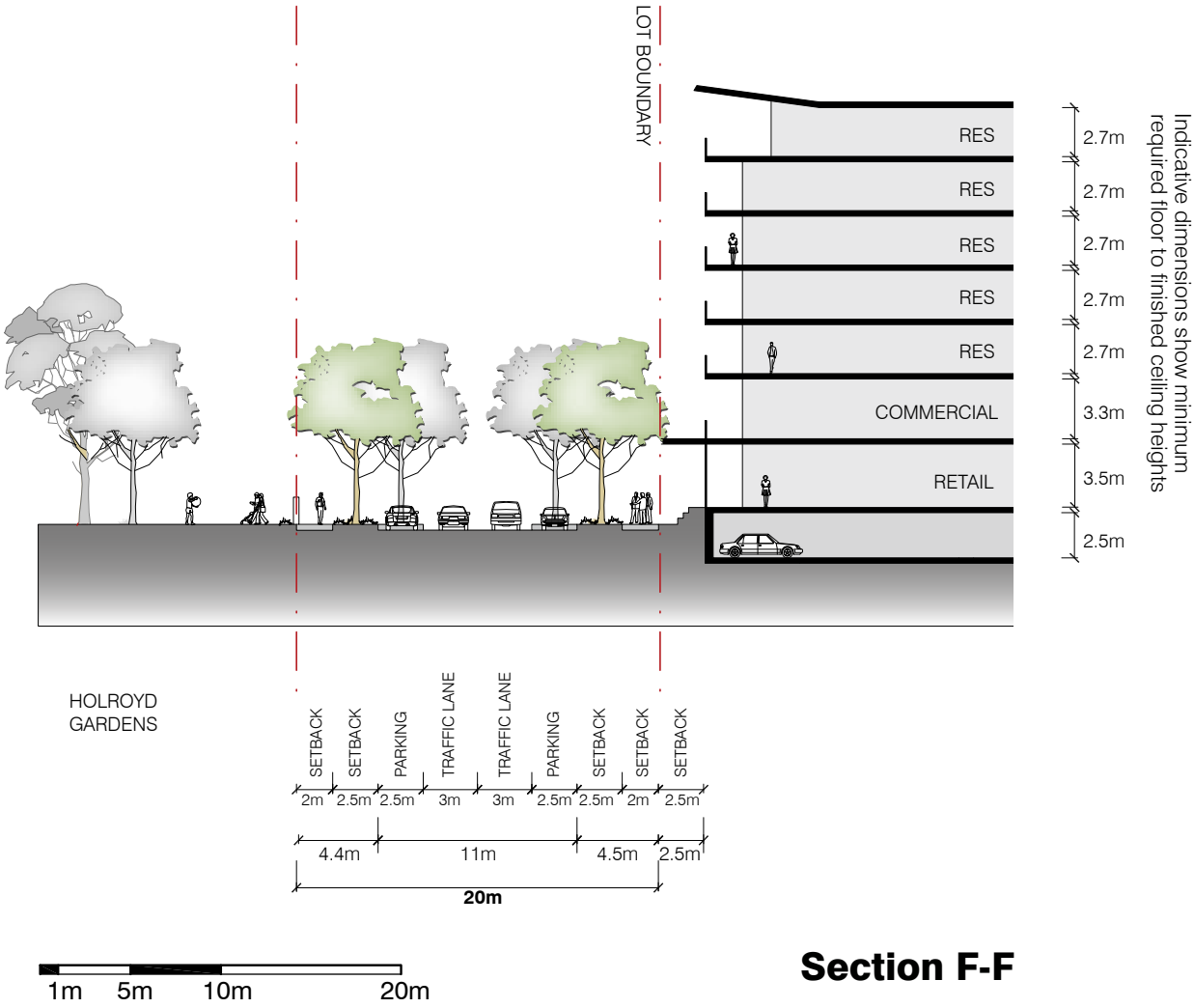
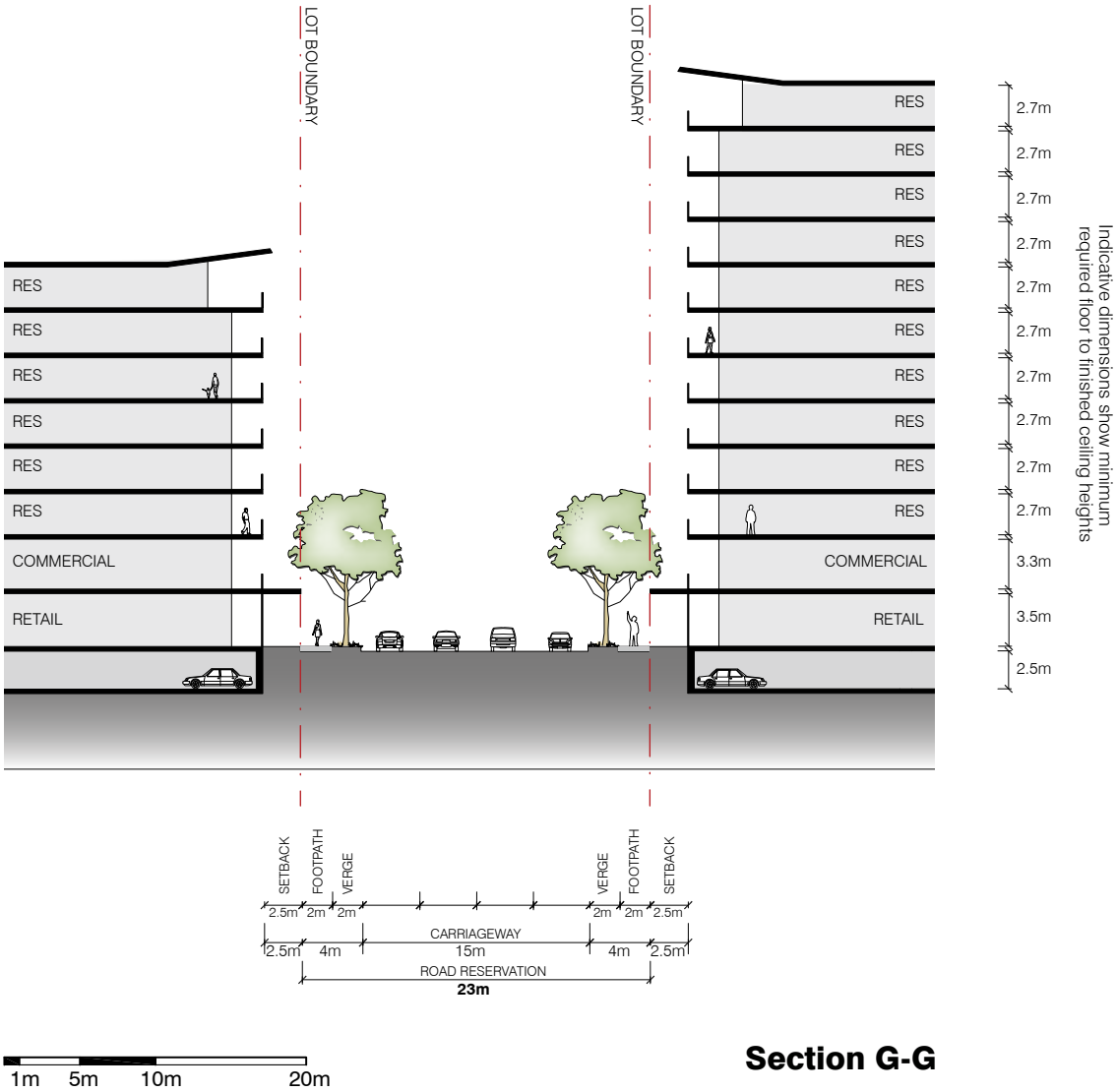
Merrylands Centre



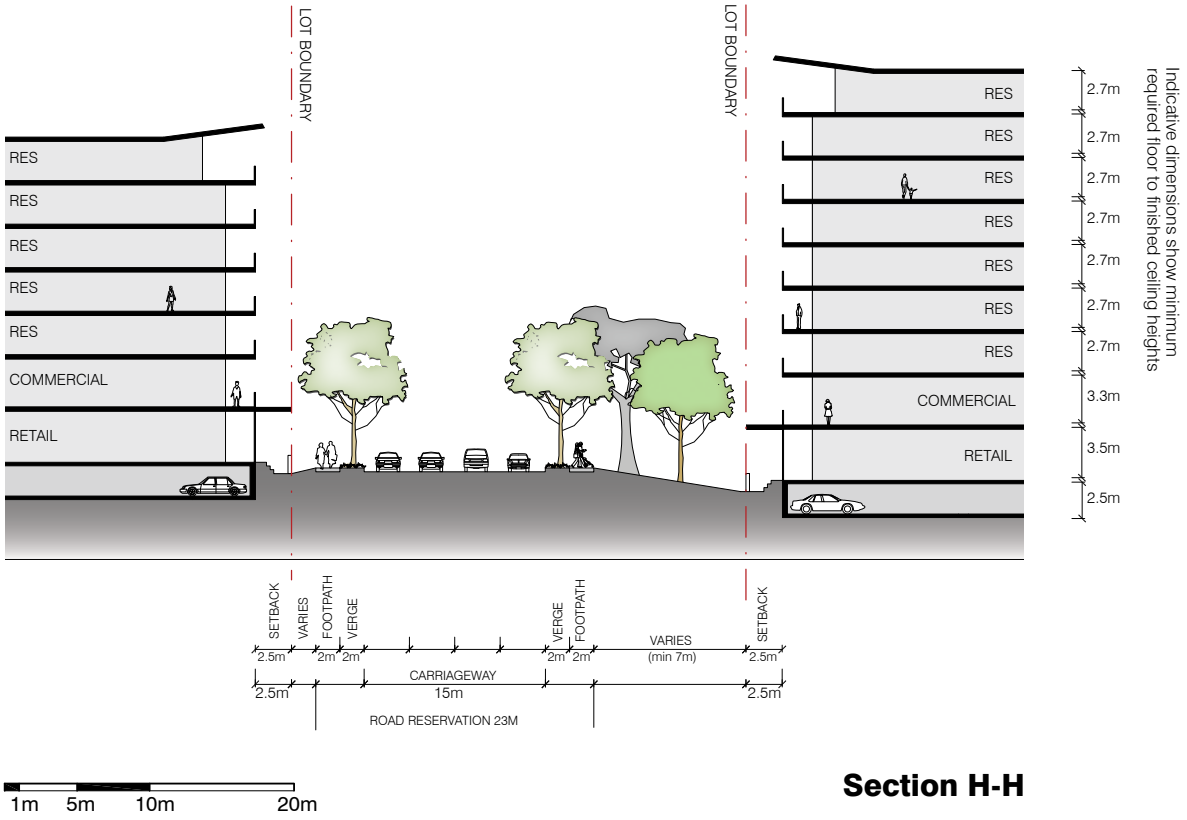
Section F-F

Merrylands Centre



Section G-G

Merrylands Centre

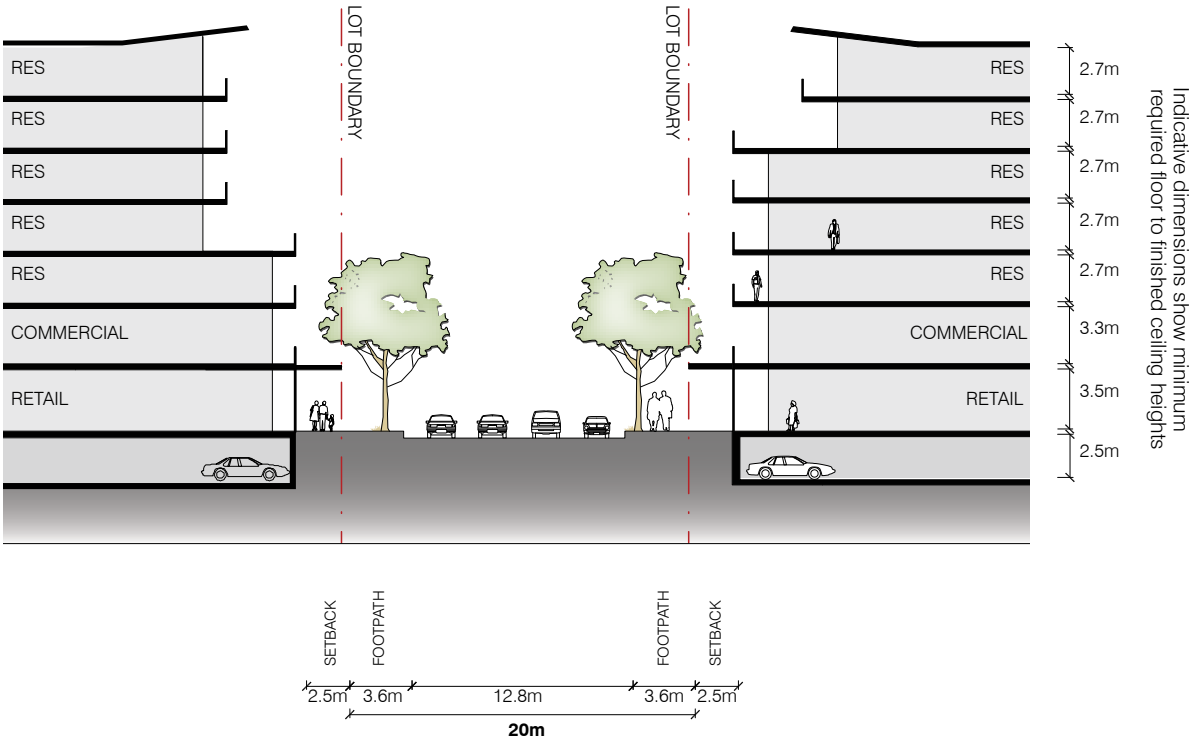


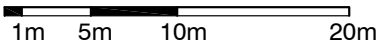
Section H-H

Merrylands Centre

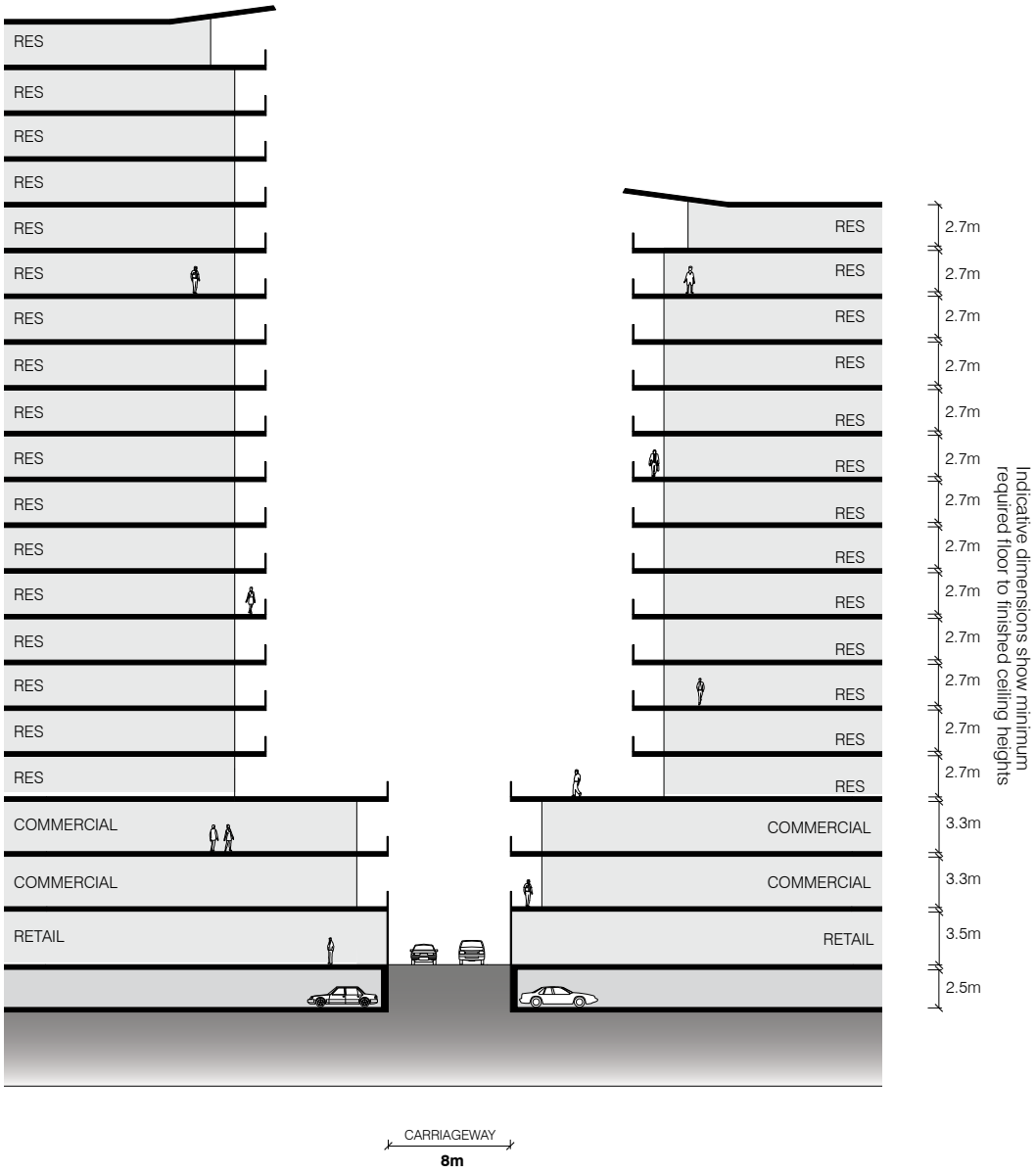
Section I-I

Merrylands Centre





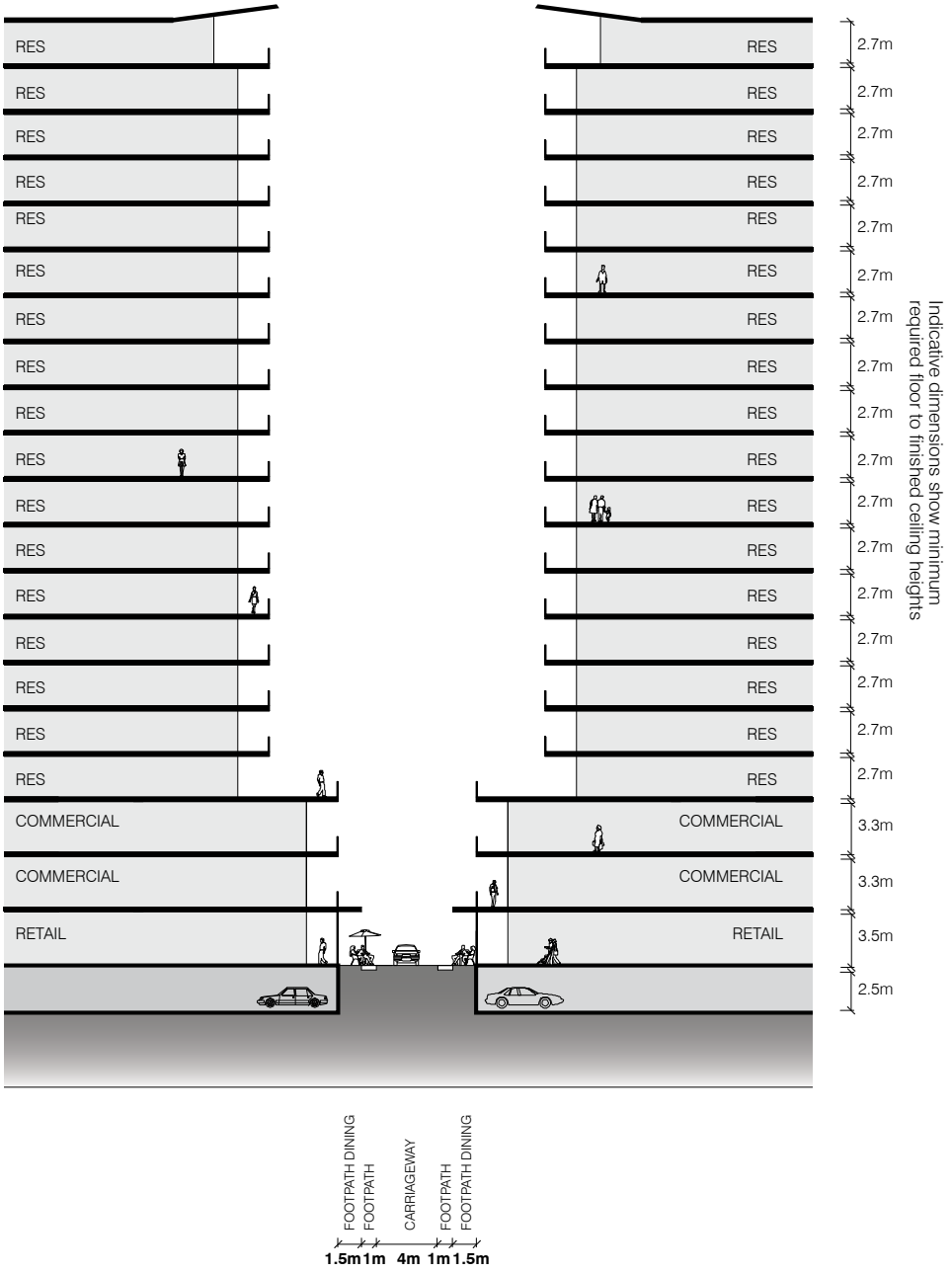
Section J-J



East-West Laneway

Section K-K

Merrylands Centre



North-South Laneway

Section L-L

4. Building Envelope

4.1. Site amalgamation and minimum frontage

In order for taller buildings to achieve suitable building amenity outcomes and to ensure building sites can accommodate appropriate vehicular access and carparking facilities, a suitable minimum site frontage needs to be obtained for all developments.

In some instances specific site amalgamations will be required, this may be where the provision of a laneway is required, where vehicular entry points are required in a certain location or where a specific building footprint is required due to flood conditions.

Objectives

O1. Ensure the achievement of laneways and private accessways in order to require development fronting Merrylands Road to have rear vehicular access.

O2. Ensure vehicular access can be obtained from secondary streets and laneways.

O3. Ensure sites are sufficient in frontage in order to provide adequate vehicular access and basement carparking.

O4. Ensure site dimensions allow for the achievement of appropriate building setbacks and separation.

O5. For new development not to reduce the reasonable development opportunity of adjoining lots.

Development Controls

C1. Amalgamation of lots in accordance with Figure 5 is required for redevelopment.

C2. Where amalgamation is not required by this plan, the minimum site width for redevelopment is 20m

C3. The minimum site width achieved shall determine the height of buildings (in storeys) in accordance with the table below. Site width shall be measured at the primary frontage.

Site width (m)	Permitted Height (storeys)
20m	Maximum 3 storeys
26m	Maximum 8 storeys
32m	Maximum 20 storeys

C4. Sites must not be left such that they are physically unable to reasonably develop a three storey building in accordance with the controls in Sections 4 and 5 of this Part.

C5. Development must not prevent the provision of laneways, accessways or vehicular access locations is prevented, or cannot be achieved in accordance with this plan.

C6. Where required amalgamations cannot be achieved:

a) Applicants are to negotiate with all affected property owners prior to the lodgement of a development application, in an attempt to achieve the preferred development outcome.

b) In instances where amalgamation cannot be achieve (because a landowner chooses not

to take-up a reasonable offer) the following information must be submitted with any development application:

- two (2) written valuations indicating the value of the remaining sites that were to be developed in conjunction with the applicants properties. These are to be undertaken by two independent Valuers registered with the Australian Institute of Valuers, and
- evidence that a reasonable offer has been made to the owner(s) of the affected sites to purchase and valuation reports.

C7. Where amalgamation (as required) is not achieved the applicants must show that the remaining sites, which are not included in the consolidation will still be able to achieve the development outcome prescribed in this DCP (i.e. minimum site frontage of 20m). This includes achieving the required vehicular access, basement parking and built form.

Note:

- Potential value can include, (but is not limited to) the land locked site developed jointly with adjoining properties, or on its own, under Holroyd LEP 2013 and this plan.
- A reasonable offer shall be a fair market value, and include for all expenses that would be incurred by the owner in the sale of the land locked site.

Merrylands Centre

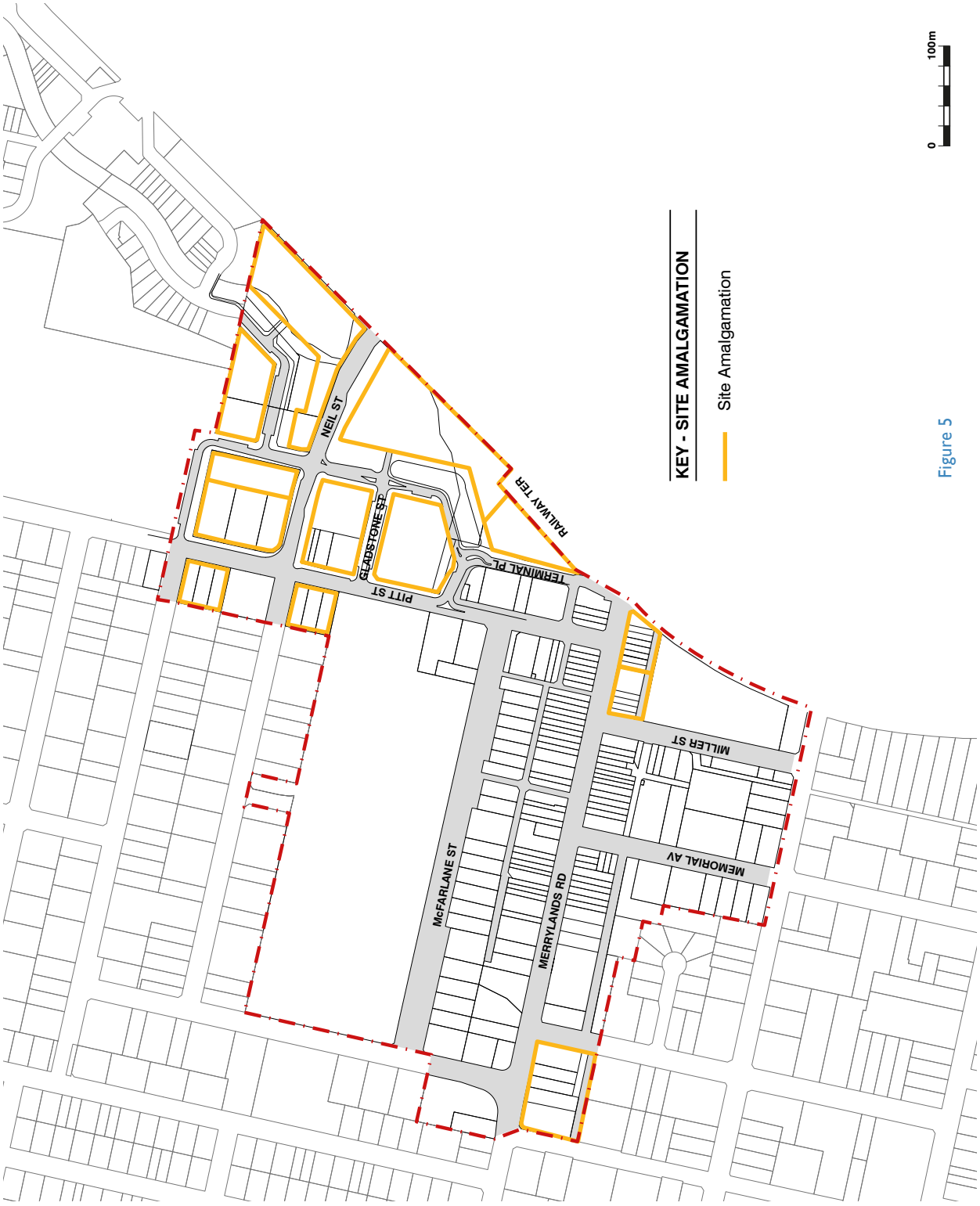


Figure 5

4.2. Building and Ceiling Height

Built form scale is important in establishing the role and character of a centre. It can provide visual cues to signal the presence of the town centre and also provide legibility within the centre itself. The built form of Merrylands centre will reflect its role as a town centre, whilst having regard for surrounding lower density development.

The built form scale established for Merrylands provides a height transition, from lower scale when approaching from the west, north-east and surrounding lower scale residential buildings to towers in the core of the centre. The scale has been specifically developed to ensure that an appropriate level of daylight access is achievable for dwellings within and immediately outside of the centre and that the scale of building reflects its proximity to the core of the centre.

Objectives

O1. Achieve appropriate management of overshadowing, access to sunlight and privacy

O2. Deliver a built form that provides a height transition, from lower scale on the edges of the centre to higher scale in the core of the centre.

O3. Ensure the scale of the built form provides for a legible centre.

O4. Provide appropriate transition in building heights from public spaces.

Development Controls

C1. Maximum permitted building height in storeys* shall be in accordance with the table below.

Permitted Height (storeys)	
Height (m)	storeys
10	1
12.5	2
14	3
17	4
20	5
23	6
26	7
29	8
32	9
38	11
41	12
50	15
53	16
65	20

C3. Each storey shall have the following minimum floor to ceiling heights:

- Ground floor- 3.5m
- First floor (regardless of use)- 3.3m
- All other floors- 2.7m

C4. Development in the centre shall establish a consistent building height transition, from the edges

of the centre, to the core of the centre.

C5. Ensure the achievement of daylight access to public open spaces in accordance with Section 7.4.

* Building heights set under Holroyd LEP 2013 accommodate flood management measures, such as floor level heights.

4.3. Street setbacks, road widening and street frontage heights

The street setback and frontage height of buildings establishes different character areas and spaces, through the definition of streets. Consistent street alignment provides continuity of street facades and enhances the character of the area. Street frontage height determines the scale of buildings on the street and reflects the role of the centre and the intended experiences for pedestrians.

The street setbacks in Merrylands reflect the retail and commercial uses within the core, civic streets and the transition to lower scale residential areas. Street frontage heights provide a human scale to the centre, to optimize pedestrian experience and allow for the achievement of sunlight access.

Objectives

O1. Provide street edges that reinforce and reflect the various uses and characters within the centre.

O2. Ensure the location of shop fronts are adjacent to pedestrian activity.

O3. Create a pleasant environment and amenity for residents and visitors through the provision of street trees and wider footpaths on Merrylands Road.

O4. Encourage the establishment of active laneway uses through street setbacks.

O5. Enhance the character of the centre through consistent and continuous street facades.

O6. Ensure building heights at street level are at a human scale.

O7. Ensure the pedestrian environment is pleasant and inviting through access to sunlight, appropriate scale and massing of buildings and wind mitigation.

Development Controls

C1. Street setbacks in accordance with Figure 6 are required for redevelopment.

C2. 0.5m road widening is required for both sides of Merrylands Road in accordance with Figure 2.

C3. On Pitt Street a 0.65m road widening is required for 185 Pitt Street, to enable the cycle path connection.

C4. A 3m x 3m splay corner is required at the south-western corner of the Neil Street/Pitt Street intersection.

C5. On Neil Street, road widening is required at 185 Pitt Street, to require the footpath dimensions to match existing to the east of the site.

C6. Street wall height of buildings (podium) shall be 3 storeys, with a minimum height of 11m and maximum height of 14m.

C7. Upper level (above street wall)street frontage setbacks for Merrylands Road, McFarlane Street and Pitt Street will be based on storey height, in accordance with the table below and Figure 7:

Storeys	Street frontage setback (m)
4-8	4
9-12	5
13-20	6

C8. Upper level street frontage setbacks for Memorial Avenue shall be in accordance with Figure 8

C9. Minor projections into the street setback will be accepted for sites where 0m setback is required, in accordance with the table below:

Permitted projection	Permitted length of projection
Awnings	3.0m
Awnings (laneways)	Maximum 1.5m
Balconies (above 3rd storey)	600mm

Note: Awning requirements are provided in Section 7.3

Merrylands Centre

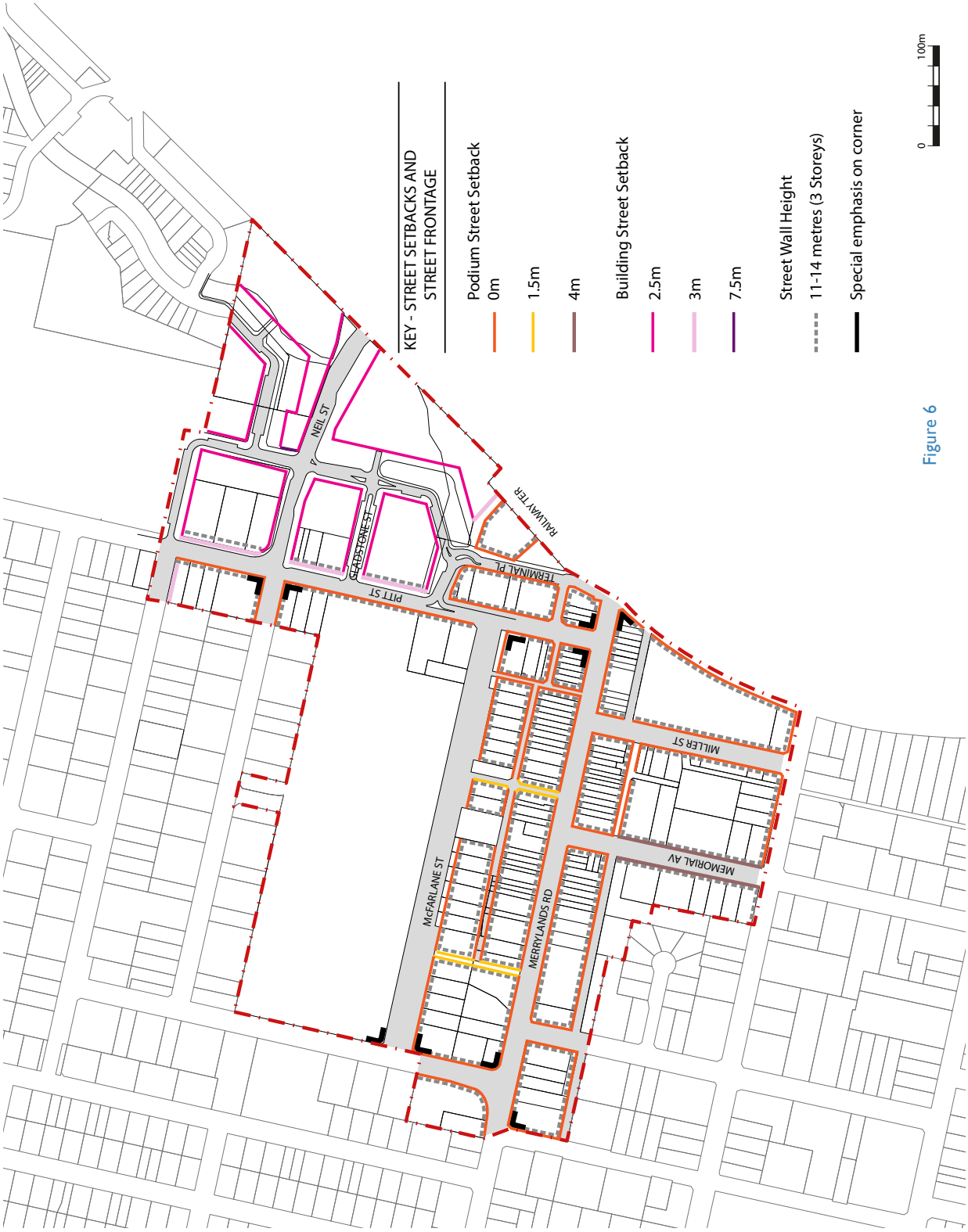


Figure 6

Merrylands Centre

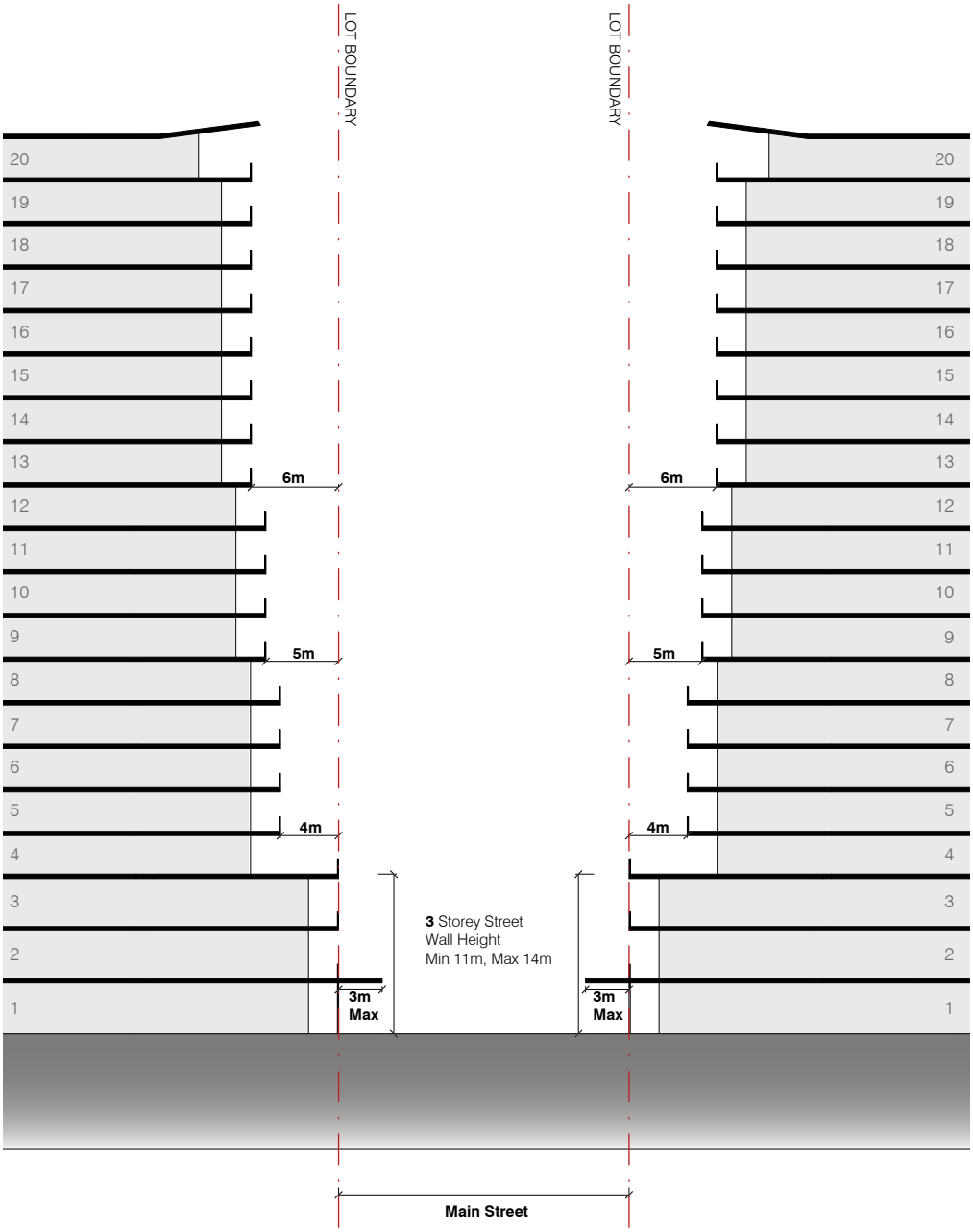


Figure 7

Merrylands Centre

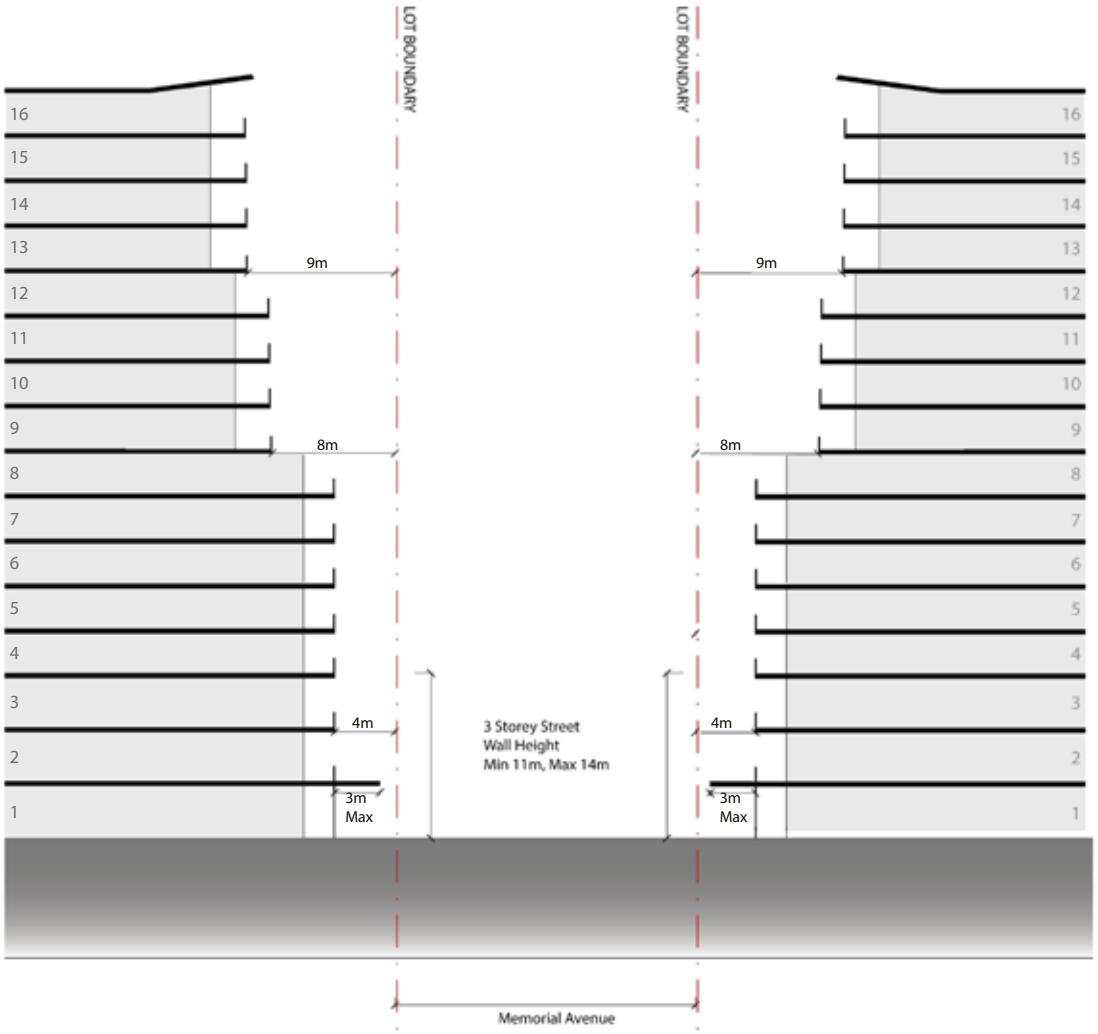


Figure 8

4.4. Building Depth and length

Building depths directly impact the residential amenity for dwelling occupants. Achieving adequate building depths can ensure access to natural ventilation and sunlight, which provides amenity and energy savings. Limiting building depth and length also reduces the bulk of a building, which provides benefits to the public domain of sunlight access and streetscape amenity.

Building depth is related to building use and different site conditions such as size, orientation and density which may require different design solutions.

Building depth will be calculated as Building plan (glass line to glass line) + articulation zone (including balconies).

Objectives

O1. Promote sustainable building design and development and reduce reliance on artificial heating, cooling and lighting.

O2. Ensure that adequate cross ventilation and sunlight access is achieved in residential apartments within the high density centre.

O3. Provide for viable and functional commercial spaces.

O4. Consider the amenity of future residents and workers through building design.

O5. Provide sunlight access and streetscape amenity to the public domain.

Development Controls

C1. There is no maximum building depth requirement for floors used as commercial premises.

C2. The maximum permissible building plan depth for residential accommodation is 18m.

C3. The maximum permissible building envelope depth for residential accommodation is 22m.

C4. Residential apartments on the 2nd and 3rd storey levels are limited in depth to 8m from the glassline and 11m from the outer edge of the building envelope.

C5. Where office premises are proposed, all points on an office floor should be no more than 15m from a source of daylight.

C6. The maximum horizontal length of any building above the podium shall not exceed 50m.

C7. All residential and mixed use developments shall be, or substantially contain, dual aspect apartments.

Note:

- Bui.lding depth controls for Neil Street Precinct are location in Section 5 of this part.
- Development applications shall provide detailed supporting documentation demonstrating how the building depth, bulk, scale, length and the achievement of adequate natural ventilation and sunlight is respondent to site conditions.

4.5. Setbacks and Separation

Building setbacks and separation is significant in establishing and maintaining residential and pedestrian amenity within and outside of the centre. Sunlight access, privacy and airflow to both buildings and public spaces can only be achieved through the adequate separation of buildings.

Sufficient building separation can reduce the appearance of building bulk and allows for the definition of public space, including laneways, open space and landscaping. Providing spaces between buildings also contributes in creating legibility within the centre.

Setbacks and separation proposed for Merrylands responds to the future role of the centre, in order to provide a balance between the future density of the centre and the amenity for residents and pedestrians.

Objectives

O1. Ensure residents within buildings and adjoining buildings have adequate access to sunlight, airflow and visual and acoustic privacy.

O2. Provide visual legibility and a pleasant public domain through breaks in the built form.

O3. Mitigate the impacts of wind within the centre.

O4. Create a consistent streetscape character.

Development Controls

C1. Where the street setback is 0m, a continuous built edge shall be provided up to the 3rd storey, regardless of use.

C2. Where a laneway or accessway is required the minimum rear setback shall be 8m, unless shown otherwise.

C3. Setbacks to secondary streets (above podium) to the property line shall be provided as below:

Storeys	Setback (m)
4-8	3m
9-20	6m

C4. 0m side setback to Terminal place and or Milne Lane will be accepted for properties 266 Pitt Street and 135-137 Merrylands Road.

C5. Minimum setbacks to side boundaries shall be provided in accordance with the table below:

Building uses	Storeys	Side setbacks
Non habitable rooms and commercial with no windows	1-3 storeys	0 metres
	4-8 storeys	3 metres
	9-20 storeys	6 metres
Habitable rooms/balconies	4 storeys	6 metres
	5-8 storeys	9 metres
	9-20 storeys	12 metres

Habitable rooms/balconies and non habitable rooms	4 storeys	4.5 metres
	5-8 storeys	6.5 metres
	9-20 storeys	9 metres

C6. Minimum rear setbacks to buildings with a common boundary to a business zone.

Building use	Storeys	Rear Setback
Ground floor	0-3 storeys	0 metres
Non habitable rooms (including commercial)	4-8 storeys	3 metres
	9-20 storeys	6 metres
Habitable rooms/balconies	4 storeys	6 metres
	5-8 storeys	9 metres
	9-20 storeys	12 metres
Habitable rooms/balconies and non habitable rooms	4 storeys	4.5 metres
	5-8 storeys	6.5 metres
	9-20 storeys	9 metres
Where rear laneway or accessway is required		8 metres

C7. Minimum rear setbacks to a common boundary with a residential zone.

Building use	Storeys	Rear Setback
Non habitable rooms (including commercial)	0-8 storeys	6 metres
	9-12	9 metres
	13-20 storeys	12 metres
Habitable rooms/balconies	4 storeys	6 metres
	5-8 storeys	9 metres
	9-20 storeys	12 metres
Habitable rooms/balconies and non habitable rooms	Up to 4 storeys	4.5 metres
	5-8 storeys	6.5 metres
	9-20 storeys	9 metres
Where a rear laneway or accessway is required		8 metres

C8. Minimum separation between upper levels (above podium) on one site.

Building uses	Storeys	Side Separation
Non habitable rooms (including commercial)	4-8 storeys	6 metres
	9-20 storeys	12 metres
Habitable rooms/balconies	4 storeys	12 metres
	5-8 storeys	18 metres
	9-20 storeys	24 metres
Habitable rooms/balconies and non habitable rooms	4 storeys	9 metres
	5-8 storeys	12 metres
	9-20 storeys	18 metres

4.6. Active frontages, Street Address and Building Use

Building frontages that contribute positively to the public domain through activity and design not only encourage pedestrian activity, which can bring vitality and vibrancy to a centre, but also provides pedestrians with amenity and a safer environment.

Entrances to buildings define the private and public domain and need to be legible and free of barriers. Frontages should also enable accessibility for the entire community.

Objectives

O1. Provide for a vibrant, pedestrian focused centre through the orientation and design of ground floor entries and shop fronts.

O2. Require activation of the street through the reinforcement of activities along the main streets and some laneways.

O3. Maintain the established character of fine grain frontages at ground level.

O4. Provide well designed building facades and entrances.

O5. Contribute to a safe environment for pedestrians and residents through both passive and active surveillance.

O6. Ensure the accessibility of the centre for the entire community.

Development Controls

Active Frontages

C1. Provide Active frontages at street level, orientating onto streets,laneways and public places, as identified on Figure 9.

C2. Active frontages consist of the following:

- i) Shopfront
- ii) Food and Drink premises such as Restaurant or Café
- iii) Entrance to public buildings or commercial building foyers
- iv) Customer service areas and receptions (where visible from the street)

C3. At least 70% of street level frontages shall be transparent glazing. Blank or solid walls and the use of dark or obscured glass on active frontages are prohibited.

C4. Restaurants, cafes and the like are to consider providing openable shop fronts.

C5. Active frontages located on Merrylands Road (to Addlestone Street) and McFarlane Street should aim to provide at least 10-14 separate tenancy entries per 100m.

C6. Large developments shall provide multiple entrances.

C7. Solid roller shutters or the like that obscure windows and entrances are not permitted. Security grilles which are fixed internally to the shop front, fully retractable and are at least 50% transparent when closed, are acceptable.

C8. The ground floor level of active frontages shall be at the same level as the footpath, unless otherwise required by this plan.

C9. The location of fire escapes, service doors, plant equipment and the like are to be minimised on active streets.

Street Address

C10. Street address in the form of entries, lobbies and/or habitable rooms with clear glazing are required at ground level, in accordance with Figure 9.

C11. Direct pedestrian access off the primary street front shall be provided.

C12. Direct 'front door' access to residential units is encouraged.

C13. Open space should be oriented to overlook pedestrian access points.

C14. Blank walls or dark or obscured glass is not permitted.

Building Use

C15. Retail and commercial uses are to be located on at the ground floor level for all development within the B4 zone.

C16. Residential development is not permitted to be located at the ground floor level of any development within the B4 zone.

C17. Commercial office space or other suitable non residential uses must be provided at the first floor level of development for the entire premises street frontage.

Note: Block by block controls in Section 5 indicate required building uses within the Neil Street precinct.

Merrylands Centre

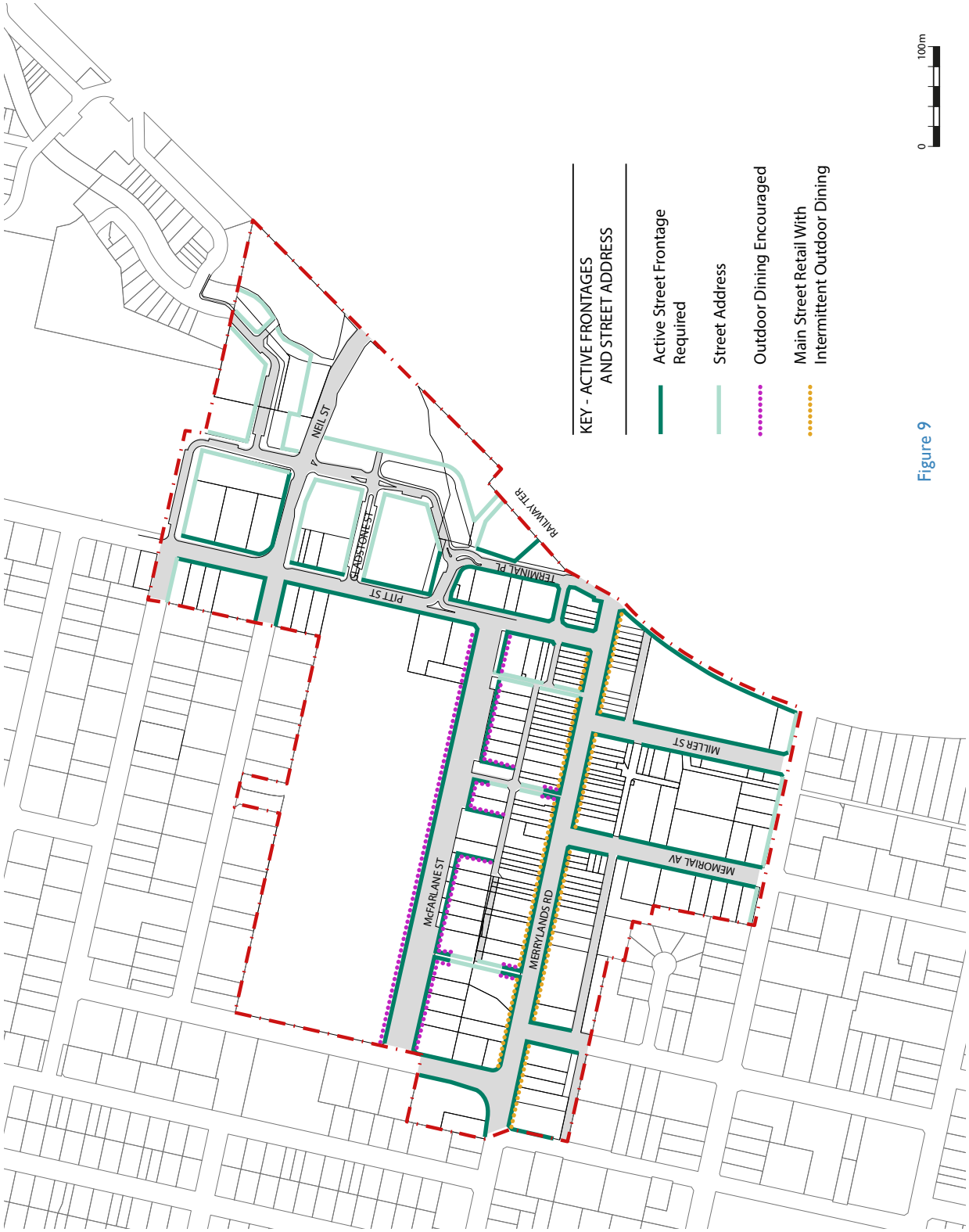


Figure 9

4.7. Landscaping and Open Space

Landscaping should build on a site's existing natural and cultural features to contribute to a developments positive relationship to its context and site. Landscape design should optimize usability, privacy, social opportunity, equitable access and respect for neighbours' amenity. It plays a significant role in improving the amenity of open space and the visual quality for residents and visitors to the centre.

Together, landscape and buildings operate as an integrated and sustainable system, resulting in greater aesthetic quality and amenity for occupants and the adjoining public domain. As such, it should not be generated by left over spaces resulting from building siting and location.

Objectives

O1. Enhance the amenity and liveability for residents, workers and visitors to the centre through integrated landscape design, improvements to the public domain and the provision of passive and recreational opportunities.

O2. Provide a pleasant and enhanced streetscape character and amenity through the retention and/or planting of trees.

O3. Provide for pleasant and safe public open spaces through designing for accessibility and surveillance.

O4. Assist the management of the water table, stormwater and water quality through maximising site infiltration through deep soil and permeable surfaces.

O5. Require communal open space that is assessable, functional and attractive and provides for passive recreation and landscaping.

O6. Enhance liveability for residents by requiring every dwelling to have access to a private, useable and functional private open space directly adjacent to living areas and providing an extension of the living spaces.

O7. Provide balconies and terraces of sufficient size and proportion, which are functional and allow for outdoor living and planter opportunities.

O8. Require balconies and terraces to be integrated into the overall architectural form of the building and to contribute to the articulation and modulation of the building façade.

O9. Contribute to the safety and liveliness of the street by allowing for casual overlooking and address.

O10. Ensure private and communal open space areas are adequately landscaped and able to accommodate a range of plant species.

O11. Provide appropriate soil conditions, drainage and irrigation measures that encourage plant growth.

Development Controls

Note: For general landscaping and open space development controls, refer to Part C of this DCP.

Public Open Space

C1. Public open spaces for passive recreation and for overland flow paths shall be provide as identified in Figure 4.

Streetscape planting and public domain works

C2. Streetscape planting shall be provided in accordance with Figure 4.

C3. Planting and public domain works shall be in accordance with Council's Landscape Masterplan.

Deep Soil zones

C4. Deep soil zones shall be provided in accordance with Figure 4.

C5. Where there is limited capacity for water infiltration, stormwater treatment measures are to be integrated with the design of the buildings.

Part M

Merrylands Neil Street Precinct Controls

Holroyd Development Control Plan 2013

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5A. Introduction

At its meeting on 20 October 2015, Council resolved to place the proposed amendments to Part M of the Holroyd Development Control Plan (DCP) 2013 on public exhibition. These development controls have been prepared following a Gateway Determination as received from the NSW Department of Planning and Environment (DP&E) in respect of the planning proposal to rezone and amend the maximum height of buildings and maximum floor space ratio controls of land in the Neil Street Precinct, Merrylands.

The proposed amendments to the development controls are the result of an urban design review undertaken for the Neil Street Precinct, including refinements to the Structure Plan to reflect pre Development Application discussions and approved developments within the Neil Street Precinct. The amendments to the development controls are also undertaken to support the amendments to the Holroyd Local Environmental Plan (LEP) 2013.

These development controls provide a framework to guide future development in the Neil Street Precinct. The document specifies the built form controls for all development with the Precinct, and sets in place urban design guidelines to achieve the vision for Neil Street Precinct as stated under Section 5B.2.

5A.1 Land to which these Controls Apply

These development controls apply to Merrylands Neil Street Precinct, shown edged in heavy black on Figure 1.

Figure 1- Merrylands Neil Street Precinct Boundary

5A.2 Relationship to other Instruments

Holroyd Development Control Plan (DCP) 2013 is amended by inserting these controls in Part M - Merrylands Centre Controls.

These development controls will replace controls relevant to the Neil Street Precinct within DCP 2013 - Part M.

5A.3 Merrylands Neil Street Precinct

In the event of any inconsistencies between these controls and any other provisions of the DCP, the provisions in this section prevail in so far as the extent of the inconsistency.

5B. Merrylands Neil Street Precinct Strategy

5B.1 Aims & Purpose

The purpose of this Part is to provide objectives, controls and design criteria to achieve desirable development outcomes consistent with Council's vision for the Neil Street Precinct (the Precinct). This Part also includes Block specific objectives where applicable for the developments sites identified within the Precinct. Where objectives are not specified for a Block, the overall objectives for the Precinct should be followed.

The aims of this Part are:-

1. To ensure the Precinct will be characterised by a high-quality, well-designed and safe environment.
2. To create an urban structure that will:
    a. Promote a balance of residential and commercial uses within the Precinct.
    b. Provide a transition from the more intense development near the Train Station to peripheral areas along the Holroyd Gardens.
3. To create an access network that will:
    a. Provide a safe and convenient pedestrian environment that will encourage social interaction and encourage public transport use.
    b. Promote greater connectivity and integration between land uses and the Train Station.
    c. Create additional Streets that will:
        i. Reduce pressure on Pitt Street.
        ii. Provide new opportunities for business.
4. To create an open space network that will:
    a. Include a network of diverse active and passive recreational spaces to support the residential and working population of the Precinct.
    b. Provide safe, accessible, sustainable, well-used and designed open-space network.

5B.2 Vision

The Precinct is envisioned to be characterised by a high-quality, well designed, safe and liveable environment within walking distance to Merrylands Railway Station, which is the main transport hub for the area. Properties along Pitt Street and the future development along New Road 1 will support a mix of retail, commercial office/business and residential functions.

Urban design objectives are:-

- To enhance connectivity within the Neil Street Precinct and with the surrounds.
- To maintain and develop spaces that encourage social interaction for all people, which will contribute to people's sense of place.
- Integrate the management of stormwater and floodwater into the design of public open space to establish an adaptable public domain capable of accommodating a broad range of uses, experiences and activities, while still maintaining its primary function of overland stormwater drainage.
- To promote the "green and leafy" character associated with established trees within Holroyd Gardens.
- To maintain the sense of spaciousness created by the lower density built form and Holroyd Gardens to the north through the extensive network of private and public open space areas.
- To provide appropriate interfaces to surrounding residential and open space areas.
- To improve the visual quality of the Sydney Water Concrete Culvert by incorporating landscaping to soften the appearance which will not only provide a sustainable drainage system but also enhance the recreational value of the Precinct.

Figure 2- Neil Street Precinct Vision

5C. The Structure Plan

5C.1 Desired Future Character

Neil Street Precinct Character Statement

Neil Street is characterised by accessibility to the Holroyd Gardens to the north, Merrylands Centre to the west, Merrylands Train Station to the south, the Neil Street Park and the overland flow path recreational open space. The accessibility of Precinct is enhanced by the proposed extension of Sheffield Street to the north, proposed New Road 1 and New Road 2 and the various potential mid-block connections creating a high level of pedestrian permeability away from the main streets. Pitt Street, which is a regional road, is a significant link between Merrylands and Parramatta. Given the street hierarchy of Pitt Street, it provides an opportunity for it be established as a built form spine with ground level activity to be focused along Pitt Street.

Neil Street is the only entry from the west for the Precinct. Given the street hierarchy, Neil Street provides an opportunity for it to be established as a secondary built form spine where taller buildings can be located.

In addition to residential uses, the Neil Street Precinct is expected to accommodate commercial/ retail uses that support and enhance the liveability of the place. Active uses will be located facing Pitt Street, and New Road 1 enhancing the vibrancy of the public domain.

The visual character of certain locations within the Precinct such as the intersection of Neil Street and New Road 1, the intersection of Pitt and Neil Streets, the intersection of Neil Street and the Neil Street Bridge are significant as they provide opportunities to position locational buildings, which will enhance the skyline of the Precinct within the broader Merrylands Centre context (Refer Figure 2).

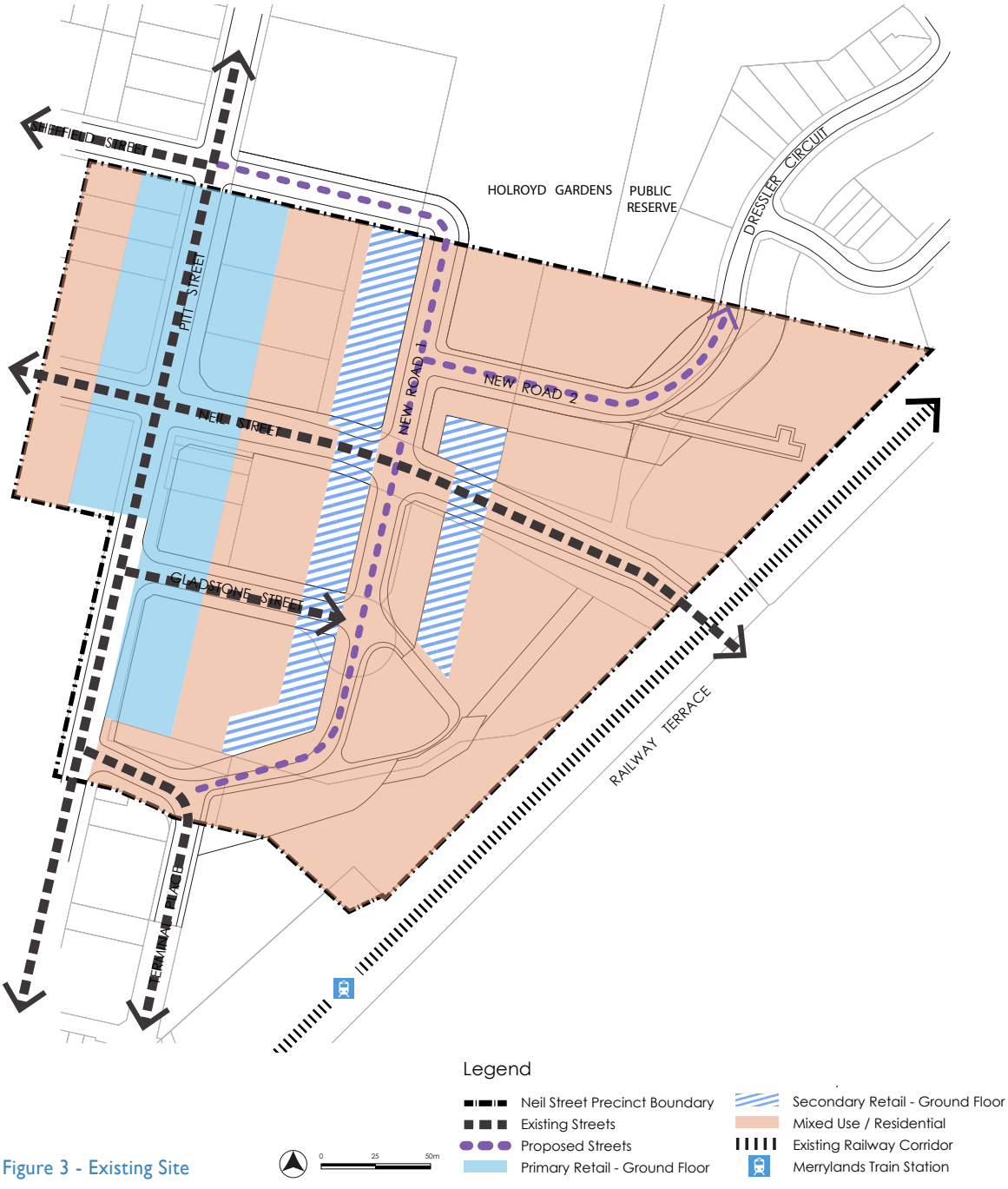


Figure 3 - Existing Site

5C.2 Urban Structure Plan

The Structure Plan sets out the broad framework for development within the Neil Street Precinct. It underpins the development controls for the Precinct.

The Urban Structure Plan reflects and builds on the existing land uses and functions within the broader Merrylands Centre to implement the vision for Neil Street as a high-quality, well designed, safe and liveable environment (Refer Figure 3).

The Neil Street Precinct will predominantly include new residential communities while the commercial core will be centred on McFarlane Street and Merrylands Road (Merrylands Centre). Intense development centred within the Merrylands Centre is proposed to transition through Neil Street Precinct to the lower scaled residential areas adjoining the Neil Street Precinct.

The Structure Plan is comprised of three elements:-

- Access Network
- Public Open Space
- Built Form Network

Development in the Neil Street Precinct must occur within the framework of the Structure Plan objectives and controls, which establishes built form, open spaces and street layout. The synthesis of these elements will strengthen the desired character and connection within the broader area and create the public domain environment within which development can occur.

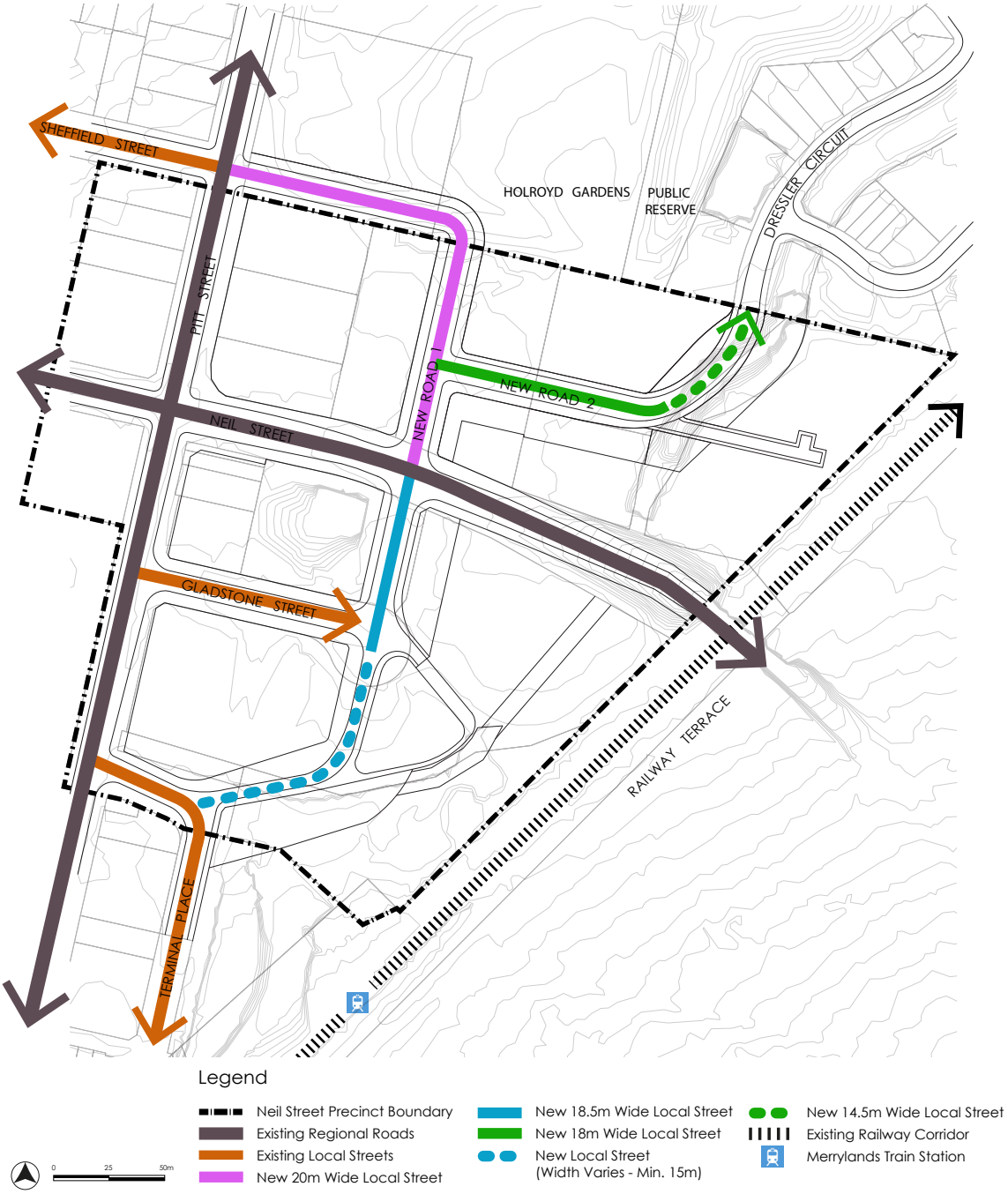


Figure 4 - Existing and New Street Network

5D. Access Network

5D.1 Street / Access Network

The Street Network Structure Plan provides a clear hierarchy of street types, including the extension of existing streets and new streets. The street network is made up of the following new streets:

- New Road 1
- New Road 2

The new roads maximise connections within the Precinct and to surrounding areas and aims to substantially improve pedestrian and cycle paths to enable a more permeable public domain.

Objectives

O1. To improve pedestrian, cycle and vehicular accessibility within the Precinct and the broader Merrylands Centre.

O2. To provide a street network that responds to the constraints of drainage, existing development and future subdivision patterns.

O3. To provide improved access to public open spaces within the Precinct.

O4. To accommodate increased traffic movement within the Precinct and broader Merrylands Centre.

O5. To provide additional opportunities for on-street parking.

Controls

C1. Provide new public streets as shown in Figure 4.

C2. Refer to Section 5D.3 for detailed information regarding the required width, design and location of each street type.

C3. Setbacks along streets are to be provided in accordance with Section 5H.

C4. The width of footpaths shall be maximised for comfortable pedestrian movement; to facilitate tree planting and where bike routes exist, to allow cycling off road.

C5. Streets are to be planted with trees appropriate in character to reflect the street hierarchy and in consultation with Council's landscape architect.

C6. New streets are to be dedicated to Council. New streets are to be maintained by the landowner until dedicated to Council.

C7. Land owners within the Precinct to consult Council's engineers for detail infrastructure works.

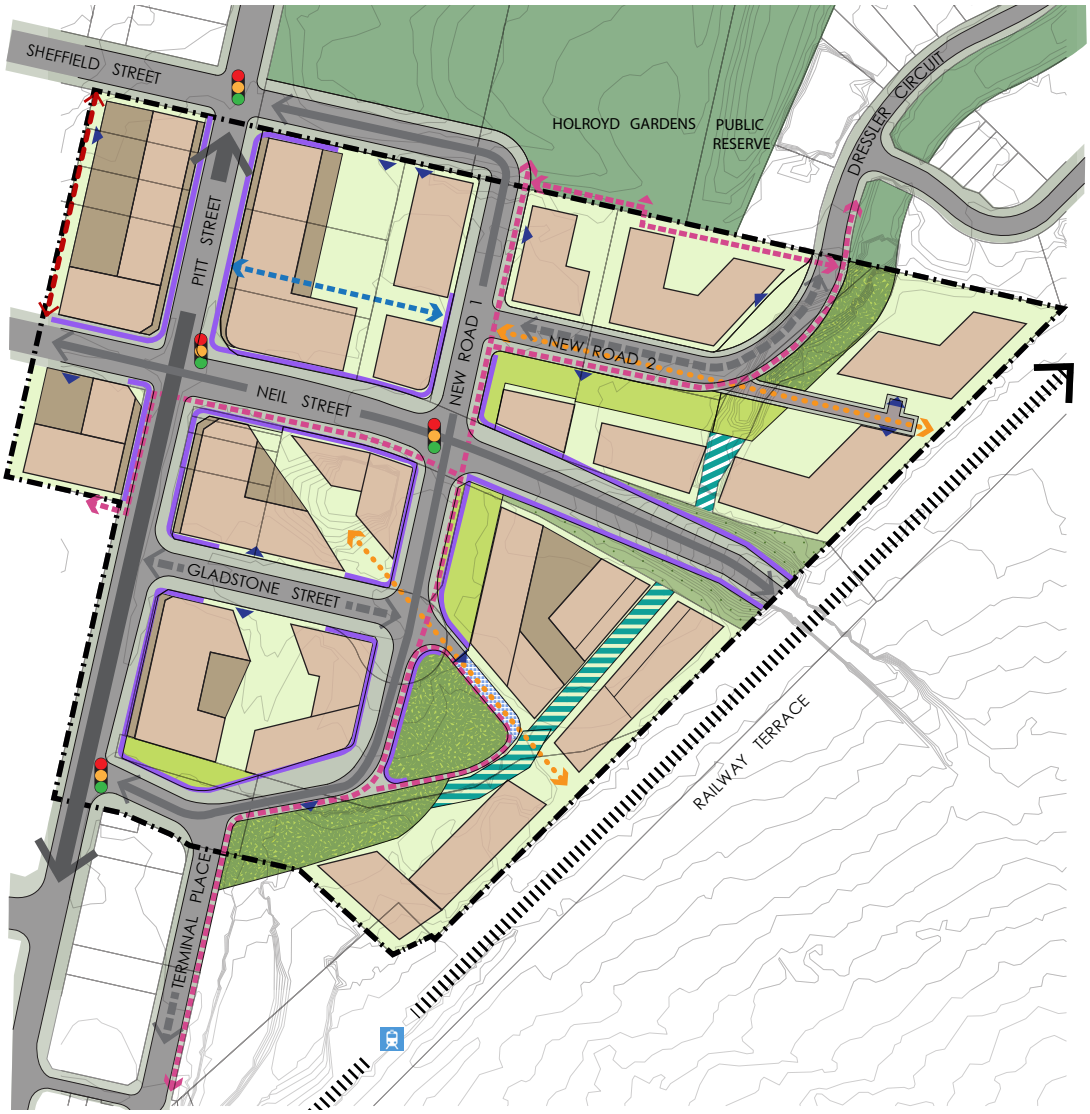


Figure 5 - Connectivity

5D.2 Connectivity

Through site links, arcades, visual and pedestrian/cycle connections have been established to enhance the connectivity and permeability of the Precinct and include the following (Refer Figure 5):

- A new pedestrian link along the northern boundary of the Precinct providing a direct link between Dressler Circuit, Holroyd Gardens and Sheffield Street.
- An east-west visual connection from New Road 1 to the Railway Corridor to the east.
- An arcade (pedestrian through site link) linking New Road 1 to Pitt Street.
- A through site link is proposed as an extension of New Road 2 to the west.
- A north-south through site link connecting Neil Street to Sheffield Street at the Precinct boundary.

Objectives

O1. To ensure pedestrian ways, through-site links and arcades are accessible, continuous, well lit, safe and supported by active retail uses.

O2. To encourage development that expands and enhances the Merrylands Centre public domain.

O3. To promote pedestrian activity and contribute to the vitality of the Precinct.

Controls

C1. Provide through-site links and pedestrian ways as indicated in Figure 5.

C2. Through-site connection and arcade must:

i. Provide a clear sight-line from one end to the other for surveillance and accessibility, in mid-block locations.

ii. Have a minimum width of 12m.

iii. Extend and enhance the public domain and have a public domain character.

iv. Be designed to consider pedestrian safety and the security of adjacent businesses, particularly at night.

C3. Public use of through-site connections should be available at least between the hours of 7.00am to 7.00pm daily.

C4. Connections through foyers and shops are encouraged.

C5. Consider supplementary arcades and through-site connections, with outdoor areas such as courtyards or outdoor rooms.

C6. Vehicular entry points are not permitted along Pitt Street, Neil Street and New Road 1 south of New Road 2.

Figure 6 - Pennsylvania Avenue Washington DC
- Desirable active street frontage
(Source: au.pinterest.com)

Figure 7 - Lonsdale Street, Dandenong
- Pedestrian amenity along New Road 2
(Source: au.pinterest.com)

Figure 8 - Street Design Ottawa
- Desirable shared zone - New Road 2
(Source: au.pinterest.com)

5D.3 Streets

5D.3.1 New Road 1

The width of New Road 1 varies between 15m at the Terminal Place intersection to 20m at the Holroyd Gardens interface. These widths are based on the predominant use and the intensity of the existing patterns of access, circulation and movement within the Merrylands Centre and the particular topographic conditions across the Precinct.

New Road 1 is intended to ease the traffic pressure from Pitt Street to achieve greater amenity for pedestrian and cyclist movement in the public domain.

Controls

C1. Buildings are required to be setback from streets (Refer Section 5H for street setbacks).

C2. Lighting, paving, street furniture, landscaped setbacks and tree planting are to be provided following consultation with Council's landscape officers.

C3. New Road 1 is to be provided in accordance with Figures 4, 10, 11 and 12.

5D.3.2 New Road 2

The width of New Road 1 varies between 18m at the intersection of New Road 1 to 14.5m at the Holroyd Gardens interface.

Controls

C1. New Road 2 is to be provided in accordance with Figures 4, 13 and 14.

5D.3.3 Neil Street and Pitt Street

Controls

C1. A 3m x 3m splay corner to be provided at the corner of Neil and Pitt Streets (Affected lot - 185 Pitt Street)

C2. A 0.65 road widening to be provided along Pitt Street at 185 Pitt Street to incorporate a cycle path.

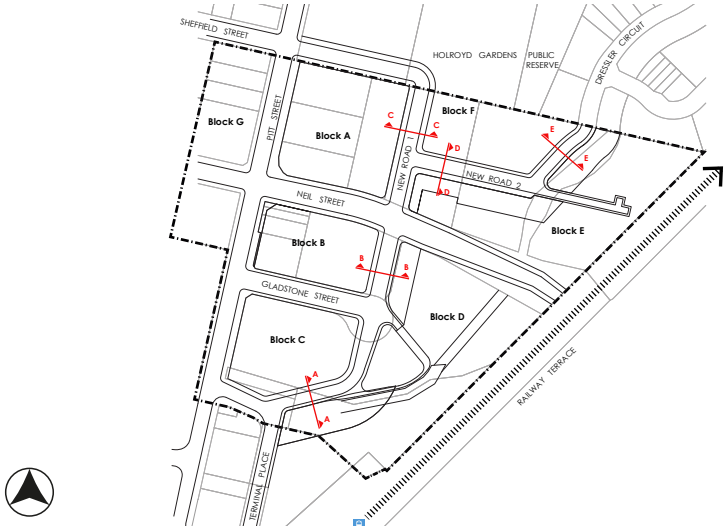


Figure 9 - Section Locations

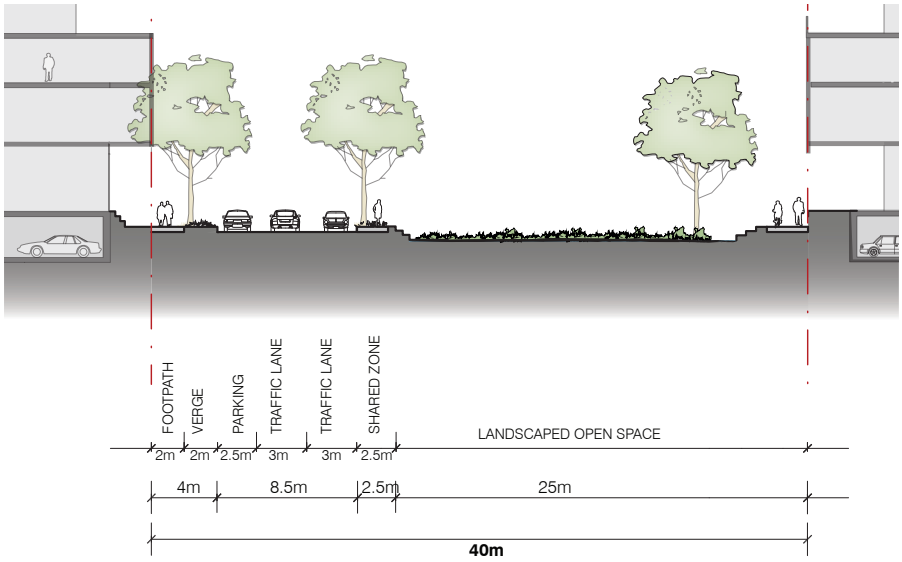


Figure 10 - Section AA

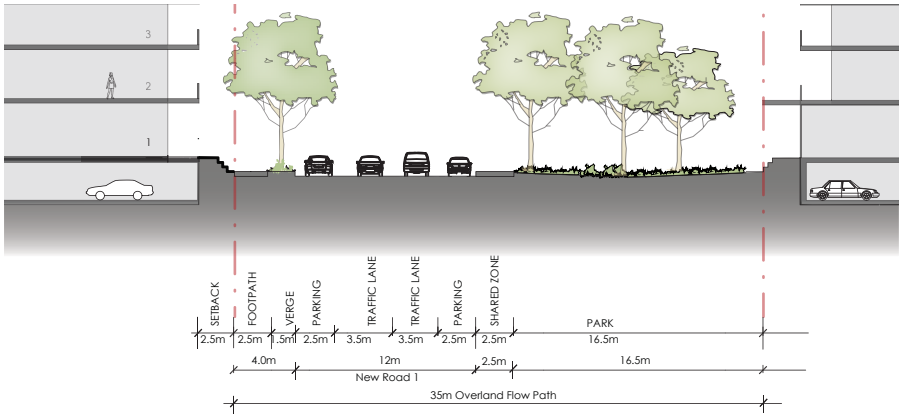


Figure 11 - Section BB

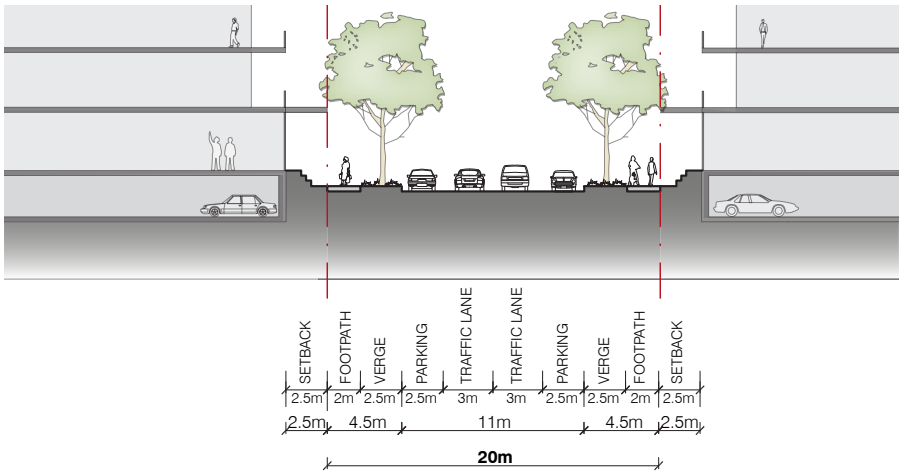


Figure 12 - Section CC

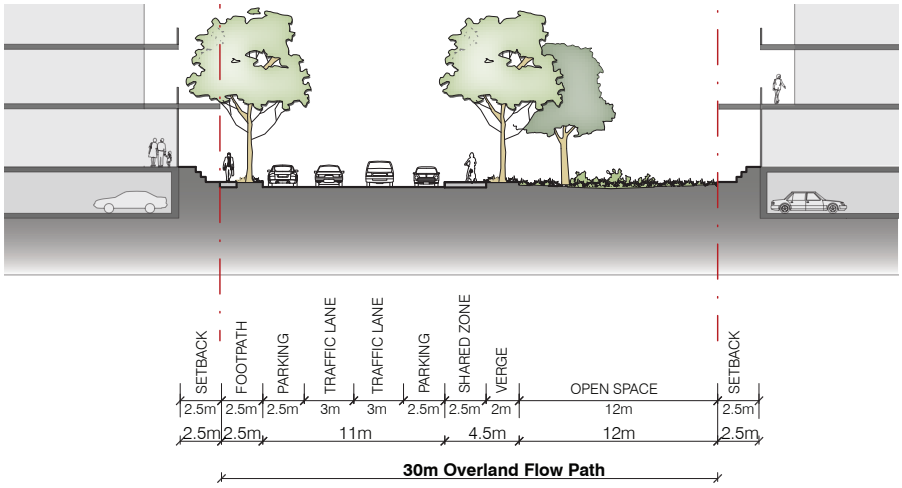


Figure 13 - Section DD

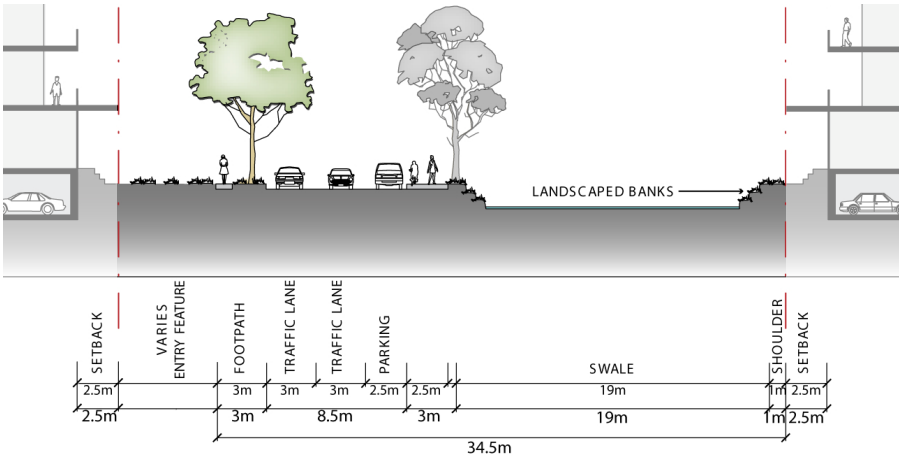
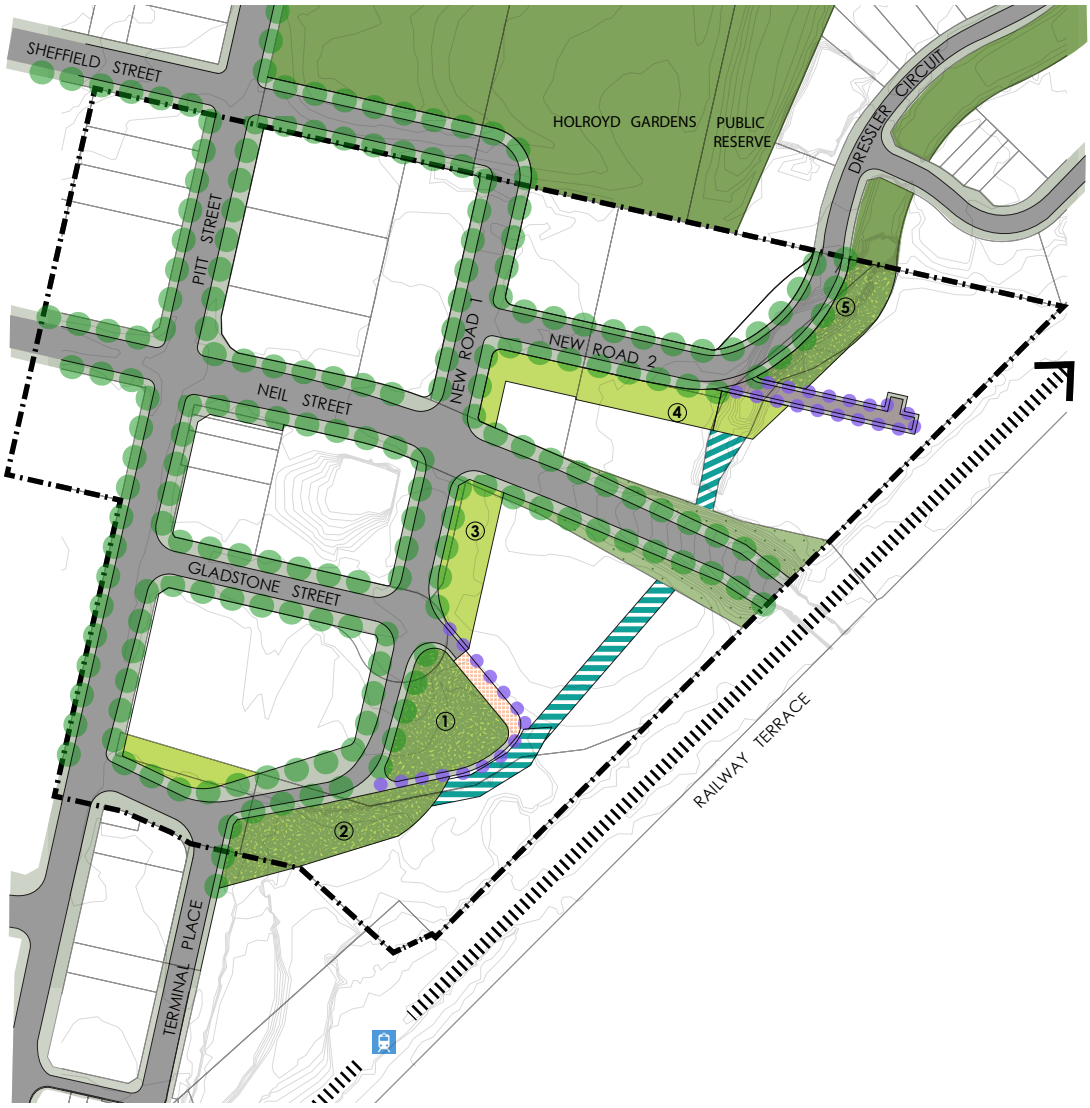


Figure 14 - Section EE



Legend

- Neil Street Precinct Boundary
- Existing Sydney Water Concrete Culvert
- Existing Open Space
- ① Neil Street Park
- ② Terminal Place Park
- ③ Boulevard Park
- ④ Canal Greenway
- ⑤ Woodland Reserve
- Green Street Setback
- Proposed Street Trees
- Proposed Street Trees Providing Variation in Character of Landscape
- Roads
- Shared Zone
- Existing Railway Corridor
- Merrylands Train Station

0 25 50m

Figure 15 - Public Domain Plan

5E. Public Open Space

5E.1 Open Space Network

The Public Open Space Structure Plan creates a new open space network that will enhance the aesthetic and environmental quality of the Precinct (Refer Figure 15). The open space network contributes to the pedestrian and cycle connections, addresses water quality and overland flow and provides informal gathering and recreational space.

Objectives

O1. To provide additional open space within a network of well connected parks and green streets.

O2. To provide consolidated open spaces and open space corridors.

O3. To accommodate a range of active and passive recreational uses.

O4. To contribute to stormwater and ecological management.

O5. To maximise the accessibility of public open space, and contribute to the pedestrian and cycle network.

O6. To provide appropriate amenity, solar access and shelter across a range of uses.

Landscape Design

C1. Public open space is to contribute to the development of a continuous canopy of native vegetation to encourage native fauna habitat.

C2. Public open space is to provide for deep soil planting, and shall have no carparking or access underneath.

C3. Public open spaces should have clear pedestrian movement routes, seating and zones of activities that are clearly defined and encourage use.

C4. With the exception of Neil Street Park and pathways, the character of the public open space shall primarily be a soft-landscaped area.

C5. The design, including paving material and furniture, generally should be consistent with adjacent footpaths and/or Merrylands Centre design.

C6. Landscape design shall be compatible with the flood risk.

C7. Trees and understorey planting to comply with Crime Prevention Through Environmental Design (CPTED) principles.

Solar Access

C8. As a general rule, at least 50% of the public open space shall have access to sunlight between 9.00am and 4.00pm at the winter solstice.

Accessibility and Connectivity

C9. Public open space is to be accessible from a variety of points within the wider public domain of Merrylands Centre.

Diversity of Uses

C10. Buildings with zero setback to open spaces are to contain active uses for the full extent of the ground floor.

Safety and security

C11. All public open space is to be designed to be in accordance with CPTED principles, in particular with regard to the following:

i. Open sightlines and landscaping that allow high levels of public surveillance by users and residents;

ii. Clear distinction between private and public open areas;

iii. External lighting (in accordance with Australia Standards AS1158 - Road Lighting) which makes visible potential 'hiding spots'; and

iv. Entrances to areas of public open space that encourage pedestrian use and provide visual security through the establishment of clear sightlines.

Provisions

1. Neil Street Park
2. Terminal Place Park
3. Boulevard Park
4. Canal Greenway
5. Woodland Reserve

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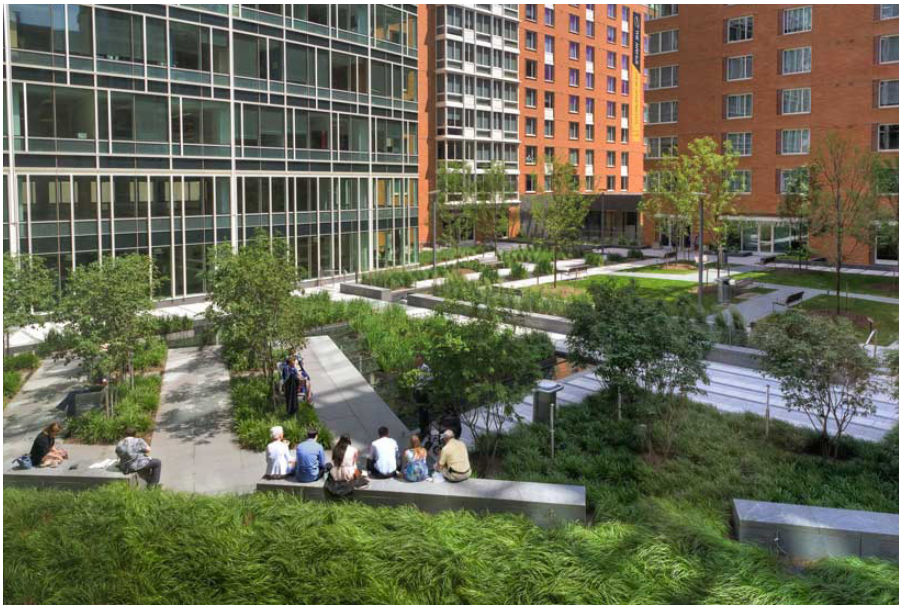

Figure 16 - Pennsylvania Avenue Park, Washington DC - Public open space defined by built form
(Source: au.pinterest.com)

Figure 17 - Artist impression Sheas Park - Green Square, Sydney.
The overland flow path designed as a space for passive recreation and pedestrian link.
(Source: www.landcom.com.au)

5E.2 Design Criteria for Public Open Spaces

① Neil Street Park

Neil Street Park lies at the southern end of New Road 2. Its principle purpose is to serve as the major recreation space for the Precinct. It will provide a civic focus for gathering/events and work-based lunchtime breaks. It will be robust in landscape expression and largely defined by built form (Refer Figure 16).

Objectives

O1. To act as the primary soft landscaped resource for the Precinct.

O2. To use the design of public domain elements and furniture, and the surface materials to create a distinctive character.

O3. To be adoptable as a performance space with informal seating areas (Refer Figure 20).

Desired Character

- Activation of ground floor commercial uses along New Road 2 and development to the north.
- Create a sense of place (Refer Figure 17).

Controls

C1. Provide a minimum 1,500sqm public open space - Neil Street Park as shown in Figure 18.

C2. Neil Street Park is to be in public ownership.

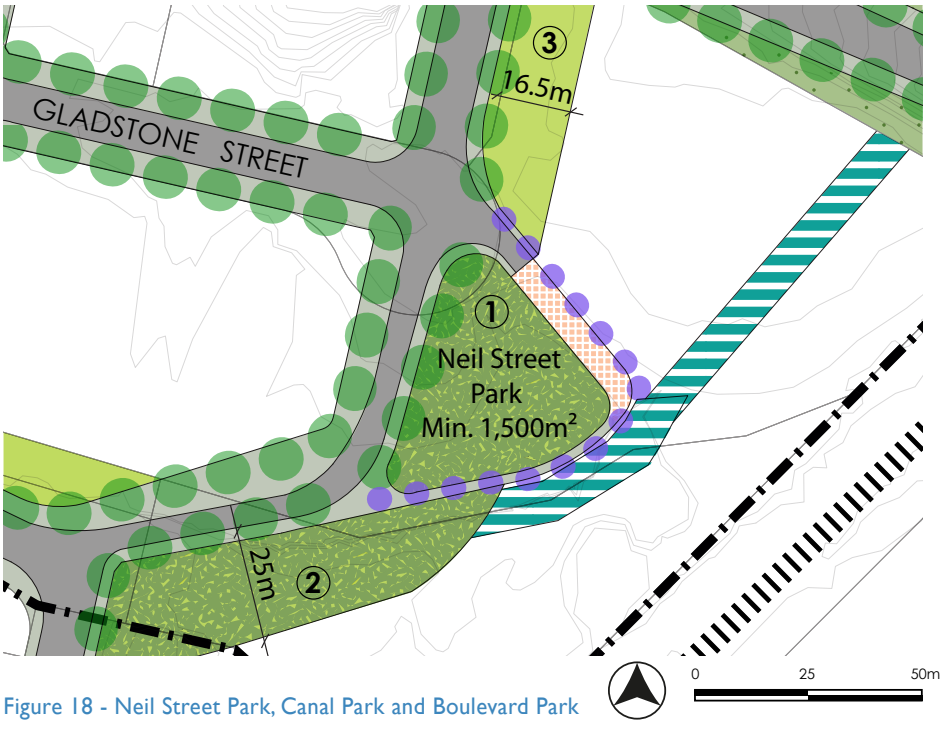

Figure 18 - Neil Street Park, Canal Park and Boulevard Park

② Terminal Place Park

Located at the southern end and along New Road 1, Terminal Place Park provides a transition space between the predominantly residential Precinct and the Merrylands Centre. The principle aim is to provide seating and shade for passive reaction in the vicinity of the train station (Refer Figure 19).

Objectives

O1. To provide additional resource to the local residents and commuters.

O2. To reinforce a sense of safety for the community by providing appropriate lighting and directional signage.

O3. To provide sufficient furniture such as bins, seats, lighting and bicycle parking in appropriate locations.

Desired Character

- Predominantly soft landscape with hardscape elements to accommodate seating and public art.
- Open lawn areas for passive recreation (Refer Figure 19).

Controls

C1. Provide a minimum width of 25m as shown in Figure 18.

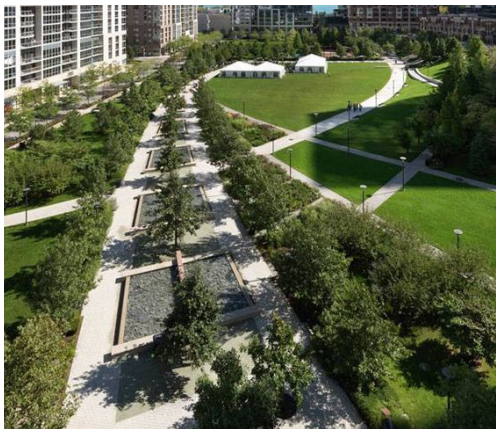

Figure 19 - Lakeshore East - Chicago: Combination of overland flow path and passive recreational space.
Terminal Place Park character.
(Source: au.pinterest.com)

Figure 20 - Bioswale amphitheatre, Manassas Park Elementary School, Virginia, USA.
(Source: americainstituteofarchitects.com/top10projects)

③ Boulevard Park

Boulevard Park lies along the eastern edge of New Road 2 between Gladstone and Neil Streets.

Objectives

O1. To provide a passive recreational space for surrounding development.

Desired Character

- Activation of ground floor retail/commercial edge to the east and western edge of New Road 2.
- Design should reflect the desire line to Holroyd Gardens (Refer Figure 21).

Controls

C1. Provide a minimum width of 16.5m as shown in Figure 23.

Figure 21 - Central Park Sheffiled, UK. Boulevard Park character. *(Source: au.pinterest.com)*

Figure 22 - Melbourne Docklands - Overland flow path as a passive recreational space. *(Source: www.aecom.com.au)*

④ Canal Greenway

Canal Greenway lies along the southern edge of New Road 2 and wraps around the eastern edge of New Road 1.

Objectives

O1. To continue the "green link" of the Precinct and prove a leafy setting to the predominantly residential use of the area north of Neil Street.

Desired Character

- Soft landscaping integrating where possible the Sydney Water Canal corridor.
- Ability to accommodate passive recreation.
- Planting of endemic and cultural species.

Controls

C1. Provide minimum widths as shown in Figure 23.

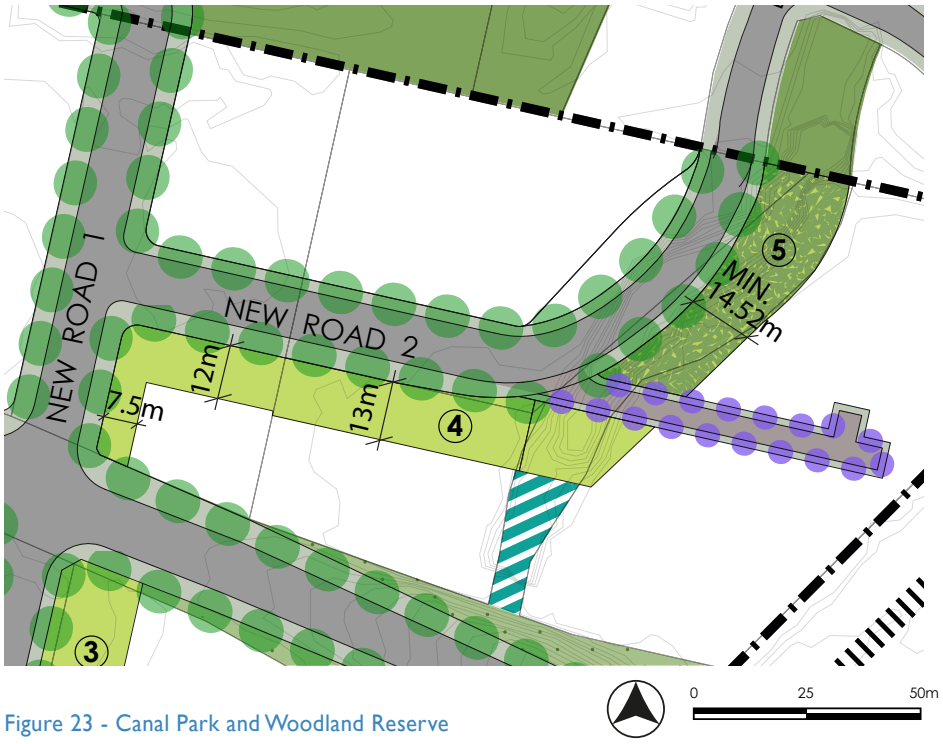

Figure 23 - Canal Park and Woodland Reserve

⑤ Woodland Reserve

Canal Park lies along the eastern edge of New Road 2. The principle aim is to provide a connection both visual and physical, being the location for major cycle and footpath links at the local level.

Objectives

O1. To provide a green link to A'Becketts Creek and the riparian corridor to the north and the new Neil Street Precinct landscape network.

Desired Character

- Accommodate range of experiences and activities including informal walking tracks and seating (Refer Figure 25).
- Continue the natural woodland character of the existing A'Becketts Creek to the north with planting of indigenous native species.
- Low maintenance, robust plant species and finishes.

Controls

C1. Provide minimum widths as shown in Figure 23.

Figure 24 - North Carolina Museum of Art detention basin converted to wetland
(Source: surface678.com/north-carolina-museum-of-art-pond-4)

Figure 25 - Woodland Park
(Source: au.pinterest.com)

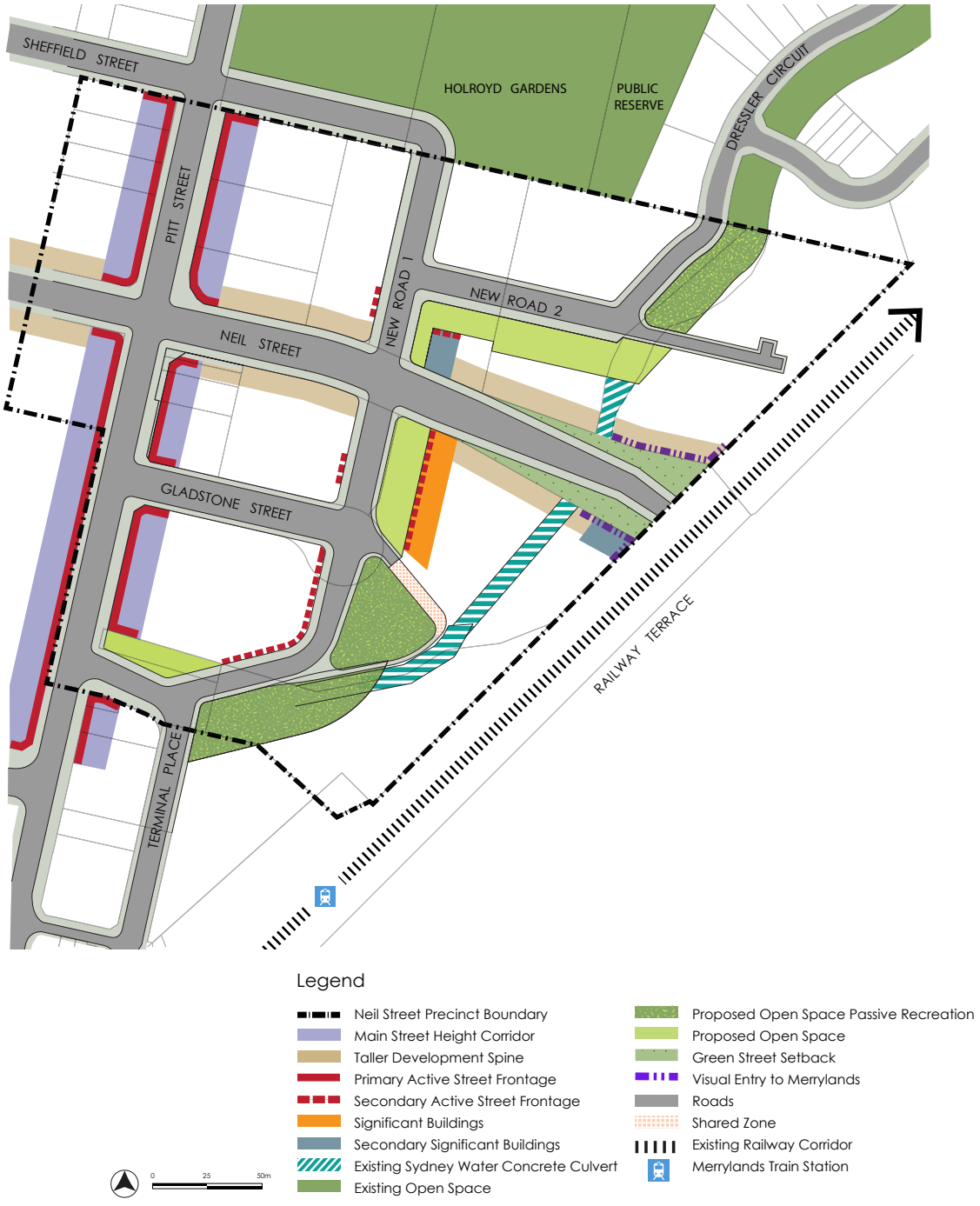

Figure 26 - Built Form Structure Plan Principles

5F. Built Form

5F.1 Built Form Network

Built Form Structure Plan Principles

One of the principle urban design strategies which guided the built form structure plan for the Merrylands Centre was to provide height transition from the lower scale residential buildings to the higher scale buildings on Merrylands Road and Mcfarlane Street.

The Built Form Structure Plan builds on the strategies established for the Merrylands Centre and focuses on the character and height distribution of built form within the Neil Street Precinct. This structure supports the density controls contained within LEP 2013.

The taller built elements have been strategically arranged along major streets and adjacent to the open space network, defining the edge of the overland flow path/green corridor.

Opportunities for taller buildings have been identified. These sites spatially locate important places within the Precinct such as key entry point and parks (Refer Figure 26). The taller buildings are intended to be distinct from their lower scale surrounding and provide visual reference and urban legibility. The visual impact of the proposed increase in heights has been analysed in relation to the broader context of the Merrylands Centre.

The principal tower is located adjacent the Neil Street Park and in proximity to the Neil Street Precinct entry off the Neil Street Bridge. The secondary towers are located on the east-west development spine at significant locations.

The important street corridor of Pitt Street is reinforced by consistent height and street setback. Within the street network opportunities for active frontages have been identified and controls provided for the specific relationship between buildings and the street in these locations.

Location of active street level uses are identified adjacent to the green link.

Figure 27 - Built Form Structure Plan

Built Form Structure Plan

The Built Form Structure Plan is a broad, long term plan to guide changes in built form and provide clear direction about preferred locations of buildings within developments and building separations. The building footprints indicated on Figure 27 represent the preferred building configuration. Buildings are to be designed in accordance with Section 5H – Site Specific Controls.

5G. Site Amalgamation

Figure 28 - Preferred Site Amalgamation

Seven development sites (blocks) within the Precinct have been identified resulting from the evolving land ownership pattern and road alignment (Refer Figure 28). These blocks are anticipated to cater to the future increases in population and pedestrian movements, particularly those arriving via the rail network. In addition, these blocks incorporate significant public spaces and parks supporting the commercial and residential uses within and around the Precinct. Land uses have been coordinated with the desired built form outcomes to ensure that the Precinct functions as a highly attractive, safe and usable urban space.

Controls

C1. Amalgamation of lots in accordance with Figure 28 is desired for redevelopment.

C2. Land amalgamation is to increase the width of the street frontage and avoid irregular lot configuration.

C3. Sites are to be amalgamated to avoid isolating an adjoining site or sites.

C4. The lot shape, orientation and design of amalgamation and subdivision lots is to support the following:

i. Protection and enhancement of the amenity, solar access, privacy, open space and views of the neighbouring lots

ii. Incorporation of the principles of water sensitive urban design

C5. The block width, dimension, orientation and layout are to consider the existing subdivision pattern of the locality.

C6. New lot/s created must be such that each lot with street frontage allows for the siting of a development which will address the street.

5H. Site Specific Controls

This section provides character statements, objectives and development controls for specific areas/ blocks within the Precinct as identified under Section 5G. These blocks will contribute to the identity, function and character of the Precinct and as such more detailed built form controls have been provided to ensure high quality outcomes.

General Precinct Controls

C1. General controls applicable to the whole Precinct are as follows:

Building Envelopes	
Maximum Horizontal Length of Buildings (above any podium)	• 9 to 12 Storeys = Max. 75m • 13 to 20 Storeys = Max. 55m The max. horizontal length of any building without substantial articulation shall not exceed 45m.
Building Breaks	
Buildings	Please refer to Section 8 for the location of preferred building separation requirements.
Solar Access	
Residential Part of Buildings	• Min. 2 hours direct sunlight access to 70% of apartments between 9.00am to 4.00pm at the winter solstice (22 June).
Public Open Space	Neil Street Park • Min. 2 hours direct sunlight between 12noon to 3.00pm at the winter solstice (22 June) to min. 50% of the area. Other Public Open Spaces • Min. 2 hours direct sunlight between 9am to 4.00pm at the winter solstice (22 June) to min. 50% of the area.
Street Activation	
Pitt Street and Terminal Place	• Fully activate at least 2 storeys with commercial/retail uses. B4 Zone Min. non-residential GFA equivalent to 40% of the ground floor building footprint area. B6 Zone Minimum non-residential GFA equivalent to 20% of the ground floor building footprint area except for the site at the southeast corner of Neil Street and new Road 1 where the minimum requirement for street activation is 50% of the ground floor building footprint area.
Western Side of New Road 1	• Area between Terminal Place and Neil Street to be intermittently activated as a secondary active frontage.

Street Wall Height	
Along Pitt Street	• 3 storey podium with a minimum height of 11m and maximum 14m.
Parking	
Parking	• Parking must be provided in the basement (underground). • Underground parking is not permitted to encroach into the setback areas or under public open space areas. • Please refer to Part A - General Controls for other parking requirements.
Building Envelope Depth	
Commercial / retail (Above Podium)	• Max 25m (unless specified in Section 5H).
Residential	• Max 22m (unless specified in Section 5H).
Public Domain Interface	
Vehicle Access	• Vehicle access should not ramp along boundary alignments facing a street or public open space.
Awning	
Along Pitt Street & Eastern Edge of Boulevard Park	• Awnings should be provided along Pitt Street. • Min. 3m deep. • Preferred minimum soffit height of 3.3m. • Slim vertical fascias/eaves not more than 300mm in height. • Wrap awnings around corners where a building is sited on a street corner.
Site and Building Design	
Unless specified under Section 7 or 8, for the design of apartments/mix use building design; please refer to the Apartment Design Guide (ADG); NSW Government Department of Planning & Environment for: • Building depth • Building separation • Deep soil zones • Visual privacy • Communal and public open space • Pedestrian access and entries • Vehicle access • Bicycle and car parking • Building Amenity (Ceiling height, Solar access, Natural ventilation, Private open space and balconies, Acoustic Privacy, Noise and pollution, Common circulation and spaces) • Building Configuration (apartment mix, layout and size, storage, roof design,landscape design, planting on structures, façades, awnings) • Performance (Energy efficiency, Waste Management, private open space and balconies, Water management and conservation).	
Stormwater Management	
Merrylands Neil Street Precinct is affected by the 1 in 100 year flood. Roads and open space network have been designed as overland flow path to manage the impact of flooding. To ensure appropriate flood management: • Width and location of the overland flow path to be in accordance with Section 5D and 5H. • Please refer to Part A - General Controls. • Consult with Council's engineers prior to submitting a DA.	

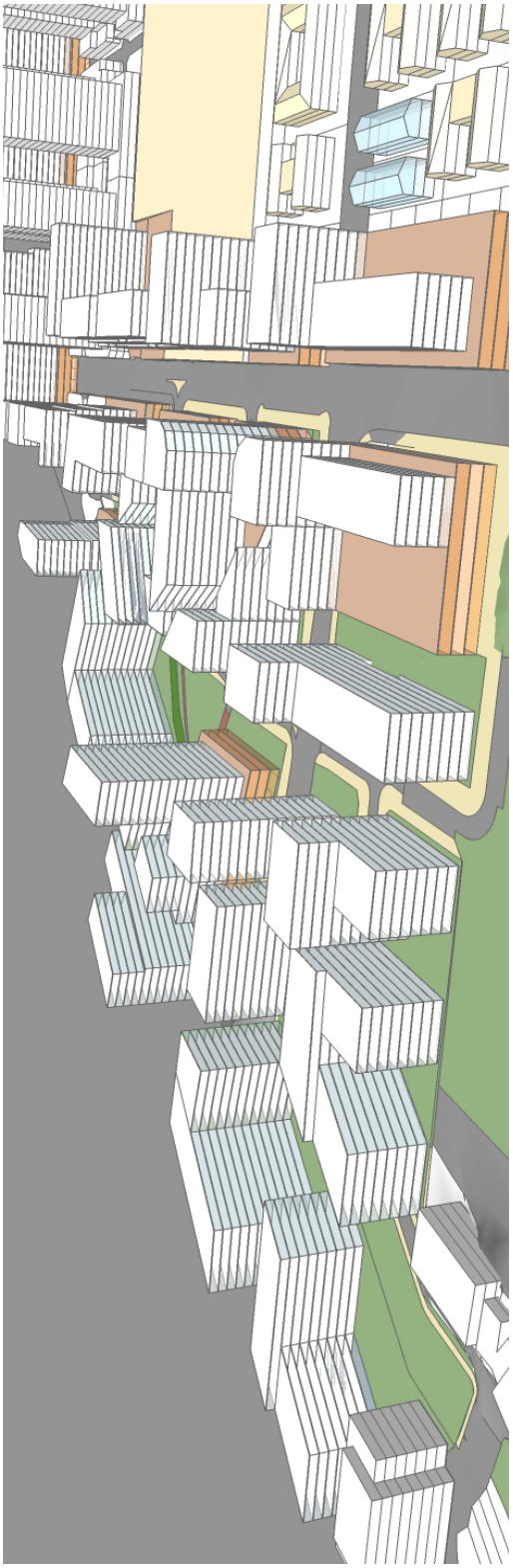

Figure 29 - Proposed Built Form Model - Looking South

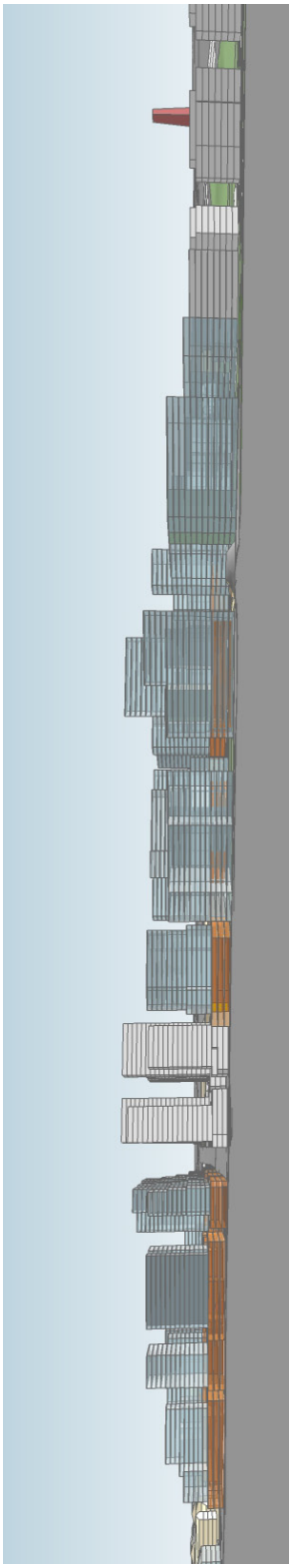

Figure 30 - Proposed Built Form Model - Looking West from the Railway Corridor

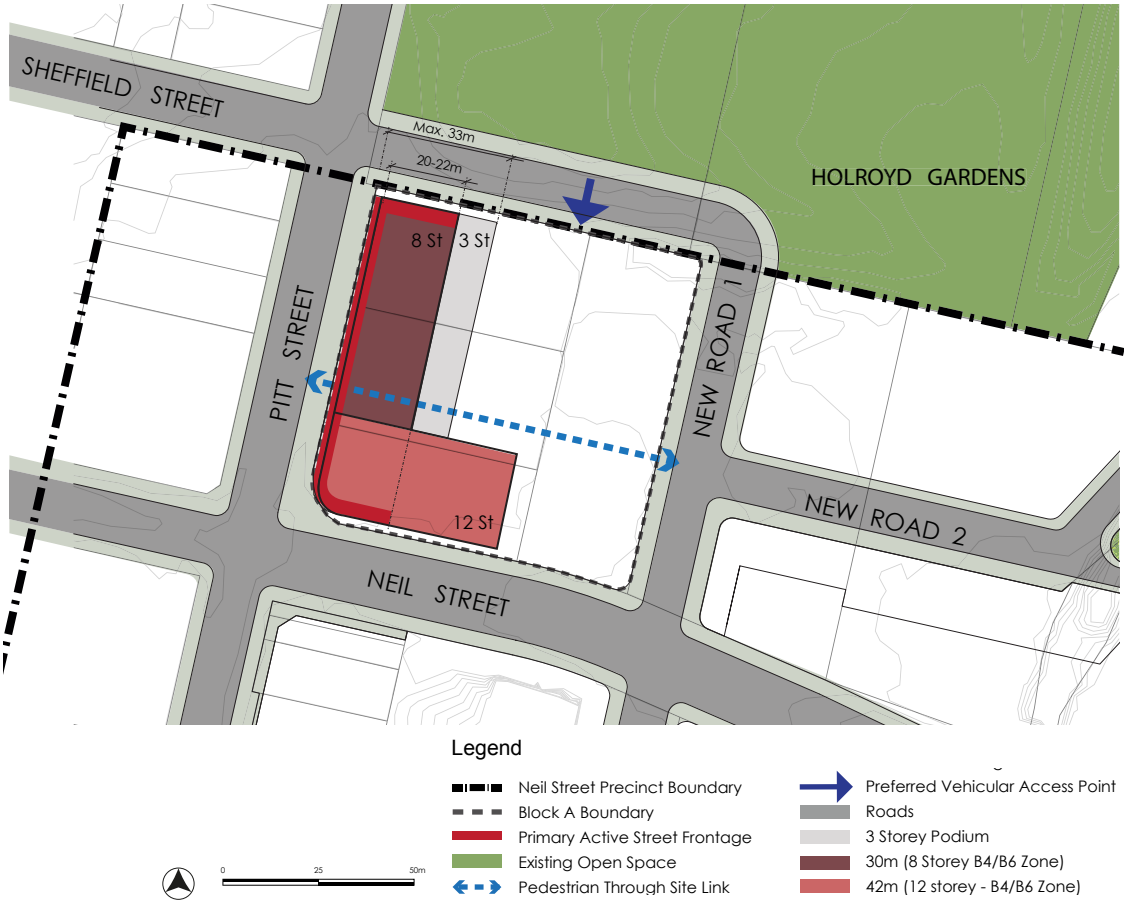

Figure 31 - Proposed Block A Height and Public Domain Plan

Figure 32 - Green Street Setbacks - Pitt Street - Green Link to Holroyd Gardens
(Source: au.pinterest.com)

5H. Site Specific Controls

5H.1 Block A

Block A is bounded by the Holroyd Gardens to the north, Block F to the east, Neil Street to the south and Pitt Street to the west.

The detailed, site specific controls within this section will define the scale and character of development at the Pitt and Neil Streets intersection, providing development that creates a positive image.

Objectives

O1. To ensure the development contributes to the provision of public infrastructure.

O2. To provide a range of uses supporting the predominantly commercial use within the Merrylands Centre, and generating activity at ground level.

O3. To ensure that the intersection of Pitt and Neil Streets creates a quality identity for the corner.

O4. To ensure scale and form of development contributes to the public domain and legibility of Pitt Street.

5H.1.1 Site and Building Design

Public Domain

The key public domain features of this Block are:

- New Road 1 to the north
- Pitt Street to the west

New street improvements are to be provided to both the streets.

Controls

C1. Primary active frontages are to be provided where shown in Figure 31.

C2. Primary active frontage are to have a civic character.

C3. Awnings to be provided along Pitt Street.

5H.1.2 Building Heights

Refined building heights are provided to determine the extent and location of height distribution within the Precinct.

Controls

C1. Development should comply with the Block A Height Plan which indicates the maximum number of permissible storeys (Refer Figures 31 and 34).

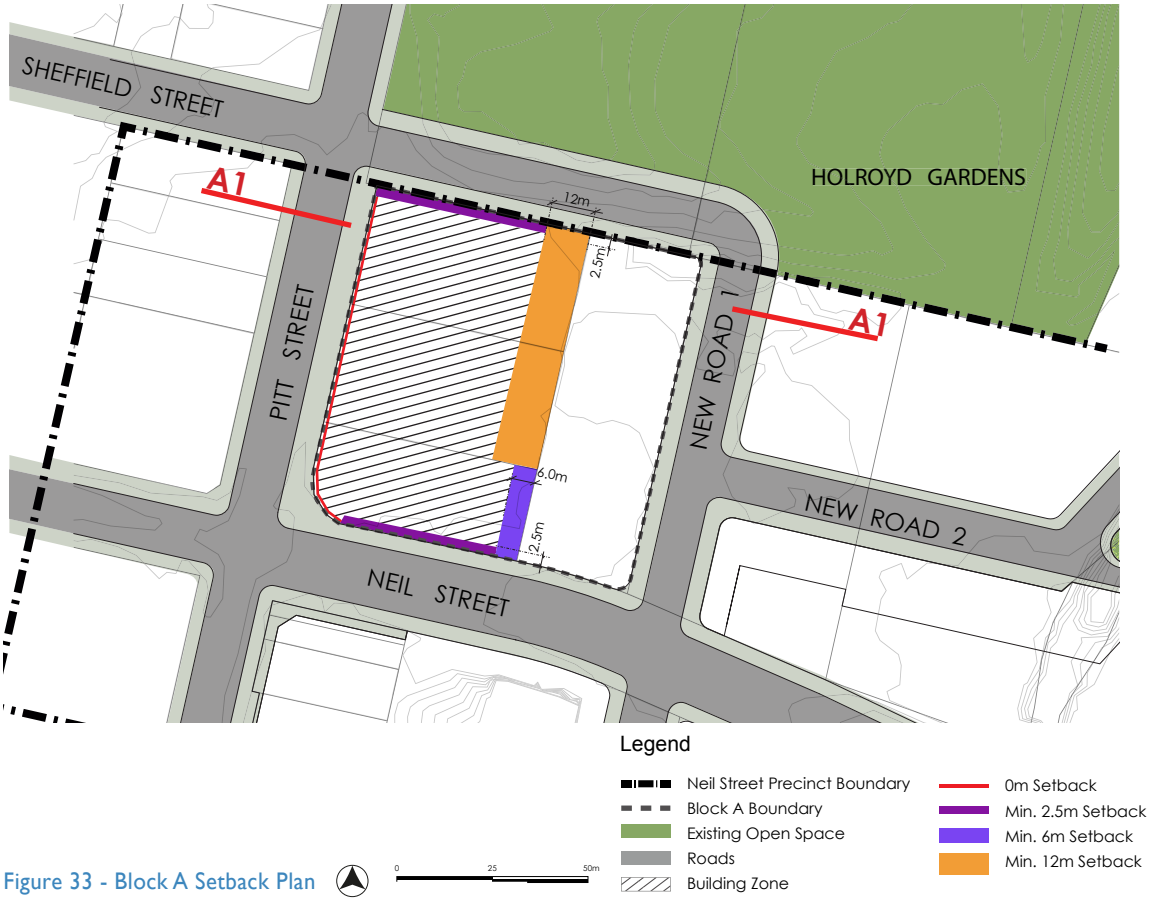

Figure 33 - Block A Setback Plan

1.3 Setbacks

To provide some flexibility in the configuration of buildings on site, building zones have been identified within which buildings can occur on the site. The building zone is determined by the street, side and rear setbacks.

The building zone cannot be totally taken up by buildings. The extent of the building zone that can be occupied by buildings is calculated by applying all the built form controls the Precinct. The building configuration indicated in the diagrams is the preferred building configuration.

Controls

C1. Provide setbacks as shown in Figure 33.

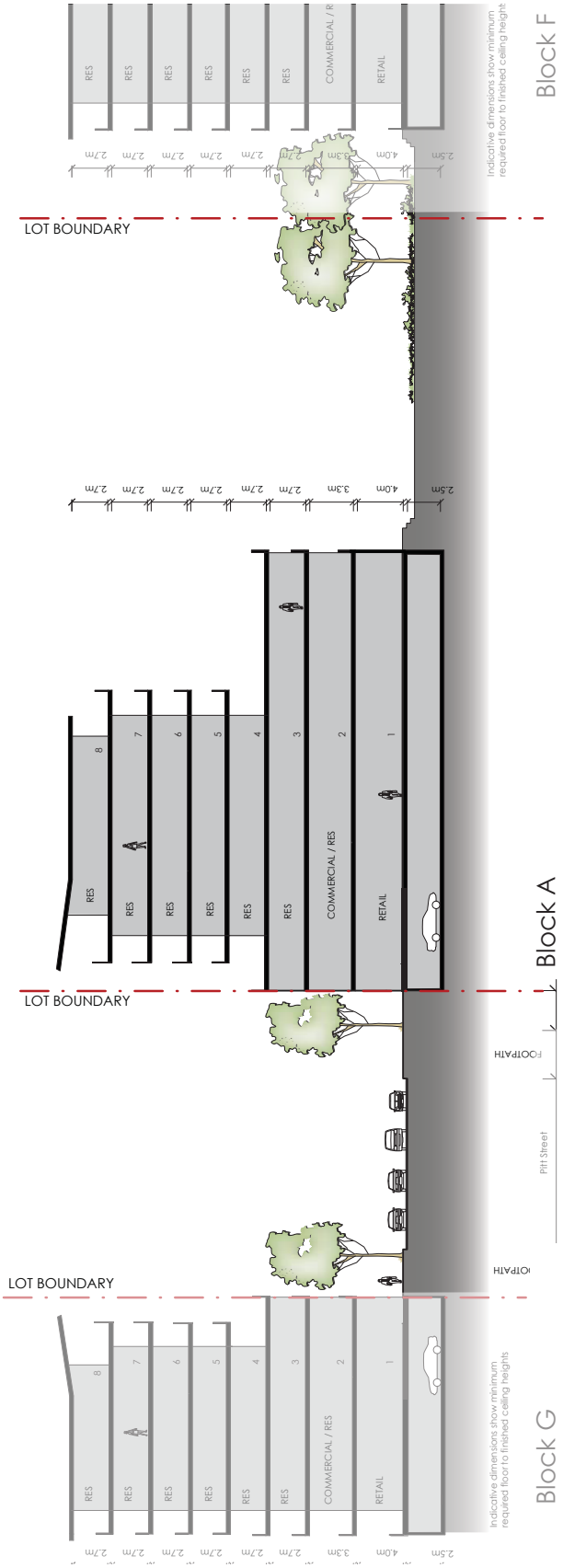

Figure 34 - Section A1 - A1

1.4 Public Domain Interface

Specific street frontage treatments are required to achieve consistency within and around the Precinct, and to reinforce the desired streetscape character. The streetscape character is determined by the design and consistency of the building edge, and the continuity of the built form interface relative to driveways and vehicular crossing.

Controls

C1. Driveways and vehicular crossings are not permitted along Pitt Street

C2. Driveways and vehicular crossings are to be provided from New Road 1. Indicative locations are shown in Figure 31.

Building Height	
Along Pitt Street	• Max 12 storeys (Refer Figure 31)
Along Neil Street	• Max 12 storeys (Refer Figure 31)
Building Use	
B4 Zone - Along Pitt Street	Ground and first floor • Commercial / retail Second floor and above • Commercial or residential
B4 Zone - All other buildings	Ground floor • Commercial / retail First Floor and above • Residential / commercial
Building Envelope Depth	
Commercial / retail (Above Podium)	• Max 25m
Residential	• Max 22m

Setback	
Street setback	Pitt Street • 0m
	Neil Street • Min 2.5m
	Sheffield Street Extension • Min 2.5m
Rear setback	For lots fronting Pitt Street • Min 6m and 12m
Street Wall Height	
Along Pitt Street	• 3 storey podium with minimum height of 11m and maximum 14m.
Awning	
Along Pitt Street	• Min. 3m deep

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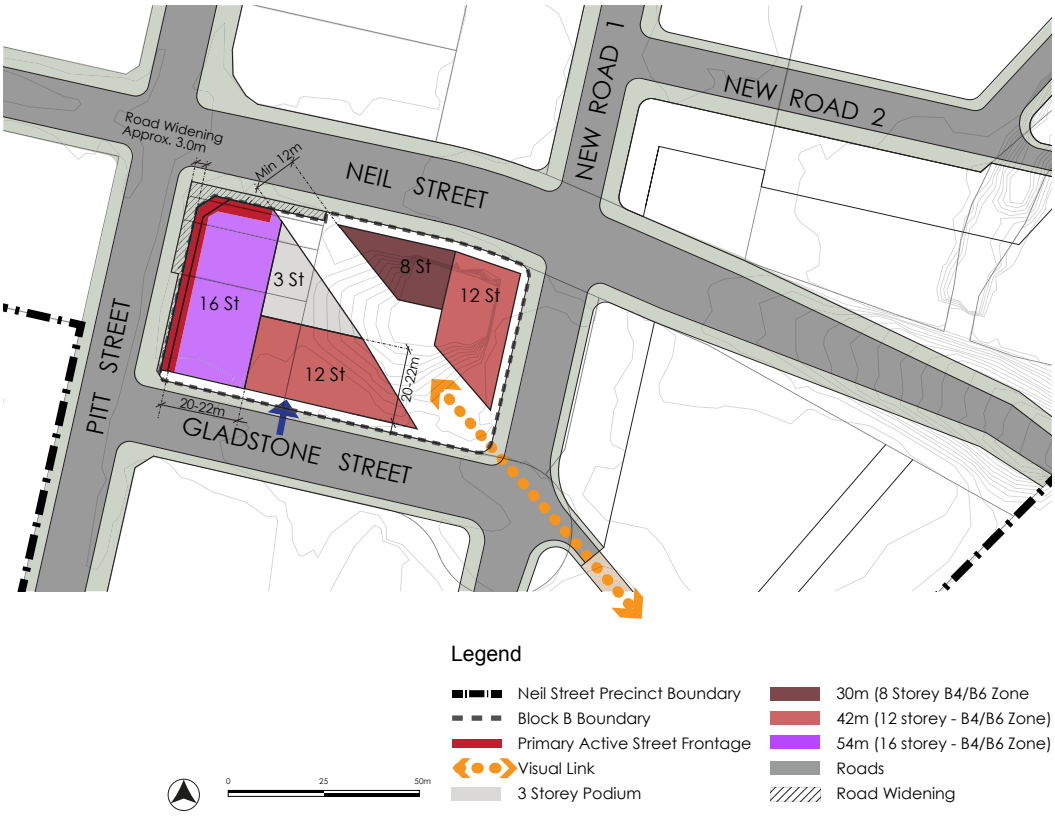

Figure 35 - Proposed Block B Height and Public Domain Plan

5H.2 Block B

Block B is bounded by Neil Street to the north, New Road 1 to the east, Gladstone Street to the south and Pitt Street to the west.

Objectives

O1. To provide a range of uses supporting the predominantly commercial use within the Merrylands Centre, and generating activity at ground level

O2. To ensure scale and form of development contributes to the public domain and legibility of Pitt Street

5H.2.1 Site and Building Design

Public Domain

The key public domain features of this Block are:

- Neil Street to the north
- New Road 1 to the east
- Gladstone Street to the south
- Pitt Street to the west

Controls

C1. Primary active frontages are to be provided where shown in Figure 35.

C2. Primary active frontages are vibrant and inviting.

2.2 Building Heights

Refined building heights are provided to determine the extent and location of height distribution within the Precinct.

Controls

C1. Development should comply with Block B Height Plan which indicates the maximum number of permissible storeys (Refer Figure 35 and 36).

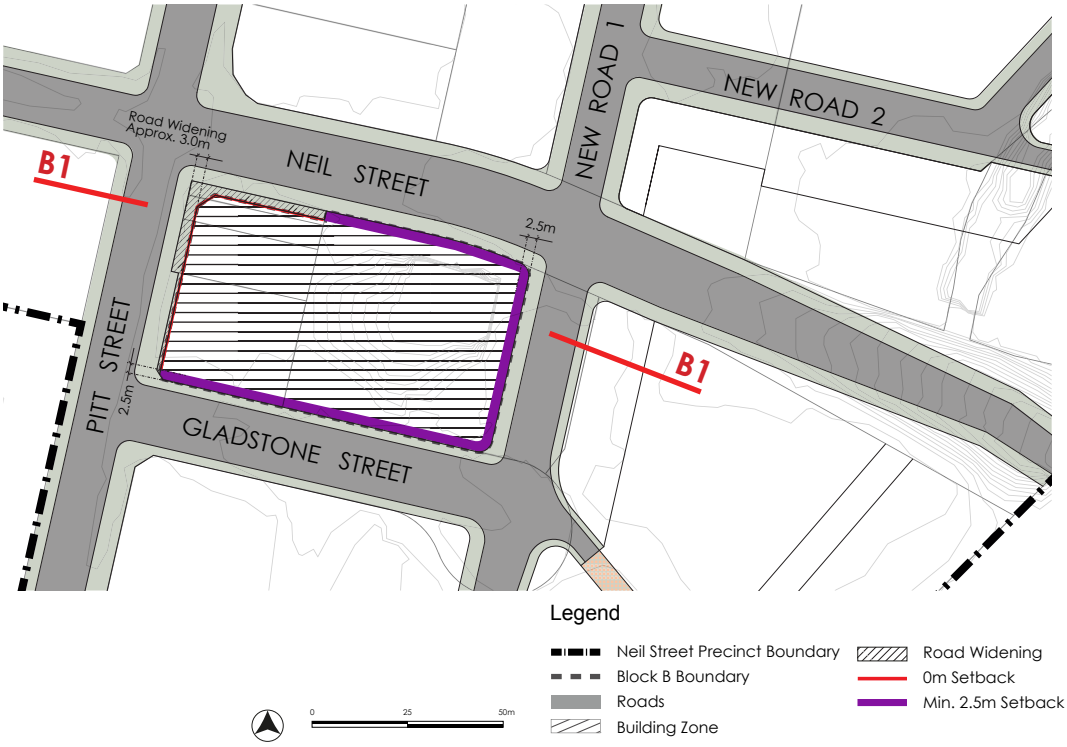

Figure 36 - Proposed Block B Setback Plan

2.3 Setbacks

To provide some flexibility in the configuration of buildings, building zones have been identified within which buildings can occur on the site. The building zone is determined by the street, side and rear setbacks.

The building zone cannot be totally taken up by buildings. The extent of the building zone that can be occupied by buildings is calculated by applying all the built form controls for the Precinct.

The building configuration indicated in the diagrams is the preferred building configuration.

Controls

C1. Provide setbacks as shown in Figure 36.

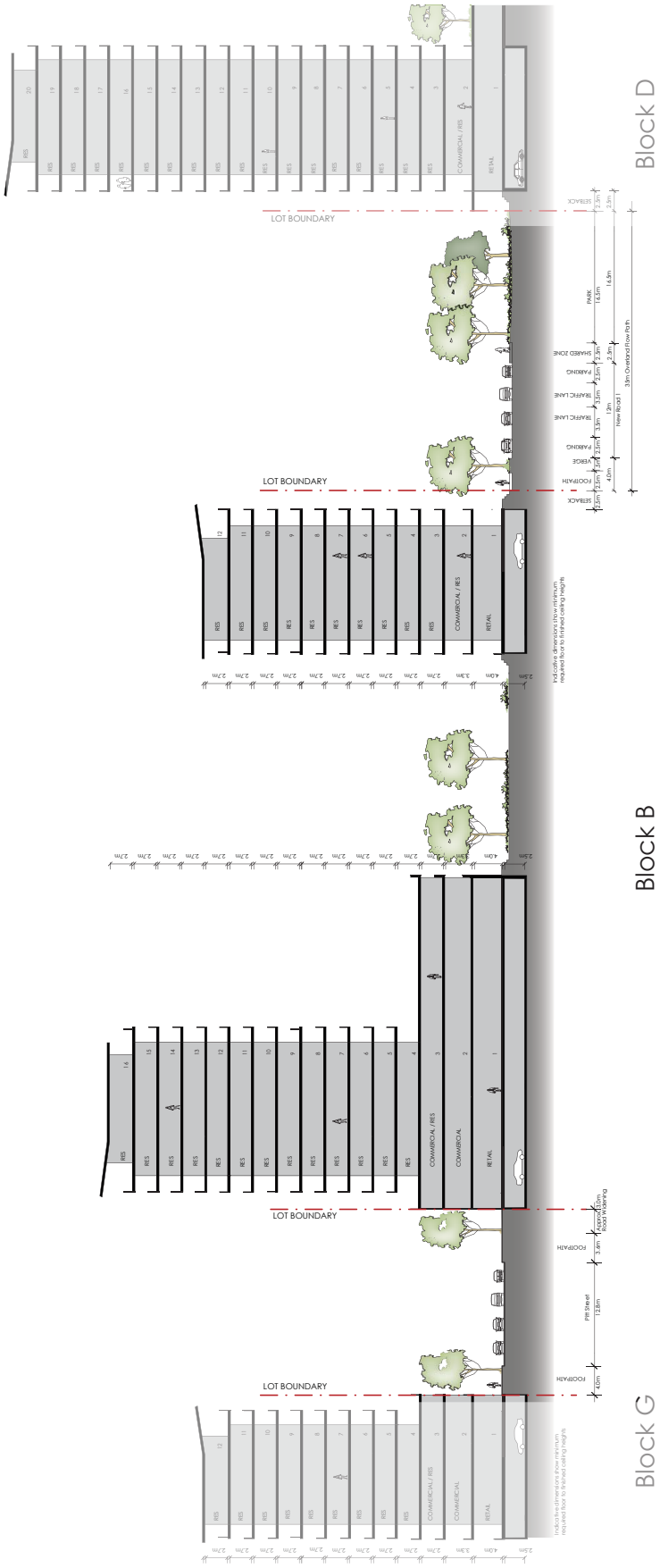

Figure 37 - Section B1 - B1

2.4 Public Domain Interface

Specific street frontage treatments are required to achieve consistency within and around the Precinct, and to reinforce the desired streetscape character. The streetscape character is determined by the design and consistency of the building edge, and the continuity of the built form interface relative to driveways and vehicular crossings.

Controls

C1. Driveways and vehicular crossings are not permitted along Pitt Street

C2. Driveways and vehicular crossings are to be provided from New Road 1. Indicative locations are shown in Figure 35.

Building Height	
Along Pitt Street	• Max 16 storeys (Refer Figure 35)
Along New Road 1 and Gladstone Street	• Max 12 storeys (Refer Figure 35)
Along Neil Street	• Max 8 storeys
Building Use	
B4 Zone - Along Pitt Street	Ground and first floor • Commercial / retail Second floor and above • Commercial or residential
B6 Zone - Along New Road 1	Ground floor • Commercial / retail First Floor and above • Residential / commercial
B6 & B4 Zone - Along Neil Street	All floors residential

Building Envelope Depth	
Commercial/retail (Above Podium)	• Max 25m
Residential	• Max 22m
Setback	
Street setback	Pitt Street • 0m
	Neil Street, New Road 1 and Gladstone Street • Min 2.5m

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Figure 38 - Proposed Block C Height and Public Domain Plan

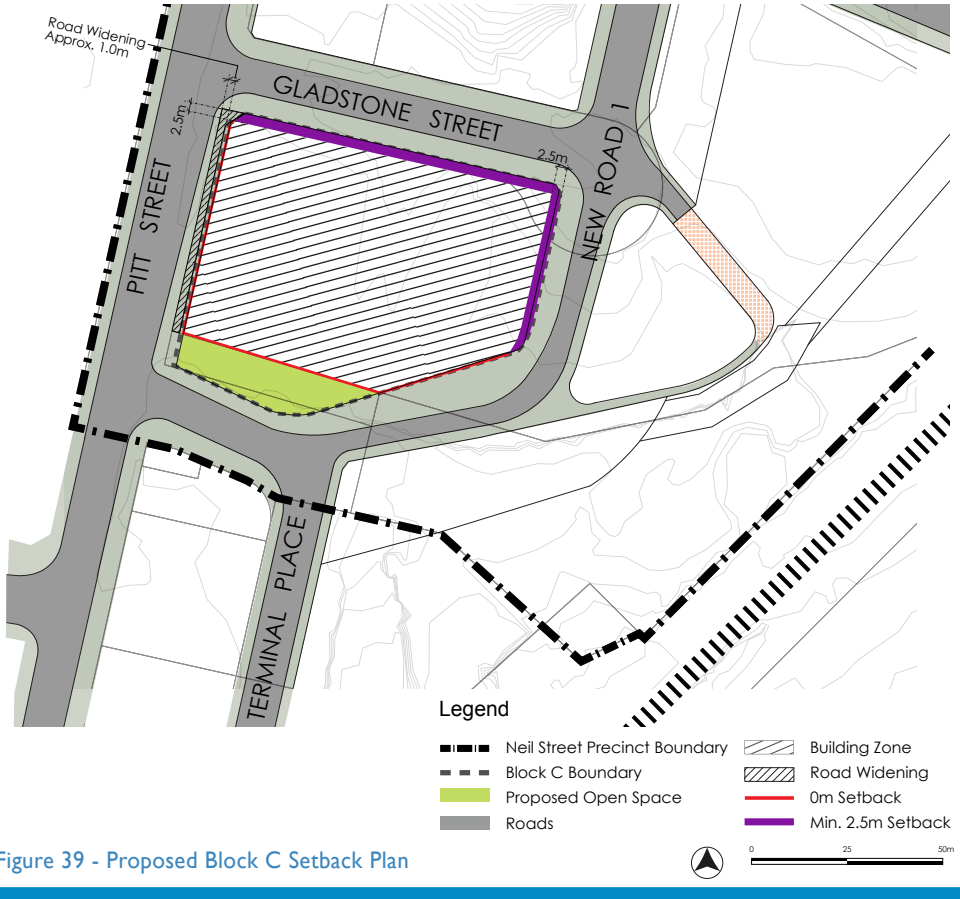


Figure 39 - Proposed Block C Setback Plan

5H.3 Block C

Block C is bounded by Gladstone Street to the north, New Road 1 to the east, Terminal Place to the south and Pitt Street to the west. Block C has similar characteristics as Block B.

5H.3.1 Site and Building Design

Public Domain

The key public domain features of this Block are:

- Gladstone Street to the north
- New Road 1 to the east
- Terminal Place to the south
- Pitt Street to the west

Controls

C1. Primary active frontages are to be provided where shown in Figure 38.

C2. Primary active frontages are to be vibrant and inviting.

3.2 Building Heights

Refined building heights are provided to determine the extent and location of height distribution within the Precinct.

Controls

C1. Development should comply with Block B Height Plan which indicates the maximum number of permissible storeys (Refer Figure 38).

3.3 Setbacks

To provide some flexibility in the configuration of buildings, building zones have been identified within which buildings can occur on the site. The building zone is determined by the street, side and rear setbacks.

The building zone cannot be totally taken up by buildings. The extent of the building zone that can be occupied by buildings is calculated by applying all the built form controls for the Precinct. The building configuration indicated in the diagrams is the preferred building configuration.

Controls

C1. Provide setbacks as shown in Figure 39.

C2. Underground parking is not permitted to encroach into the setback areas.

Figure 40 - Rouse Hill, Sydney. Zero street setback with active street frontage

Figure 41 - Artist Impression of Pinnacle Towers, South Perth - Podium and Tower Form
(Source: www.pinnaclesouthperth.com)

Figure 42 - The horizontal and vertical architectural elements provide interest and break the monotony of the elevation and scale of the building
(Source: au.pinterest.com)

3.4 Public Domain Interface

Specific street frontage treatments are required to achieve consistency within and around the Precinct, and to reinforce the desired streetscape character. The streetscape character is determined by the design and consistency of the building edge, and the continuity of the built form interface relative to driveways and vehicular crossings.

Controls

C1. Driveways and vehicular crossings are not permitted along Pitt Street

C2. Driveways and vehicular crossings are to be provided from New Road 1. Indicative locations are shown in Figure 38.

Building Height	
Along Pitt Street	• Max. 16 storeys (Refer Figure 38)
Terminal Place	• Max. 12 storeys (Refer Figure 38)
Gladstone Street	• Max. 8 storeys
Building Use	
B4 Zone - Corner of Gladstone Street and New Road 1	Ground floor and above • Residential
B4 Zone - Along Pitt Street and Terminal Place	Ground floor and first floor • Commercial / retail Second floor and above • Commercial / retail / residential
B6 Zone - New Road 1	Ground floor • Commercial / retail All floors above ground floor • Commercial / residential
Building Envelope Depth	
Commercial / retail and residential on all floors above podium	• Max. 22m

Setback	
Street setback	Pitt Street • 0m
	Gladstone Street • Min. 2.5m
	Terminal Place • Min. 0m
	New Road 1 • Min. 2.5m
Street Wall Height	
Along Pitt Street	• 3 storey podium with minimum height of 11m and maximum 14m.
Awning	
Along Pitt Street	• Min. 3m deep

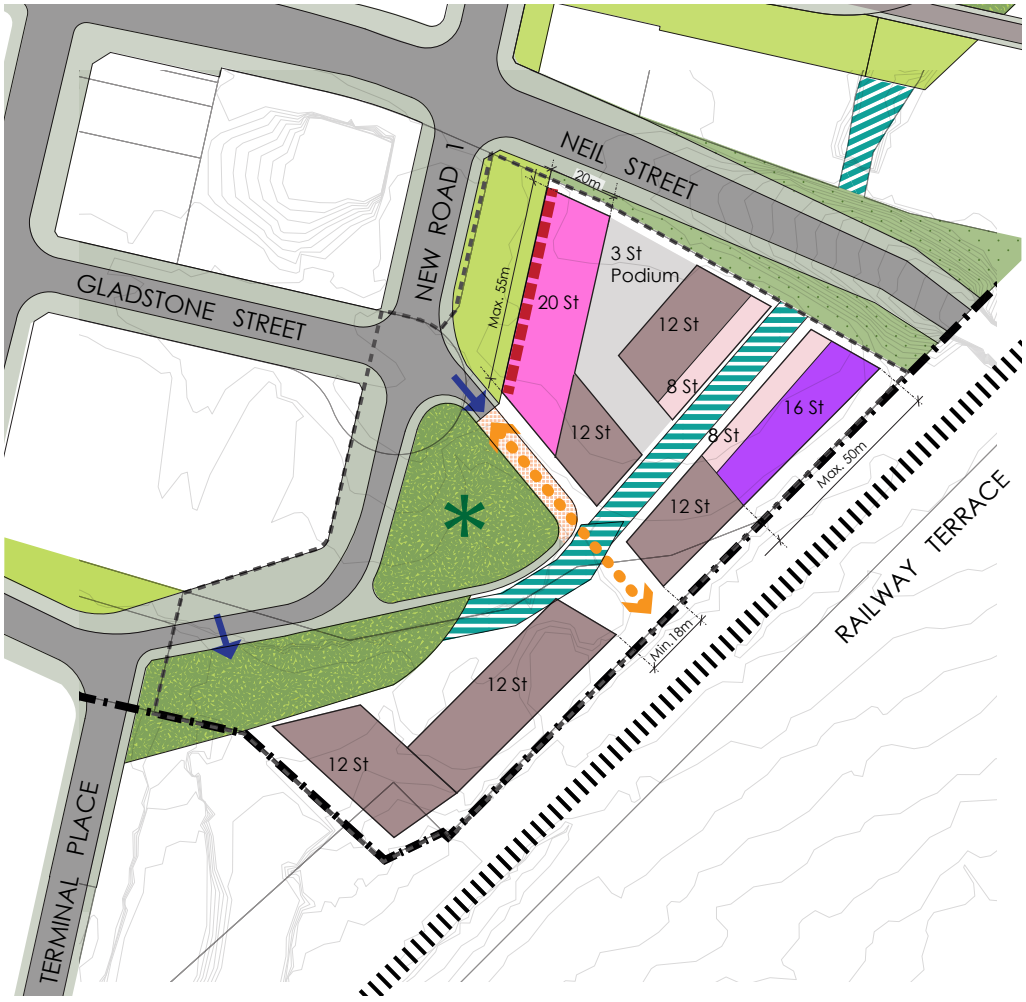


Figure 43 - Block D Height and Public Domain Plan

5H.4 Block D

Block D is bounded by Neil Street to the north, the railway corridor (which runs northeast to southwest) to the east and south, Merrylands Train Station to the southwest and New Road 1 to the west with the overland flow path located to the east of New Road 1.

Although the accessibility of Block D is enhanced by the proposed Road 1, it is also constrained by the existing Sydney water culvert which runs through the site. The flood flow path which is envisioned to form part of the public open network provides an opportunity for Block D to enhance the public domain of the area by incorporating a centrally located space - Neil Street Park for recreational purposes.

Given the landscape setting, this Block is expected to accommodate secondary active uses (e.g. gymnasium, child care centre, corner shop, café) that support and enhance the liveability of the Precinct. The ground level activity within Block D will be focused along New Road 1.

The detailed, site specific controls within this section will define the scale and character of development at the Pitt and Neil Streets intersection, providing development that create a positive image.

Objectives

O1. To ensure the development contributes to the provision of public infrastructure.

O2. To ensure that the intersection of New Road 1 and Neil Streets is reinforced with greater height and create a distinct identity for the corner.

O3. To reinforce the open space through built form.

O4. To ensure scale and form of development contributes to the public domain and legibility of New Road 1 and Neil Street.

5H.4.1 Site and Building Design

Public Domain

The key public domain features of this Block are:

- New Road 1 to the west
- Overland flow path and Neil Street Park to the west
- Neil Street to the north

Controls

C1. Secondary active frontage is to be provided where shown in Figure 43 (gymnasium, child care centre, corner shop, café).

C2. Secondary active frontage is to have a civic character, providing colonnades for the building at the intersection of Neil Street and New Road 1.

Refer to Section 5E for the future desired character of Neil Street Park.

Figure 44 - Block D Setback Plan

4.2 Building Heights

Refined building heights are provided to determine the extent and location of height distribution within the Precinct.

Controls

C1. Development should comply with Block D Height Plan which indicates the maximum number of permissible storeys (Refer Figure 43 and 45).

4.3 Setbacks

To provide some flexibility in the configuration of buildings on site, building zones have been identified within which buildings can occur on the site. The building zone is determined by the street, side and rear setbacks. The building zone cannot be totally taken up by buildings. The extent of the building zone that can be occupied by buildings is calculated by applying all the built form controls for the Precinct. The building configuration indicated in the diagrams is the preferred building configuration.

Controls

C1. Provide setbacks as shown in Figure 44.

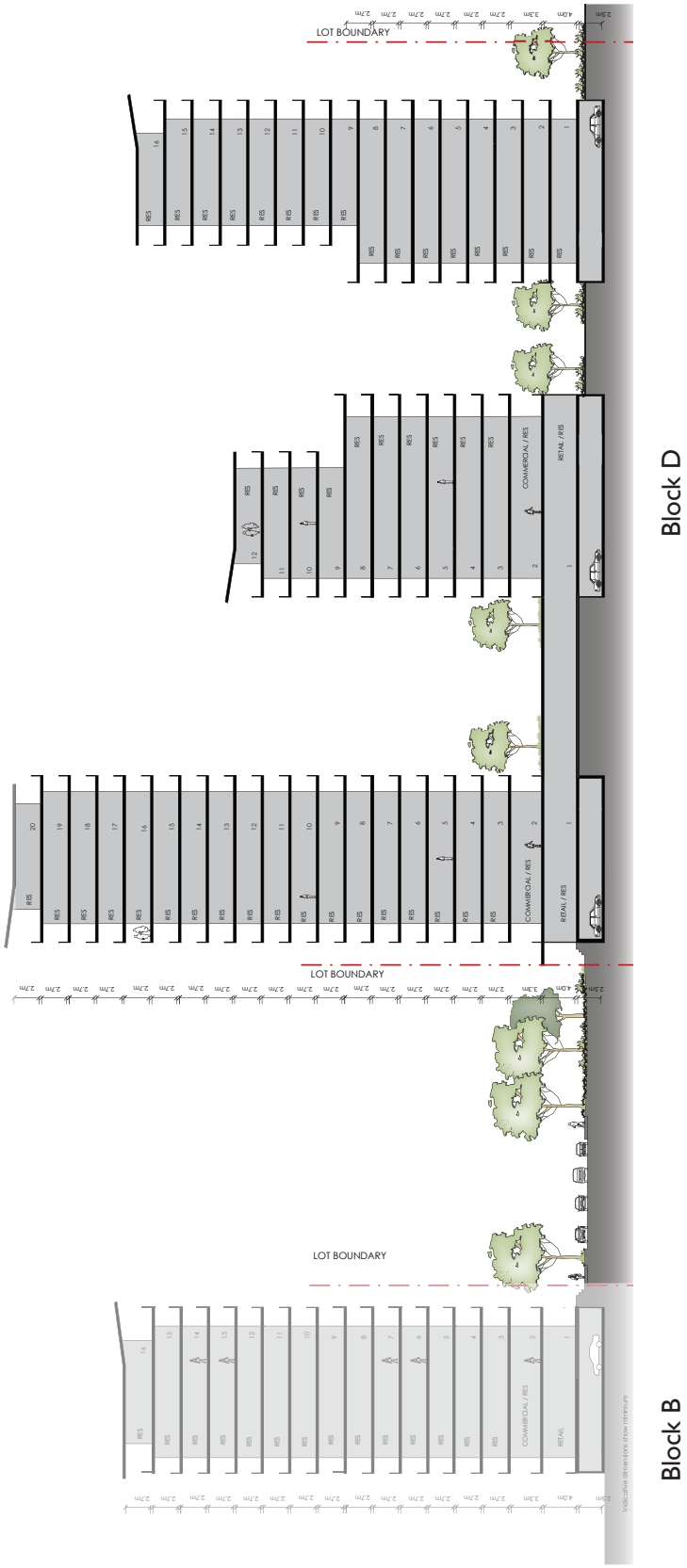


Figure 45 - Section C1 - C1

Figure 46 - Public domain character: footpath with awning *(Source: au.pinterest.com)*

Figure 47- Public open space supporting the needs of the active street frontage *(Source: au.pinterest.com)*

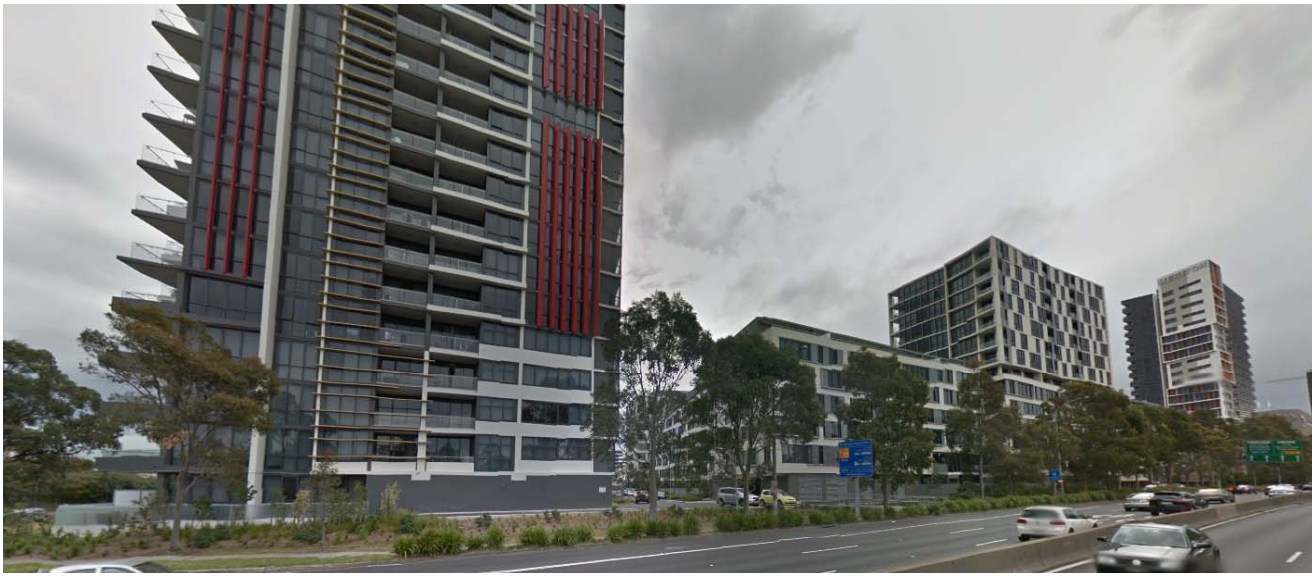


Figure 48 - Building separation providing visual relief and minimise the impact of built form *(Source: au.pinterest.com)*

Figure 49 - Primary active street frontage *(Source: au.pinterest.com)*

Figure 50 - Shared Zone - Pedestrian link around Neil Street Park *(Source: au.pinterest.com)*

4.4 Public Domain Interface

Specific street frontage treatments are required to achieve consistency within and around the Precinct, and to reinforce the desired streetscape character. The streetscape character is determined by the design and consistency of the building edge, and the continuity of the built form interface relative to driveways and vehicular crossing.

Controls

C1. Driveways and vehicular crossings are not permitted along Neil Street

C2. Driveways and vehicular crossings are to be provided from New Road 1. Indicative locations are shown in Figure 43.

Building Height	
Corner of Neil Street and New Road 1	• Max. 20 storeys (Refer Figure 43)
Corner of Neil Street and Railway Line	• Max. 16 storeys (Refer Figure 43)
All other buildings	• Max. 12 storeys (Refer Figure 43)
Building Use	
B6 Zone - Ground and first floor of 20 storey building	• Commercial / retail /residential
All other buildings + All floors above first floor of B6 Zone	• Residential
Building Envelope Depth	
All buildings except for the 20 storey tower	• Max. 22m
20 Storey Tower	• Max. 20m

Setback	
Street setback	From Neil Street • Min. 2.5m
Open Space setbacks	All other lots • Comply with Figure 44
Rear setbacks	From the Railway Corridor • Min. 6m (Min. 3m in the southern corner) From Merrylands Transit Interchange • Min. 6m
Awning	
Along Boulevard Park	• Min. 3m deep

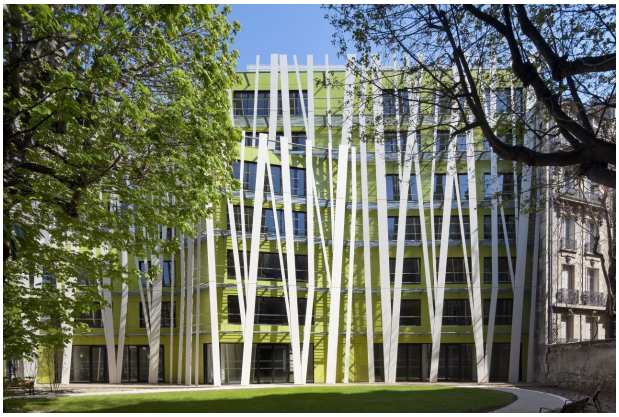
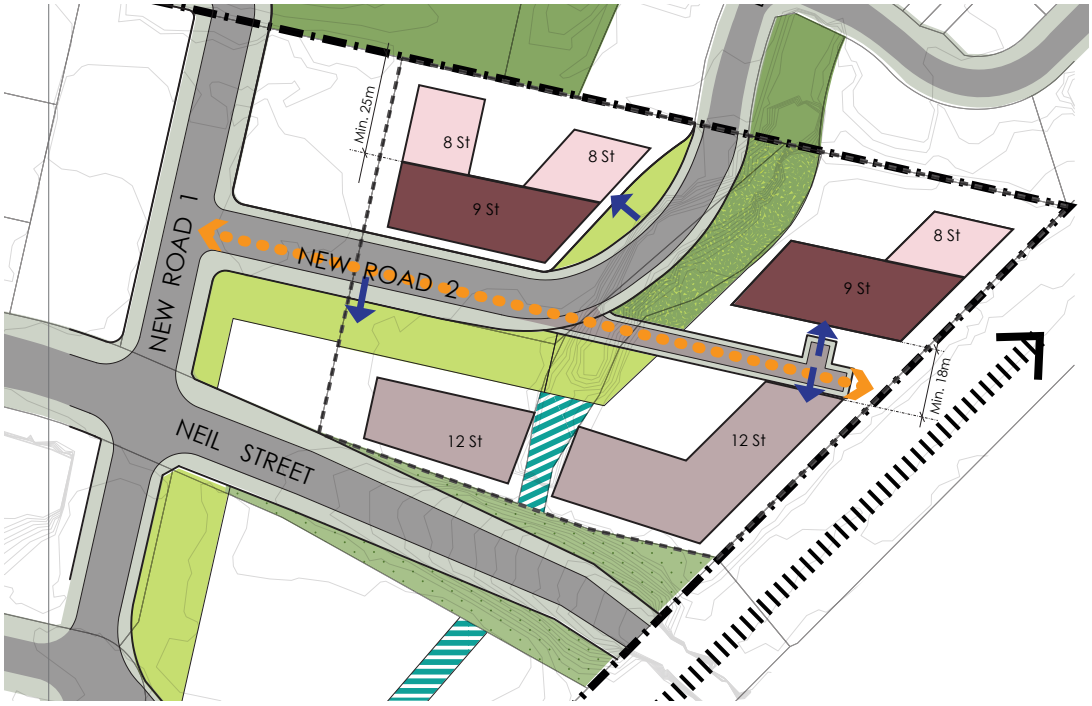


Figure 51 - Interesting facades providing a visual entry to the Precinct
(Source: au.pinterest.com)

Figure 52 - London Renaissance.
Taller Building providing visual reference
(Source: au.pinterest.com)



Legend

- Neil Street Precinct Boundary
- Block E Boundary
- Existing Open Space
- Proposed Open Space
- Proposed Open Space - Passive Recreation
- Green Street Setback
- 27m (8 storey - R4 Zone)
- 30m (9 storey - R4 Zone)
- 39m (12 storey - R4 Zone)
- Visual Link
- Preferred Vehicular Access
- Roads
- Existing Sydney Water Concrete Culvert

Figure 53 - Proposed Block E Height and Public Domain Plan

5H.5 Block E

Block E is bounded by the old brickworks site and the Holroyd Gardens to the north, the railway corridor (which runs northeast to southwest) to the east and southwest, Neil Street to the south and Block F (13-15 Neil Street) to the west.

Objectives

O1. To ensure the development contributes to the provision of public infrastructure.

O2. To ensure scale and form of development contributes to the public domain and is sympathetic to the residential development to the north.

5H.
5.1 Site and Building Design

Public Domain

The key public domain features of this Block are:

- New Road 2
- Neil Street to the south
- Overland flow path

Controls

C1. Proposed built form should reinforce and address the overland flow path.

5.2 Building Heights

Controls

C1. Development should comply with Block A Height Plan which indicates the maximum number of permissible storeys (Refer Figure 53).

5.3 Setbacks

Controls

C1. Provide setbacks as shown in Figure 54.

Legend

- Neil Street Precinct Boundary
- Block E Boundary
- Existing Open Space
- Proposed Open Space
- Proposed Open Space - Passive Recreation
- Green Street Setback
- Existing Sydney Water Concrete Culvert
- Roads
- 0m Setback
- Min. 2.5m Setback
- Min. 6m Setback
- Min. 9m Setback
- Min. 12m Setback

0 25 50m

Figure 54 - Block E Setback Plan

5.4 Public Domain Interface

Controls

C1. Driveways and vehicular crossings are not permitted along Neil Street

C2. Driveways and vehicular crossings are to be provided from New Road 2. Indicative locations are shown in Figure 53.

C3. Provide a landscape setback along Neil Street and New Road 2 in accordance with Figures 53 and 54.

Building Height	
Building along the northern boundary	• Max. 8 storeys (Refer Figure 53)
Parts of buildings north of New Road 2	• Max. 9 storeys (Refer Figure 53)
Along Neil Street and the railway corridor	• Max. 12 storeys (Refer Figure 53)
Building Use	
R4 Zone - All floors	• Residential
Building Envelope Depth	
All buildings	• Max. 22m
Setback	
Street setback	North and West of New Road 2 • Min. 2.5m From Neil Street • Min. 2.5m
Other setbacks	From the boundary parallel to the railway line • Min. 6m From western boundary • Min. 12m (south of New Road 2 - comply with minimum separation controls) • Min. 6m (north of New Road 2) From Holroyd Gardens to the north • Min. 6m On other lots • Min. 9m From the southern boundary of overland flow path • Min. 2.5m Eastern boundary of overland flow path • Min. 12m and 2.5m

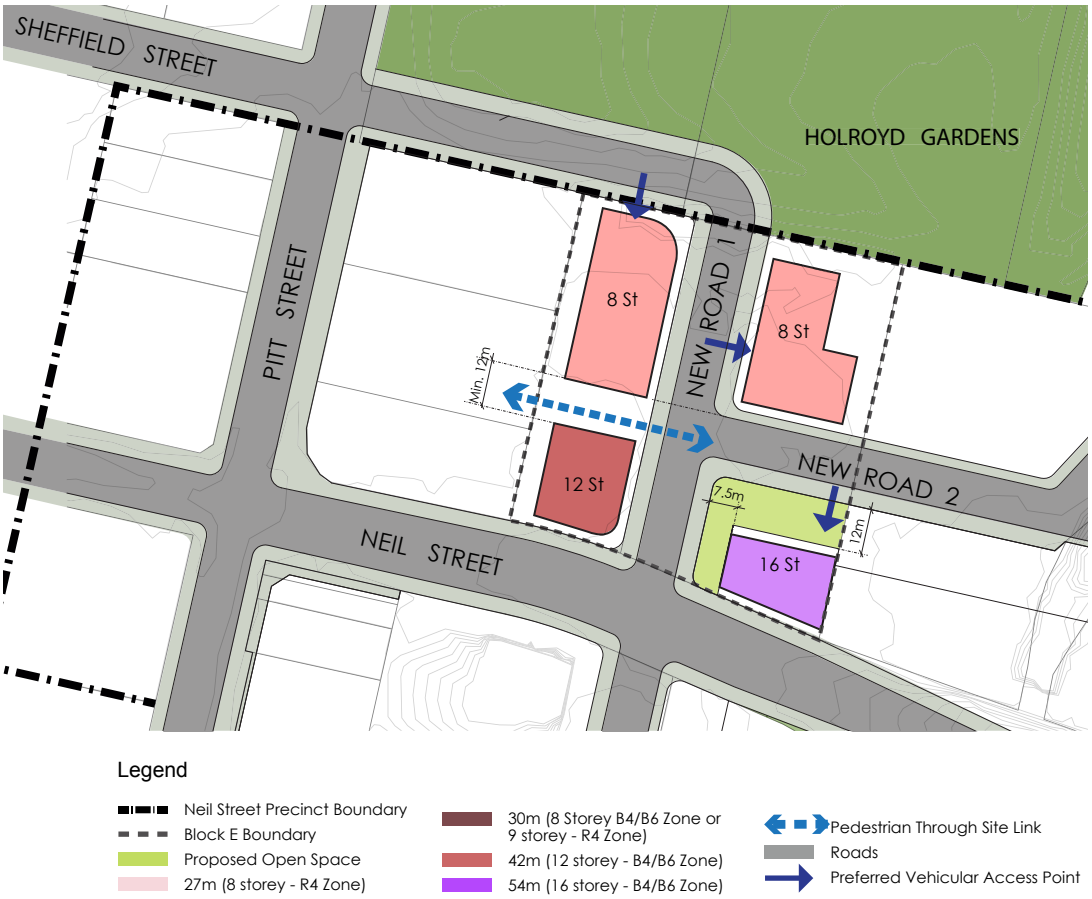


Figure 55 - Block F Height and Public Domain Plan

5H.6 Block F

Block F is bounded by the Holroyd Gardens to the north, Block E to the east, Neil Street to the south and Block A to the west. The New Road 1 and New Road 2 form a 'T' intersection within Block E.

The accessibility of Block F although is enhanced by the proposed New Road 1 and New Road 2, it also divides the site into 3 lots impacting on its development potential and functionality. A potential mid-block connection, an extension of New Road 2, will enhance pedestrian permeability within the Precinct and with the surrounding development.

Objectives

O1. To ensure the development contributes to the provision of public infrastructure.

O2. To ensure that the intersection of Neil Street and New Road 1 create a quality identity for the corner.

5H.6.1 Site and Building Design

Public Domain

The key public domain features of this Block are:

- New Road 1
- New Road 2
- Neil Street to the south
- Overland flow path

6.2 Building Heights

Controls

C1. Development should comply with Block F Height Plan (Refer Figure 55).

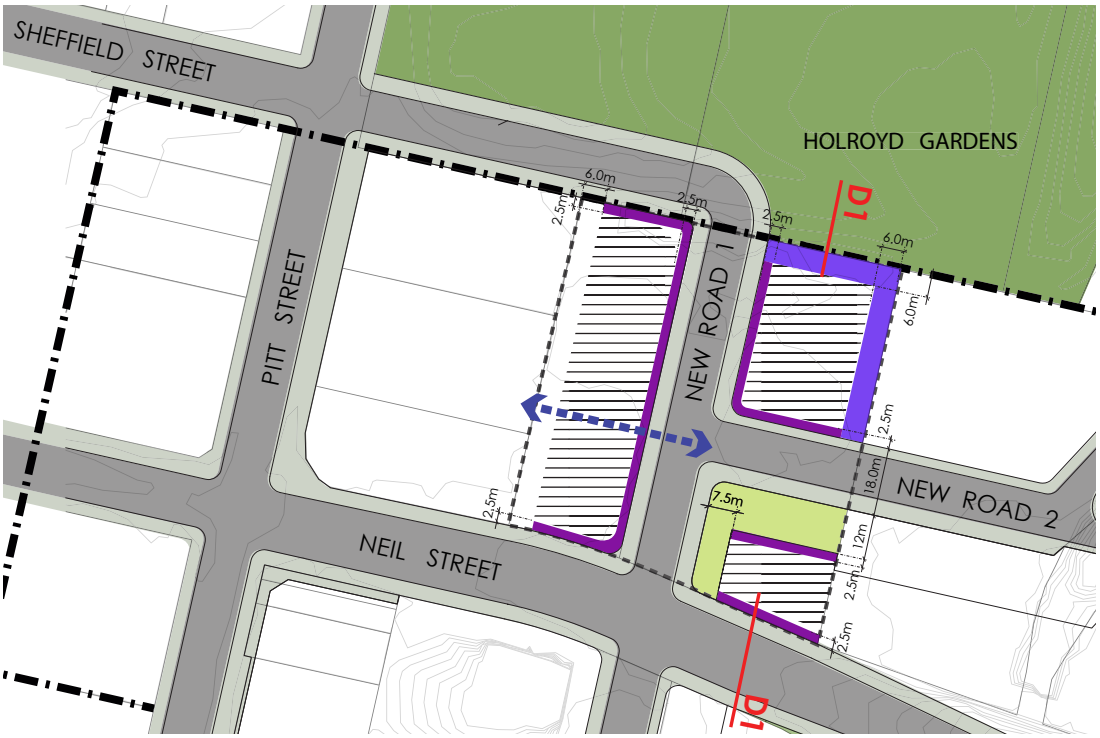


Figure 56 - Block F Setback Plan

6.3 Setbacks

Controls

C1. Provide setbacks as shown in Figure 56.

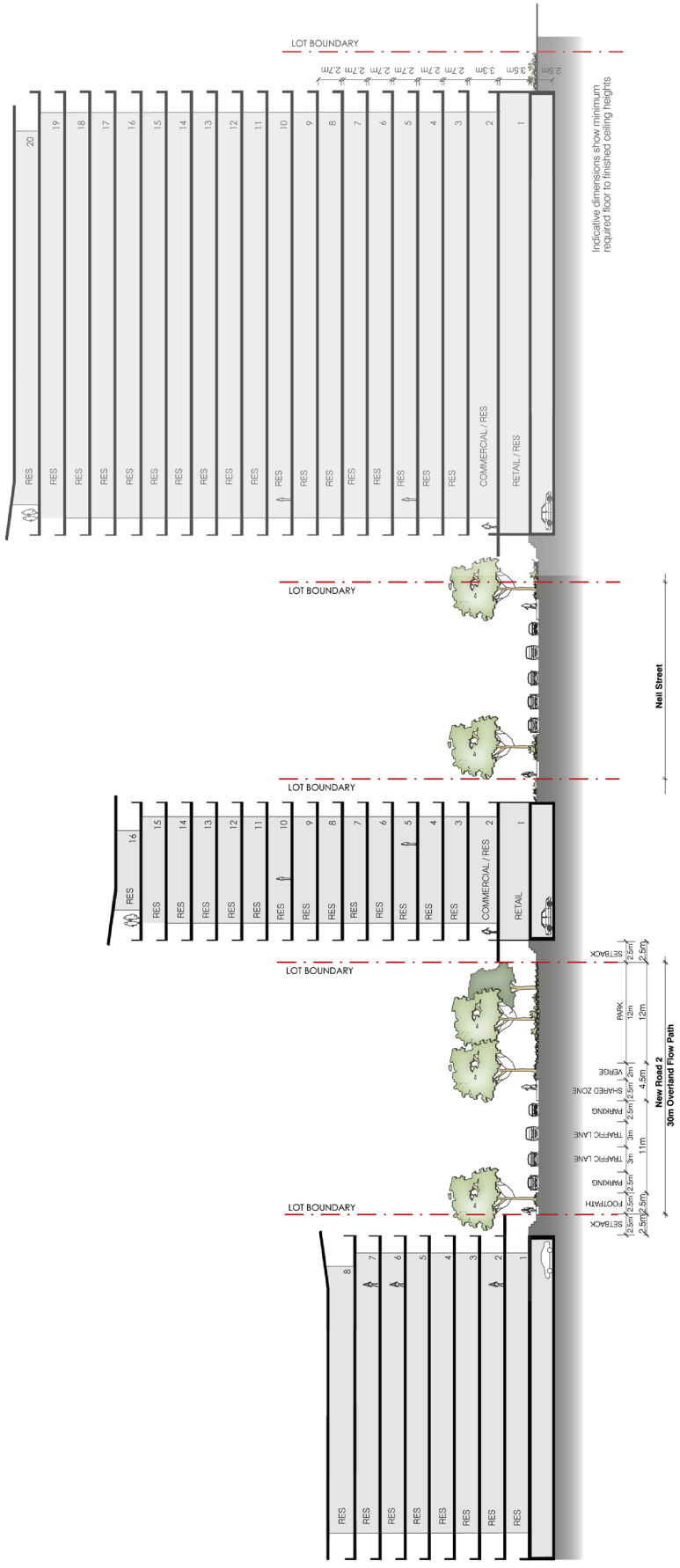


Figure 57 - Section D1 - D1

6.4 Public Domain Interface

Controls

C1. Driveways and vehicular crossings are not permitted along Neil Street.

C2. Driveways and vehicular crossings are to be provided from New Road 1 and New Road 2. Indicative locations are shown in Figure 55.

Building Height	
North of New Road 2	• Max. 8 storeys (Refer Figure 55)
Northwest corner of Neil Street and New Road 1	• Max. 12 storeys (Refer Figure 55)
Northeast corner of Neil Street and New Road 1	• Max. 16 storeys (Refer Figure 55)
Building Use	
B6 Zone - Ground Floor of 12 and16 Storey Building	• Commercial/retail/residential
All floors above First Floor	• Residential
All other buildings	• Residential
Building Envelope Depth	
All buildings	• Max. 22m
Setback	
Street setback	New Road 1 (North of New Road 2) • Min. 2.5m From New Road 2 (North) • Min. 2.5m From the southern boundary of public open space • Min. 2.5m From Neil Street • Min. 2.5m From Sheffield Street Extension • Min. 2.5m
Other setback	From Holroyd Gardens to the north • Min. 6m From the eastern boundary • Min. 6m

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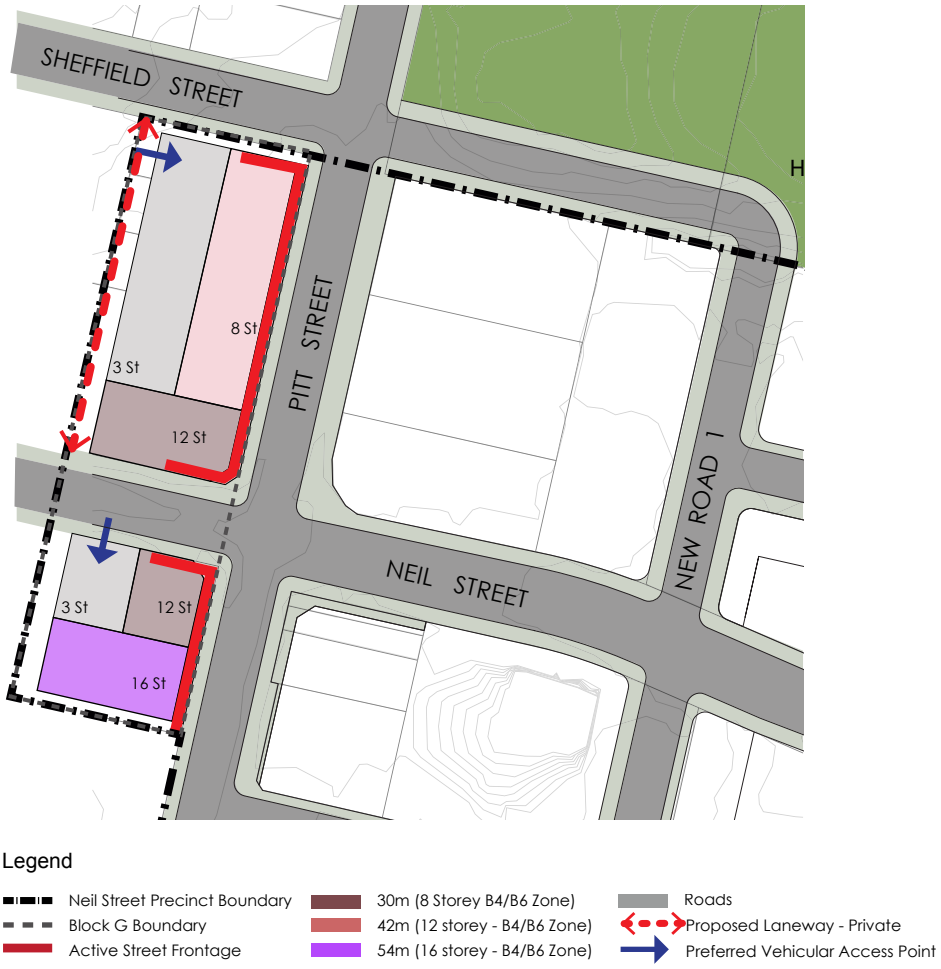

Figure 58 - Proposed Block G Height and Public Domain Plan

5H.7 Block G

Block G is bounded by Sheffield Street to the north, Pitt Street to the east, the Stockland Mall to the south and residential development to the west.

Objectives

O1. To provide a range of uses supporting the predominantly commercial use within the Merrylands Centre, and generating activity at ground level.

O2. To ensure that the intersection of Neil Street and Pitt Street create a quality identity for the corner.

5H.7.1 Site and Building Design

Public Domain

The key public domain features of this Block are:

- Pitt Street
- Neil Street

Controls

C1. Primary active frontages are to be provided where shown in Figure 58.

C1. Primary active frontage are to have a civic character, providing an awning along the edge of Pitt Street.

7.2 Building Heights

Controls

C1. Development should comply with Block G Height Plan (Refer Figure 58).

7.3 Setbacks

Controls

C1. Provide setbacks as shown in Figure 59.

Figure 59 - Proposed Block G Setback Plan

7.4 Public Domain Interface

Controls

C1. Driveways and vehicular crossings are not permitted along Pitt Street

C2. Driveways and vehicular crossings are to be provided from Sheffield Street and Neil Street. Indicative locations are shown in Figure 58.

Building Height	
B4 Zone - Northwest and southwest corner of Neil Street and Pitt Street	• Max. 12 storeys (Refer Figure 58)
B4 Zone - Buildings along Pitt Street	• Max. 16 storeys (Refer Figure 58)
B4 Zone - Other buildings north of Neil Street	• Max. 8 storeys (Refer Figure 58)
Building Use	
All buildings	Ground and first Floor • Commercial / retail First floor and above • Residential / commercial
Building Envelope Depth	
All buildings	• Max. 22m
Setback	
Street setback	From Pitt Street • 0m From Neil Street • 0m From Sheffield Street • Min. 3.0m
Rear setback - North of Neil Street	From the western boundary • Min. 8.0m
Rear setback - South of Neil Street	From the western boundary • Min. 6.0m
Side setback - South of Neil Street	From the southern boundary • Min. 3.0m
Street Wall Height	
Along Pitt Street	• 3 storey podium with minimum height of 11m and maximum 14m.
Awning	
Along Pitt Street	• Min. 3m deep

6. Movement

6.1. Rear laneways and private accessways

Good vehicular circulation in the centre is important for pedestrians and residents. Vehicular crossings over footpaths not only can restrict vehicle and pedestrian movement, it can be dangerous within a town centre environment. Enabling access to developments through a secondary street or accessway will improve movement in the centre whilst making it a safer place.

The addition of laneways can also add to the vibrancy of the centre, providing opportunities for retail uses at grade.

Objectives

O1. Make vehicular access to buildings more compatible with pedestrian movements and the public domain.

O2. Require buildings fronting primary roads to gain vehicular access from the rear of the property.

O3. Enable the maintenance of continuous retail frontages.

Development Controls

Note: For general rear laneway and private accessway development controls, refer to Part C of this DCP.

C1. Rear laneways and private accessways are to be provided in accordance with Figure 2.

C2. Where buildings front Merrylands Road, McFarlane Road or Pitt Street, vehicular access must be provided from the rear via laneways or private accessways, as indicated in Figure 2. No vehicle entrances are permitted from primary roads, as indicated in Figure 2.

C3. Where other buildings have access to existing laneways, vehicular access must be provided from the laneway.

6.2. Pedestrian access

Pedestrian accessibility is critical to establishing a vibrant and safe centre. Designing for pedestrians within the centre focuses on delivering high quality, safe and pleasant walking environments, which is person centred, rather than vehicular centred. Pedestrian access should be equitable, barrier free where all people who live, work and visit can enjoy the public domain and access communal use areas and apartments.

Objectives

O1. Ensure access to workspaces, retail areas, apartments and to the public domain is direct and efficient for the entire community, regardless of age, physical condition or mobility restriction.

O2. Require development to be well connected to the street and contributes to the accessibility of the public domain.

O3. Provide an environment which is permeable for pedestrians.

O4. Create a safe environment for all pedestrians.

Development Controls

Note: For general pedestrian access development controls, refer to Part C of this DCP.

C1. Pedestrian site through links shall be provided in accordance with Figures 2 and 3.

C2. Required pedestrian access identified at 246 Pitt Street, between Terminal Place and Pitt Street, is for an overland flow path and shall be a minimum of 15m wide and 4m high. This may be designed as an arcade.

6.3. Vehicle access

The location, type and design of vehicular access points for a development can have impacts on the streetscape, building design and function of the centre. It is important that vehicular access is located to ensure the maintenance of a safe pedestrian environment, viability and vitality of the centre.

Objectives

O1. Minimise the impact of vehicle access on streetscape amenity, pedestrian safety and circulation within the centre.

O2. Enable active frontages.

O3. Differentiate between primary and secondary roads and their uses.

O4. Integrate vehicular access and service areas into building design and streetscape character.

Development Controls

Note: For general vehicle access development controls, refer to Part C of this DCP.

C1. Driveways shall be provided from laneways (existing or proposed), private accessways and secondary streets (as indicated in Figure 2)

C2. Vehicular access in the Neil Street precinct shall comply with Figure 2.

6.4. Parking

On- site parking includes both underground (basement), surface (on grade) and above ground, and can include parking stations.

It is important that carparking does not visually dominate the streetscape or impact on stormwater management. Carparking that is well designed and located should make efficient use of the site, reduce its visual impact and enables the maintenance of active frontages.

Objectives

O1. Minimise car dependency for commuting and recreational transport use and to promote alternative means of transport such as public transport, bicycling and walking.

O2. Maintain a positive streetscape character by designing and treating carparking to reduce its visual impact.

O3. Ensure parking does not impact on the character and function of active frontages.

Development Controls

Note: For general parking development controls, refer to Part A and Part C of this DCP.

C1. On-site parking is to be accommodated underground wherever possible.

C2. On street parking within Neil Street shall be provided as indicated Section 5.

7. Design and Building Amenity

7.1. Laneway and Arcade Design

Site links in the form of laneways and arcades provide permeability within the centre for pedestrians and vehicular traffic which enhances movement, safety and streetscape vibrancy and functionality. It is important that the design of these links consider the safety and security of pedestrians and how they may contribute to the vibrancy of the centre.

Objectives

O1. Ensure the design of laneways and arcades provides for pedestrian safety and amenity.

O2. Assist in creating a vibrant centre through active frontages.

O3. Promote permeability in the redevelopment of large sites.

Development Controls

Note: For general laneway and arcade design development controls, refer to Part C of this DCP.

Laneway

C1. Laneways identified in Figure 9 shall have active ground floor frontages.

Arcades

C2. Arcades shall be provided in accordance with Figure 3.

7.2. Managing External Noise and Vibration

Buildings in close proximity to the railways need to consider the impact of external noise and vibration on development proposals.

Objectives

O1. Ensure consent is not grant to development on land affected by external noise, if, in the opinion of Council, will be affected by noise and vibration, unless the development will incorporate attenuation measure to the satisfaction of Council.

Development Controls

C1. Development proposals within 60m of the south western railway line and/or adjacent to Neil Street or Pitt Street must provide a report, to be submitted with the development application, demonstrating that the development will comply with the following criteria.

C2. The following Australian Standards are to be complied with:

- **i)** AS 1055-1997 Acoustics - Description and Measurement of Environmental Noise.
- **ii)** AS 1259-1990 Acoustics – Sound Level Meters Part 2 Integrating – Averaging.
- **iii)** AS 1633-1985 Acoustics - Glossary of Terms and Related Symbols.
- **iv)** AS 2107-2000 Acoustics - Recommended Design Sound Levels and Reverberation Times for Building Interiors.

C3. The report shall be prepared by an acoustic consultant having the technical eligibility criteria required for membership of the Association of Australian Acoustical Consultants (AAAC) and/ or grade membership of the Australian Acoustical Society (MAAS).

C4. Prior to the issues of an Occupation Certificate, a noise compliance report shall be submitted to the Principal Certifying Authority (PCA) confirming that the building/s comply with the noise criteria following. The report shall be prepared by an acoustic consultant, other than the consultant responsible for the preliminary/design report, having the technical eligibility criteria required for membership of the Association of Australian Acoustical Consultants (AAAC) and/ or grad membership of the Australian Acoustical Society (MAAS).

C5. Acoustic reports prepared under this Plan must be prepared in accordance with the specified methodology provided in the Appendix.

C6. Floor vibration levels in habitable rooms should comply with the criteria in British Standard BS6472: 1992 Evaluation of Human Exposure to Vibration in Buildings (1 Hz to 80 Hz). This is the vibration standard recommended by the Department of Infrastructure Planning and Natural Resources (DIPNR) and the Department of Environment and Conservation (DEC). It is similar to AS2670.2 – 1990 but includes additional guidance in relation to intermittent vibration such as that emitted by trains.

7.3. Awnings

The provision of awnings within a centre increases the usability of amenity of the footpath, encouraging active environments through greater pedestrian movement and activity. Awnings like building entries, provide a public presence and interface with the public domain contributing to the identity of an environment.

Objectives

O1. Ensure the amenity of pedestrians through weather protection.

O2. Maintain a consistent streetscape and provide visual interest through a continuous awning theme.

O3. Locate awnings to provide for the safety and security of pedestrians.

O4. Enable the provision of street tree planting and furniture location.

Development Controls

C1.

C2. Continuous awnings are required to be provided to all active street frontages (except laneways).

C3. Awnings on Merrylands road shall be 2.5m deep.

C4. Awnings are permitted on laneways where active frontages are required and shall be retractable and only used in hours of operation.

7.4. Adaptable Housing

Objectives

O1. Ensure the design of apartments meet the broadest range of occupants needs possible.

O2. Promote buildings that can accommodate whole or partial changes of use.

O3. Provide a diversity of apartments types, which cater for different household requirements now and in the future.

O4. To maintain equitable access to new housing by cultural and socio-economic groups.

Development Controls

C1. Provide a total of 20% of dwellings as adaptable housing by ensuring that:

i) a minimum of 10% of all apartments within a development comply with AS4299-1995 Adaptable House Class A.

ii) a minimum of 10% of all apartments within a development comply with AS4299-1995 Adaptable House Class C.

7.5. Corner buildings

Corner site buildings play an important role within a town centre in providing legibility, reinforcing the road layout and can assist in creating a visually interesting streetscape.

Objectives

O1. Promote a strong and legible streetscape character by ensuring corner sites are visually significant elements.

O2. Require buildings at visually significant locations are well designed and respond to the different characteristics of the streets the address.

O3. Reinforce and clarify spatial relationships and street hierarchy in the centre and accentuate the topography.

Development Controls

C1. Generally, Corner building shall be designed to:

i) Articulate street corners by massing and building articulation,

ii) to add variety and interest to the street,

iii) Present each frontage of a corner building as a main street frontage,

iv) reflect the architecture, hierarchy and characteristics of the streets they address, and

v) align and reflect the corner conditions.

C2. Corners identified in Figure 6 shall be emphasised through architectural design and materials.

8. Environmental

8.1. Flood and Stormwater Management

Much of the Merrylands centre is affected by the 1 in 100 year flood. The location, requirements and layouts of roads, infrastructure, open space and buildings within the Neil Street Precinct have been specifically designed in response to the site constraints in order to manage the impact of flooding.

Some roads within the centre are the overland flow paths and development along those streets will need to be designed to be flood compatible.

Merrylands centre was built along one of the major watercourses that drains towards A'Beckett Creek and much of the centre is subject to flooding. It is important that the design of development incorporates measures to manage the impact of development to natural waterways

Objectives

O1. Ensure appropriate flood management and protection of overland flow paths.

O2. Require buildings within the flood affected areas are designed to ensure minimal damage in the event of a flood.

O3. Balance the need for active frontages and flood mitigation from flood proofing and design.

O4. Ensure that redevelopment of the site can occur.

O5. Minimise stormwater run off.

O6. Control the quality and quantity of stormwater, and to reduce impacts on adjoining properties.

O7. Minimise the impacts of development and associated infrastructure on the health and amenity of natural waterways.

O8. Preserve existing topographic and natural features, including watercourses, creeks and wetlands.

Development Controls

Note: existing and post development flood contours are shown in Figures 10 and 11.

Commercial and Retail

C1. On street frontages to Merrylands Road, McFarlane Street and Pitt Street where it is not practical or desirable to achieve floor levels 500mm above the 100-year ARI floor levels, alternative flood management measures (such as flood proofing) must be undertaken.

Neil Street Precinct

C2. Management of the redevelopment of the Neil Street Precinct must be undertaken in a whole-of-site approach. Site amalgamation and resubdivision under this DCP is required to manage redirection of the floodway.

C3. Building footprints are to be placed to allow best movement of flood waters (eg. 30m separation between buildings on the southern end of New Road (1) north)

C4. Provide a 40m floodway through Neil Street Precinct, comprising roads, parks, swales and a natural creek system.

Stormwater

C5. The peak/volume impact of stormwater on infrastructure is to be reduced by detaining/ retarding it on site. Design solutions may include:

- **i)** minimising impervious areas by using pervious or open pavement materials
- **ii)** retaining runoff from roofs and balconies in water features as part of landscape design or for reuse or activities such as toilet flushing, car washing and garden watering
- **iii)** landscape design incorporating appropriate vegetation
- **iv)** minimising formal drainage systems (pipes) with vegetated flowpaths (grass swales),
- **v)** infiltration or biofiltration trenches and subsoil collection systems in saline areas
- **vi)** water pollution control ponds or constructed wetlands on larger developments
- **vii)** Developments shall optimise the amount of deep soil zones within the site, in accordance with Figure 4.

C6. Stormwater quality shall be maintained through the use of the following

- **i)** Litter or gross pollutant traps to capture leaves, sediment and litter should be used,
- **ii)** sediment filters, traps or basins for hard surfaces,
- **iii)** treatment of stormwater collected in sediment traps on soils containing dispersive clays.

C7. Where sites are next to the rail corridor, adequately dispose of or manage drainage from the development such that it is not distributed into the rail corridor unless prior approval has been obtained from the State Rail Authority.

Merrylands Centre

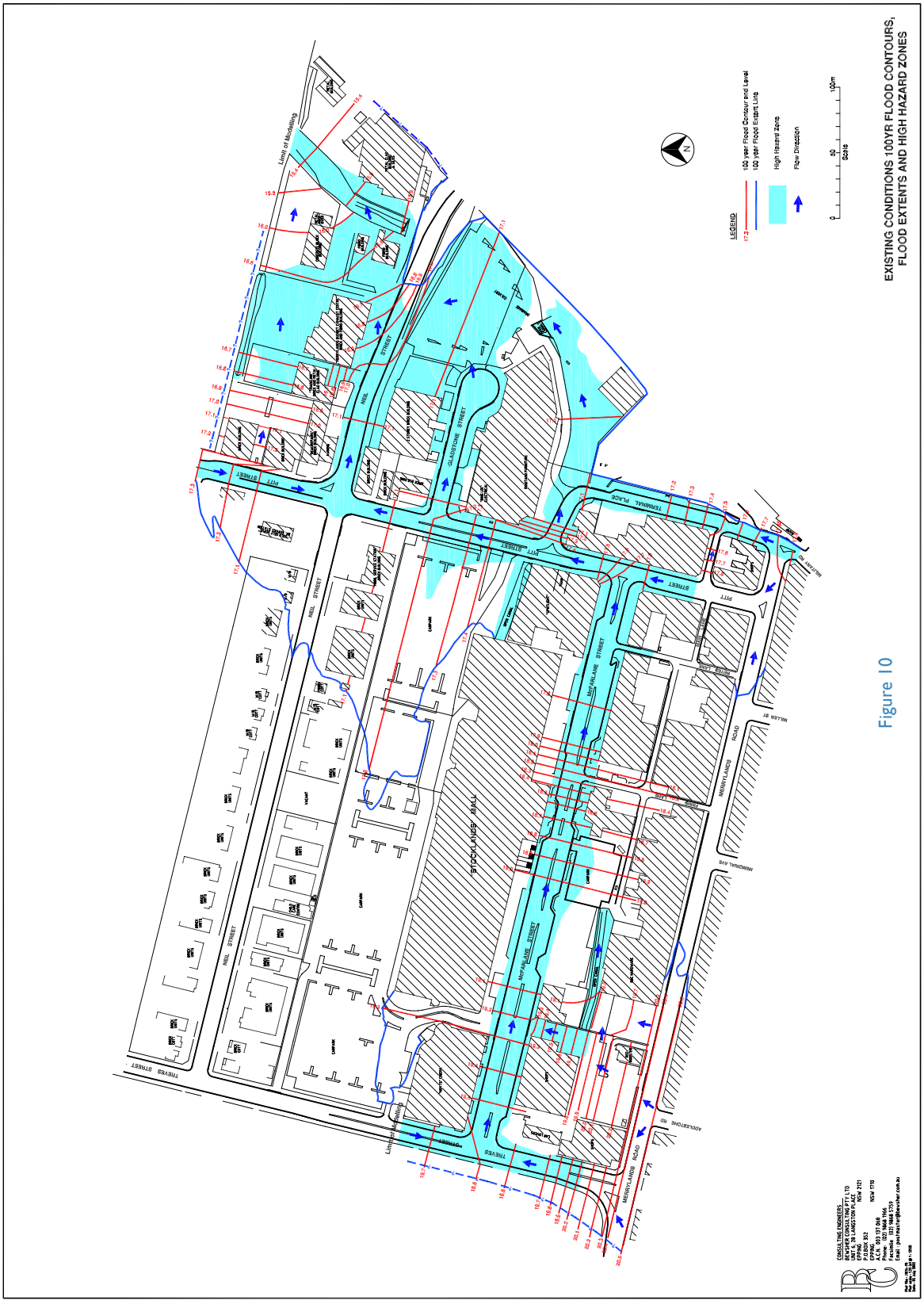

Figure 10

Merrylands Centre

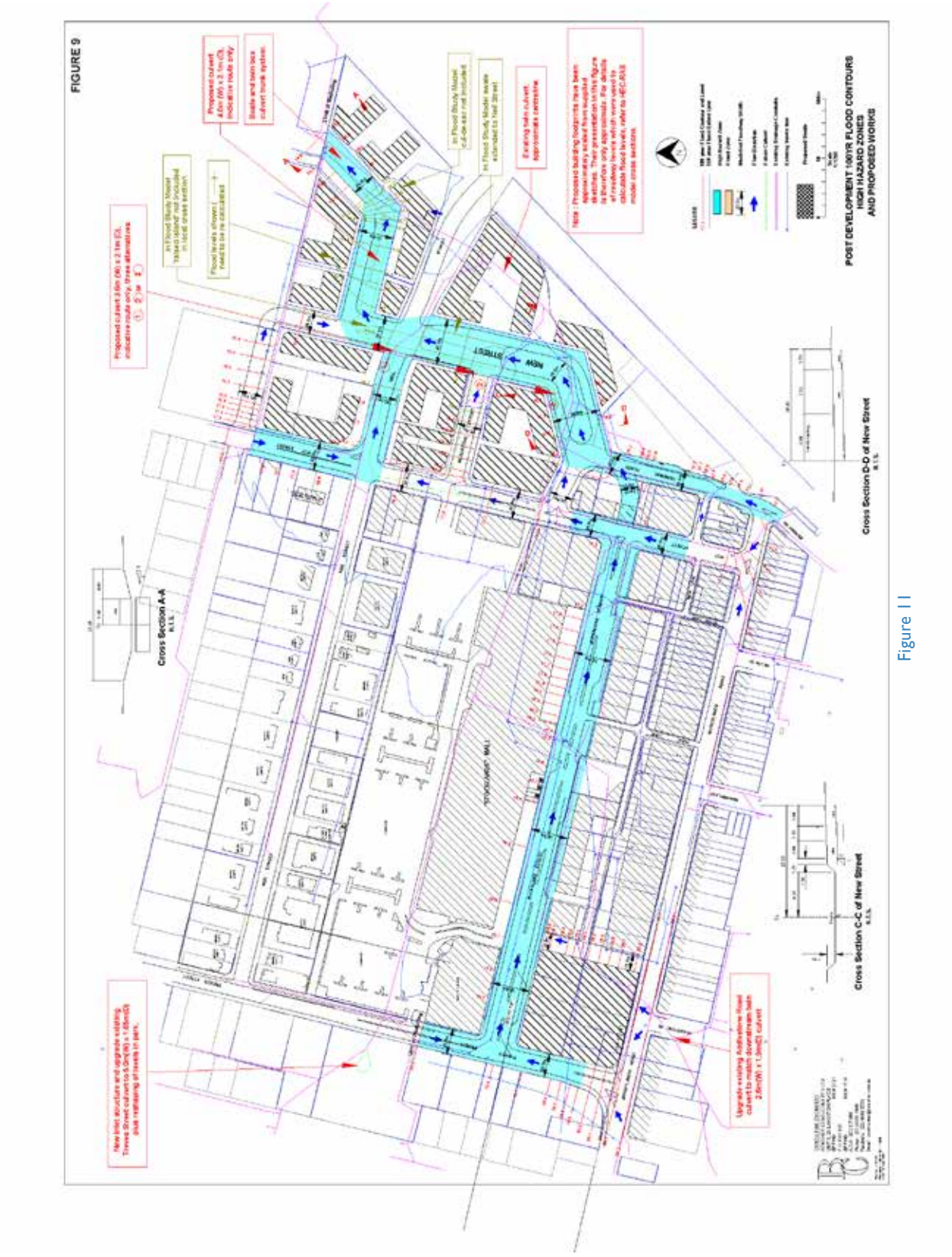

Figure 11

9. General

9.1. Public art

Objectives

O1. Provide art works which are integrated into broader development and planning of Merrylands Centre.

O2. Avoid stand alone public art projects that fail to address the locality and its culture.

Development Controls

C1. Public Art is encouraged to be provided within the centre, in accordance with Council's Public Art Policy 2012-2015.

C2. Public Art provided shall develop the cultural identity of the community and reflect the culture of the community.

C3. Artworks shall be integrated into the design of buildings and the landscape.

C4. Within the Neil Street Precinct, the following thematic areas are to be considered in the public art/design:

- Industrial heritage of the locality including the grain mills, brick works and railway,
- A'Becketts Creek and the natural environment.

9.2. Interim development

Through the process of implementing this plan it is expected that development applications associated with existing uses will continue to be received. Acceptable design outcomes of the application for minor development, must comply with the vision and objectives of the DCP.

Objectives

O1. Enable ongoing development works in the centre that are associated with existing uses, without compromising the implementation of the longer term vision and objectives as outline in this DCP.

O2. Permit a reasonable amount of interim development while maintaining the viability of implementing this plan as an attractive future option.

O3. Ensure any development works provides a positive design outcomes that contributes to the urban character of the centre.

Development Controls

C1. All minor development associated with existing buildings including but not limited to alteration and additions, change of use, outdoor dining, subdivision and signage must not restrict or prohibit an adjoining landowner from developing their site in accordance with this DCP.

C2. Development is to ensure activation of the streetscape and high urban design outcomes.

C3. Alterations and additions must not exceed 60m^2 of additional floor space on to or associated with an existing building. Only 1 application for this addition, per lot, is permissible, as from the date of adoption of this DCP.

Part M

Merrylands Station & McFarlane Street Precinct

Holroyd Development Control Plan 2013

Holroyd City

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10. Merrylands Station & McFarlane Street Precinct

Introduction

The Merrylands Station and McFarlane Street Precinct is one of Cumberland Council's largest commercial retail precincts.

To assist in developing strategies that will guide the future development of the Precinct over the next 20 years, Council has prepared a strategic vision to cater for the increasing needs of the local community and that of the wider regional catchment of Western Sydney.

The strategic vision for Merrylands is a Centre that is vibrant and creates a series of active and liveable spaces that are efficiently designed with integrated transport linkages providing an appropriate mix of land uses, leisure facilities and infrastructure.

Following the introduction of Holroyd LEP 2013, Council resolved to review the building height controls in the Merrylands Centre as a means of providing greater flexibility in achieving the current floor space potential and improve building design.

SJB Architects were appointed to undertake this review and subsequently produced the *Building Heights Review Study* (BHRS) in February 2016.

10.1 Preliminaries

Land to which this section applies

This Part applies to development on land bounded by McFarlane Street, Merrylands Road, Treves Street and the Railway corridor – hereby referred to as the 'Precinct' and described in **Figure 1**.

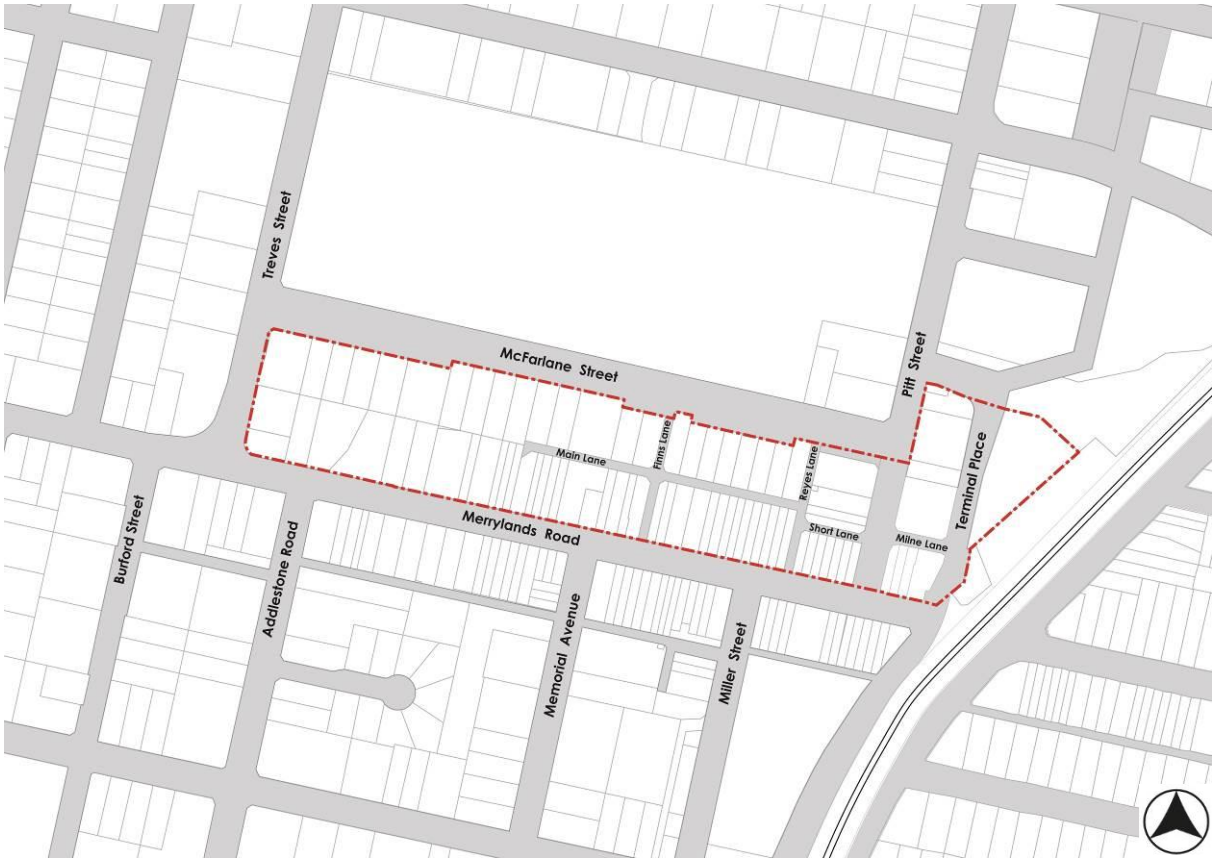


Figure 1 – Merrylands Station & McFarlane Street Precinct Boundary

The *Building Heights Review Study* 2016 (BHRS) recommended a number of built form controls be introduced for the Precinct as a means of achieving Council's strategic vision. The controls relate to:

- Site amalgamation
- Primary frontage requirements
- Upper level street setbacks
- Building heights
- Building setbacks
- Solar access to Civic Square
- Design excellence
- Street wall heights
- Floor plates

10.1.1 Relationship to Holroyd Development Control Plan 2013

The controls contained in this document are supplementary to and shall be read in conjunction with the following relevant parts of Holroyd DCP 2013.

Part A - General Controls

Part B - Residential Controls

Part C - Commercial, Shop Top Housing and Mixed Use Development Controls

Part E - Public Participation

Part F - Advertising and Signage Controls

Part G - Places of Public Worship Controls

Part H - Heritage and Conservation Controls

Part I - Child Care Centre Controls; and

Part M - Merrylands Centre Controls

Where there is an inconsistency between this document and provisions contained elsewhere in Holroyd DCP 2013, the Precinct Controls contained in this document shall apply to the extent of the inconsistency.

10.1.2 Objectives of the DCP

Objectives

O1. Develop a strong identity for the Merrylands Centre through a vibrant mix of retail, commercial and residential development.

O2. Achieve urban design strategies that acknowledge the role of Merrylands within the Cumberland subregion.

O3. Strengthen the economic and employment status of Merrylands Centre and provide increased growth capacity within Merrylands.

O4. Renew and revitalise the Merrylands Centre catering for a diverse community.

O5. Ensure buildings are designed to maximise appropriate amenity outcomes for the Precinct.

O6. Create a centralised public domain and open space area as a focal point for the Precinct.

O7. Improve pedestrian and vehicular traffic movement throughout the Centre.

O8. Encourage a more pedestrian friendly streetscape on McFarlane Street and Merrylands Road.

10.2 Urban Context Analysis

Four (4) strategic principles were prepared in the *Building Heights Review Study,* which collectively govern the location and built form of future development in the Precinct. The principles are:

- Movement
- Open Space
- Land Use & Activity
- Height & Density

10.2.1 Movement

Principles

P1. Encourage the primary movement corridors around the Centre along Merrylands Road, Treves Street, Neil Street and Pitt Street with Merrylands Road to be a primary pedestrian route;

P2. Establish a pedestrian focus along McFarlane Street with particular emphasis on the proposed new Civic Square;

P3. Create secondary connection points extending south from Merrylands Road through the Centre to neighbouring residential areas; and

P4. Extend the existing laneway network in the Centre and around the proposed Civic Square to improve permeability through the Centre. Refer **Figure 2.**

Legend

- Town Centre (including Neil St Precinct)
- Study Area
- Primary Connection
- Secondary Connection
- Laneway
- Pedestrian Friendly Zone
- Public Open Space
- Pedestrian Crossing
- Pedestrian Link
- Rear Lane Access
- Rail Line
- Bus Terminal
- Train Station
- Access/Intersection Nodes

Figure 2 – Movement Principles

10.2.2 Open Space

Principles

P1. Create a new Civic Square as the primary public open space for the Centre;

P2. Reinforce the green streetscape character of McFarlane Street, Merrylands Road, Memorial Avenue, Pitt Street, and Neil Street;

P3. Establish a secondary green link through north-south laneways, between Merrylands Road and MacFarlane Street. Refer **Figure 3.**

Figure 3 – Open Space Principles

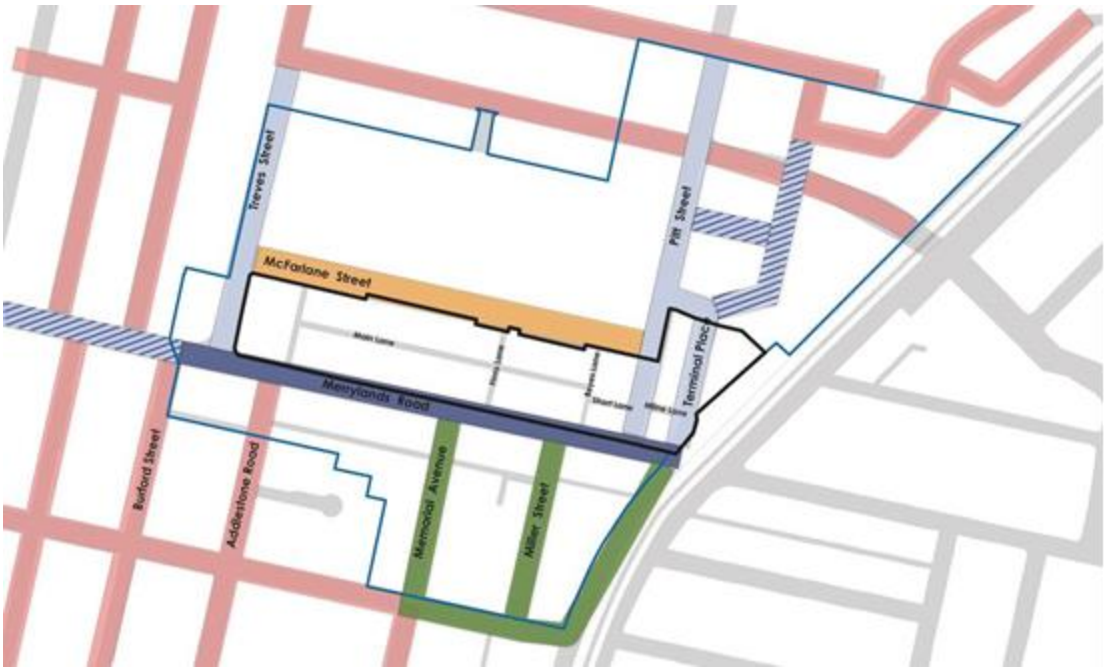
10.2.3 Land Use & Activity

Principles

P1. Merrylands Road to remain the primary retail street of the Centre;

P2. McFarlane Street to become the 'Eat Street' of Merrylands, reinforced by a pedestrian-friendly character, interface with the Stockland Mall and linking Merrylands Road via the proposed Civic Square and laneway network;

P3. Treves Street and Pitt Street to serve as the secondary retail streets, intersecting with Merrylands Road and McFarlane Street. Refer **Figure 4.**



Legend

- City Centre (including Neil St Precinct)
- Study Area
- Main Retail Strip
- Secondary Retail / Commercial Street
- Ancillary Retail Street
- Eat Street / Entertainment Area
- Civic Street
- Residential Street

Figure 4 – Land Use & Activity Principles

10.2.4 Height & Density

Principles

P1. Maintain a transition of height from the Precinct to the surrounding residential neighbourhoods; and

P2. Focus height and density around strategic sites such as Merrylands Road/Pitt Street location and the landmark Civic Square. Refer **Figure 5.**

Figure 5 – Height & Density Principles

10.3 Access Network

10.3.1 Street Network

To enhance connectivity, enable greater pedestrian amenity and restrict vehicular access on McFarlane Street and Merrylands Road; following is proposed (Refer **Figure 6 - 8**):

- New Laneway 1 - North-south between McFarlane Street and Merrylands Road
- Extension of existing Main Lane to the west terminating at Laneway 1
- Widening of existing Main Lane, Finns Lane, Reyes Lane and Short Lane
- Widening of Merrylands Road

Objectives

O1. To maintain and improve the Centre's lane way network and encourage the creation of new lanes and connections.

O2. To enhance the climatic conditions and amenity of the laneway to encourage more intensive pedestrian use and social activity.

O3. To encourage activity, vitality and interaction between public laneways and adjacent uses.

O4. To protect and where possible create views along lanes that provide a visual link to other streets and lanes in the pedestrian network, or which terminate at notable buildings or landmarks.

O5. To recognise lanes that provide for essential servicing and vehicular access and to ensure that new development does not adversely affect or impede the operation of these functions.

Development Controls

C1. Provide new laneways in accordance with **Figure 6**.

C2. Existing laneways are to be widened in accordance with **Figure 6**.

C3. Vehicular access to buildings fronting Merrylands Road and McFarlane Street must be provided via laneways (Refer **Figure 7**).

C4. Lanes are not to be covered, but awnings may be permitted on buildings facing lanes up to a maximum of 30% of each frontage.

C5. Widening of Merrylands Road – 0.5m on either side.

10.3.2 Connectivity

Arcades have been established to enhance the connectivity and permeability of the Precinct and include the following:

- Arcade between Pitt Street and Terminal Place

Objectives

O1. To provide safe, direct, accessible and attractive through block pedestrian routes that improve the legibility of the Centre.

O2. To ensure arcades are accessible, continuous, well lit, safe and supported by active retail uses.

Development Controls

C1. Provide new arcade in accordance with **Figure 6**.

C2. The arcade must:

- Have a minimum width of 15m and height of 4m.
- Provide a clear sight-line from one end to the other for surveillance and accessibility, in mid-block locations.
- Be designed to consider pedestrian safety and the security of adjacent businesses, particularly at night.

C3. Public use of through-site connection should be available at least between 7.00am to 7.00pm daily.

C4. Connections through foyers and shops are encouraged.

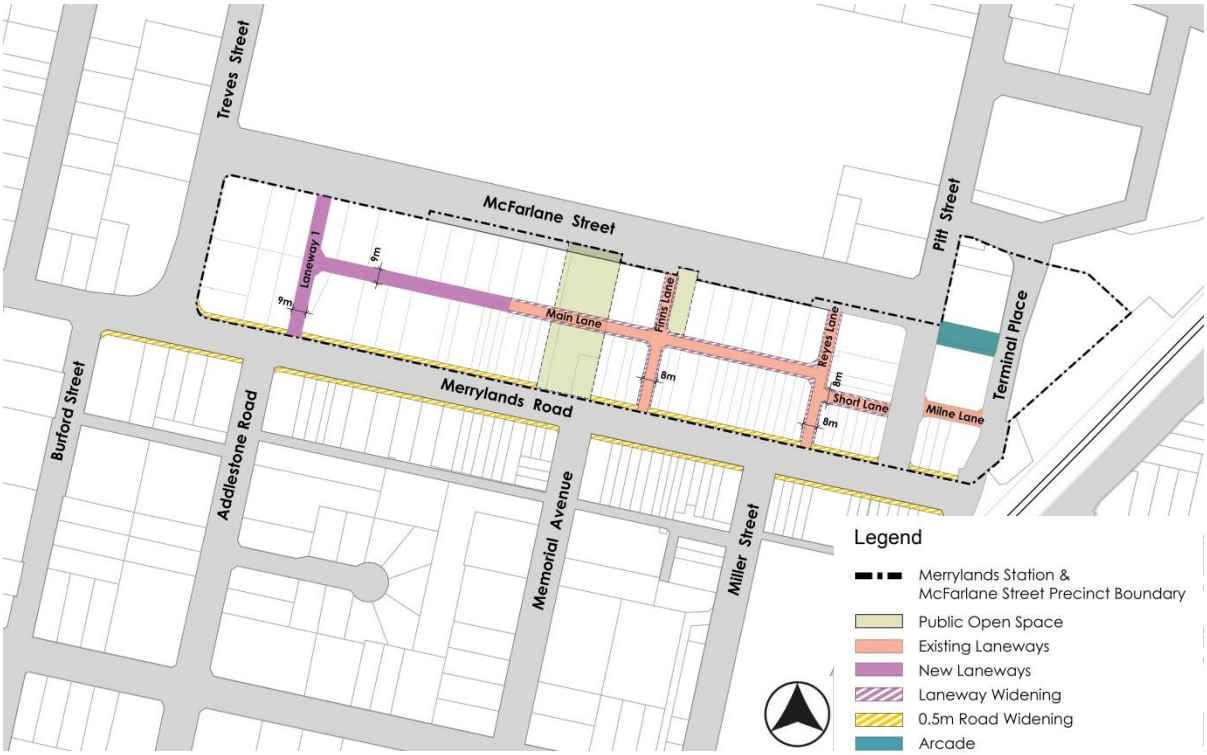


Figure 6 – Laneways

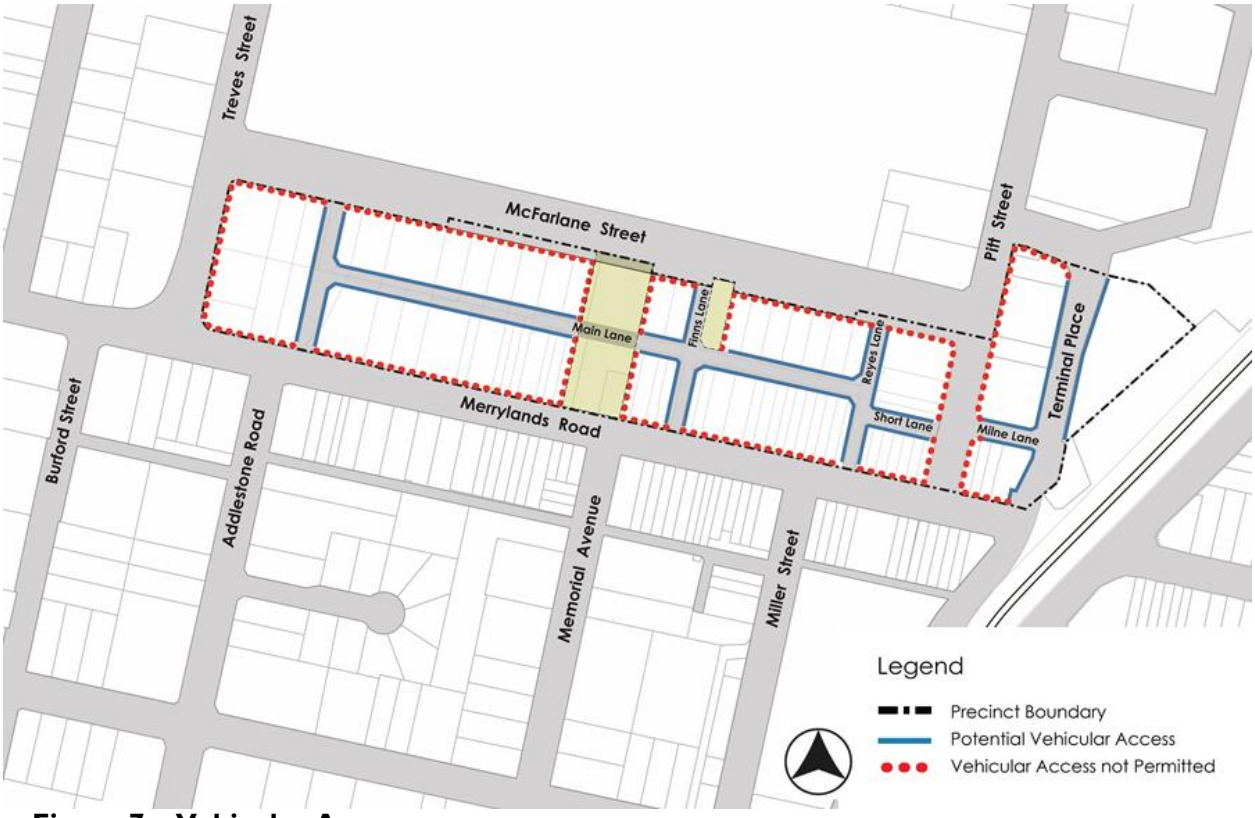
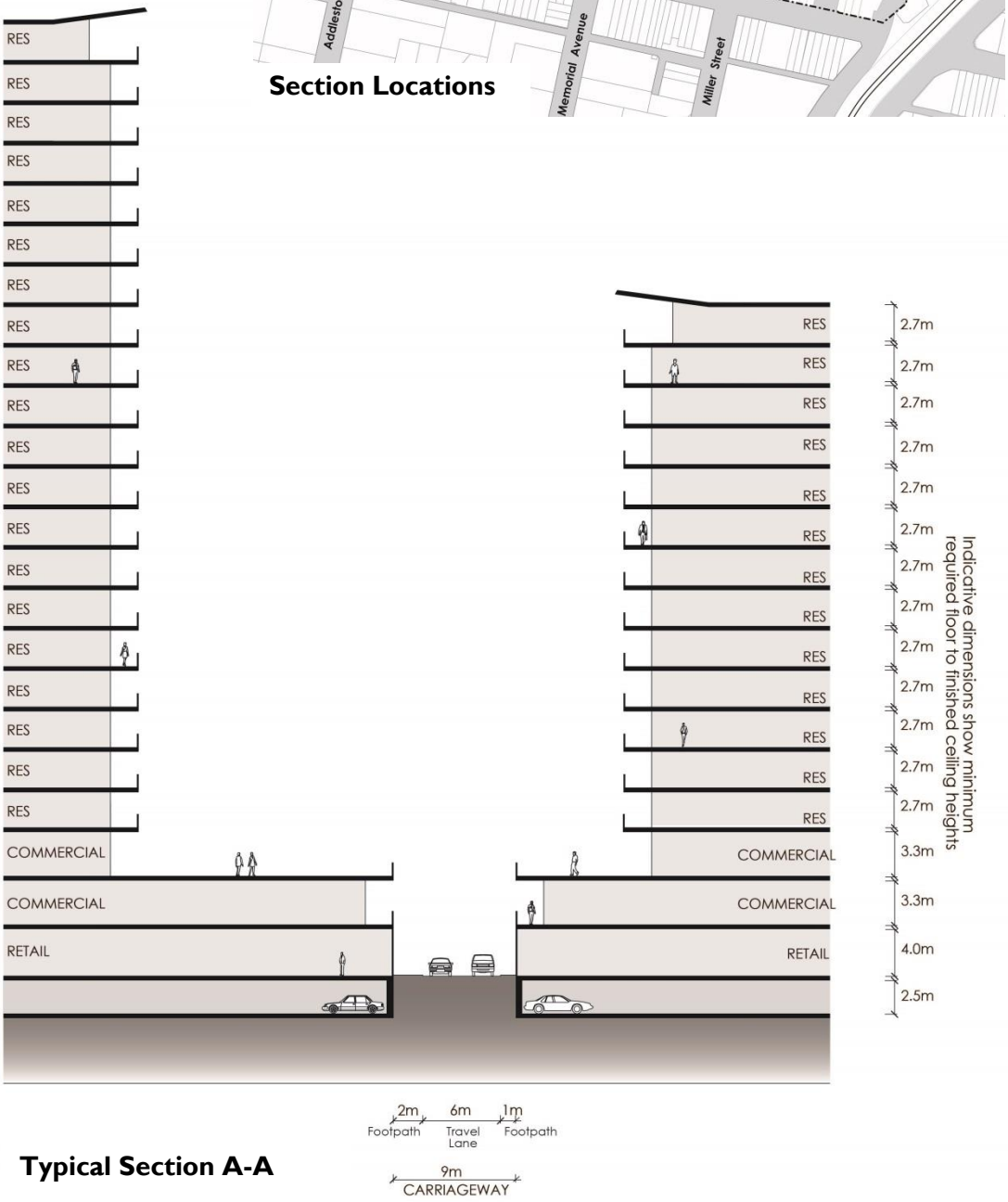


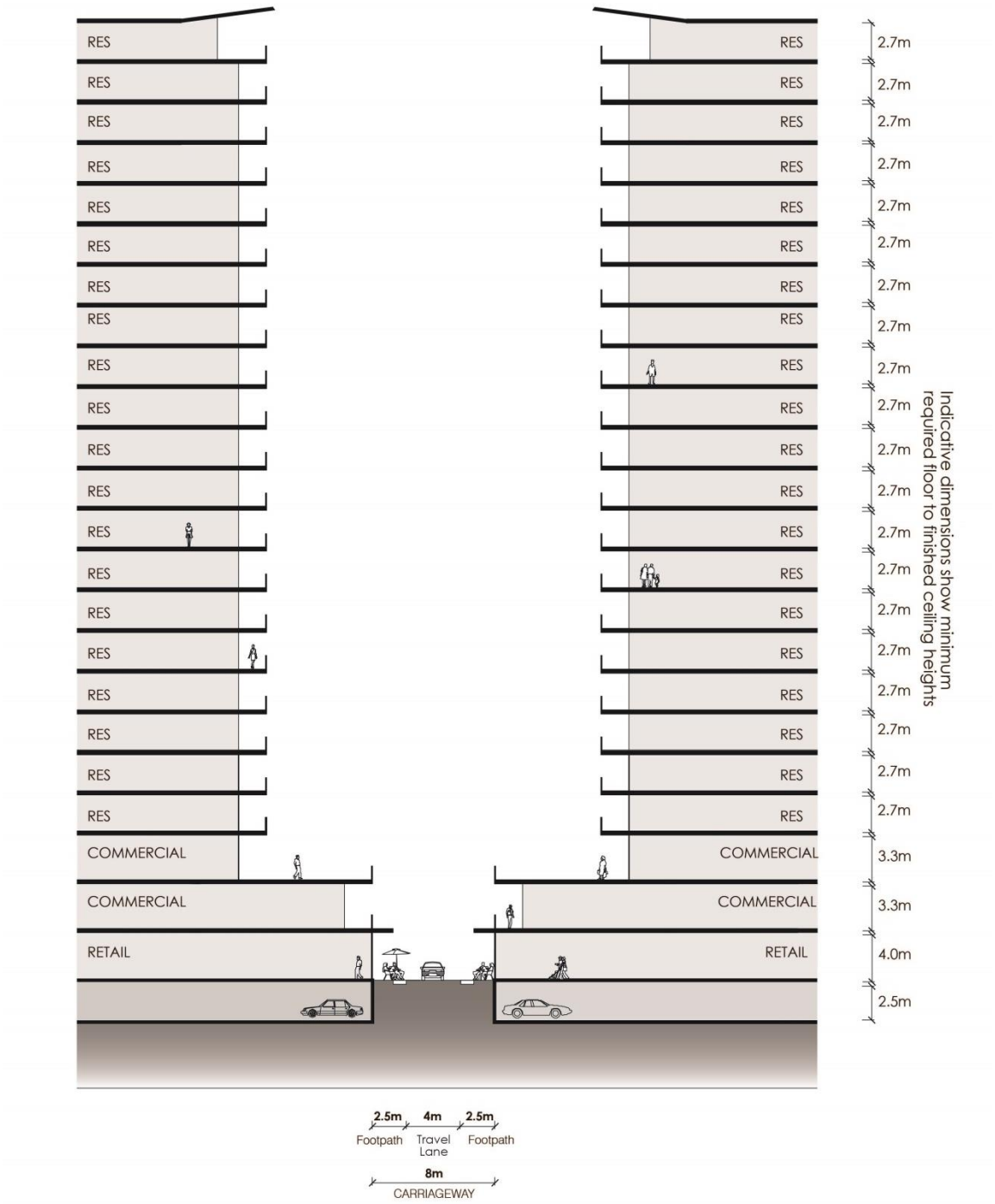
Figure 7 – Vehicular Access

Section Locations



Typical Section A-A

Figure 8 – Sections



Typical Section B-B

Figure 8 – Sections

10.4 Site Amalgamation

Objectives

O1. To deliver the preferred built form option for the Precinct.

O2. To provide workable building footprints that encourages future development to meet the objectives for this Precinct.

O3. To ensure site dimensions allow for the achievement of appropriate building setbacks, separation and built form that meet the objectives for the Precinct.

O4. To prevent sites from becoming isolated and unable to be reasonably developed in accordance with the objectives of the applicable LEP and DCP.

Development Controls

C1. Site amalgamation for the purposes of development shall be determined in accordance with **Figure 9** and **Table 1**.

C2. Sites must not be created that are physically unable to reasonably develop a building that achieves the maximum building height controls contained in Holroyd LEP 2013.

Figure 9 - Preferred site Amalgamation Plan

[Refer Table 1 for Property Descriptions Sites 1-16]

10.5 Built Form

The preferred built form is for taller buildings to be focused at key gateway locations close to the Merrylands Rail Station and the transitioning of heights downward towards adjoining residential precincts, namely Treves Street to the west and Merrylands Road to the south as illustrated in **Figure 10**.

Objectives

O1. To ensure building heights are rationalised by clustering buildings of a similar height;

O2. To ensure height limits enable the realisation of the maximum allowable floor space within a tall slender building form;

O3. To maintain solar access to the Civic Square during core hours of use;

O4. To ensure that sites to be developed maintain an adequate frontage;

O5. To ensure that the built form exhibits modulation and articulation; and

O6. To introduce design excellence provisions to facilitate high quality design outcomes.

Legend

Proposed Residential

Proposed Commercial

Number of Storeys

Figure 10 - Built Form

10.6 Built Form Controls

The following controls have been informed by the *Building Height Review Study (BHRS) 2016* and apply to all developments on sites in the Merrylands Station and McFarlane Street Precinct. This Section should be read in conjunction with the objectives and provisions of Holroyd Development Control Plan (Holroyd DCP) 2013. Part C and Part M of the DCP in particular contain planning controls that are applicable to development in this Precinct, with the exception of the development standards outlined below. Where there is an inconsistency between this document and provisions contained elsewhere in Holroyd DCP 2013, this Section applies to the extent of the inconsistency.

10.6.1 Building Height

Objectives

O1. Deliver a built form that provides a height transition from lower scale on the edges of the Precinct to higher scale in the Precinct core and clustering buildings of similar height.

O2. Ensure the scale of the built form provides for a legible centre.

O3. Enable the realisation of the maximum allowable floor space ratio.

O4. Achieve appropriate management of overshadowing, access to sunlight and privacy.

Development Controls

C1. Sites with the following maximum building height under Clause 4.3 of Holroyd LEP 2013 should comply with the maximum number of storeys in **Figure 10** and **Table 1** (excluding basement car parking).

C2. Each storey shall comprise a minimum floor to ceiling height as defined in the NSW Department of Planning's *Apartment Design Guidelines, July 2015*.

Table 1: Amalgamated Site Descriptions and Maximum Height Control

Site No.	Lot	DP/SP	Street Address	Site Area m²	Maximum Height metres/storeys
1	1	DP 1094069	141-143 Merrylands Road	1,199	86m/26st
	2	DP 1094069	141-143 Merrylands Road		
	3C	DP 335075	139 Merrylands Road		
	1	DP 1135451	135-137 Merrylands Road		
2		SP 48251	254 Pitt Street	1,373	86m/26st
3	1	DP 501597	215 Pitt Street	2,108	86m/26st
	2	DP 501597	215 Pitt Street		
	2	DP 537031	229-239 Pitt Street		
	J	DP 10354	229-239 Pitt Street		
	1	DP 1079960	229-239 Pitt Street		
4	541	DP 633620	6 McFarlane Street	1,431	77m/23st
	552	DP 579491	4 McFarlane Street		
	56 Sec A	DP 7916	2 McFarlane Street		
5	150	DP 773769	14 McFarlane Street	1,827	77m/23st
	151	DP 812643	12 McFarlane Street		
	152	DP 631399	10 McFarlane Street		
		SP 20705 & SP 84614	8 McFarlane Street		
6		SP 54283	20 McFarlane Street	1,139	77m/23st
		SP 18367	18 McFarlane Street		
7	40, 41, 42 & 43 Sec A	DP 7916	28 – 36 McFarlane Street	5,422	105m/32st
	44	DP 7916	28 – 36 McFarlane Street		
	Pt 45 & 46 Sec A	DP 7916	28 – 36 McFarlane Street		
8	389	DP 657042	40 McFarlane Street	1,236	77m/23st
9a	5, 6, 7, 8, 9, 10	DP 244047	233- 249 Merrylands Road & 52-54 McFarlane Street	12,415	77m/23st
9b	12	DP 1178575			55m/16st
9c	22,25,26,27,28,29	Sec A, DP 7916			43m/12st
9d	10	DP 814298			55m/16st
9e	5	DP 17401			77m/23st
10	21C	DP 334937	231 Merrylands Road	1,911	77m/23st
	21D	DP 334937	229 Merrylands Road		
	21E	DP 334937	227 Merrylands Road		
	35	DP 604776	223 Merrylands Road		
	11	DP 1210565	221 Merrylands Road		
	18	DP 654417	219 Merrylands Road		
	18	DP 657045	215 Merrylands Road		
11	A	DP 384389	201 Merrylands Road	1,335	77m/23st
	1	DP 514251	197 Merrylands Road		

	15	DP 657043	195 Merrylands Road		
	15B	DP 386204	193 Merrylands Road		
12	14	DP 657044	191A Merrylands Road	2,164	77m/23st
	14B	DP 336812	189 Merrylands Road		
	131	DP 604922	185 Merrylands Road		
	12 Sec A	DP 7916	181 Merrylands Road		
	11B	DP 101479	179 Merrylands Road		
	11A	DP 101479	177 Merrylands Road		
13	10B	DP 101479	175 Merrylands Road	2,068	77m/23st
	10A	DP 101479	173 Merrylands Road		
	B	DP 413438	171 Merrylands Road		
	A	DP 413438	169 Merrylands Road		
	2	DP 514152	167 Merrylands Road		
	1	DP 514152	165 Merrylands Road		
	1	DP 956379	163 Merrylands Road		
	1	DP 959420	161 Merrylands Road		
14	1	DP 772297	159 Merrylands Road	1,298	86m/26st
	A, B, C, D & E	DP 10354	153 Merrylands Road		
	F	DP 10354	157 Merrylands Road		
15	2	DP 544800	Pitt Street, Merrylands	2,369 *Incl Endeavour Energy lot*	65m/20st
	121	DP 531896	244 Pitt Street, Merrylands		
	901	DP 592065	246 Pitt Street, Merrylands		
	Y	DP 416975	252 Pitt Street, Merrylands		
16	1	DP 209516	Terminal Place, Merrylands	4,177.50	55m/16st

10.6.2 Design Excellence Provisions

Objectives

Cumberland Council is committed to ensuring all major developments deliver the highest standard of architectural and urban design.

Design excellence is a tool whereby the objectives of the Precinct can be achieved by encouraging:-

O1. High quality, diverse and innovative design; and

O2. Development that by virtue of its location, individually and collectively contributes to the urban design context of Merrylands Centre.

Development Controls

C1. Design excellence applies to land bounded by a heavy black line on the Design Excellence Map. Refer **Figure 11.**

C2. The Cumberland Design Excellence Guidelines provides criteria and procedures that must be followed for developments seeking an incentive bonus in building height of up to an additional 10% and additional floor space ratio of up to 0.5:1.

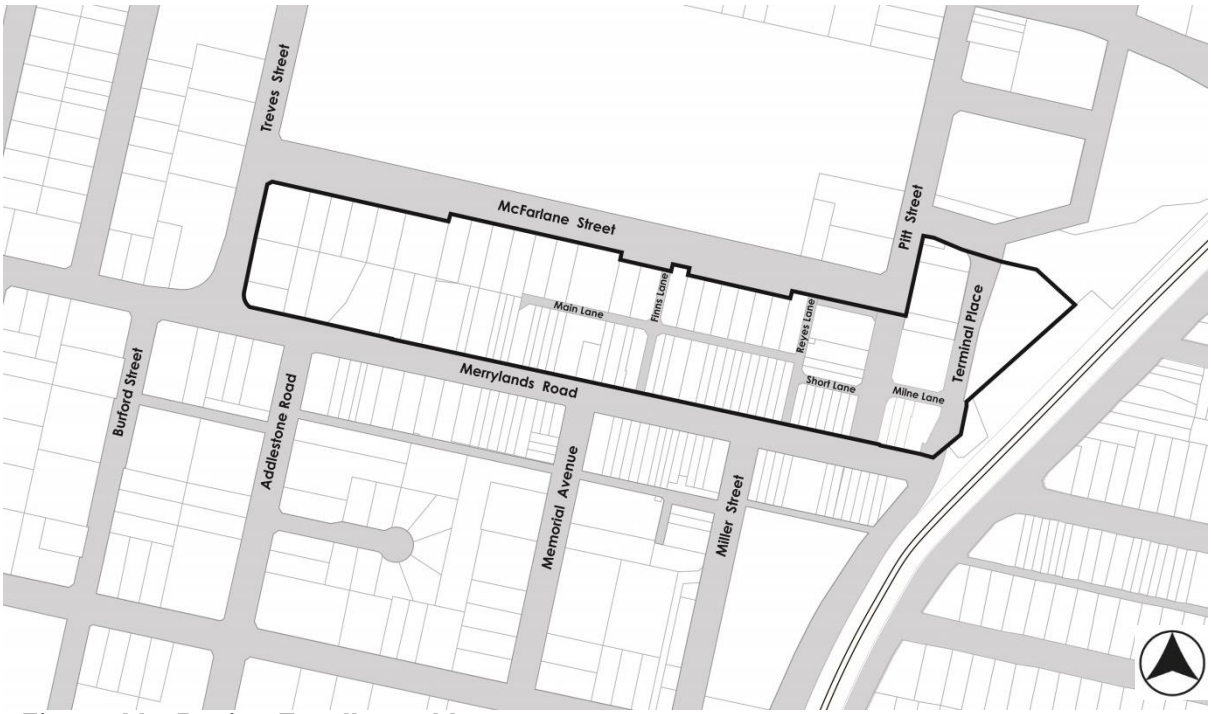


Figure 11 - Design Excellence Map

10.6.3 Primary Frontage Requirements

Objectives

O1. Ensure buildings are of an adequate size to reasonably accommodate development, including vehicle access.

O2. Avoid the creation of smaller, isolated sites that cannot be separately developed.

Development Controls

C1. The minimum site frontage width for new developments is 20 metres for 3 storey buildings.

10.6.4 Building Setbacks

Objectives

O1. To enhance the character of the Precinct through consistent and uniform alignment of building facades.

O2. To reinforce strong definition of streets and public spaces in the Centre Precinct.

Development Controls

C1. New developments are to maintain setbacks to the street in accordance with **Figure 12.**

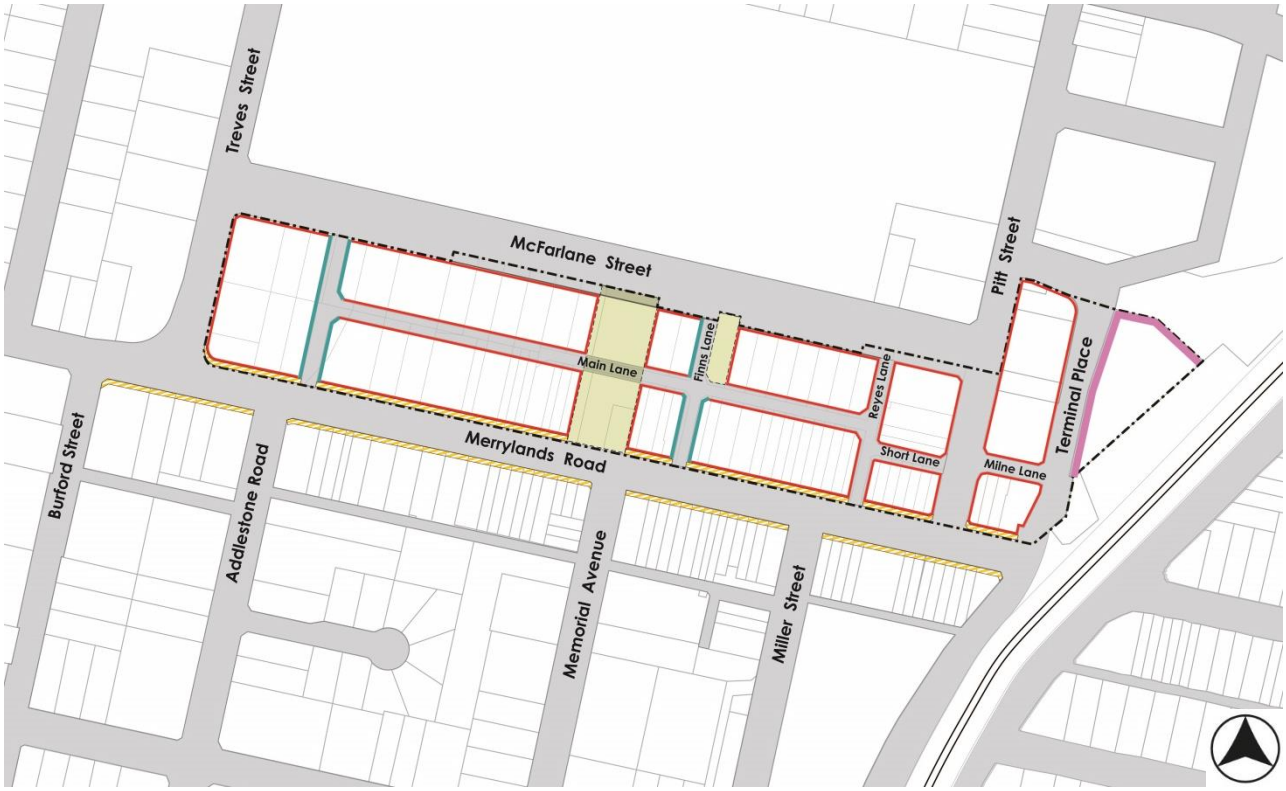


Figure 12 - Building Setbacks

10.6.5 Street Wall Heights

Objectives

O1. To provide street edges that reinforce and reflects the various uses and existing character in the Precinct.

O2. To ensure building heights at street level are at a human scale.

O3. To facilitate a consistent street and laneway wall height throughout the Precinct.

O4. To provide prominence to the street level, establish a clear presence for retail and increase the visibility, marketability and utility of ground floor space.

Development Controls

C1. Street wall heights of buildings (podium) shall be 3 storeys.

C2. The 3-storey street wall height applies to a site's primary frontage.

C3. Where a site has frontage to a laneway, a maximum two storey street wall height is to be maintained. Refer **Figure 13.**

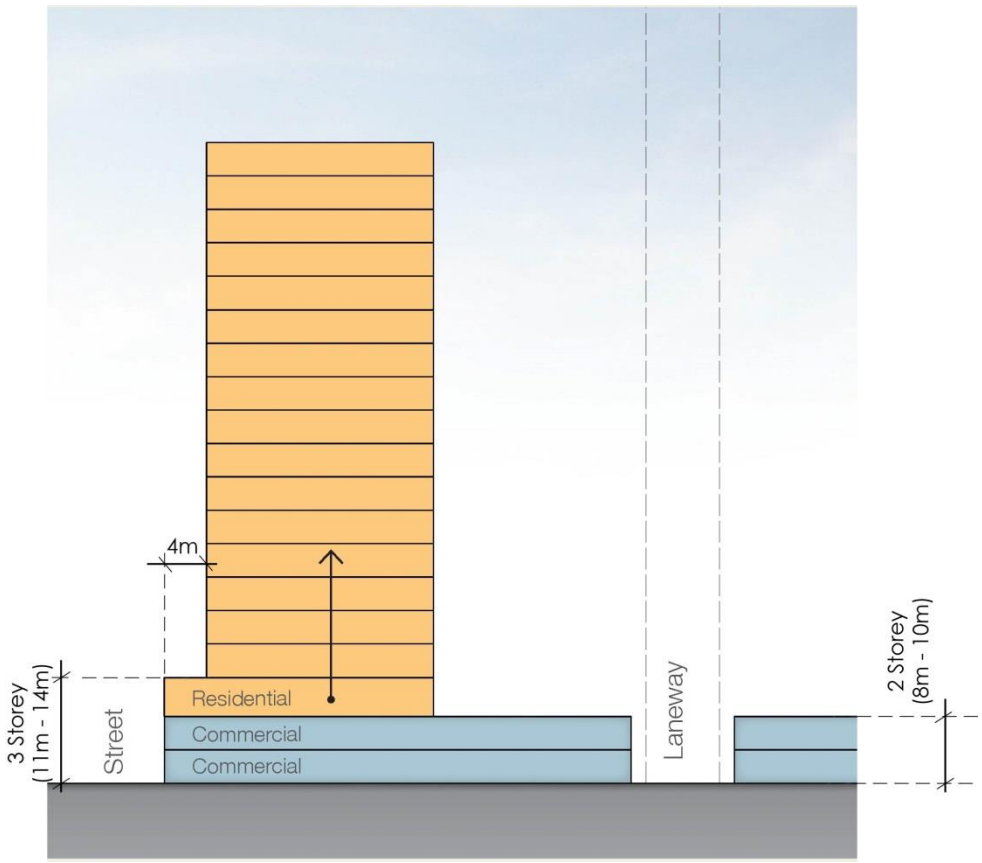


Figure 13 - Street Wall Height and Podium Setback

10.6.6 Upper Level Street Setbacks

Objectives

O1. To enable more efficient tower footprints by removing incremental stepping of facades.

O2. To minimise adverse wind impacts on the pedestrian environment.

O3. To maximise sunlight penetration into streets, public places and surrounding buildings.

O4. To ensure building modulation.

Development Controls

C1. All buildings above 3 storeys in height are to display a uniform 4m setback above the street wall. Refer **Figure 13.**

10.6.7 Solar Access to Civic Square

Objectives

O1. Ensure adequate solar access is maintained to the Civic Square during core business hours in mid-winter and that new buildings adjacent to the Civic Square do not prevent solar access during key daylight hours.

Development Controls

C1. Solar access must be maintained to a minimum of 50% of the Civic Square area between the hours of 11.00am and 1.00pm on the 21st June.

10.6.8 Floor Plates Above Podium

Objectives

O1. To minimise overshadowing as compact floor plates cast smaller and faster moving shadows.

O2. To improve access to sky view and permit better views between buildings and through sites and contribute to a more attractive skyline.

O3. To enhance energy efficiency and increase daylighting within buildings.

O4. To create architectural interest and visually diminish the overall scale of the building mass.

Development Controls

C1. Where office premises are proposed, all points on an office floor above podium should be no more than 15m from a source of daylight.

C2. The maximum horizontal length of any building above the podium shall not exceed 50m.

10.6.9 Awnings and Colonnades

Objectives

O1. To increase pedestrian amenity by the provision of weather protection.

O2. Visually unify the Civic Square which otherwise is divided by the Main Lane.

Development Controls

Awnings

C1. Awnings are to be provided to the full extent of the street frontage of buildings in the locations nominated in **Figure 14**.

C2. Awnings along Merrylands and McFarlane Street shall be minimum 2.5m deep.

C3. Awnings if provided on laneways shall be retractable and only to be used in hours of operation.

Colonnades

C1. Provide colonnade/active frontage where shown in **Figure 14**.

C2. Provide colonnades with a preferred minimum soffit height of 4m.

C3. Provide under colonnade lighting to create a safe pedestrian environment at night.

C4. Colonnade shall have a minimum width to height ratio of 1.5:1.

C5. To activate the public domain, active ground level uses are required along the colonnade.

C6. Locate columns of colonnades along build-to lines, to reinforce the character of the public open space.

C7. Ensure that colonnade heights and depths are continuous along the length of the open space and are consistent with the neighbouring sites.

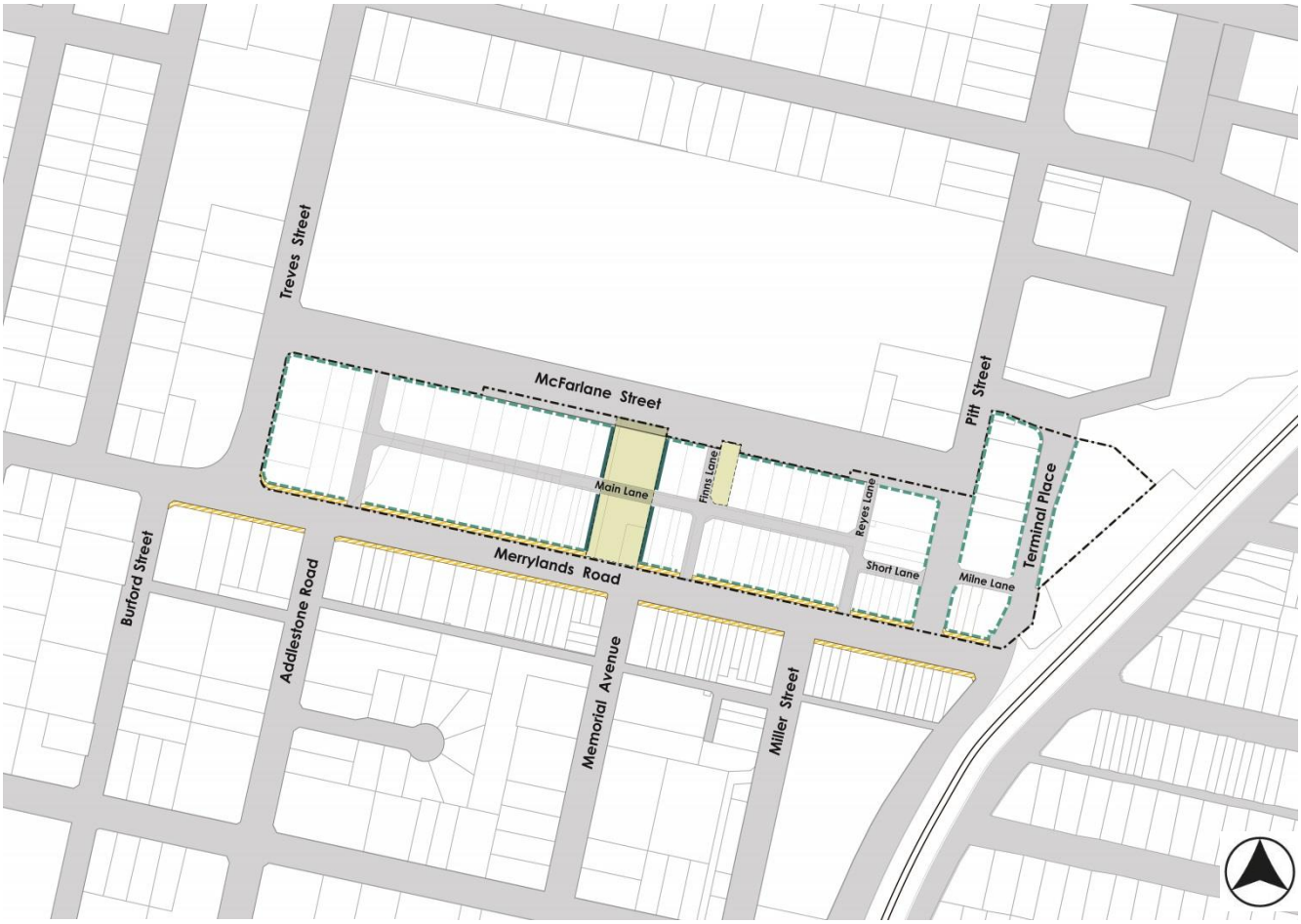


Figure 14 - Awnings and Colonnades