



Merrylands Neil Street Precinct

Urban Design Review

October 2015

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1 Introduction

This Urban Design Review has been prepared in support of a Planning Proposal for the amendment of the local plans related to Merrylands Neil Street Precinct (Neil Street Precinct) contained within the Holroyd Local Environmental Plan (LEP) 2013 and Holroyd Development Control Plan (DCP) 2013. This review was initiated by the Holroyd City Council following the findings of the Neil Street Precinct Feasibility Study undertaken by SGS Economics & Planning (Development Feasibility of Merrylands Neil Street Precinct; June 2014) and in response to concerns raised by the land owners regarding viability and discrepancy in the controls within the LEP and the DCP. As part of the feasibility study, all ten sites within the wider Neil Street Precinct were tested for development feasibility. Only 3 sites were considered clearly feasible for development. For the majority of the sites to be feasible, the Neil Street Precinct Feasibility Study recommended changes to the planning controls, especially with regards to building heights to increase the achievable development density potential.

Consequently, opportunities for effective changes were identified by the Council to improve certainty for investment through clear and tested controls whilst also ensuring the broad objectives for the Merrylands Centre were still achieved as follows:-

- Increase achievable yields for development feasibility.
- Maintain the general strategy for building height transition from lower scale at the fringe of Merrylands Centre to towers in the core of the Centre.
- Maintain commercial focus on Pitt Street and Terminal Place whilst providing intermittent business activity along New Road 1 .
- Improve urban design outcomes and amenity of public spaces.

The scope of the Neil Street Precinct Urban Design Review includes site specific items as well as matters relating to generic controls. This Urban Design Review seeks to establish the urban design principles to ensure the feasibility of the sites within the Neil Street Precinct whilst ensuring the desired public domain, amenity and character. This study recommends amendments to the planning controls, based on the testing of the Neil Street Precinct urban form against the objectives, design intent and numerics to maximise the development potential of the Neil Street Precinct whilst still meeting the aims and objectives established for the Merrylands Centre in the LEP 2013 and DCP 2013.

This Urban Design Review builds on the principles and guidelines contained in the DCP 2013 and is cognisant of the numerous studies undertaken previously, which include the following:-

- Draft Development Feasibility of Merrylands Neil Street Precinct, SGS Economics & Planning, June 2014;
- Holroyd Development Control Plan 2013, Holroyd City Council;
- Holroyd Built Form and Urban Design Modelling - Summary Report, HBO + EMTB Urban and Landscape Design, December 2011;
- Merrylands Neil Street Precinct Development Control Plan No.44, Urban Design Advisory Service, December 2004;
- Draft Merrylands Background Report – Merrylands Town Centre DCP, Urban Design Advisory Service, November 2003;
- Merrylands Town Centre Precinct DCP No.45, Holroyd City Council, March 2007.

This Urban Design Review endeavours to maintain the general principle of providing a transition in building heights from the lower scale residential development to the north of the Merrylands Centre through to the higher scale mixed use development in the core of the Centre. This transition was established in the Holroyd Built Form and Urban Design Modelling - Summary Report 2011. The concepts and urban design considerations outlined in this report result in a revised design framework for the Neil Street Precinct. The proposed recommendations relate to permitting flexibility in land use (zoning) and development controls within the Neil Street Precinct creating a framework to consider greater height. These revisions will protect solar access to important public open spaces and acknowledge opportunities for greater height on appropriate locations. The effect of the modifications is improved amenity with increased achievable development yield in the Precinct.

This review highlighted the need for the holistic management of the development of the Precinct. It has considered how planning policy fits with the other key elements that drive the built environment in Neil Street Precinct. Development assessment, the public domain, traffic, pedestrian movement and mix of land use all combine to produce the quality of the built environment. Recommendations identify the need for a much stronger focus on pedestrian amenity which can be derived from improved pedestrian circulation and limiting traffic impact together with improved public domain.

1.1 Objectives

The objectives of this review are:-

- To assess the current controls and identify inconsistencies.
- To determine the general structure and built form for the Neil Street Precinct to maximise development yield within the context of the location.
- To provide an open space network which is an integral part of the urban structure that compliments the Merrylands City Square.
- To provide clear planning controls to guide the form of future development in the Neil Street Precinct to lead to development of zoning plans, development standards and design controls for inclusion in the DCP 2013 and LEP 2013.

This review of the appropriateness of Holroyd Council's controls for the Neil Street Precinct required a review of the controls within the Holroyd Local Environmental Plan (LEP) 2013 as well as the Holroyd Development Control Plan (DCP) 2013, which were adopted by Council in August 2013.

This review focused on the delivery of sustainable buildings that respond to the local context and topography whilst minimising amenity impacts on existing and potential neighbouring development, the public domain and residential developments in and around the Neil Street Precinct. The improvement of pedestrian access to and from the Merrylands Train Station was also a focal point in the project which considered access and movement through the private and public domain.

The first stage involved the collection of existing data, consultation with the land owners and developers and review of relevant documentation to determine the objectives and achieve the desired outcome of the review.

The result of the first stage informed the second stage, the amendment or production of new controls where appropriate for potential future development. Case studies have been researched and input has been sought from various relevant Council departments to underpin the conceptual framework for future development.

The third stage was the production of the Urban Design Review for endorsement and consultation.

1 Introduction

1.2 Background Assessment

The review is framed by a number of elements that include the Land Zoning, the Height of Buildings, the Floor Space Ratio (FSR), the pedestrian network and the development sites within the Precinct. This review was instigated by the Holroyd City Council in response to concerns raised by the land owners regarding viability and discrepancy in the controls within the LEP and the DCP. A review of the current controls was requested by land owners considering that the current height restrictions and recommended building envelopes fail to achieve a reasonable yield within the maximum permitted FSR. Council commissioned the Neil Street Precinct Feasibility Study, which was undertaken by SGS Economics & Planning. All ten sites within the wider Neil Street Precinct were tested for development feasibility and only 3 sites were considered clearly feasible for development. The Neil Street Precinct Feasibility Study recommended changes to the current planning controls, especially with regards to building heights, to maximise the development potential of sites.

The focus of this review is to identify issues with the existing controls and delivery of a structure which incorporates sustainable buildings that respond to local context. The following provides a background to the assessment of the key controls and components that shape the structure of the Precinct having regard to the urban design principles established in the Holroyd Built Form and Urban Design Modelling - Summary Report, HBO+EMTB Urban and Landscape Design, December 2011. The main urban design principals that inform this review are as follows:

- Locate the tallest buildings on McFarlane Street.
- Provide a height transition from the lower scale buildings at the fringe of the Centre to higher scale buildings at the core of the Centre.
- Pitt Street and Terminal Place to be secondary retail/commercial strip to Merrylands Road and McFarlane Street.

Land Zoning

Under the LEP 2013, the Study Area comprises of B4 Mixed Use zoning along either side of Pitt Street and R4 High Density Residential Zone, with additional permitted commercial uses, for the rest of the Precinct.

This Urban Design Review analyses the appropriateness of the current zoning boundaries with a view to not only achieving buildings with high design quality but also the desired land use outcomes and

commercial floor space for this area at the edge of Merrylands Centre. This review especially focuses on the key development sites and the appropriateness of their zoning within the context of the street hierarchy and its function. Please refer to Section 6.0 for more details.

Height of Buildings

The LEP regulations for the Height of Building controls are block-based. A maximum height of 53m can be achieved on sites closer to Merrylands Train Station to facilitate use of public transport. From these allowable heights, the Height of Building controls step down to 26m adjacent the residential areas to the north.

In the Neil Street Precinct, which is currently dominated by industrial buildings, building heights vary from 1 to 3 storeys. One 8 storey high building is located at the intersection of Pitt and Neil Streets.

This Urban Design Review considers the impact of building height on surrounding areas as well as the creation of a Precinct skyline. Aims and objectives of the New South Wales (NSW) Governments State Environmental Planning Policy (SEPP) 65 - Design Quality of Residential Apartment Development and the Apartment Design Guide 2015, as well as the impact on the public domain, were assessed as part of the site testing to confirm if the desired objectives are achievable. Please refer to Section 6.0 for more details.

Floor Space Ratio (FSR)

This Urban Design Review analyses the appropriateness of FSR controls in regard to the production of buildings displaying design excellence and potential for flexibility and adaptability.

For the purpose of this review the preferred Mixed Use buildings consists of 2 - 3 storeys commercial (ground Level and Level 1 and 2) with residential above. An 50% rate of the building envelope area has been used for ground floor commercial level; 65% for the above ground commercial levels and a 75% rate for residential levels to determine the respective Gross Floor Area (GFA).

Pedestrian Network

The Urban Design Review analyses the pedestrian network within the Precinct. Special consideration is given to increasing permeability and specifically the improvement of the pedestrian access to and from the Merrylands Train Station. Existing and potential connections were assessed and evaluated within the present LEP and DCP framework to determine their effectiveness in regard to increasing pedestrian access within the area.

This Urban Design Review provides recommendations to improve the accessibility, visibility and performance of the existing pedestrian and visual connections. Emphasis is given to access points and the public domain design. Effective access to public open space and Merrylands Centre has been analysed. The aim is for the New Road 1 to be a strong pedestrian link between Merrylands Train Station and Holroyd Gardens and improve the design quality of the public domain.

Development Sites

In total seven development sites within the Precinct have been identified resulting from the evolving land ownership pattern and investigated in regard to Land Use Zoning, Height of Building and Floor Space Ratio to ascertain their appropriateness for achieving buildings displaying design excellence.

1.3 Study Area

Neil Street Precinct is bounded by Pitt Street to the west and the Railway Corridor to the east. To the north of the Precinct is Holroyd Gardens and to the south is Merrylands Train Station (Refer Figure 1). The Northern boundary of the Precinct is within the 400m walking distance catchment of the Merrylands Train Station.

Neil Street provides the main entry to the Neil Street Precinct and the Merrylands Centre from the east.

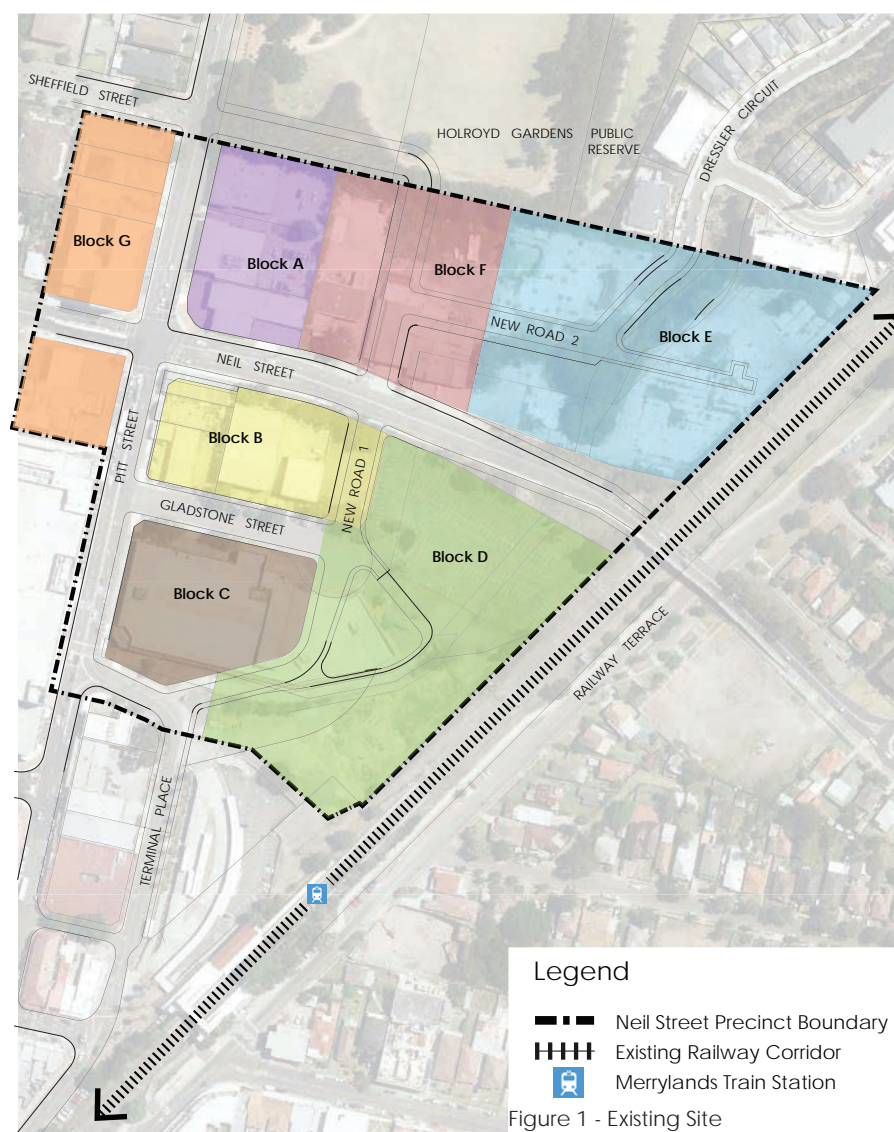


Figure 1 - Existing Site

1.4 Vision

This Urban Design Review builds on and further refines the vision established for the Neil Street Precinct by the Urban Design Advisory Service (UDAS) in February 2002 as follows: *“The Neil Street Precinct is envisaged to be a vibrant, successful, mixed use community, close to main shopping areas, public transport, the creek and the park.”*

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.

The landscape vision for the site is to insert a new landscape layer that provides a meaningful and distinctive landscape that not only strengthens the character of Precinct but all of Merrylands Centre. The proposed landscape will build on the DCP 2013 public domain structure to form a comprehensive design. Landscaping and planting along the streets and between lots will provide another layer of landscape type accentuating the landscape setting created by Holroyd Gardens and will ‘soften’ the built environment.

The guiding principles of the landscape design are pedestrian access; integration with surrounding development and introduction of a centrally located public park, providing a distinct landscape character that will define the Precinct. Statuesque tree planting at the intersection of the Neil Street and the Railway Corridor will define the entry to the Precinct from the east. Visual and pedestrian links will ensure that the Precinct can be viewed and comprehended as a distinct neighbourhood that will be enhanced through the provision of strong entry statements and tree lined streets.

This Urban Design Review outlines a series of objectives, strategies and planning amendments needed in order to achieve this vision. The 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.

2 Key Issues, Opportunities and Constraints

The Background Report for the Neil Street Precinct prepared by the UDAS in February 2002, provided analysis of the site at a regional, district, centre wide and local level. The Report also considered the history of the area in addition to analysing the social, economic, environmental and geographical aspects and character of the Precinct.

Based on the Background Report, urban design analysis of the area, review of the previous studies, and testing of the current controls, the following key issues have been identified.

Key Issues Identity

The issue of the development potential of the sites within the Precinct and the Precinct skyline raises questions about allowable building heights. An increase in permitted building heights may provide an opportunity for an iconic building that will enhance the Precinct skyline. Potentially it will be a well-designed tower of architectural merit.

Public Domain

A stormwater drainage corridor (part swale and part piped) has been proposed along New Road 1. This should include a pedestrian circulation network that identifies through site links and emphasises pedestrian connectivity. There is a need for a Public Domain Technical Manual that addresses design details such as material selections and construction details.

Solar Access

There is adequate public open space within the Precinct in the form of the drainage corridor. This corridor has the potential to be designed as an important passive recreational public space. Overshadowing of this public space should be avoided to maximise amenity and encourage use of the space, especially during the winter time.

Traffic

A very important amenity issue that lies beyond the scope of this review is traffic in the Precinct. It is vital to improve the pedestrian and cyclist environment in the near future. Currently, vehicular traffic physically and visually dominates the Pitt Street and Neil Street Corridors. Preference currently appears to be given to the access and movement of public transport and private vehicles over pedestrian and cyclist.

To achieve greater amenity to pedestrian and cyclist access and movement in the public domain, a number of improvements can be made including the greening of the streets and public spaces, the widening of footpaths, the prioritisation of pedestrian and cyclist movement, an increase in bicycle facilities, and introduction of shared zones.

Lot Size

Large scale consolidation of the lots has been recommended within the DCP 2013. Although no changes are proposed to the DCP 2013 site amalgamation strategy, block boundaries have been revised resulting from the evolving land ownership pattern. Please refer to Section 6 for details.

Urban Form

The practical development potential of some of the sites in the Precinct in relation to the podium and street frontage configuration is constrained. The existing controls for upper level setbacks tend to produce a 'ziggurat' block form on streets. Some sites will be developed within this form because they have adopted the podium-tower form. This is a form that can only be achieved on larger sites. For sites that may tend to be narrower, potentially along Pitt Street, better development outcomes will be in the form of perimeter-block configuration with small front and side setbacks.

Zoning

There are currently complex strategic targets and development feasibility issues within the existing framework of the Precinct. Given that there is a desire and demand for increased growth and mix of uses to encourage activity, diversity and vibrancy, zoning has been re-assessed and discussed in detail in Section 4.1 of this report.

Opportunities and Constraints

A series of opportunities and constraints have been identified that will effectively influence the structure plan for the Neil Street Precinct. These opportunities and constraints are listed below and also have been illustrated in Figure 1.

Opportunities

The following opportunities for development within the Neil Street Precinct have been identified:-

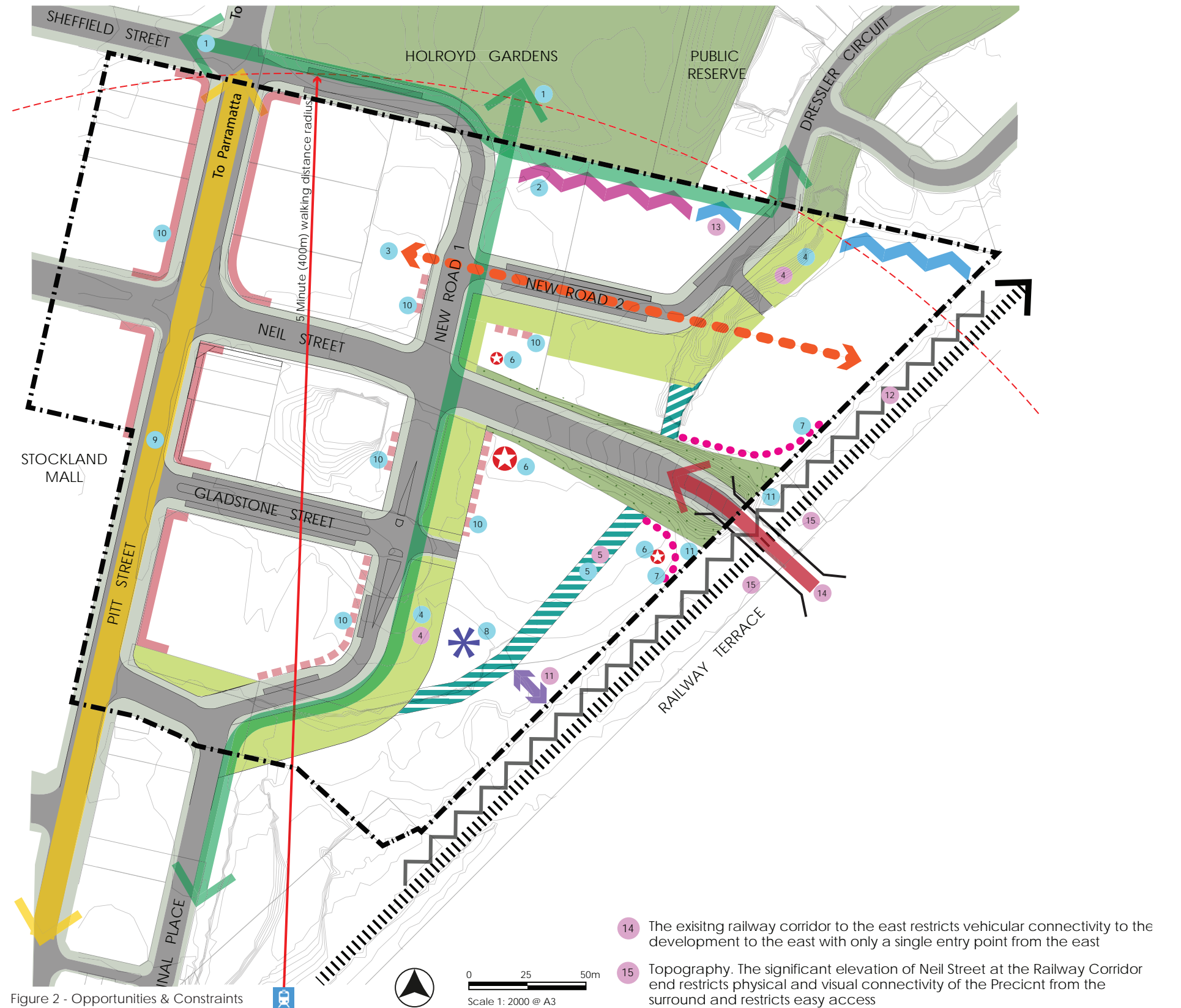
- Capitalise on the views towards Holroyd Gardens and the landscaped open space along the overland flow path.
- The current proposed maximum 40m wide overland flow path, which is designed to address flooding of the Neil Street Precinct, can be designed to provide a positive landscape feature for public recreational.
- Maintain a built form, to respond to the existing lower scale development to the north.
- Encourage taller buildings to occur at key corner sites such as corner of Neil Street and New Road 1. High visual exposure is available at the Neil Street and New Road 1 intersection from the Precinct entry at the Neil Street Bridge and presents opportunities for attractive and iconic markers of up to 20 storeys on the southeast side of this intersection.
- Provide a strong visual entry to the Precinct along Neil Street at the Railway Corridor end. Encourage a transition from thick street tree planting to formal street tree planting.
- Create view corridors from within the Neil Street Precinct to the railway corridor and Holroyd Gardens.
- Protect Holroyd Gardens to the north. The well vegetated Holroyd Gardens contributes considerably to the landscape character of the Neil Street Precinct.
- Ameliorate the existing Sydney Water infrastructure in the Precinct by converting it to a more natural state.
- Recognise the heritage value of Holroyd Gardens and the Brickworks Site to the north.
- Improve pedestrian accessibility in conjunction with the Merrylands Centre structure.
- Improve pedestrian linkages to public transport, including the Merrylands Train station and bus routes.
- Recognise the number of visual links that are experienced within the Neil Street Precinct. The presentation of future buildings should respond to the road alignment.
- Create a centrally located public open space which could become the main recreational hub.

Constraints

The following constraints for development within the Neil Street Precinct have been identified:-

- Most of the sites are affected by flooding (1% Annual Exceedance Probability (AEP)).
- The current maximum DCP 2013 40m wide overland flow path designed to address flooding of the Neil Street Precinct reduces the development potential of the Precinct.
- Existing Sydney Water drainage culvert, which runs parallel to the railway corridor, divides the area south of Neil Street and cannot be built upon.
- The noise and vibration caused by the existing rail corridor requires buildings to be well set back from the railway corridor and appropriately designed to minimise the amenity impacts.
- Access and servicing of properties south of Neil Street requires detailed investigation and careful consideration at design stage.

- 1 Enhance the green link/pedestrian connection between the Holroyd Gardens and the Merrylands Train Station
- 2 Capitalise on the northern aspect towards the Holroyd Gardens
- 3 Create view corridors to enhance visual connectivity
- 4 The drainage corridor provides green aspects and visual relief
- 5 Opportunity to enhance the recreational value of the the existing Sydney Water Culvert by providing landscaping
- 6 Opportunity to encourage taller buildings to occur at key corner sites
- 7 Provide a strong visual entry to the Neil Street Precinct
- 8 Create a centrally located public open space which could provide a community focus
- 9 Establish Pitt Street as a built form spine
- 10 Opportunity to activate the street by providing some mixed uses
- 11 Topography. The 6m elevation of the bridge will be able to conceal the true height of future buildings in the vicinity
- 4 The current proposed max. 40m drainage corridor limiting the development potential and vehicular access to the sites east of New Road 1
- 5 Existing Sydney Water infrastructure dividing the site south of Neil Street
- 11 Location of the existing Sydney Water infrastructure resulting in a narrow strip of land along the Railway Corridor with a pinch point area unsuitable for locating buildings
- 12 Existing railway corridor forms a physical barrier and is a source of noise and vibration
- 13 Providing appropriate transition in building height to respond to the low rise development to the north



3 Structure Plan

3.1 DCP 2013 - Structure Plan

As stated before, in February 2002, the UDAS established the vision for the Neil Street Precinct as follows:

The Neil Street Precinct is envisaged to be a vibrant, successful, mixed use community, close to main shopping areas, public transport, the creek and the park. Some of the objectives designed to achieve the vision for the Precinct included:

- *To establish a visual and spatial continuity between Parramatta and Merrylands town centres via a pedestrian walkway and a cycleway along the creek.*
- *To link the railway station and Holroyd Gardens, in the larger interest of the town centre.*

The vision was realised in a new structure for the Neil Street Precinct with better connectivity and public domain by introducing a new road - New Road 1 parallel to Pitt Street and connecting Terminal Place to Sheffield Street. A second road - New Road 2, parallel to and north of Neil Street is also proposed, which connects New Road 1 to Dressler Circuit (Refer Figure 2).

An overland flow path was also proposed along New Road 1 as a positive landscape feature. A total width of 40m was required for the overland flow path (floodway + New Road 1) between Terminal Place and Neil Street to address the flooding of the Merrylands Centre and the Neil Street Precinct.

Numerous urban design strategies and guidelines were put in place to guide future developments in achieving the vision for the Precinct and included as controls in the DCP 2013.



3.2 Proposed - Structure Plan

This urban design review builds on the guidelines and the vision established by the UDAS. The Precinct is envisioned to be characterised by a high-quality, well designed, safe and liveable environment with easy access to Merrylands Railway Station, which is the main transport hub for the area, Merrylands Centre and the Holroyd Gardens.

The Structure Plan provides a conceptual planning framework for the Neil Street Precinct with the following strategies:

- The Precinct be developed for the purpose of predominantly residential development, with some opportunity for mixed uses.
- Maximise the development potential of the sites and enhance built form consistency.
- Transition building heights adjacent Holroyd Gardens.
- Encourage New Road 1 as a focus for pedestrian activity and civic spaces.
- Encourage block edge development with tower building forms.

This conceptual planning framework underpins recommendations for potential control amendments to LEP 2013 and DCP 2013 in aiming to provide controls that ensure improved pedestrian access between Holroyd Gardens and Merrylands Train Station as well as deliver buildings that respond to the topography and local context whilst minimising amenity impacts on the public domain.

The Structure Plan is comprised of three elements:-

- Open Space Network (Refer Figure 4).
- Built Form Network
- Land Use

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.

The structure plan aims to create a well-used network of open spaces connected by pedestrian and visual links.



Figure 4 - Proposed Public Domain Plan

Open Space Network

The open space structure plan augments the DCP 2013 structure plan to create a communal space that contributes to the positive image of the Merrylands Centre as a whole.

The amended public domain structure plan retains the north-south overland flood path east of New Road 1 and east-west overland flood path south of New Road 2. The New Road 1 contributes to Neil Street Precincts public domain and forms the focus of social and economic activity. In the vicinity of the Merrylands Train Station, a new public open space – Neil Street Park is created which will be located between the Sydney Water Culvert and New Road 1, south of Gladstone Street.

The Neil Street Park and the overland flow path landscape represents a significant open space which will supplement the future Merrylands Square in McFarlane Street, and will be a destination for those who live within or are visiting the Merrylands Centre. The Neil Street Park is in close proximity to the train station, Merrylands Centre and Holroyd Gardens and addresses New Road 1. The overland flow path along with the New Road 1, which will be developed as a secondary active commercial street, functions as the primary civic space for Neil Street Precinct.

The open space network will provide a focus for the higher density of mixed uses and support the pedestrian activity associated with the Merrylands Train Station and Merrylands Centre. The current maximum 40m wide overland flow path has been amended to be around 35m between Neil Street and Gladstone Street (the impact of the proposed narrowing of the overland flow path on the flooding is discussed in detail later in this section). It is not only designed to address flooding within and around the Neil Street Precinct, but also to be flexible and provide an area for respite and recreation. The proposed Neil Street Park will create a unique opportunity to define the future character and focal point for the community.

The structure plan also includes the Sydney Water concrete channel. The overland flow path, A'Becketts Creek and the Sydney Water channel act as pedestrian and cycleway connections, address overland flow, provide informal gathering and recreational areas and a rehabilitated green link. The location of the public open space is integrated with the street network to maximise pedestrian access opportunities.

The visual character of the Precinct is important as it contains the two major entry points into the Merrylands Centre: by road from the east from the Neil Street Bridge, and by rail from the intersection of Terminal Place and Pitt Street.

A water management strategy for the overland flow path open space should be developed to incorporate best-practice Water Sensitive Urban Design. Localised open and covered bioretention pits, rainwater gardens and bioswales will offer opportunities to reduce irrigation needs and improve water quality across the Precinct (Refer Figures 5 - 10).

Neil Street contributes to the Public Open Space structure with wide, planted street setbacks at the railway corridor end and the planted New Road 1 provides a green connection through to Holroyd Gardens.

Neil Street Park is the key park included in the revised structure plan.

Controls:

- Provide a minimum 1,500sqm public open space (Neil Street Park) as shown in Figure 3 – Proposed Public Domain Plan.
- Refer to Part 6 of this plan for detailed information regarding the design requirement for the Neil Street Park.
- Neil Street Park is to be in public ownership.

The controls will provide a well-defined and accessible recreational open space, which provides for formal, structured recreational activities and responds to the flooding of the area.

Flooding Investigation

As previous stated, the proposed Public Domain Structure Plan proposes to revise the width of the overland flow path between Neil and Gladstone Streets from 40m to 35m. A flood study (Merrylands CBD Neil Street Precinct Flooding Investigation, 28 September 2015) was undertaken by Lyall & Associates to ascertain any potential impact on the flooding behaviour by the narrowing of the overland flow path. The current study takes into consideration flooding investigation undertaken by Lyall & Associates for the broader Merrylands Centre (Merrylands CBD Flood Study and Flood Risk Management Options

Review, 2015). The study recommended a flood risk management scheme to mitigate the impact of future development on flooding behaviour (Refer Attachment 1).

Hydraulic modelling of three scenarios was undertaken which included:

Development Scenario 1 - *Amended building footprints in the Neil Street Precinct in combination with future development in the remainder of the Merrylands CBD, but with drainage upgrades proposed by the DCP 2013 flood study. This scenario has been modelled to demonstrate that the drainage works need further upgrades.*

Development Scenario 2 - *Amended building footprints in the Neil Street Precinct in isolation, with drainage upgrades as per the preferred flood risk management scheme but limited to the area east (downstream) of Stockland Mall. This scenario has been modelled to assess flood behaviour in the Neil Street Precinct without any development in other parts of the CBD, including implementation of the elements comprising the preferred flood risk management scheme west (upstream) of Pitt Street. Finished floor levels for future development may need to take into account the depths of inundation in the Neil Street Precinct that will be greater than under ultimate development conditions given the possible staged approach to development within the CBD and also the implementation of the preferred flood risk management scheme.*

Development Scenario 3 - *Amended building footprints in the Neil Street Precinct along with future development in the remainder of the Merrylands CBD, with drainage upgrades as per the preferred flood risk management scheme. This scenario was modelled to demonstrate the nature of flooding once the redevelopment of the CBD and the implementation of the preferred flood risk management scheme is complete.*

The flood study concludes following completion of the recommended flood risk management scheme as part of the overall development of the Merrylands Centre would significantly reduce the peak flows and hence depths of inundation along the proposed overland flow path along New Road 1. In addition, low hazard flooding conditions are expected to prevail throughout the Merrylands Centre.



Figure 5 - Bioswale amphitheatre, Manassas Park Elementary School, Virginia, USA.
 (Source: americaninstituteofarchitects.com/top10projects)



Figure 6 - Bioswale amphitheatre, Manassas Park Elementary School, Virginia, USA.
 (Source: americaninstituteofarchitects.com/top10projects)



Figure 7 - Bioswale - Singapore, a green link.
 (Source: www.aecom.com.au)



Figure 8 - Artist impression Sheas Park - Green Square, Sydney. The overland flow path design8d as a space for passive recreation and pedestrian link.
 (Source: www.landcom.com.au)



Figure 9 - North Carolina Museum of Art detention basin converted to wetland
 (Source: surface678.com/north-carolina-museum-of-art-pond-4)



Figure 10 - Cumberland Park, Nashville, USA - Floodplain preservation
 (Source: www.blurealty.com/urbanopenspaceawards)

Connectivity

DCP 2013 - Pedestrian and Bicycle Network

To achieve the objective of creating a cycleway linking Merrylands to Parramatta, the current DCP incorporates a cycleway along New Road 1 and 2 from Merrylands Train Station to Dressler Circuit and extends north. The cycleway also extends along Neil Street joining the Neil Street Precinct to the Merrylands Centre (Refer Figure 11).

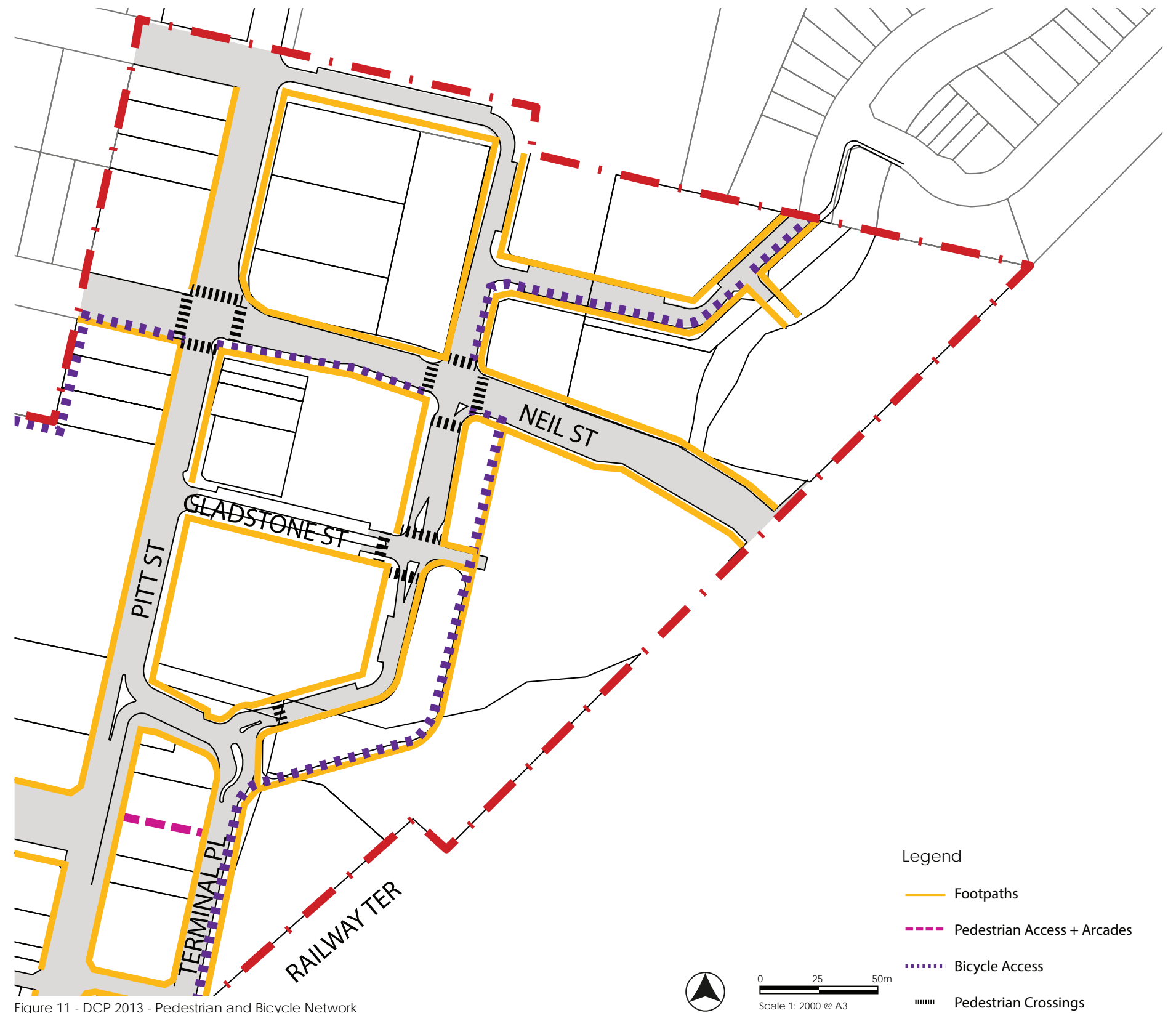


Figure 11 - DCP 2013 - Pedestrian and Bicycle Network

Connectivity

Proposed Connectivity

Ongoing provision of pedestrian links will ensure that the Precinct is very accessible. The urban design framework promotes the importance of providing pedestrian connections that are direct, connect activity areas and minimise reliance on vehicle travel.

The pedestrian link as proposed in DCP 2013 remains fundamentally unchanged. New through site links, visual and pedestrian/cycle connections have been established under this review to enhance the connectivity and permeability of the Neil Street Precinct and include the following (Refer Figure 12):

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

Although 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, following is proposed:

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

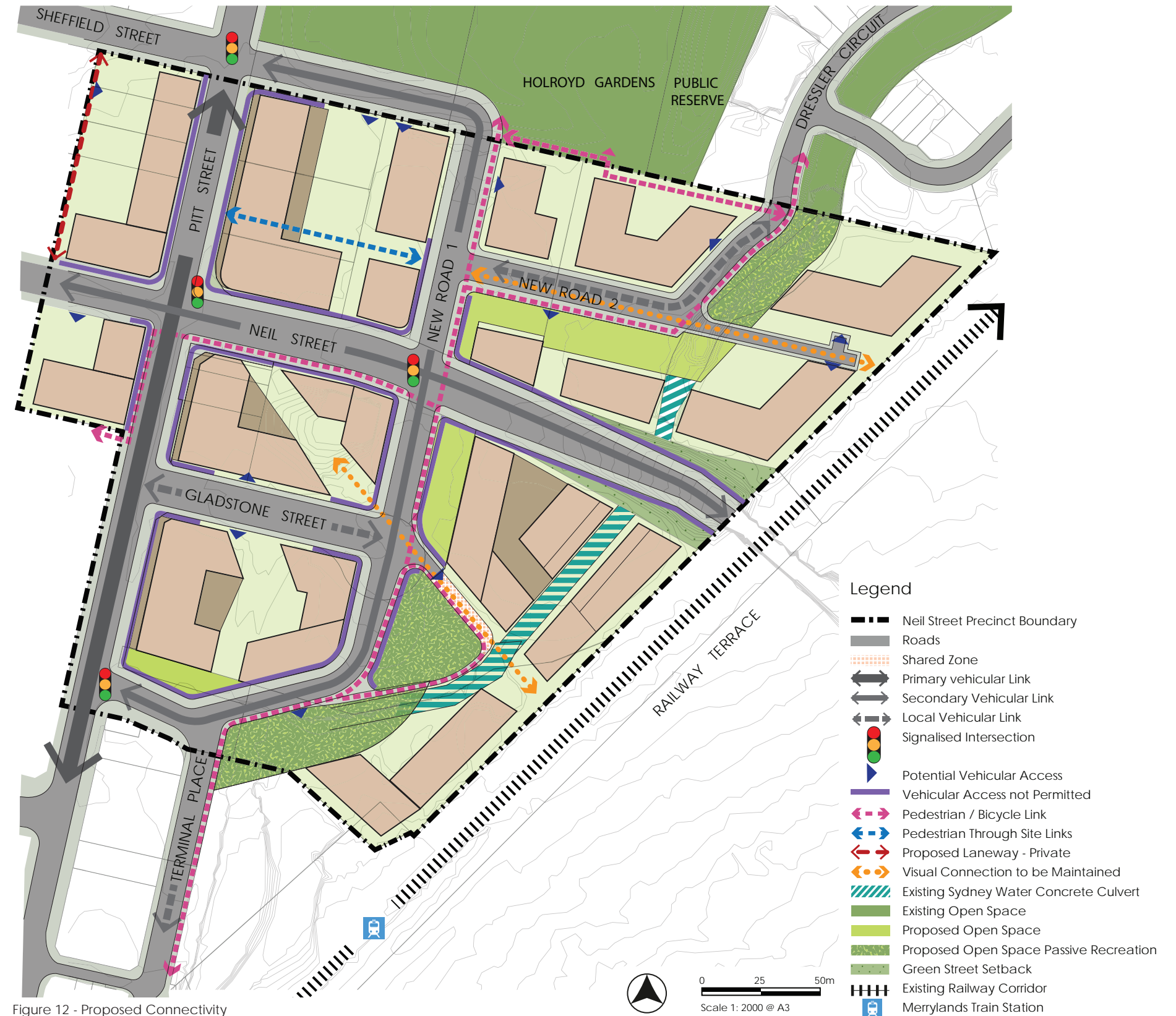


Figure 12 - Proposed Connectivity

Built Form Network

Proposed 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 in order to lessen overshadowing impacts* (DCP 2013).

The proposed 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 13 and 14). The taller buildings are intended to be distinct from their low scale surrounding, provide visual reference and urban legibility and enhance visual experience. 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 Neil Street Bridge. The secondary tower is 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.

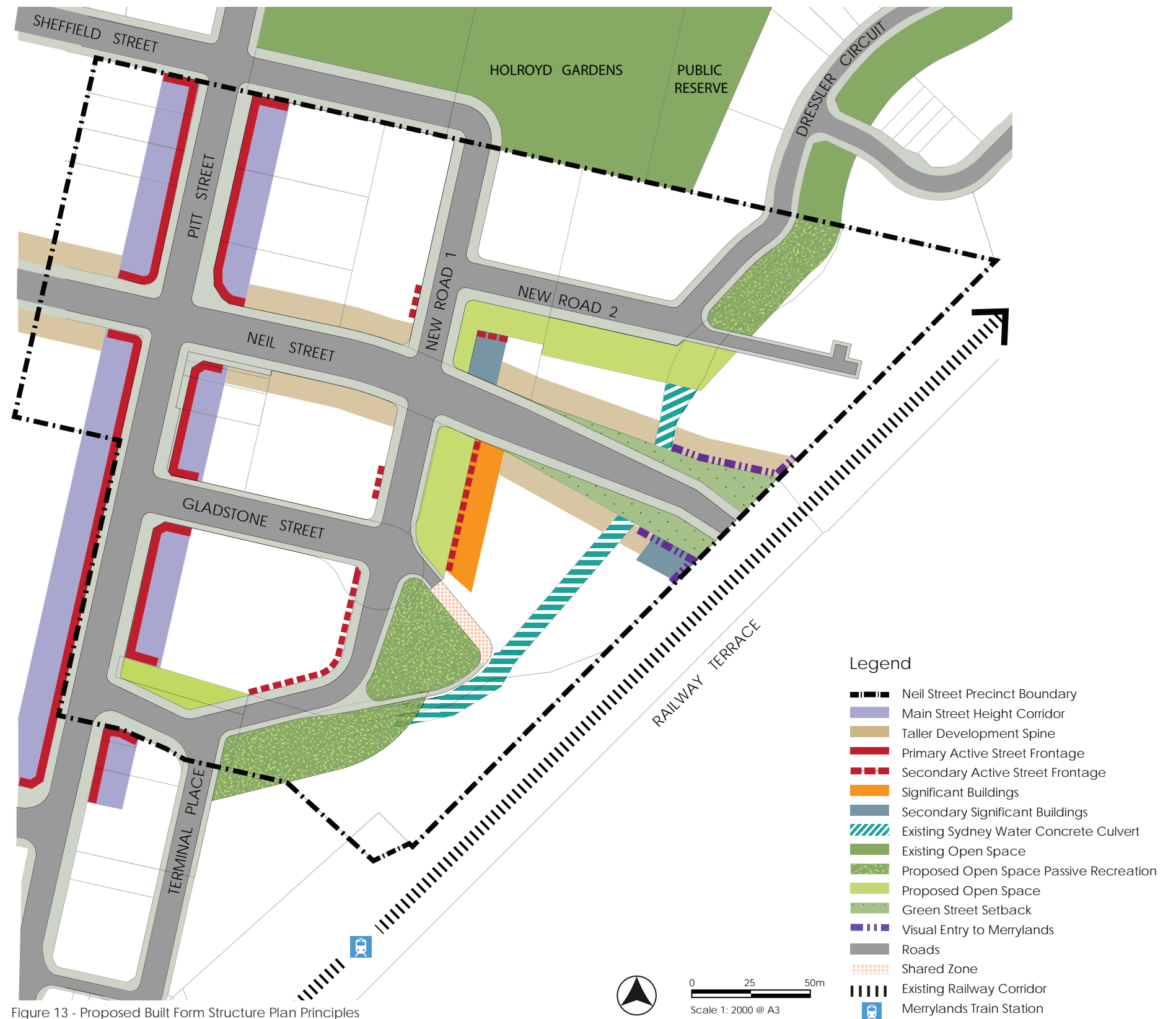


Figure 13 - Proposed Built Form Structure Plan Principles

Built Form Network

Proposed Built Form Structure Plan

The proposed 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 14 although a guideline, however, is Council's preferred building configuration. Buildings are to be designed in accordance with Section 6 of the report – Site and Building Design Controls.

Refer to Section 4.6 of this report for Floor Space Ratio and Building Height controls.



Figure 14 - Proposed Built Form Structure Plan

4 Recommended LEP Amendments

4.1 LEP 2013: Land Use

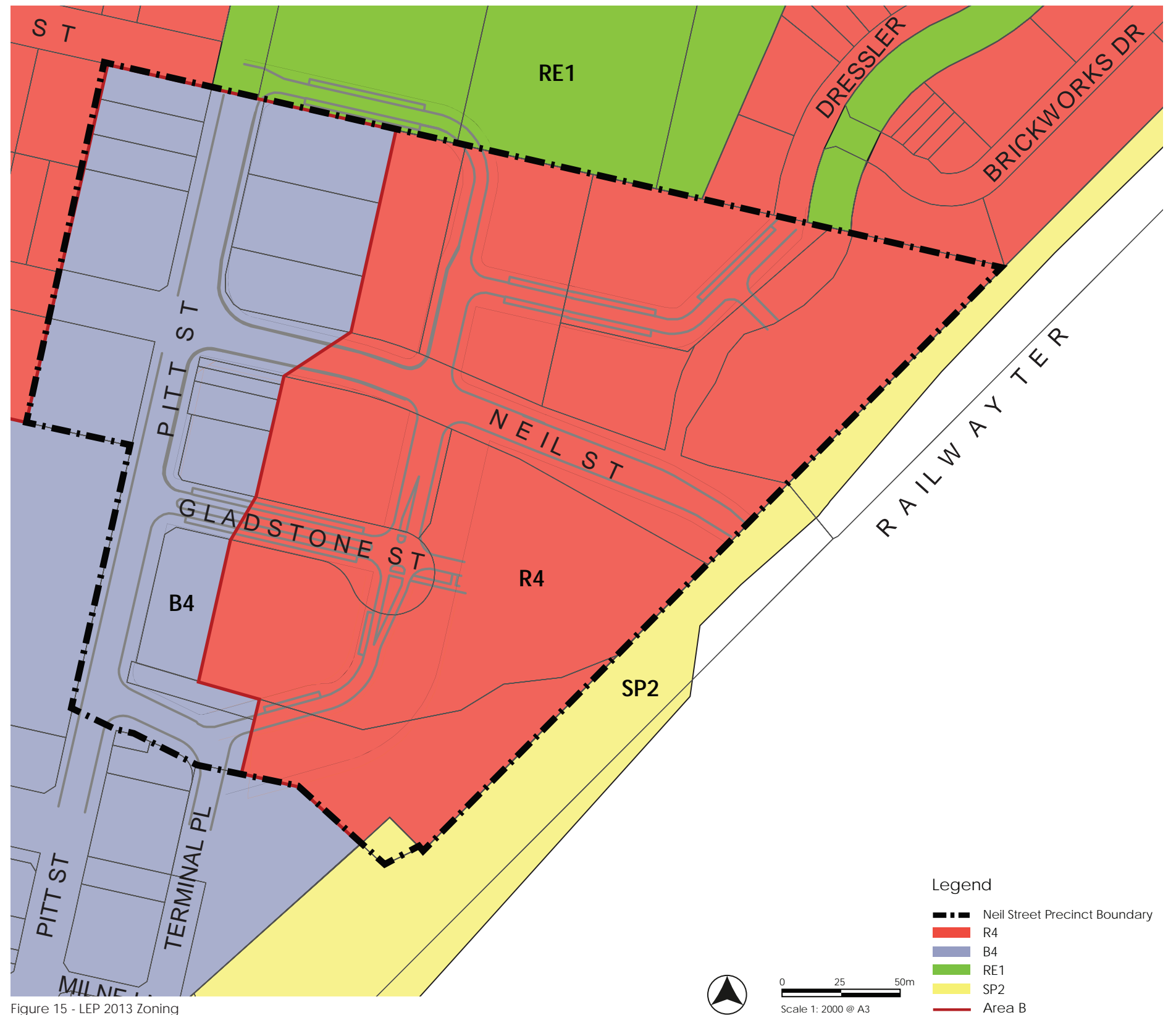
The following outlines the proposed amendments to LEP 2013 resulting from the Urban Design Review. A series of recommendations are provided in relation to Zoning, Floor Space Ratio and Height of Buildings.

Zoning

To allow residential development around the commercial core of Merrylands Centre, the majority of the Precinct is zoned R4 - High Density Residential. The land on either side of Pitt Street is zoned B4 - Mixed Use to incorporate suitable business, retail and residential development in the vicinity of Merrylands Train Station to maximise use of public transport and encourage non-residential uses at street level to facilitate a vibrant, mixed use area. Combined with the proposed built form, the current land use is intended to enhance the commercial character of Pitt Street (Refer Figure 15).

To provide flexibility for future development within the Neil Street Precinct, LEP 2013 includes the following Clause 11:

- 11** *Use of certain land at Neil Street, Merrylands*
- (1) *This clause applies to land at Neil Street, Merrylands, identified as "APU 11" on the Additional Permitted Uses Map (the Neil Street Precinct).*
 - (2) *Development for the purposes of business premises, office premises and retail premises (excluding pubs) is permitted with development consent.*



4.2 Proposed Land Use

The Neil Street Precinct Land Use Structure Plan has been prepared taking account of the known opportunities and constraints within the area while recognising the significant role of the Neil Street Precinct given its proximity to the Merrylands Centre and the Merrylands Train Station. The structure for future land use is based on optimistic prospects for growth recognising the benefits of a planned response to such growth should it eventuate. The proposed land uses underpin the built form structure plan which provides continuity to the Merrylands Centre urban form. Future land use planning generally provides greater density rather than intensity compared to the current zoning provisions. Presently, numerous sites exist that could be further developed and hence the need for changes in zoning to allow for greater flexibility.

The Neil Street Precinct Urban Design Strategy identifies 7 sites (Blocks) within the Neil Street Precinct. The Blocks allow for a variety of uses to meet the needs of the growing population including retail and commercial, recreational and residential. The Blocks identify the preferred location of uses based on existing conditions and the best possible urban design outcomes.

It is recommended to change the R4 zoning of the land to the west of New Road 1 and the land between the Neil Street Park and New Road 2 west of the overland flow path to B6 - Enterprise Corridor under LEP 2013. This will allow future development to maximise pedestrian access opportunities (Refer Figure 16). B4 Zone on either side of Pitt Street is retained except an increase in the depth of the block south of Gladstone Street. This will enable two levels of commercial development rather than three to minimise intensification of New Road 2.

New Road 2 will be developed as a new access street to the Neil Street Precinct, providing a high quality pedestrian environment enhanced by active uses such as restaurants and cafés, neighbourhood corner shops, gymnasium or child care centres and other convenience shops such as a laundromat, news agent or bakery's, at ground level.

This area is expected to accommodate uses that support and enhance the liveability of the Precinct. Ground floor active uses will be located facing New Road 1 and the overland flow path, improving the recreational value of the public domain and creating a local activity centre within the wider Merrylands Centre. No other changes are proposed to the current land use zoning.



4.3 LEP 2013: Building Heights

The building heights under LEP 2013 have been established to provide height transition from the lower scale residential buildings on the edges of the Merrylands Centre to the higher scale buildings in the core of the Merrylands Centre .

Accordingly, the area south of Neil Street, which is adjacent Holroyd Gardens, has a maximum permitted building height of 32m. To emphasise the corner of Neil Street and Pitt Street, the maximum permitted building height is 41m. A similar height of 41m is permitted along the railway corridor. Closer to Merrylands Train Station, the maximum permitted building height along Pitt Street and south of Terminal Place is 53m (Refer Figure 17).

The objective is for the built form to provide a legible centre and achieve appropriate management of amenities.

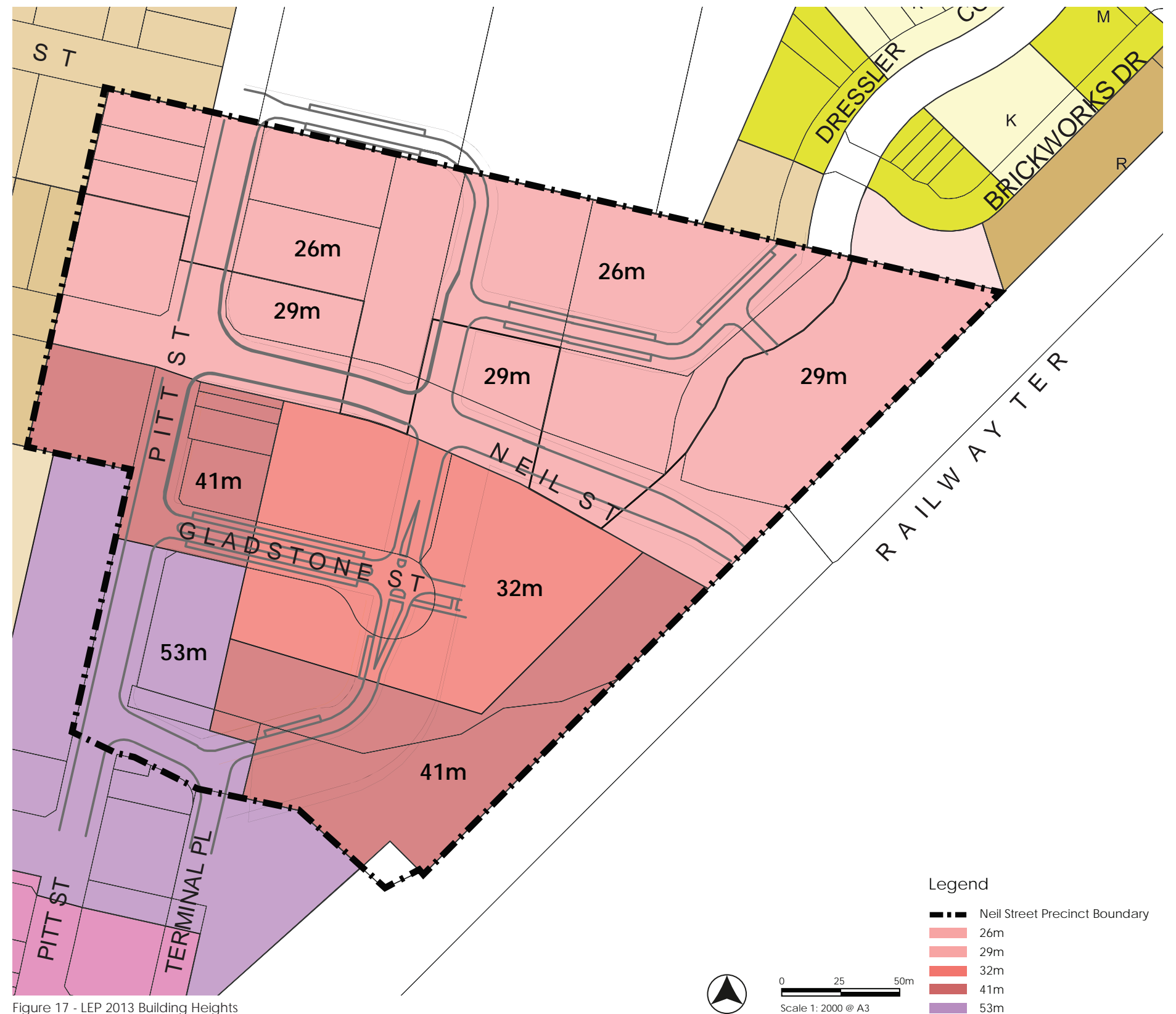


Figure 17 - LEP 2013 Building Heights

4.4 Proposed Building Heights

As previously noted, given there are some inconsistencies between the LEP maximum permitted building heights and FSRs, this review recommends significant changes to the permitted building heights for the Neil Street Precinct. This will ensure that sites will be feasible for development and will also achieve a legible built form providing visual cues, whilst also having regard for the surrounding development.

The proposed building heights have been determined based on the objectives established by DCP 2013. However, as discussed before, the new structure provides opportunities to provide consistency to the controls whilst achieving certainty of development outcome. Incorporating taller buildings into the urban form will enhance visual experience, orientation, provide urban legibility and maximise development potential.

To maintain an appropriate height transition and to protect the amenity of the development to the north of the Precinct, a minor increase in height from the current 26m to 27m is proposed which will accommodate 8 residential storeys (Refer Figure 18).

A consistent height of 39m (12 storey - R4 Zone) is proposed along the existing railway corridor since only residential development is considered appropriate at that location. To enhance the commercial character of Pitt Street, to emphasise the corner of Pitt and Neil Streets and to create a strong built form character, a maximum building height of 54m (16 storeys - B4/B6 Zone) is proposed, which is consistent with the building heights towards the Merrylands Train Station.

To provide a strong built form edge whilst also maintaining the amenity of the open space along the overland flow path, a maximum building height of 42m (12 storey - B4/B6 Zone) is proposed along New Road 1. A 65m (20 storey - B4/B6 Zone) tower is proposed at the southeast corner of the intersection of Neil Street and Pitt Street to emphasise this location as an entry to the Precinct when entering from the east. It also provides a visual contrast to the adjacent open space. A secondary 54m (16 storey - B4/B6 Zone) tower is proposed south of Neil Street near the Neil Street Bridge to provide a visual entry to the Precinct. An additional secondary tower is proposed at the northeast of the Neil Street and New Road 1 intersection.

Other changes include an increase in building height from 26m to 30m (8 storey B4/B6 Zone or 9 storey - R4 Zone) south of Sheffield Street and north of New Road 2.



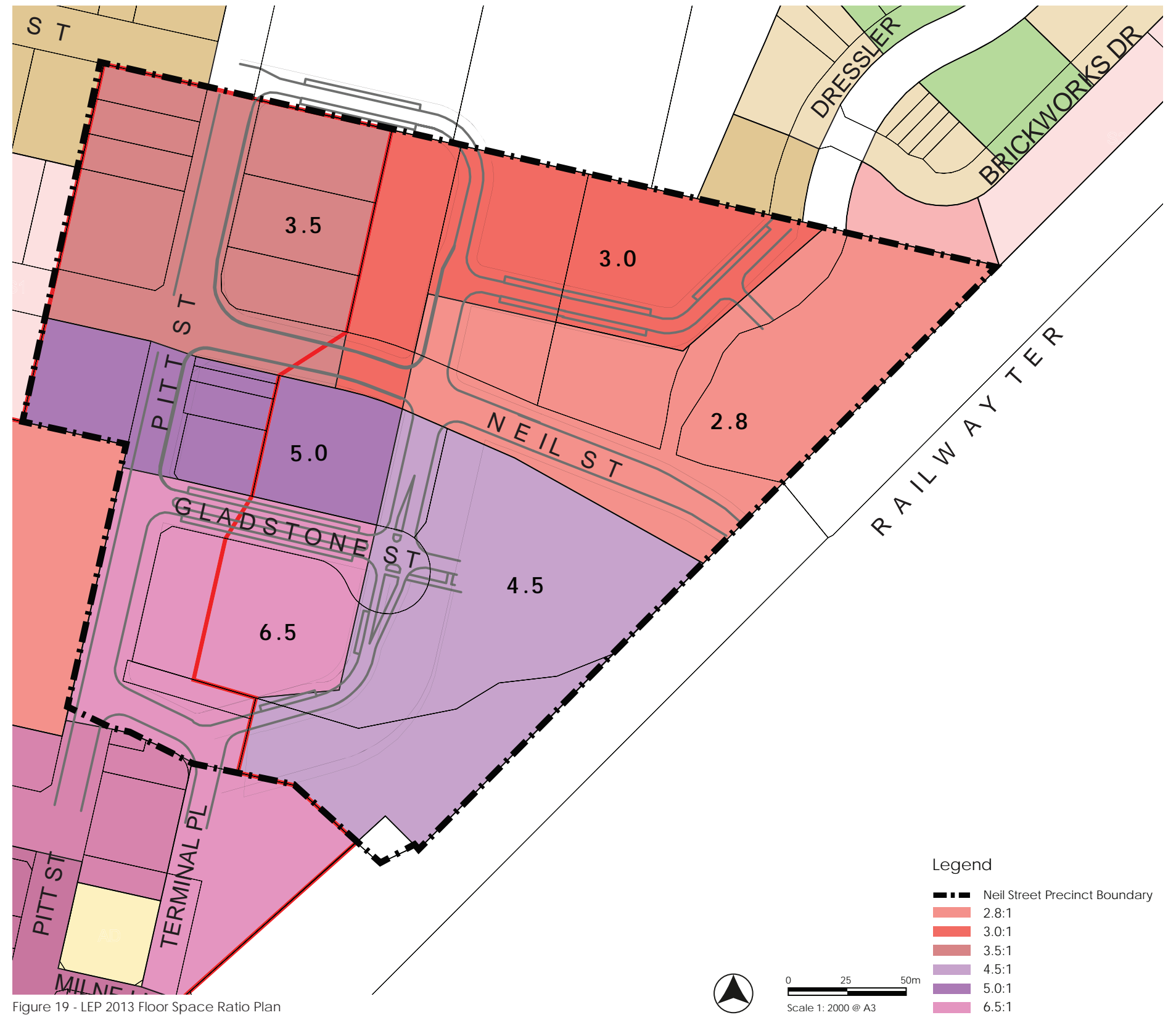
Figure 18 - Proposed Height Plan

4.5 LEP 2013 - Floor Space Ratio

One of the aims of LEP 2013 is to provide for a range of land uses and development in appropriate locations to meet community needs, including housing, education, employment, recreation, infrastructure and services.

LEP 2013 provides a framework for development over 20 years and for reflecting projected local growth. This will be achieved through changes to the FSR controls under LEP 2103 which will lead to an increase in development capacity of the Neil Street Precinct.

The intent of the current FSR was to encourage transition building heights on the edge of Merrylands Centre with tower buildings in proximity to the train station and Merrylands Centre. Accordingly, land adjacent Terminal Place has an FSR of 6.5:1 while land along the northern boundary has an FSR of 3.0:1 (Refer Figure 19).



4.6 Proposed Achievable Floor Space Ratio

No changes are proposed to the current FSR controls. Therefore the overall commercial and residential yields for the Neil Street Precinct based on the maximum FSR will not change. However, the revised built form controls will allow development to occur that is capable of achieving the maximum FSR.

Land dedication (overland flow path and the new roads) has been taken into consideration whilst calculating the FSR which provides an achievable FSR for the effected sites. Appropriate recommendations to the building form have been proposed to achieve development potential of the effected sites. Net floor space ratio (where site area is calculated excluding the land dedication), which is substantially higher than the current FSR, for each site has been identified Refer Figure 20 and Table 1).

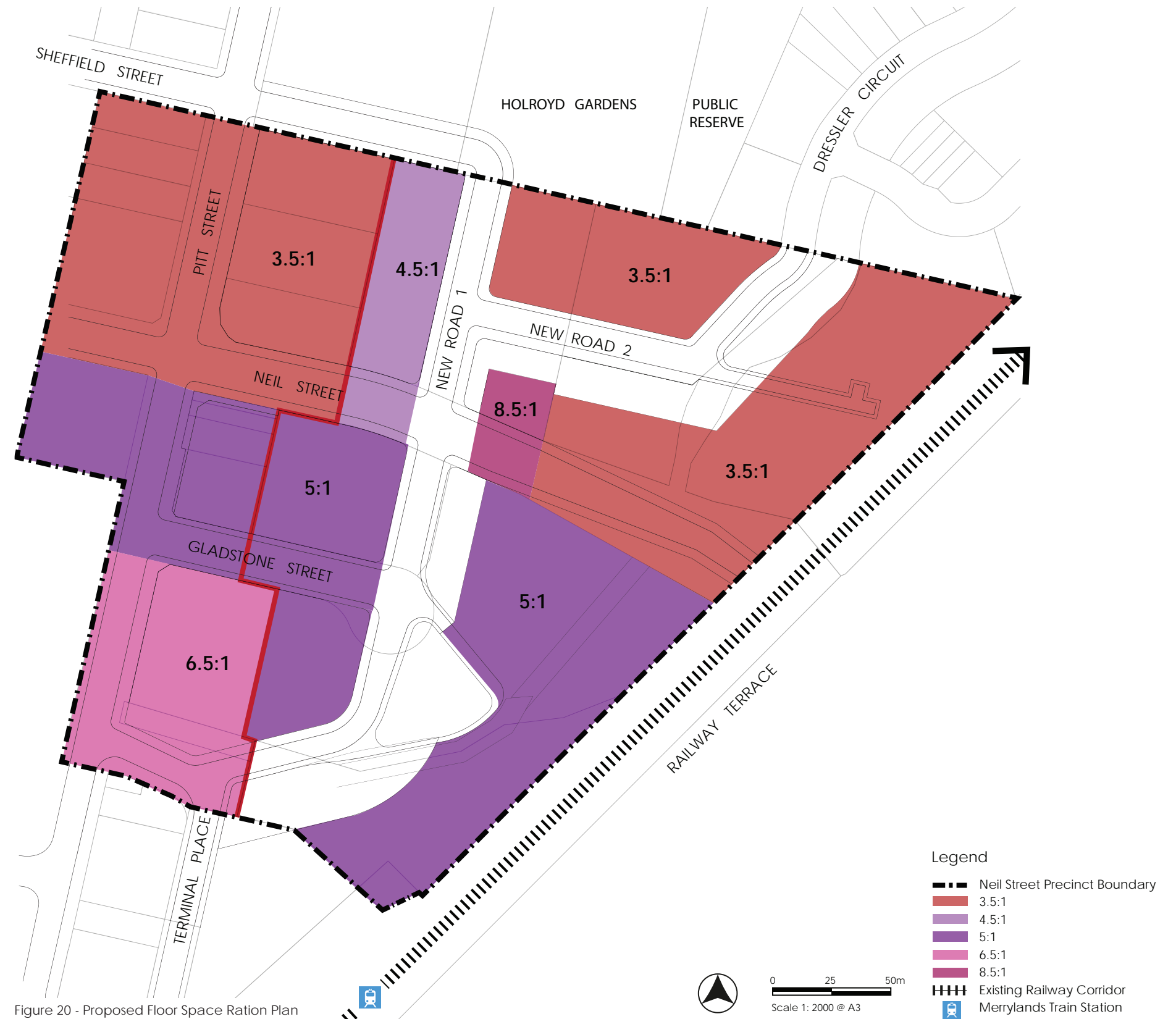


Figure 20 - Proposed Floor Space Ration Plan

4.7 Calculations Table

Property Address	Total Site Area m ²	Land Dedication m ²	Net Site Area m ²	LEP 2013 FSR	LEP 2013 Max Permitted GFA m ²	Max Achievable GFA - DCP 2013 Building Envelope		DCP 2013 No. of Storeys	Potential Total GFA		Proposed No. of Storeys	Potential FSR (Gross Site Area) m ²	Proposed FSR (based on Net Site Area) m ²
						Residential m ²	Commercial m ²		Residential m ²	Commercial m ²			
BLOCK A - 180 - 188 Pitt Street													
Sub Total						13,202.00	4,862.00		13,311.00	5,850.00			
Total	5,127.94		5,127.94	3.5	17,947.79	18,064.00		7 - 8	19,161.00		8 & 12	3.7	3.5
Block B - 208 - 220 Pitt Street + 2-6 Gladstone Street													
Sub Total						20,649.00	2,377.00		21,735.00	4,047.75			
Total	5,538.55	938.55	4,600.00	5	27,692.75	23,026.00		10 - 12	25,782.8		8 - 12 & 16	4.7	5.0
Block C - 224-240 Pitt Street (including cul-de-sac)													
Sub Total						28,559.00	3,572.00		26,836.20	3,941.95			
Total	5,505.93		5,505.93	6.5	35,788.55	32,131.00		10 - 12 & 16	30,778.1		8 - 12 & 16	5.6	5.0 & 6.5
Block D - ROSITANO - Along Existing Railway Corridor													
Sub Total									50,430.98	5,779.80			
Total	16,217.00	5,436.00	10,781.00	4.5	72,976.50	30,764.50		10 - 12	56,210.8		8 - 12, 16 & 20	3.5	5.0
Block E - 1 - 11 Neil Street													
Total	15,764.28	4,401.44	11,364.56	2.8	45,124.58	38,236.00		8 - 9	40,488.20		8 - 12	2.6	3.5
Block F - 13-17 Neil Street													
Sub Total	8,129.39	3,078.52	5,050.87	2.8	23,307.69	16,912.00	773.00		23,316.29	297.46			
Total						17,685.00		7 - 8	23,613.7		8 - 12 & 16	2.9	3.5; 4.5 & 8.5
Block G - 171 - 185 Pitt STREET													
Total	6,218.00	0.00	6,218.00	4	24,925.00	13,510.00	2,580.00		26,542.50	3,699.55			
						16,090.00		7 - 8 & 12	30,242.1		8 - 12 & 16	4.9	3.5 & 5.0

Table 1 - FSR Calculations

Note:

Residential FSR is calculated at 75% of the building envelope.

Commercial FSR is calculated at 50% of the building envelope at ground level and 65% above ground.



5 Proposed DCP Amendments

The following two sections of this report provide a summary of the proposed amendments to the current DCP controls. These recommendations include amendments to the principal controls which are applicable to all future developments within the Neil Street Precinct as well as site specific controls.

Primary DCP Controls Table

Building Envelopes	
Maximum Horizontal Length of Buildings (above any podium)	<ul style="list-style-type: none"> 9 to 12 Storeys = Max. 75m 13 to 20 Storeys = Max. 55m <p>The max. horizontal length of any building without substantial articulation shall not exceed 45m.</p>
Building Breaks	
Buildings	Please refer to Section 6 of this report for the location of preferred building separation requirements.
Solar Access	
Residential Part of Buildings	<ul style="list-style-type: none"> 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	<p>Neil Street Park</p> <ul style="list-style-type: none"> Min. 2 hours direct sunlight between 12noon to 3.00pm at the winter solstice (22 June) to min. 50% of the area <p>Other Public Open Spaces</p> <ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Fully activate at least 2 storeys with commercial/retail uses. <p>B4 Zone Min. non-residential GFA equivalent to 40% of the ground floor building footprint area.</p> <p>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.</p>
Western Side of New Road 1	<ul style="list-style-type: none"> Area between Terminal Place and Neil Street to be intermittently activated as a secondary active frontage

Parking	
Neil Street Precinct	<ul style="list-style-type: none"> Parking must be provided in the basement (underground). Underground parking is not permitted to encroach into the setback areas.
Building Envelope Depth	
Commercial / retail (Above Podium)	<ul style="list-style-type: none"> Max 25m (unless specified in Section 6).
Residential	<ul style="list-style-type: none"> Max 22m (unless specified in Section 6).
Public Domain Interface	
Neil Street Precinct	<ul style="list-style-type: none"> Vehicle access should not ramp along boundary alignments facing a street or public open space.

5.1 DCP 2013: Street Setbacks

Street setbacks and frontage height of building controls have been devised in DCP 2013 which establish different character areas and spaces.

The UDAS report recommended Pitt Street to be treated in a 'ceremonial' way given that it is the main entry to the Merrylands Centre from Parramatta. The strategy included large building setbacks with strong street tree planting to reinforce the importance of this road.

DCP 2013 has reinforced the existing two different characters along Pitt street. The to west, which is closer to the Merrylands Centre, a 0m street setback is proposed to activate the street frontage. A 3m landscaped setback is proposed to the east in keeping with the "green" nature of Holroyd Gardens.

The remainder of the streets in the Precinct were residential, therefore a setback of 2.5m is proposed. Refer to Figure 21 for DCP 2013 setbacks.



5.2 Proposed Setbacks

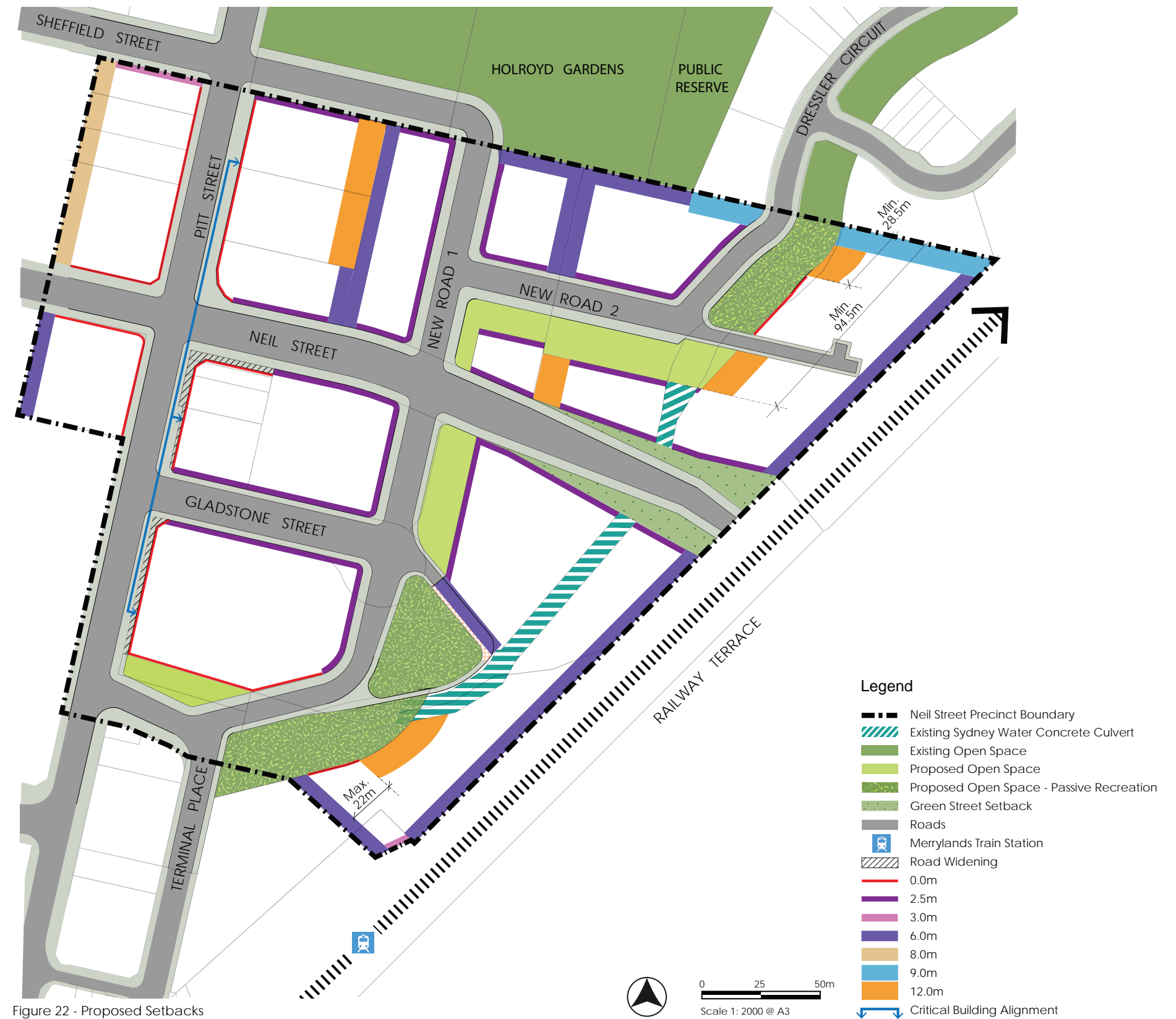
Appropriate building setbacks on any site depend significantly on their immediate context. The context in Neil Street Precinct is highly varied, therefore generic controls will not provide the optimal outcome in all instances.

The DCP provides for relatively conservative setbacks. This is intended to create a streetscape where the street width and the block front result in appropriate street proportions for the Neil Street Precinct.

Setback options were researched to demonstrate the result of different setbacks in combination with a proposed block edge height. Particular consideration was given to the impact on amenity from taller elements of the buildings, to the relation of street width to building height and to the relation of the human scale. No significant changes are proposed to the street setbacks as part of this review except for the following (Refer to Figure 22):-

- 0m setback to Terminal Place given the buffer provided by the existing swale, which provides passive recreational opportunities.
- 0m setback to the overland flowpath between Neil Street and Gladstone Street to activate the frontage.
- 0m setback to the portion of overland flowpath between the northern boundary and New Road 2.
- Minimum 6m setback from the northern boundary along Holroyd Gardens.
- Minimum 9m setback from the northern boundary adjacent the development along Dressler Court.
- Minimum 12m setback to the western side site boundary of 1 Neil Street.
- Minimum 6m setback from the boundary along the Railway Corridor.

Please refer to Section 6 of this report for detailed setback controls.



6 Proposed Site Specific Controls

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

Seven blocks have been identified resulting from the evolving land ownership pattern and road alignment (Refer Figure 23). These blocks are anticipated to cater to the future increases in population and pedestrian movements, 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.

A more careful and specific design than other precincts in the Merrylands Centre has been undertaken, resulting in more detailed controls such as building setbacks. Site specific setbacks are required in response to the sites coming into holdings (and owners desire to proceed with development) as an alternative arrangement to the original amalgamation and block plans proposed under the current DCP. These setbacks are essential to not only ensure a better design outcome for the area but also for the economic and orderly development.

Please note controls that have not been amended have not been included in this report.

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.



Figure 23 - Proposed Blocks

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 intersections of Neil Street and New Road 1, intersection of Pitt and Neil Streets, intersection of Neil Street and the Neil Street Bridge is significant as they provide opportunities to locate locational buildings, which will enhance the skyline of the Precinct within the broader Merrylands Centre context.

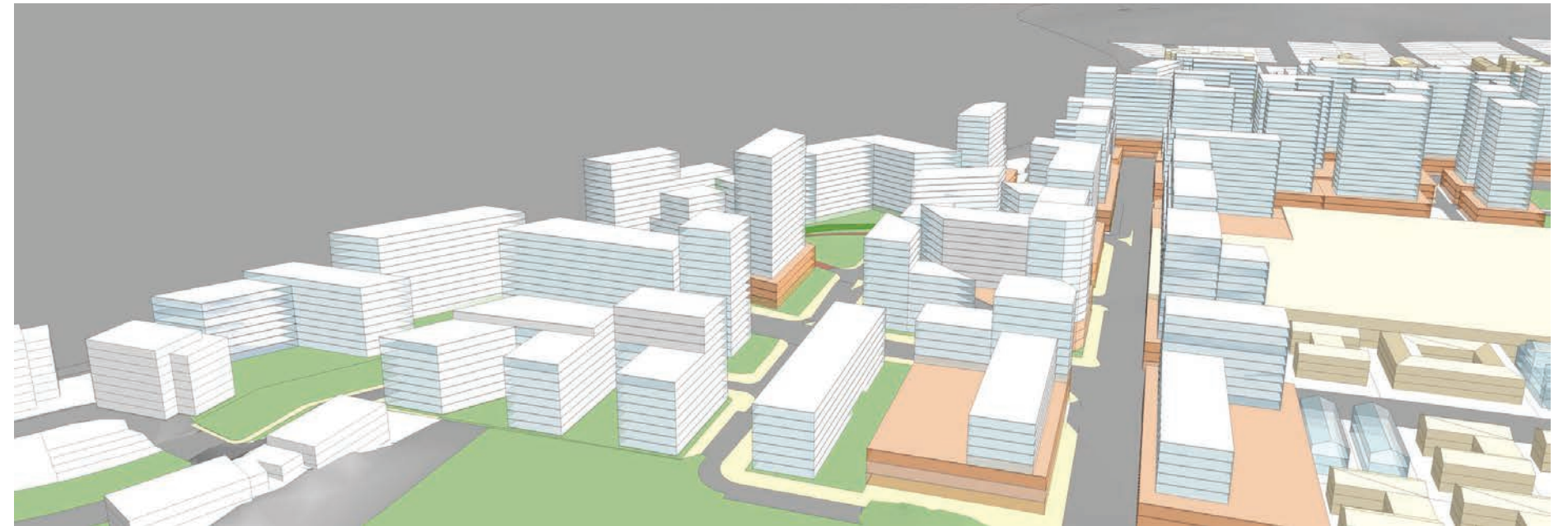


Figure 24 - Proposed Built Form Model - Looking South

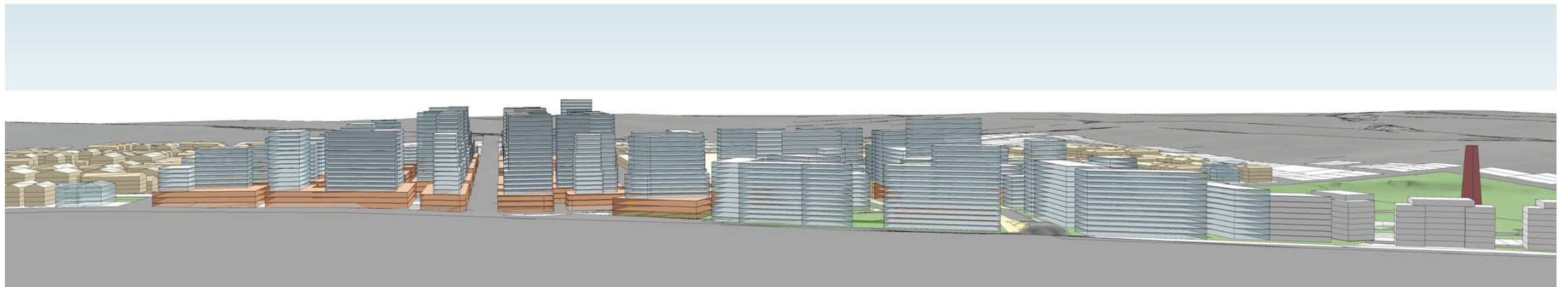


Figure 25 - Proposed Built Form Model - Looking West from the Railway Corridor

6.1 DCP 2013: Block 1

The following table summarises DCP 2013 controls for Block 1 Refer Figures 26, 27 and 28).

Building Height	
In general	<ul style="list-style-type: none"> Max 7 storeys
On the corner of Pitt and Neil Streets	<ul style="list-style-type: none"> Max 8 storeys to a maximum extent of 18 metres from the corner in each direction
Building Use	
B4 zone	Ground and first floor <ul style="list-style-type: none"> Commercial / retail Second floor and above <ul style="list-style-type: none"> Commercial/ retail or residential
R4 zone	All floors residential
Building Depth	
Commercial / retail on ground and first floors	<ul style="list-style-type: none"> Max 25m (max 23m glass line to glass line)
Commercial / retail on second floor and above	<ul style="list-style-type: none"> Max 18m (max 15m glass line to glass line)
Residential on second floor and above	<ul style="list-style-type: none"> Max 28m (max 15m glass line to glass line)
Setback	
Street setback	Pitt Street <ul style="list-style-type: none"> Min 3m
	Neil Street and New Road 1 (north) <ul style="list-style-type: none"> Min 2.5m
Rear setback	For lots fronting Pitt Street <ul style="list-style-type: none"> Min 6m
	For lots fronting New Road 1 (North) <ul style="list-style-type: none"> 0m

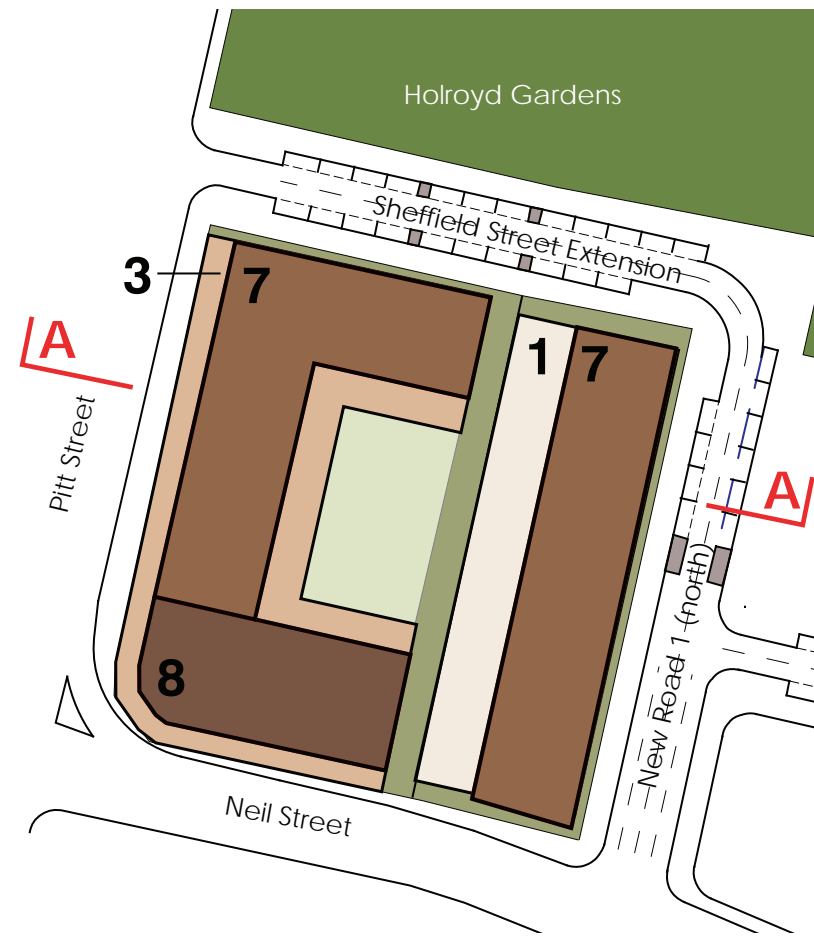


Figure 26 - DCP 2013 Block 1 Plan

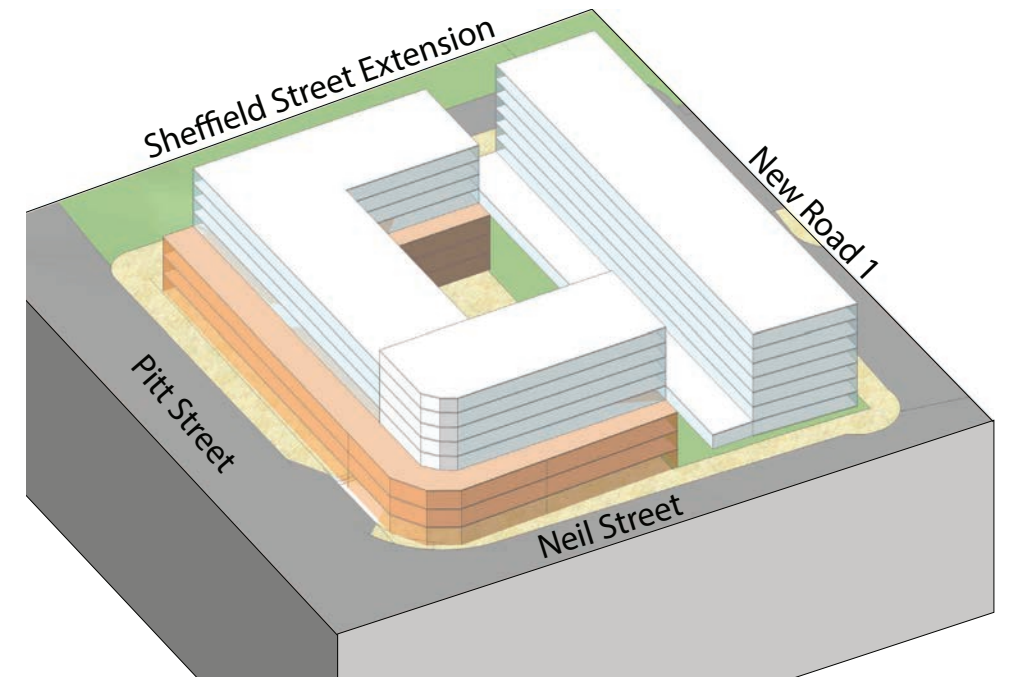


Figure 27 - DCP 2013 Block 1 - 3D Model

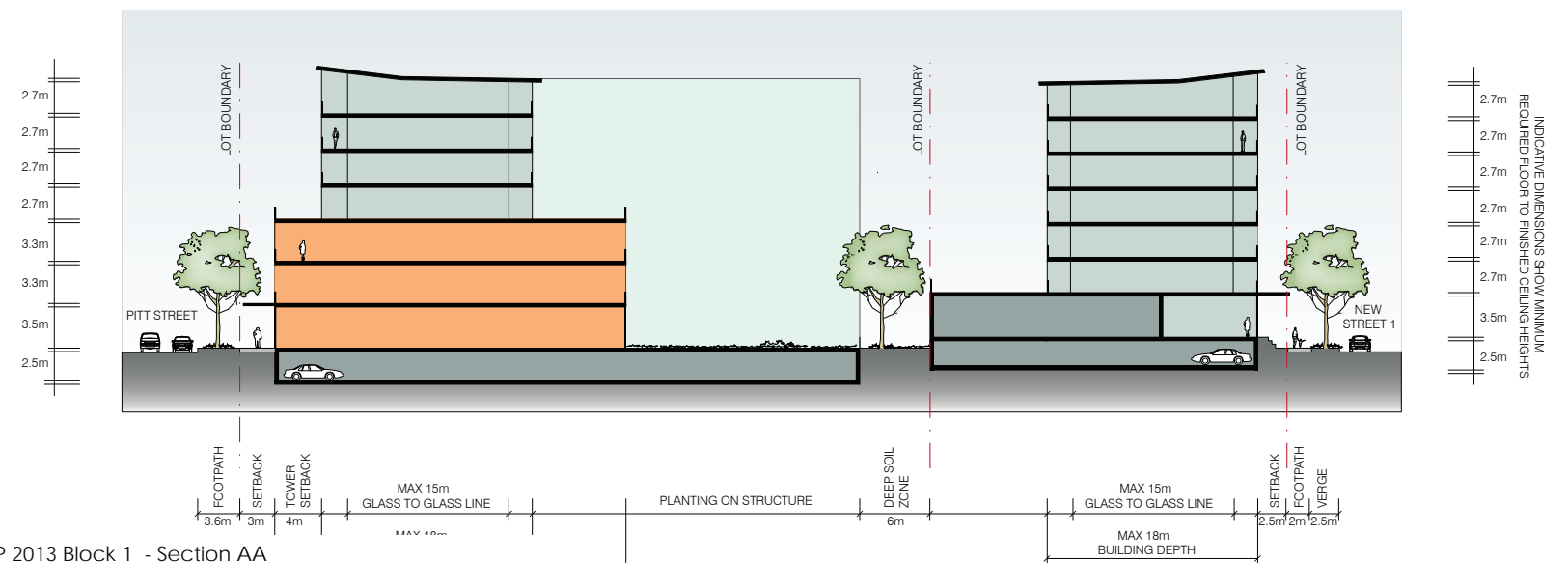


Figure 28 - DCP 2013 Block 1 - Section AA

6.2 Proposed 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 create a positive image.

The objectives are as follows:-

- To ensure the development contributes to the provision of public infrastructure.
- To provide a range of uses supporting the predominantly commercial use within the Merrylands Centre, and generating activity at ground level
- To ensure that corner at the intersection of Pitt and Neil Streets create a quality identity for the corner.
- To ensure scale and form of development contributes to the public domain and legibility of Pitt Street

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

Primary active frontages are to be provided where shown in Figure 29. Primary active frontage are to have a civic character, providing.

Building Heights

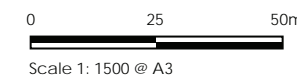
Refined building heights are provided to determine the extent and location of height distribution within the Precinct.



Figure 29 - Proposed Block A Height and Public Domain Plan

Legend

- ▬▬▬▬ Neil Street Precinct Boundary
- - - - Block A Boundary
- Primary Active Street Frontage
- Existing Open Space
- ↔ Pedestrian Through Site Link
- ➔ Preferred Vehicular Access Point
- Roads
- 3 Storey Podium
- 30m (8 Storey B4/B6 Zone)
- 42m (12 storey - B4/B6 Zone)



6.2 Proposed Block A

Controls

- Development should comply with Block A Height Plan which indicates the maximum building height in meters and associated maximum number of permissible storeys.

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 within this document. The building configuration indicated in the diagrams although a guideline, however, is Council's preferred building configuration.

Controls

- Provide setbacks as shown in Figure 32.

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

- Driveways and vehicular crossings are not preferred along Pitt Street
- Driveways and vehicular crossings are to be provided from New Road 1. Indicative locations are shown in Figure 29.

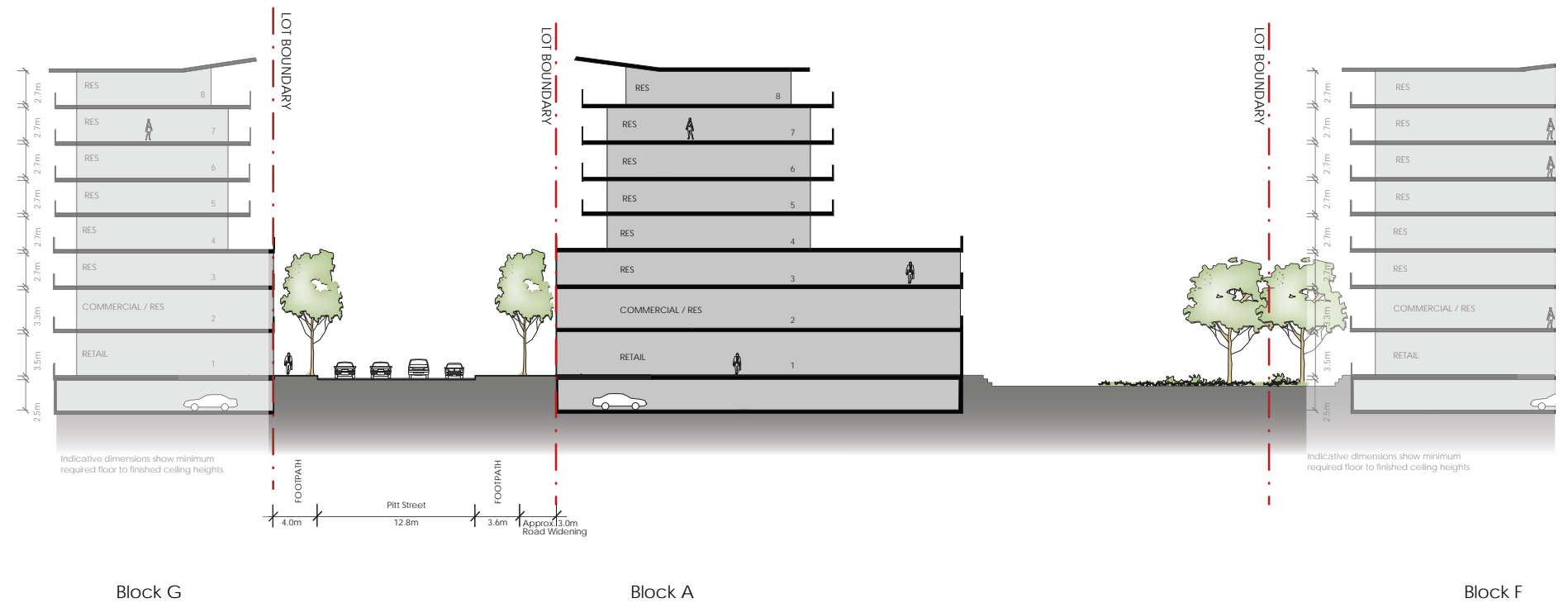


Figure 30 - Section A1 - A1



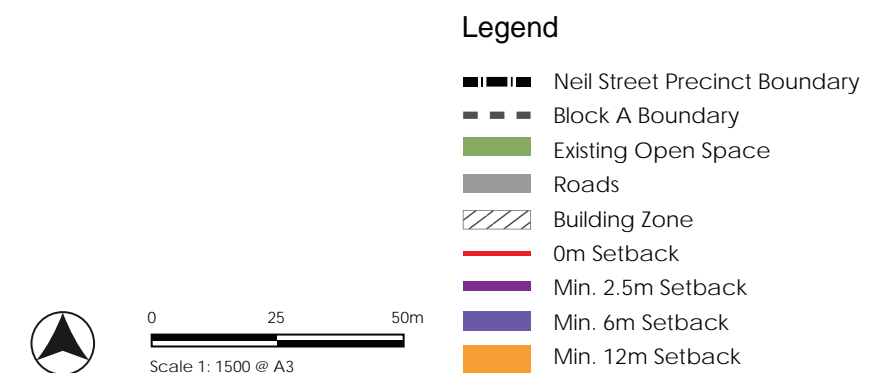
Figure 31 - Green Street Setbacks - Pitt Street - Green Link to Holroyd Gardens

6.2 Proposed Block A

Building Height	
Along Pitt Street	• Max 12 storeys
Along Neil Street	• Max 12 storeys
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
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



Figure 32 - Proposed Block A Setback Plan



6.3 DCP 2013: Block 2

The following table summarises DCP 2013 controls for Block 2 Refer Figures 33, 34 and 35).

Building Height	
In general	• Max 9 storeys
On the corner of Pitt and Neil Streets	• Max 12 storeys
Building Use	
B4 Zone	Ground and first floor • Commercial/retail Second floor and above • Commercial/retail or residential
Along Neil Street, New Road 1 (south) and Gladstone Street	All floors residential
Building Depth	
Commercial/retail on ground and first floors	• Max 25m (max 23m glass line to glass line)
Commercial/retail on second floor and above	• Max 22m (max 18m glass line to glass line)
Residential on second floor and above	• Max 22 (max 18m glass line to glass line)
Road Widening	
208-212 Pitt Street	7m x 7m splay corner
	2.94m road widening to Pitt Street
	2.44m road widening to Neil Street
214-220 Pitt Street	• 0.9m road widening to Pitt Street
	• splay corner at intersection of Pitt/ Gladstone Street shall be adjusted to incorporate road widening.
Setback	
Street setback	Pitt Street • Min 3m
	Neil Street, New Road 1 (South) and Gladstone Street • Min 2.5m
Neil Street, New Road 1 (south) and Gladstone Street	Min 2.5m
Rear setback	For lots fronting Pitt Street • 0m
	For lots fronting New Road 1 (South) • Min 6m

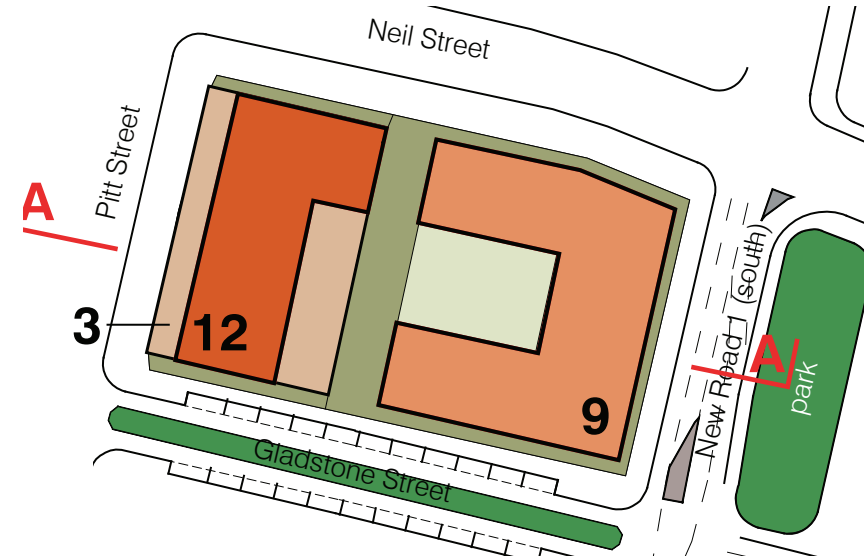


Figure 33 - DCP 2013 Block 2 Plan



Figure 34 - DCP 2013 Block 2 - 3D Model

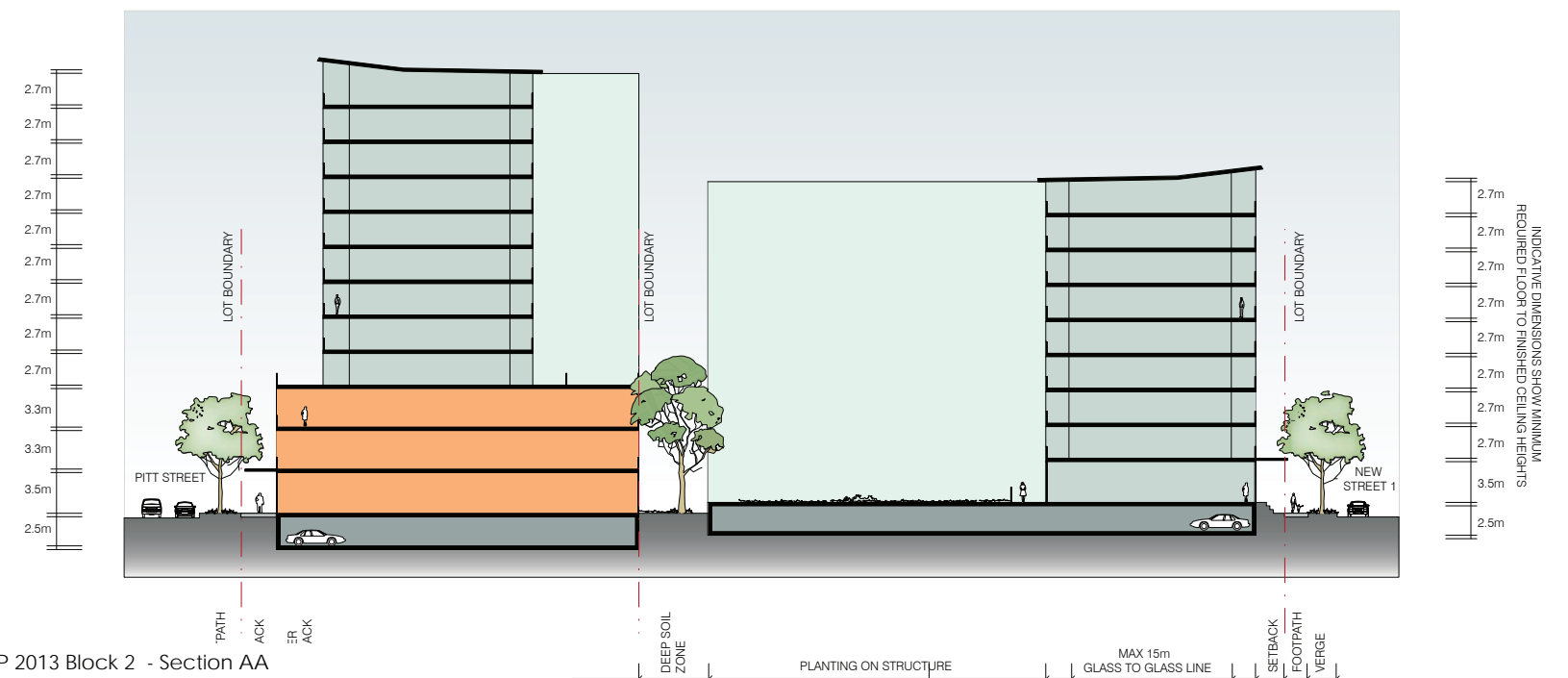


Figure 35 - DCP 2013 Block 2 - Section AA

6.4 Proposed 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.

The objectives are as follows:-

- To provide a range of uses supporting the predominantly commercial use within the Merrylands Centre, and generating activity at ground level
- To ensure scale and form of development contributes to the public domain and legibility of Pitt Street

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

- Primary active frontages are to be provided where shown in Figure 36.
- Primary active frontage are to have a civic character.

Building Heights

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

Controls

- Development should comply with Block B Height Plan which indicates the maximum building height in meters and associated maximum number of permissible storeys (Refer Figure 36).

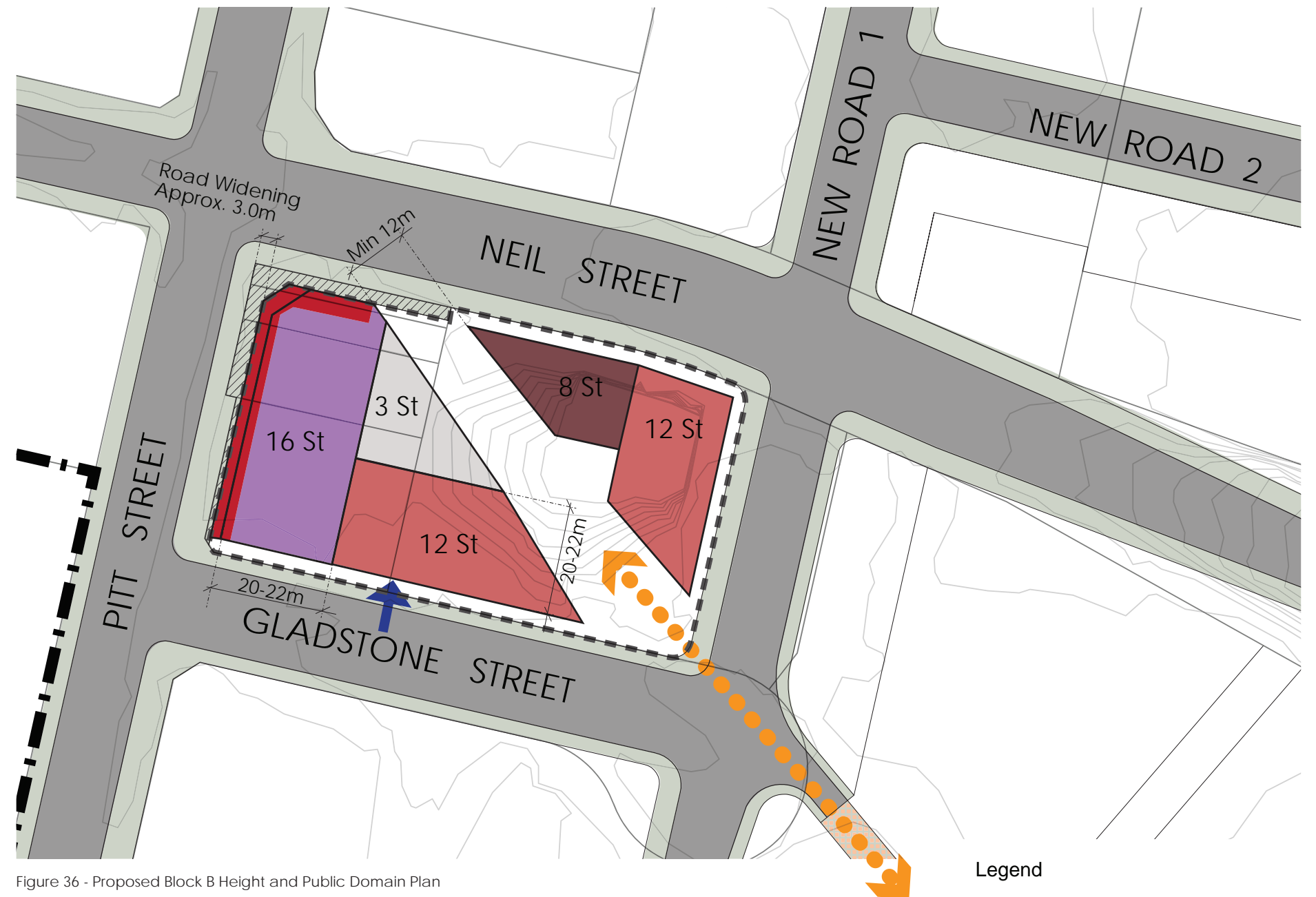


Figure 36 - Proposed Block B Height and Public Domain Plan

6.4 Proposed Block B

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 within this document. The building configuration indicated in the diagrams although a guideline, however, is Council's preferred building configuration.

Controls

- Provide setbacks as shown in Figure 38.

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

- Driveways and vehicular crossings are not preferred along Pitt Street
- Driveways and vehicular crossings are to be provided from New Road 1. Indicative locations are shown in Figure 36.



Figure 37 - Section B1 - B1

6.4 Proposed Block B

Building Height	
Along Pitt Street	• Max 16 storeys
Along New Road 1 and Gladstone Street	• Max 12 storeys
Along Neil Street	• Max 8 storeys
Building Use	
B4 Zone - Along Pitt Street	Ground and first floor • Commercial/retail Second floor and above • Commercial/retail or residential
B6 Zone - Along New Road 1	Ground floor • Commercial/retail/residential 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



Figure 38 - Proposed Block B Setback Plan

Legend

- ▬▬▬▬ Neil Street Precinct Boundary
- - - - Block B Boundary
- ▬▬▬▬ Roads
- ▨▨▨▨ Building Zone
- ▨▨▨▨ Road Widening
- 0m Setback
- Min. 2.5m Setback



0 25 50m
Scale 1: 1500 @ A3

6.5 DCP 2013: Block 3

The following table summarises DCP 2013 controls for Block 3 Refer Figures 39, 40 and 41).

Building Height	
Along Pitt Street	<ul style="list-style-type: none"> Max 16 storeys
Gladstone Street/ Terminal Place	<ul style="list-style-type: none"> Max 9-12 storeys
Building Use	
Along Pitt Street	Ground and first floor <ul style="list-style-type: none"> Commercial/retail/residential Second floor and above <ul style="list-style-type: none"> Commercial/retail or residential
Along New Road 1 (south) and Gladstone Street	Ground and first floor <ul style="list-style-type: none"> Commercial/retail/residential All floors above first floor <ul style="list-style-type: none"> Residential
Building Depth	
Commercial/retail on ground and first floors	<ul style="list-style-type: none"> Max 25m (max 23m glass line to glass line) Consideration may be given to a larger ground floor plate, where compliance with flood controls can be demonstrated.
Commercial/retail and residential on all floors above first floor	<ul style="list-style-type: none"> Max 22m (max 18m glass line to glass line)
Setback	
Street setback	Pitt Street <ul style="list-style-type: none"> Min 3m Terminal Place, New Road 1 (south) and Gladstone Street <ul style="list-style-type: none"> Min 2.5m
Rear setback	Comply with Separation controls.

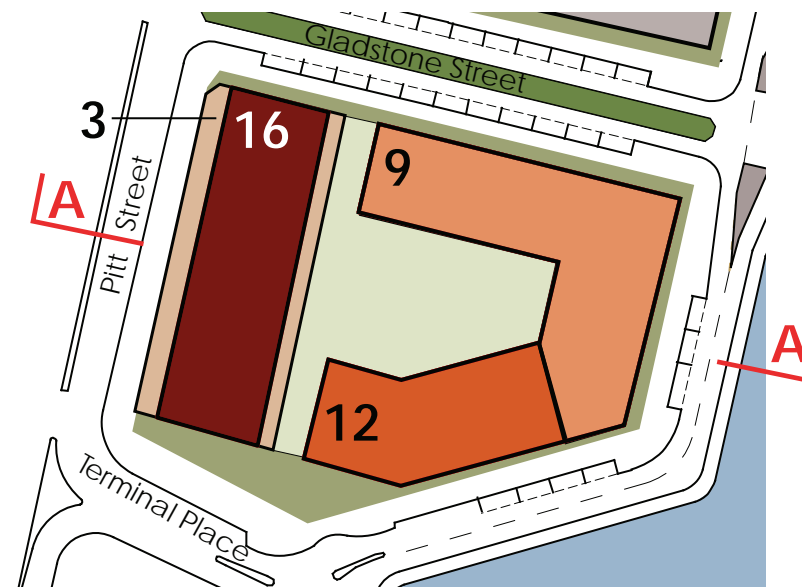


Figure 39 - DCP 2013 Block 3 Plan

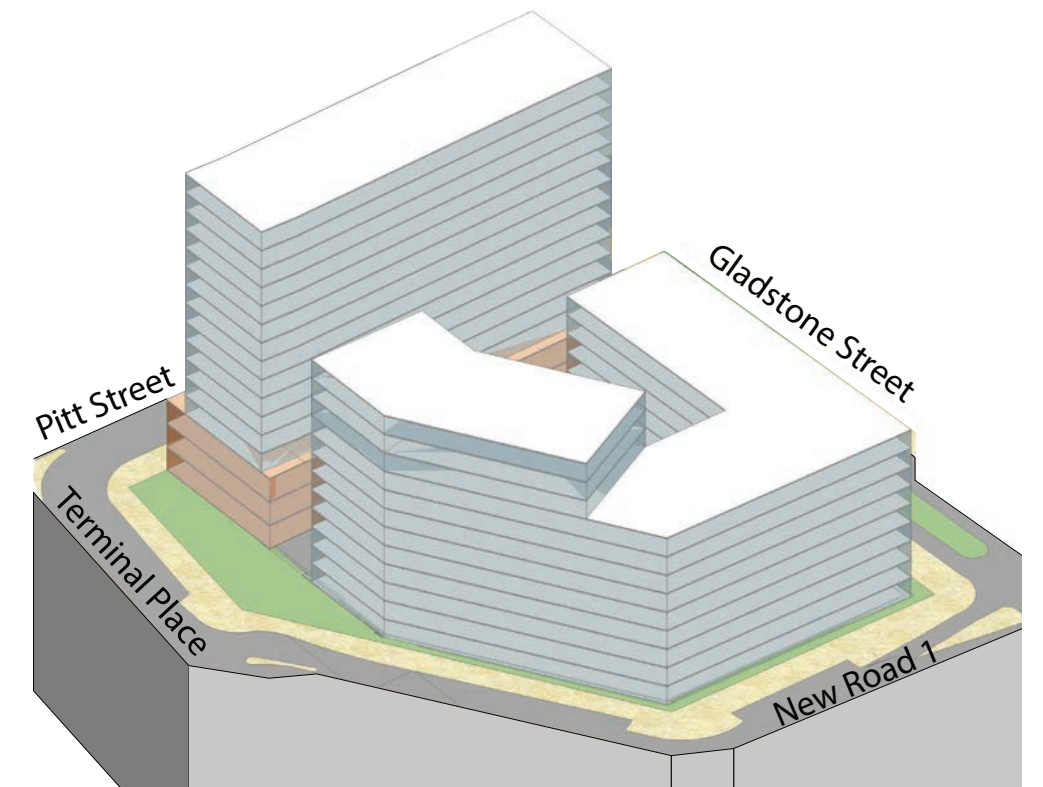


Figure 40 - DCP 2013 Block 3 - 3D Model

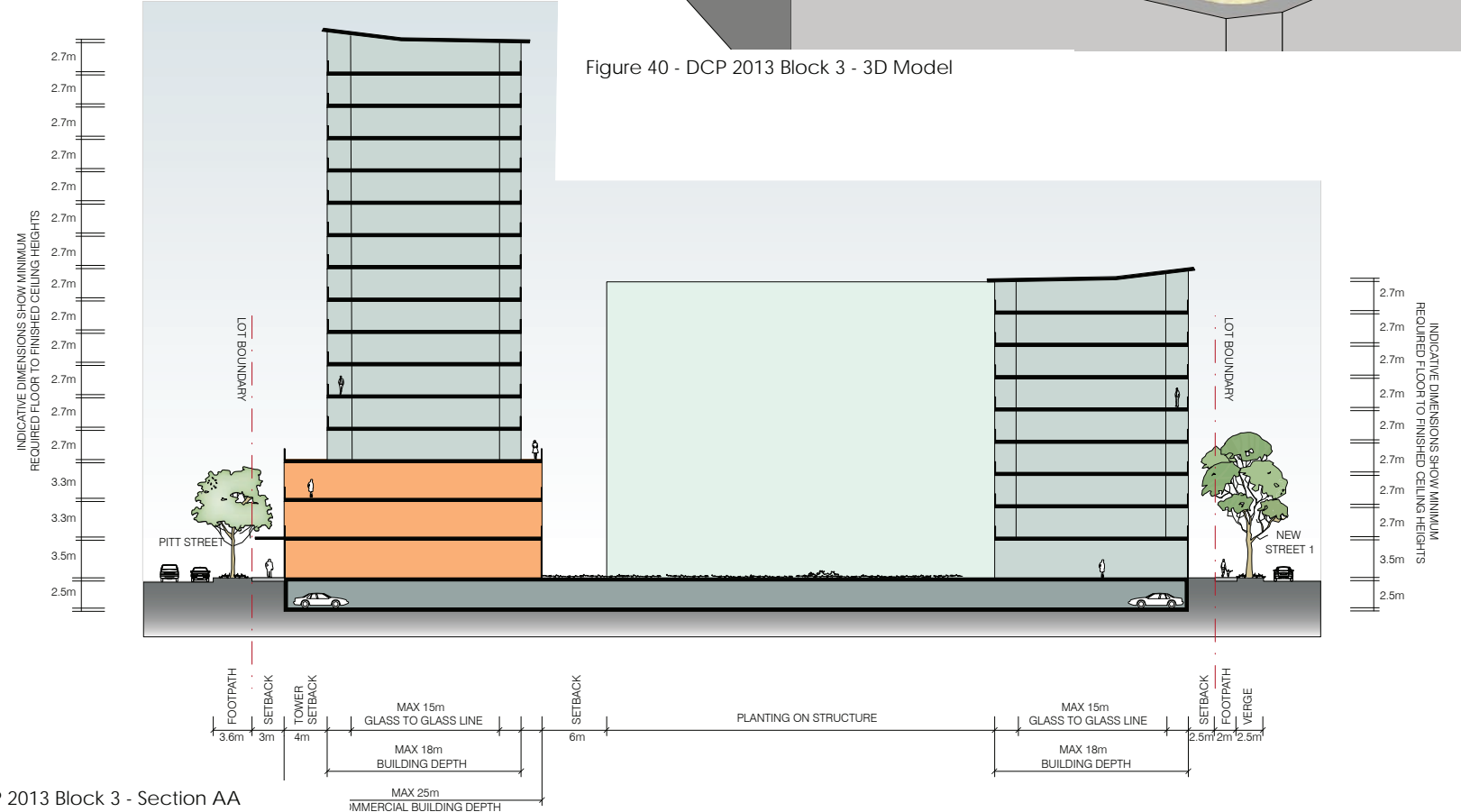


Figure 41 - DCP 2013 Block 3 - Section AA

6.6 Proposed 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.

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

- Primary active frontages are to be provided where shown in Figure 42.
- Primary active frontage are to have a civic character.

Building Heights

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

Controls

- Development should comply with Block B Height Plan which indicates the maximum building height in meters and associated maximum number of permissible storeys.

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 within this document. The building configuration indicated in the diagrams although a guideline, however, is Council's preferred building configuration.

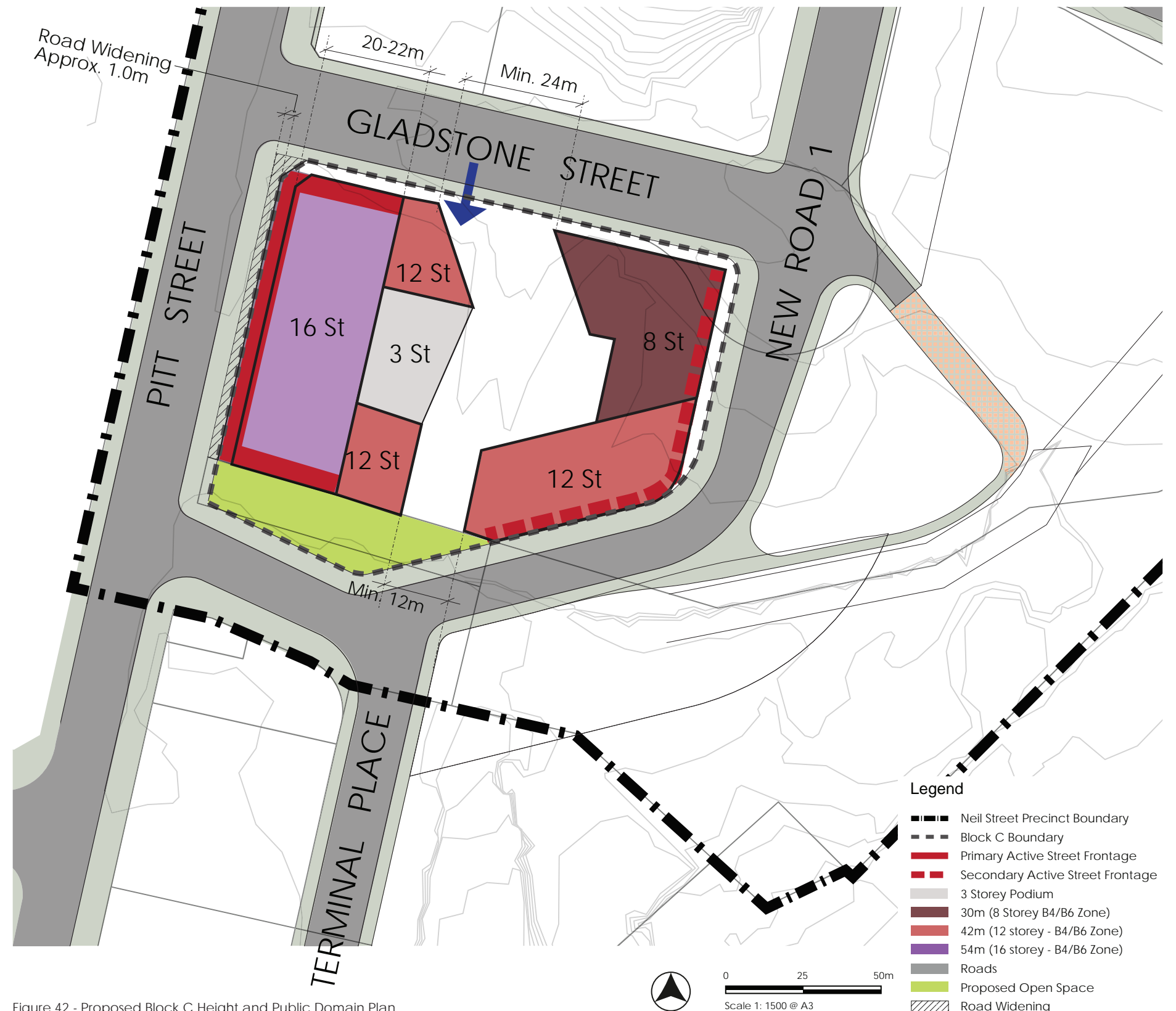


Figure 42 - Proposed Block C Height and Public Domain Plan

6.6 Proposed Block C

Controls

- Provide setbacks as shown in Figure 47.
- Underground parking is not permitted to encroach into the setback areas.

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.



Figure 43 - Podium and Tower Form



Figure 44 - Secondary active street frontage - New Road 1



Figure 45 - Three Storey Commercial/Retail Podium with Active Street Frontage



Figure 46 - The horizontal and vertical architectural elements provide interest and break the monotony of the elevation and scale of the building

6.6 Proposed Block C

Controls

- Driveways and vehicular crossings are not preferred along Pitt Street
- Driveways and vehicular crossings are to be provided from New Road 1. Indicative locations are shown in Figure 42.

Building Height	
Along Pitt Street	• Max. 16 storeys
Terminal Place	• Max. 12 storeys
Gladstone Street	• Max. 8 storeys
Building Use	
B6 Zone - Corner of Gladstone Street and New Road 1	Ground Floor and above <ul style="list-style-type: none"> • Residential
B4 Zone - Along Pitt Street and Terminal Place	Ground and first floor <ul style="list-style-type: none"> • Commercial/retail Second floor and above <ul style="list-style-type: none"> • Commercial / retail / residential
B6 Zone - New Road 1	Ground floor <ul style="list-style-type: none"> • Commercial/retail All floors above ground floor <ul style="list-style-type: none"> • Commercial / residential
Building Envelope Depth	
Commercial/retail and residential on all floors above podium	• Max. 22m
Setback	
Street setback	Pitt Street <ul style="list-style-type: none"> • 0m
	Gladstone Street <ul style="list-style-type: none"> • Min. 2.5m
	Terminal Place <ul style="list-style-type: none"> • Min. 0m
	New Road 1 <ul style="list-style-type: none"> • Min. 2.5m

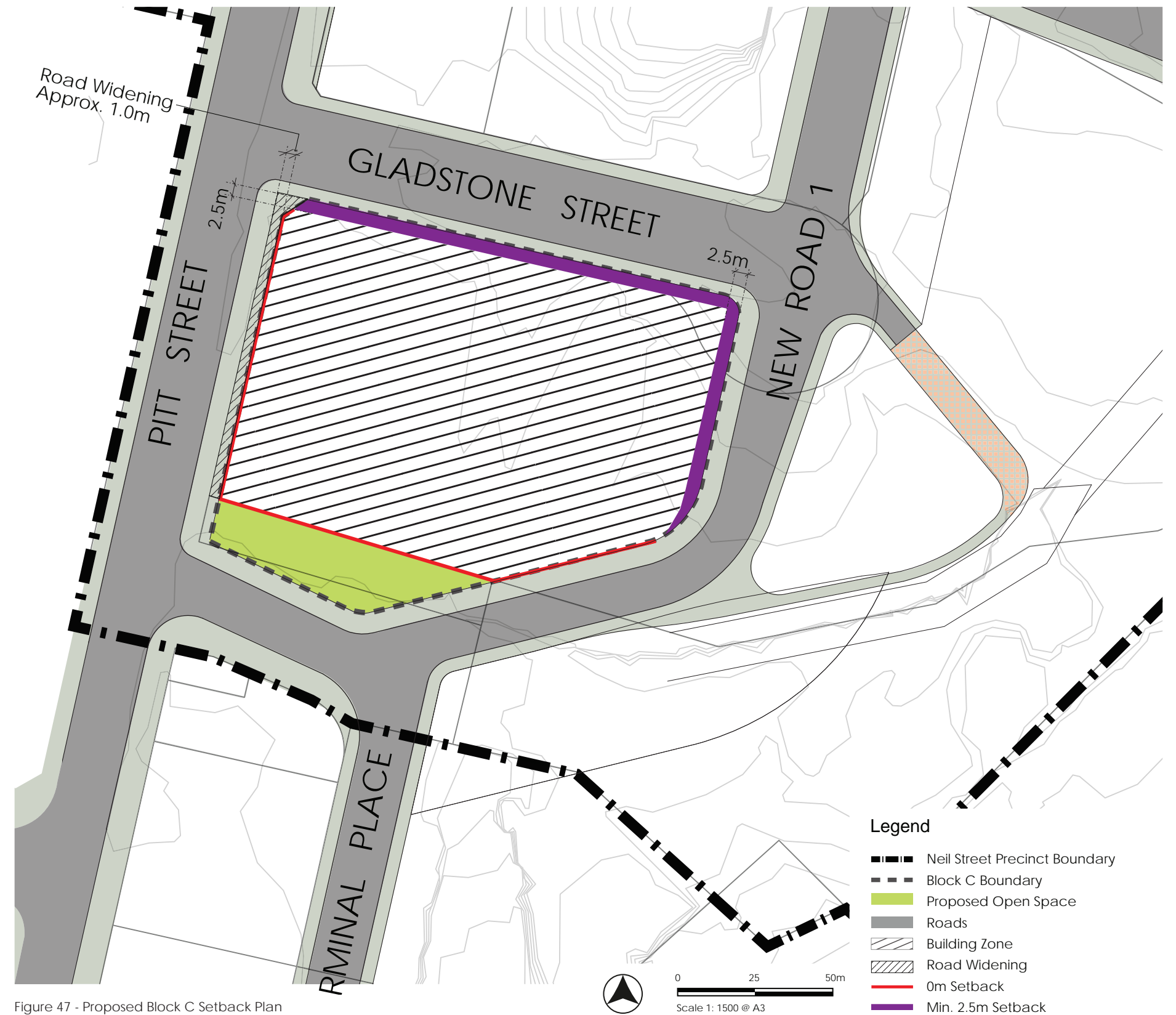


Figure 47 - Proposed Block C Setback Plan

6.7 DCP 2013: Block 4

The following table summarises DCP 2013 controls for Block 4 (Refer Figures 47, 48 and 49).

Building Height	
Parts of buildings along railway	• Max. 12 storeys
Other buildings	• Max. 9 storeys
Building Use	
Ground and first floor	• Commercial/retail/residential
All floors above first floor	• Residential
Building Depth	
All buildings	• Max. 18m (max 15m glassline to glassline)
Setback	
Street setback	Shared zone east of New Road 1 (South) <ul style="list-style-type: none"> • Min. 2.5m
Side setback	From Merrylands Transit Interchange <ul style="list-style-type: none"> • Min. 3m All other lots <ul style="list-style-type: none"> • Comply with masterplan
Rear setback	From the railway <ul style="list-style-type: none"> • Min. 6m For all other lots <ul style="list-style-type: none"> • Comply with minimum separation controls



Figure 48 - DCP 2013 Block 4 Plan

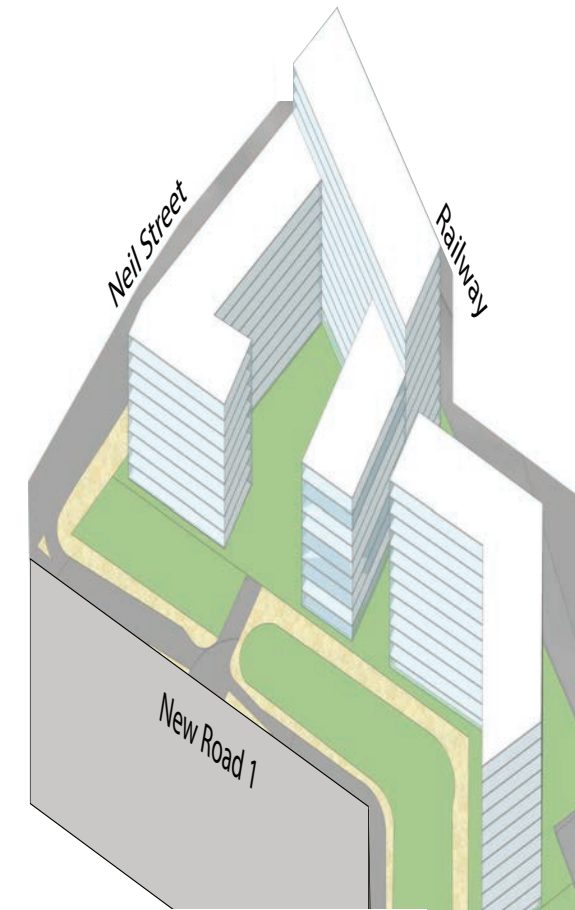


Figure 49 - DCP 2013 Block 4 - 3D Model

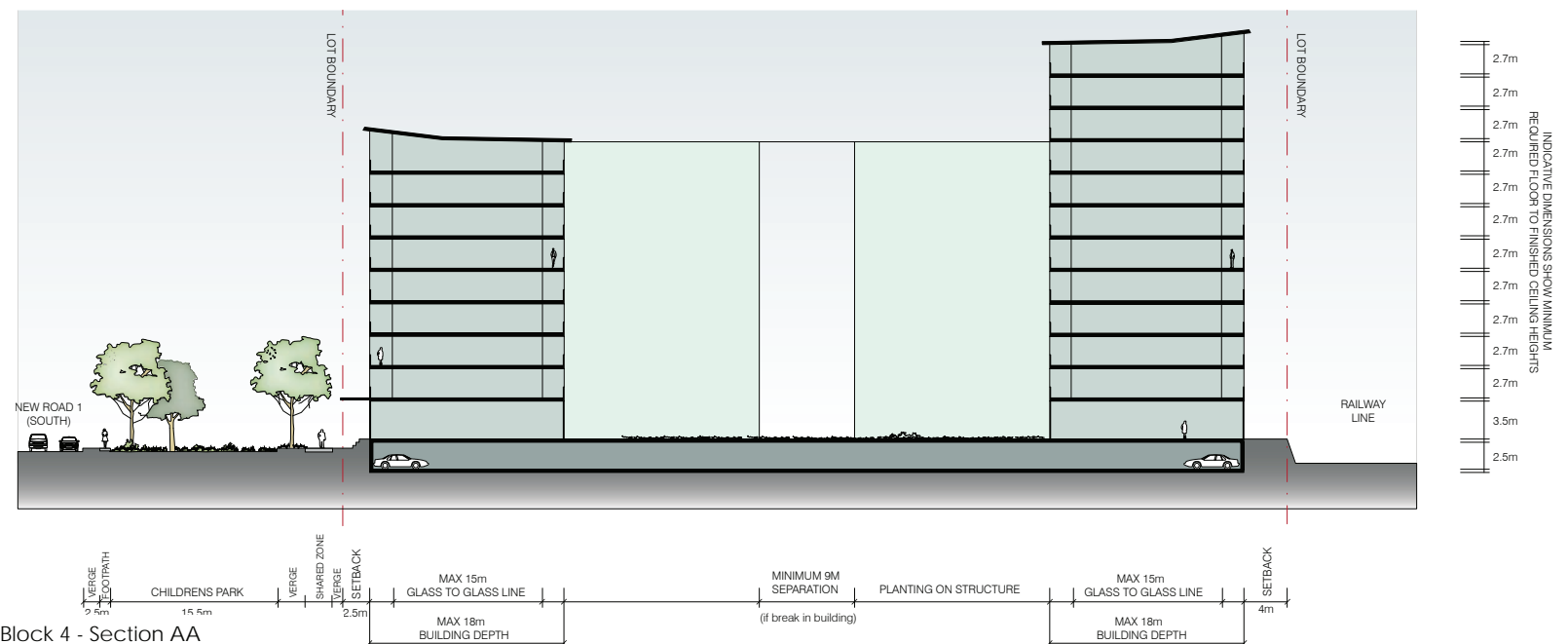


Figure 50 - DCP 2013 Block 4 - Section AA

6.8 Proposed 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.

The objectives are as follows:-

- To ensure the development contributes to the provision of public infrastructure.
- To ensure that the intersection of New Road 1 and Neil Streets is reinforced with greater height and create a quality identity for the corner.
- To reinforce the open space through built form.
- To ensure scale and form of development contributes to the public domain and legibility of New Road 1 and Neil Street.

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

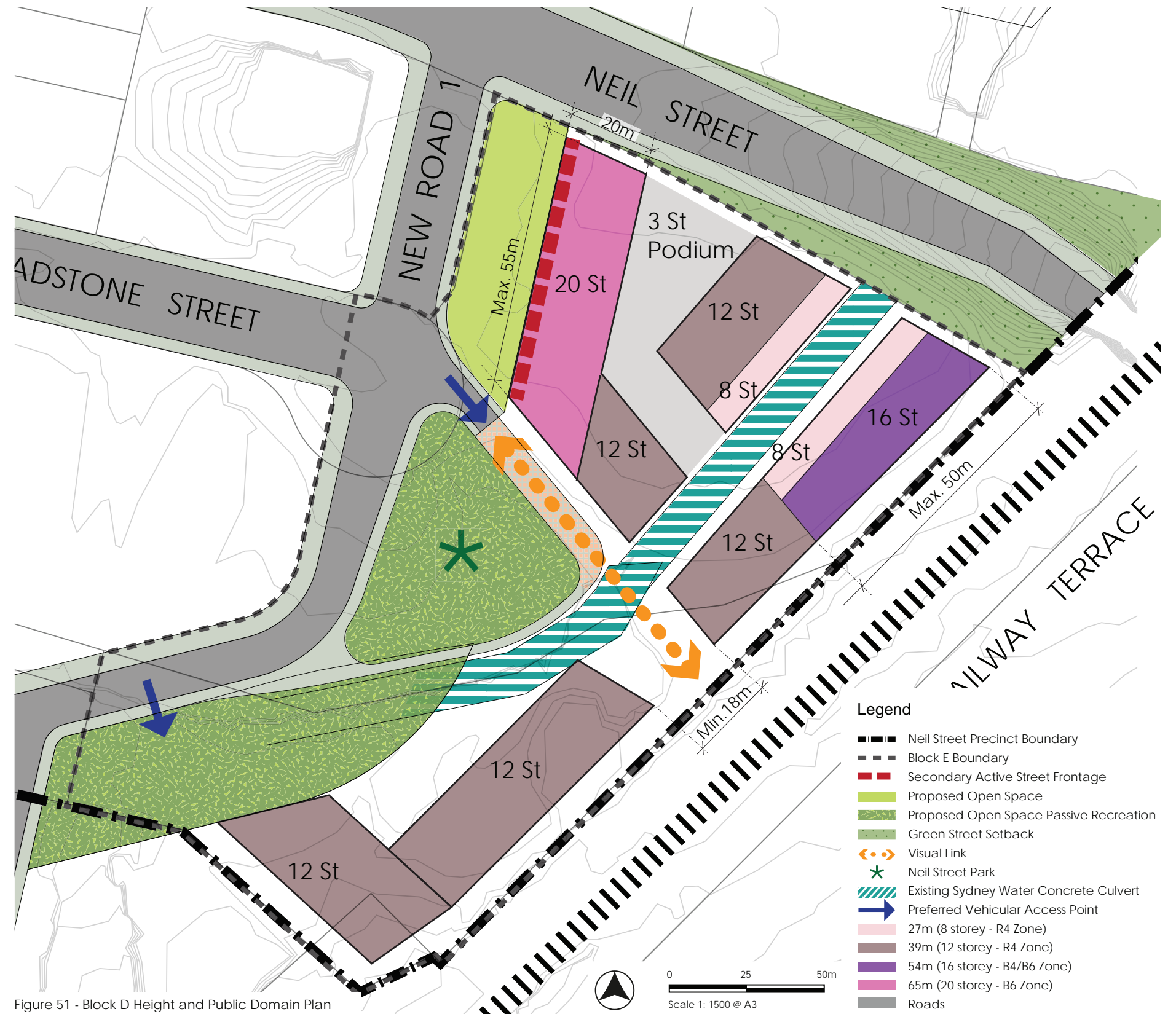


Figure 51 - Block D Height and Public Domain Plan

6.8 Proposed Block D

Controls

- Secondary active frontage is to be provided where shown in Figure 51 (gymnasium, child care centre, corner shop, café).
- Secondary active frontage are to have a civic character, providing colonnades for the building at the intersection of Neil Street and New Road 1.

Refer to Section 3.2 of this report for the future desired character of Neil Street Park .

Building Heights

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

Controls

Development should comply with Block D Height Plan which indicates the maximum building height in meters and associated maximum number of permissible storeys Refer Figure 51).

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 within this document. The building configuration indicated in the diagrams although a guideline, however, is Council's preferred building configuration.

Controls

- Provide setbacks as shown in Figure 54.

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

- Driveways and vehicular crossings are not preferred along Neil Street
- Driveways and vehicular crossings are to be provided from New Road 1. Indicative locations are shown in Figure 501



Figure 52 - Interesting facades providing a visual entry to the Precinct



Figure 53 - Taller Building providing visual reference

6.8 Proposed Block D

Building Height	
Corner of Neil Street and New Road 1	• Max. 20 storeys
Corner of Neil Street and Railway Line	• Max. 16 storeys
All other buildings	• Max. 12 storeys
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 53
Rear setbacks	From the Railway Corridor • Min. 6m (Min. 3m in the southern corner) From Merrylands Transit Interchange • Min. 6m



Figure 54 - Block D Setbacks Plan



Figure 55 - Section C1 - C1



Figure 56 - Green street setback - Pitt Street



Figure 57 - Public open space supporting the needs of the active street frontage



Figure 58 - Primary active street frontage - Pitt Street

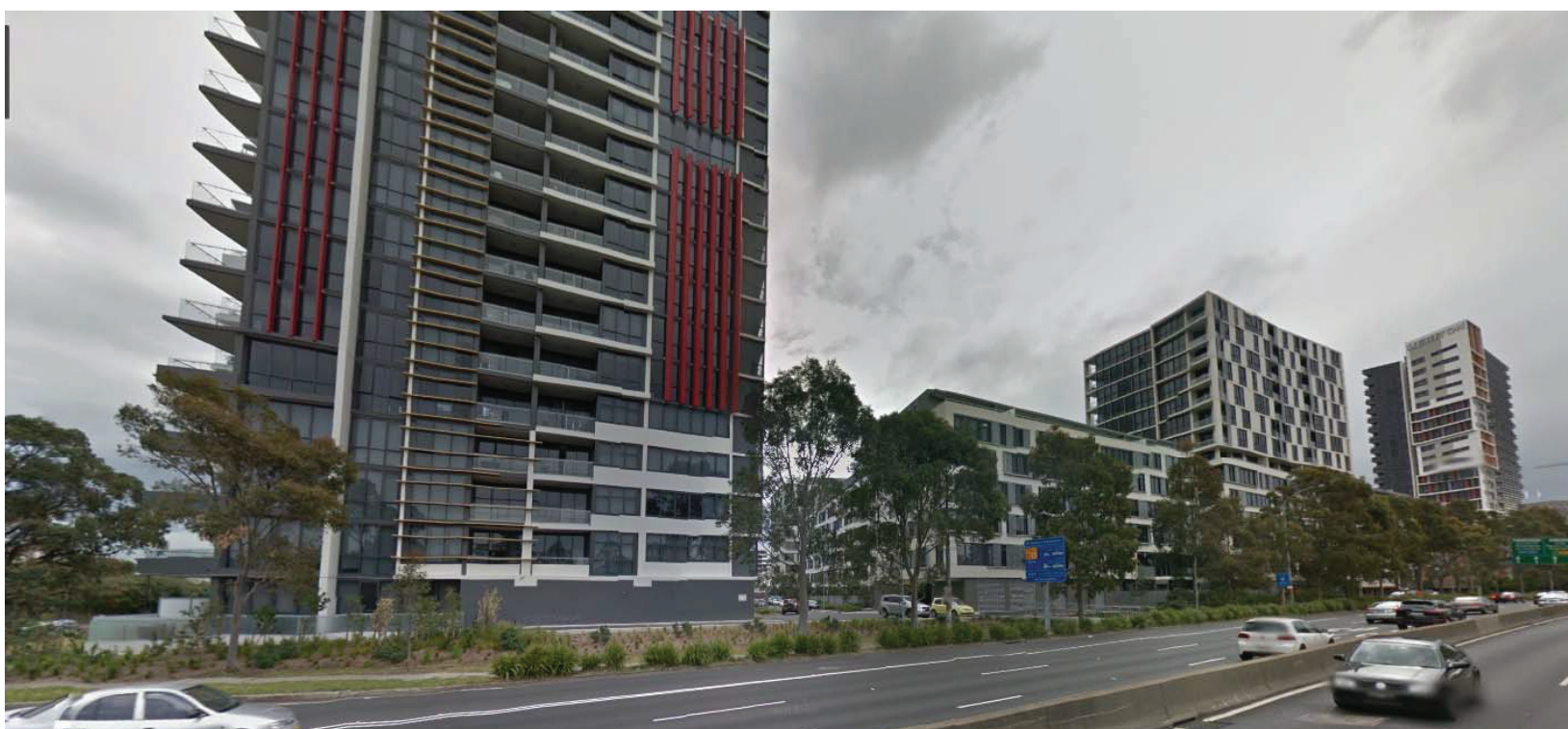


Figure 59 - Building separation providing visual relief and minimise the impact of built form



Figure 60 - Shared Zone - Pedestrian link around Neil Street Park

6.9 DCP 2013: Block 5

The following table summarises DCP 2013 controls for Block 5 (Refer Figures 61 and 62).

Building Height	
Along Railway Line and corner of Pitt and Neil	<ul style="list-style-type: none"> Max. 8 storeys
Other (along Neil Street)	<ul style="list-style-type: none"> Max. 7 storeys
Building Use	
Ground and first floor	<ul style="list-style-type: none"> Commercial/retail/residential
All floors above first floor	<ul style="list-style-type: none"> Residential
Building Depth	
All buildings	<ul style="list-style-type: none"> Max. 18m (max 15m glass line to glass line)
Setback	
Street setback	From New Road 1 (north) <ul style="list-style-type: none"> 7.5m (required to allow for 30m floodway)
	From eastern and southern boundary of park / swale <ul style="list-style-type: none"> Min. 2.5m
Side setback	On lots running parallel to the railway line <ul style="list-style-type: none"> Comply with minimum separation controls
	From Holroyd Gardens on the north <ul style="list-style-type: none"> Min. 3m On all other lots <ul style="list-style-type: none"> Comply with minimum separation controls
Rear setback	On lots running parallel to the railway line <ul style="list-style-type: none"> Min. 6m
	On other lots <ul style="list-style-type: none"> Comply with minimum separation controls



Figure 61 - DCP 2013 Block 5

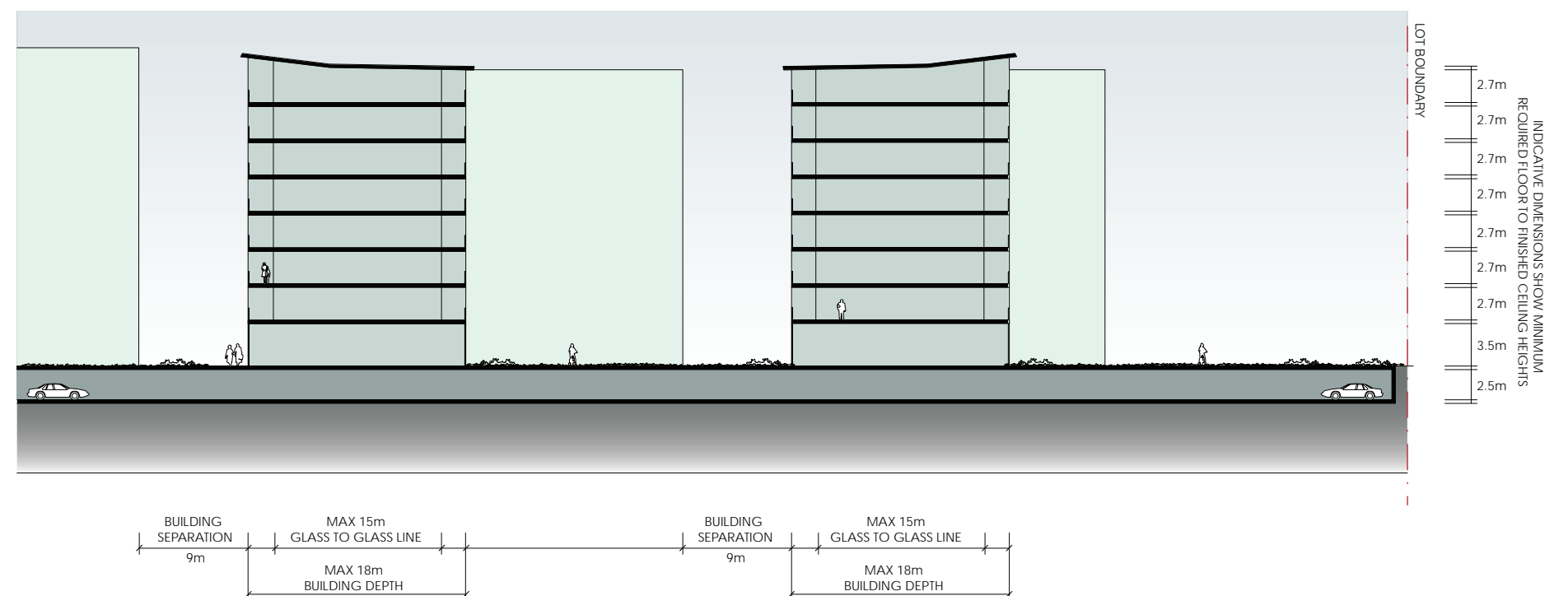


Figure 62- DCP 2013 Block 5 - Section BB

6.10 Proposed 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.

The objectives are as follows:-

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

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

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

Building Heights & Setbacks

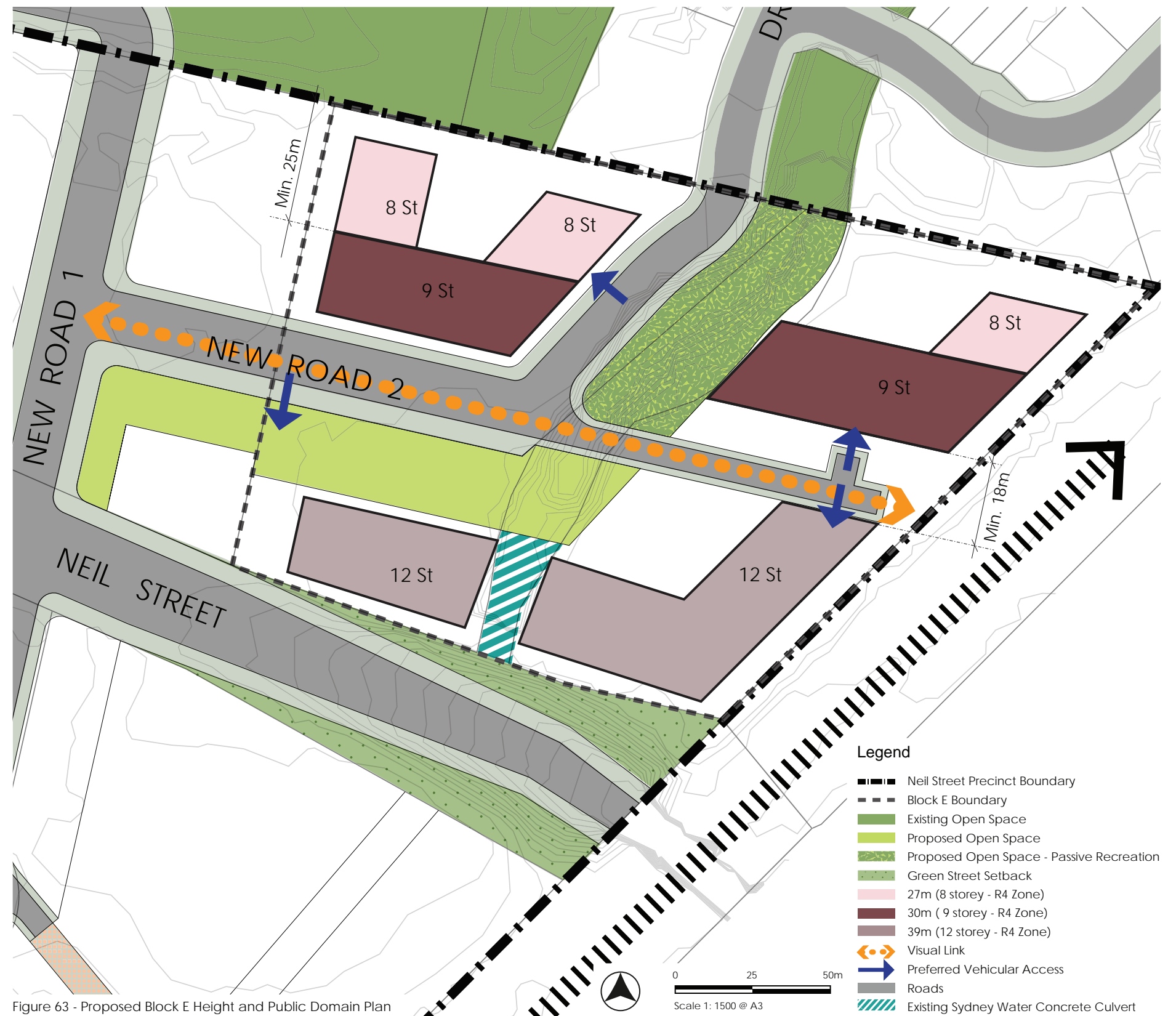
Controls

- Development should comply with Block A Height Plan which indicates the maximum building height in meters and associated maximum number of permissible storeys (Refer Figure 63).
- Provide setbacks as shown in Figure 67.

Public Domain Interface

Controls

- Driveways and vehicular crossings are not preferred along Neil Street
- Driveways and vehicular crossings are to be provided from New



6.11 DCP 2013: Block 6

The following table summarises DCP 2013 controls for Block 6 (Refer Figures 64, 65 and 66).

Building Height	
On all lots	<ul style="list-style-type: none"> Max. 7 storeys
Building Use	
Ground and first floor	<ul style="list-style-type: none"> Commercial/retail/residential
All floors above first floor	<ul style="list-style-type: none"> Residential
Building Depth	
All buildings	<ul style="list-style-type: none"> Max. 18m (max 15m glass line to glass line)
Setback	
Street setback	<ul style="list-style-type: none"> New Road 1, New Road 2 min 2.5m
Side setback	<ul style="list-style-type: none"> Comply with minimum separation controls
Rear setback	For lots fronting New Road 2 <ul style="list-style-type: none"> Min. 3m Comply with minimum separation controls

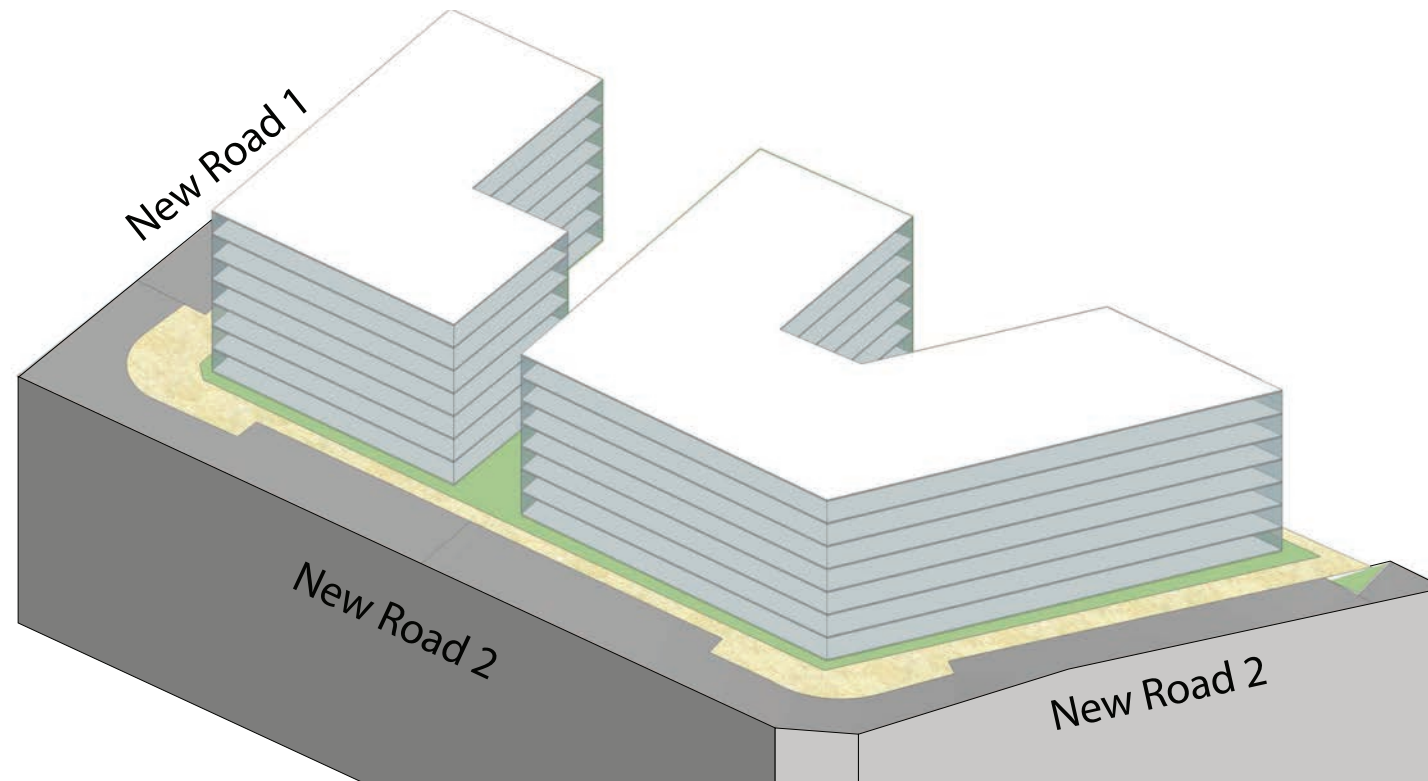


Figure 65- DCP 2013 Block 6 - 3D Model

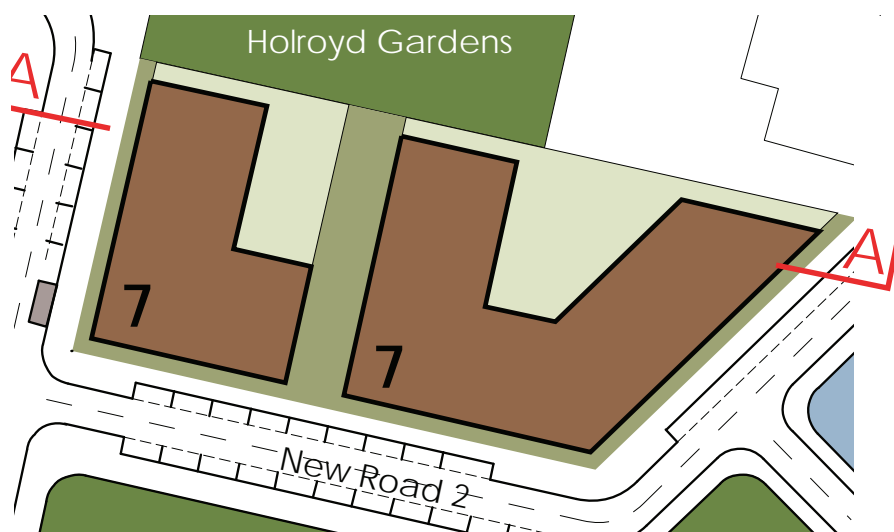


Figure 64 - Block 6 Plan

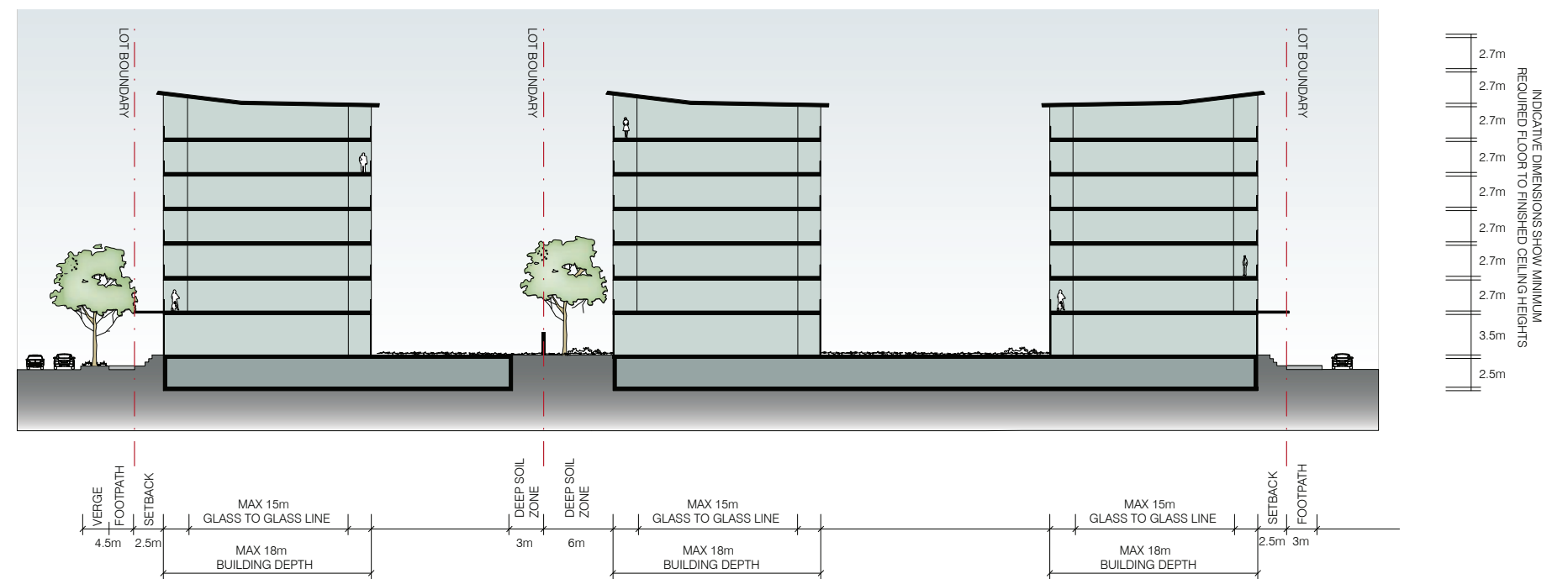


Figure 66 - DCP 2013 bLOCK 6 - Section AA

6.10 Proposed Block E

Road 2. Indicative locations are shown in Figure 63.

- Provide a landscape setback along Neil Street and New Road 2 in accordance with Figure 67.

Building Height	
Building along the northern boundary	• Max. 8 storeys
Parts of buildings north of New Road 2	• Max. 9 storeys
Along Neil Street and the railway corridor	• Max. 12 storeys
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
Other setbacks	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 0m	

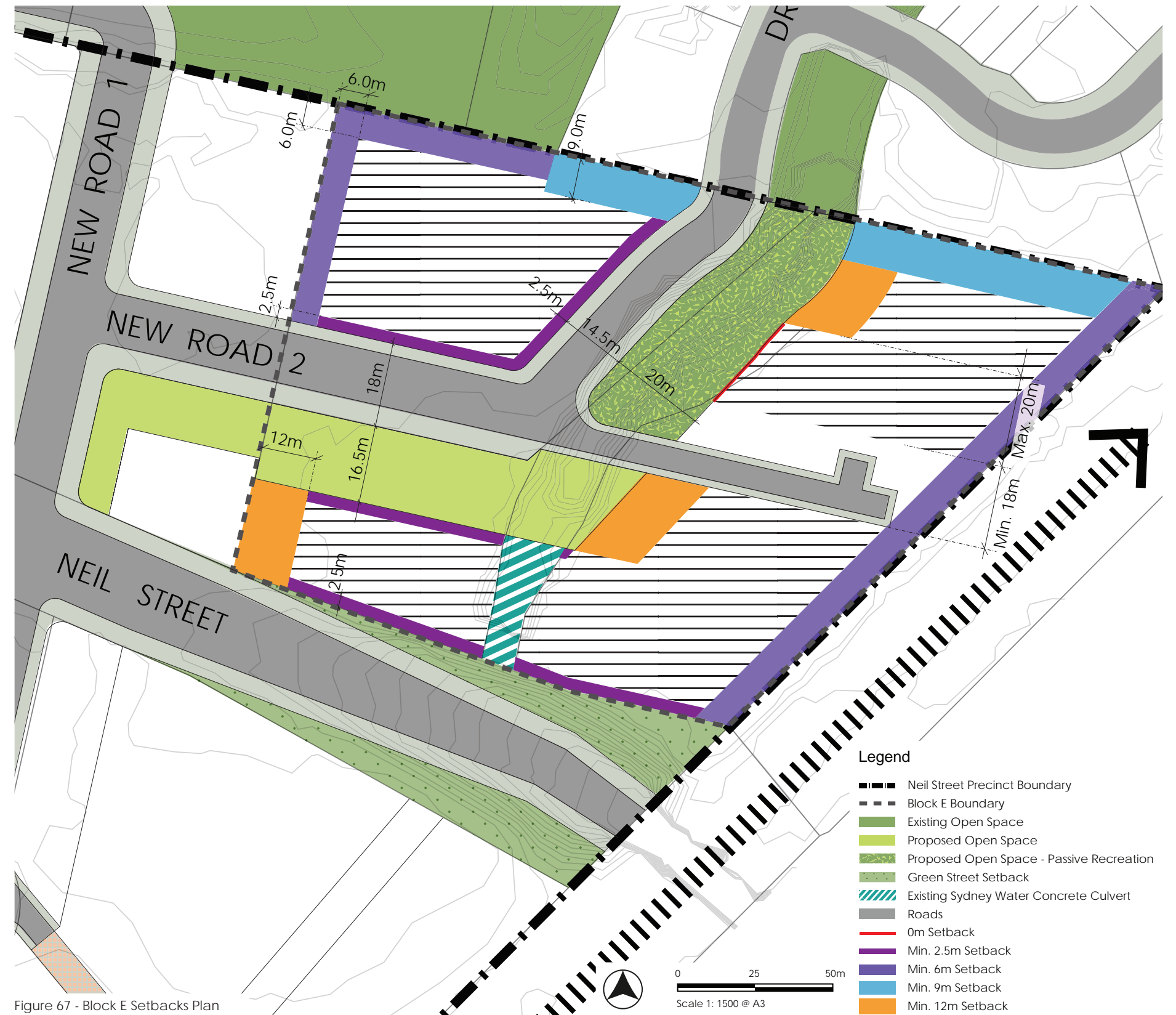


Figure 67 - Block E Setbacks Plan

6.12 Proposed 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.

The objectives are as follows:-

- To ensure the development contributes to the provision of public infrastructure.
- To ensure that the intersection of Neil Street and New Road 1 create a quality identity for the corner.

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

Building Heights & Setbacks

Controls

- Development should comply with Block F Height Plan (Refer Figure 68).
- Provide setbacks as shown in Figure 69.

Public Domain Interface

Controls

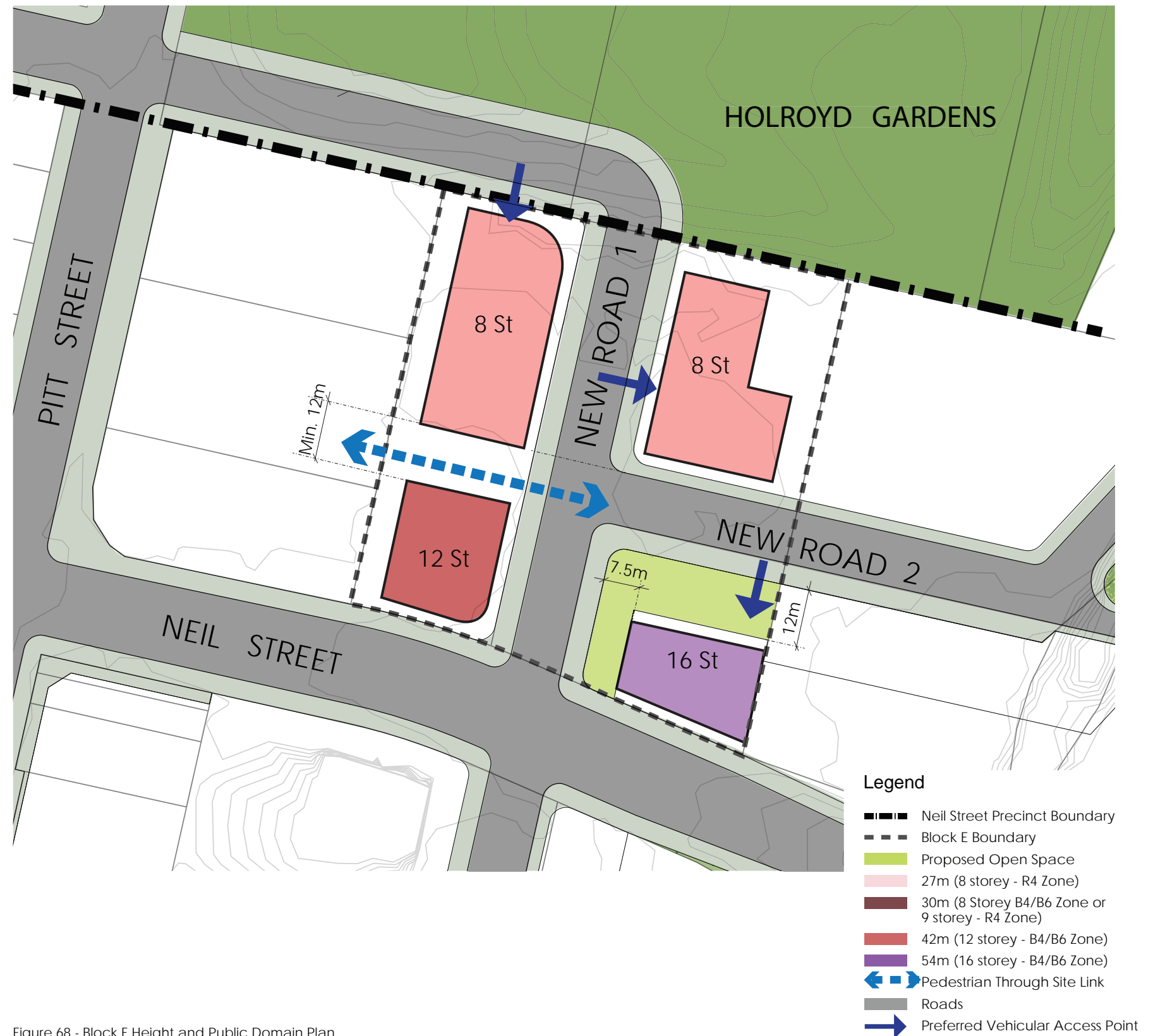


Figure 68 - Block F Height and Public Domain Plan

6.12 Proposed Block F

- Driveways and vehicular crossings are not preferred along Neil Street
- Driveways and vehicular crossings are to be provided from New Road 1 and New Road 2. Indicative locations are shown in Figure 68.

Building Height		
North of New Road 2	• Max. 8 storeys	
Northwest corner of Neil Street and New Road 1	• Max. 12 storeys	
Northeast corner of Neil Street and New Road 1	• Max. 16 storeys	
Building Use		
B6 Zone - Ground Floor of 12 and 16 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

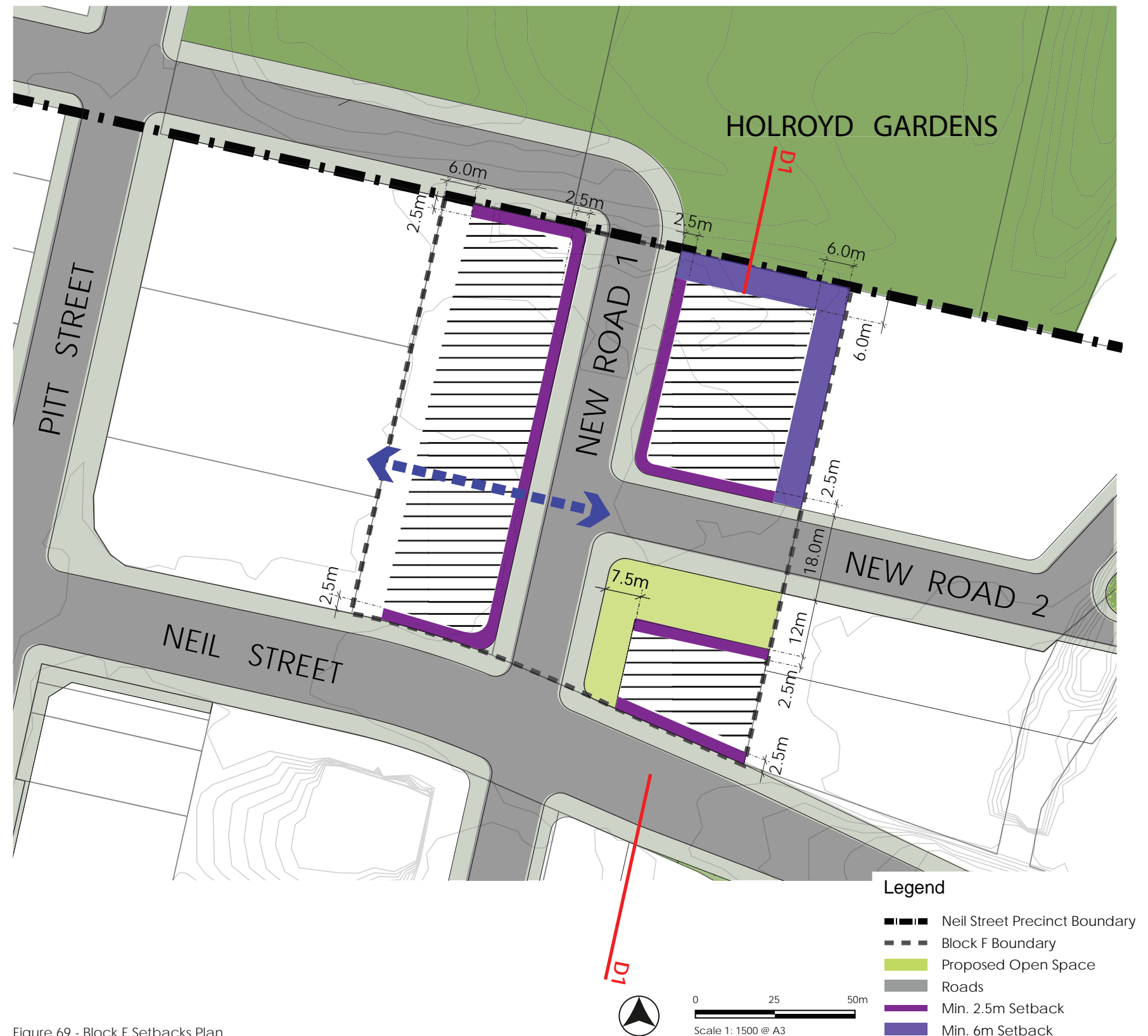


Figure 69 - Block F Setbacks Plan



Figure 70 - Section D1 - D1

6.13 Proposed 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.

The objectives are as follows:-

- To provide a range of uses supporting the predominantly commercial use within the Merrylands Centre, and generating activity at ground level.
- To ensure that the intersection of Neil Street and Pitt Street create a quality identity for the corner.

Site and Building Design

Public Domain

The key public domain features of this Block are:

- Pitt Street
- Neil Street

Controls

- Primary active frontages are to be provided where shown in Figure 71.
- Primary active frontage are to have a civic character, providing an awning along the edge of Pitt Street.

Building Heights & Setbacks

Controls

- Development should comply with Block F Height Plan (Refer Figure 71).
- Provide setbacks as shown in Figure 72.

Public Domain Interface

Controls

- Driveways and vehicular crossings are not preferred along Pitt Street
- Driveways and vehicular crossings are to be provided from Sheffield Street and Neil Street. Indicative locations are shown in Figure 71.

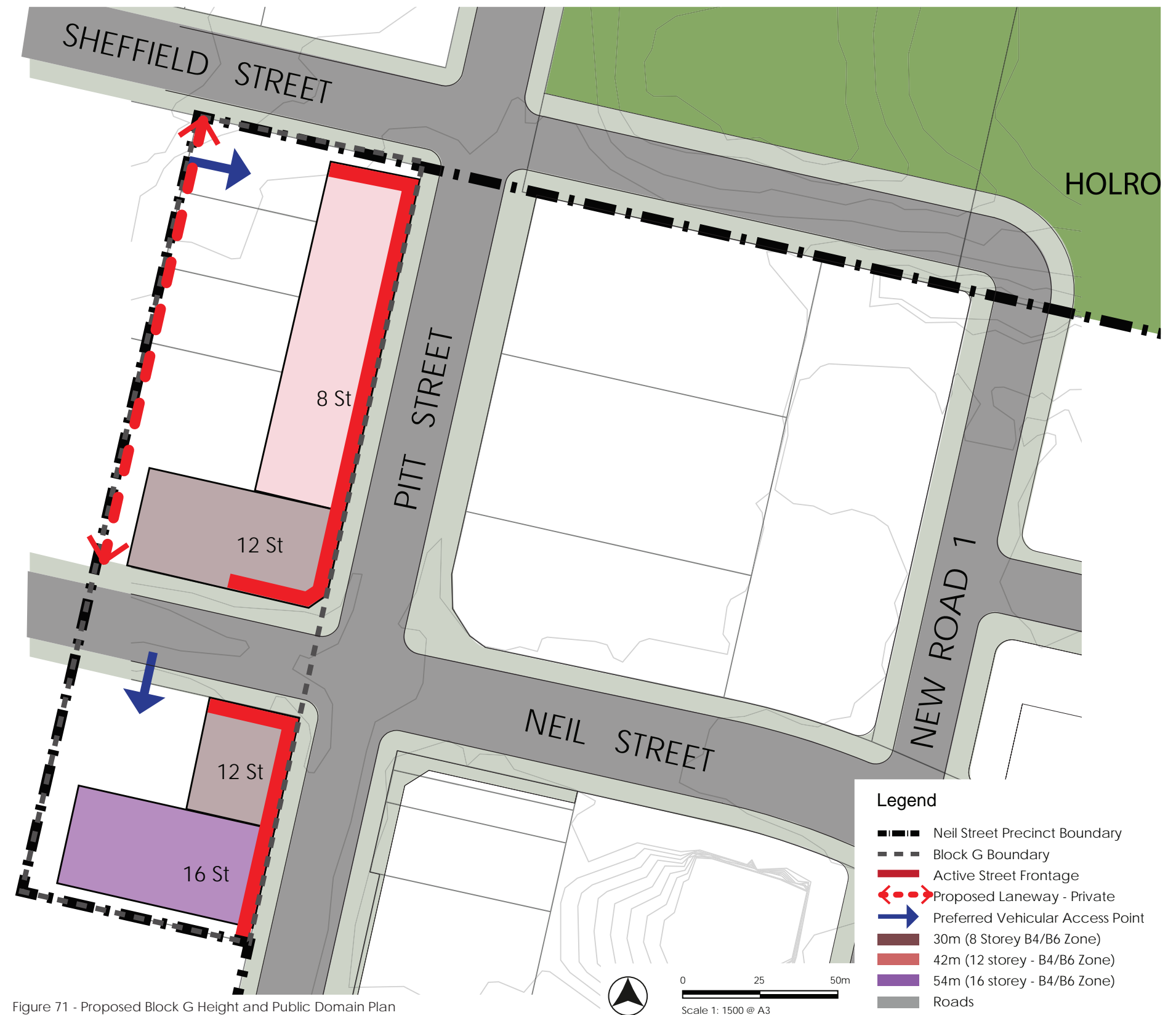


Figure 71 - Proposed Block G Height and Public Domain Plan

6.13 Proposed Block G

Building Height	
B4 Zone - Northwest and southwest corner of Neil Street and Pitt Street	<ul style="list-style-type: none"> Max. 12 storeys
B4 Zone - Buildings along Pitt Street	<ul style="list-style-type: none"> Max. 16 storeys
B4 Zone - Other buildings north of Neil Street	<ul style="list-style-type: none"> Max. 8 storeys
Building Use	
All buildings	Ground and first Floor
	<ul style="list-style-type: none"> Commercial / retail
All buildings	First floor and above
	<ul style="list-style-type: none"> Residential
Building Envelope Depth	
All buildings	<ul style="list-style-type: none"> Max. 22m
Setback	
Street setback	From Pitt Street
	<ul style="list-style-type: none"> 0m
	From Neil Street
	<ul style="list-style-type: none"> 0m
Rear setback - North of Neil Street	From Sheffield Street
	<ul style="list-style-type: none"> Min. 3.0m
Rear setback - North of Neil Street	From the western boundary
<ul style="list-style-type: none"> Min. 8.0m 	
Rear setback - South of Neil Street	From the western boundary
<ul style="list-style-type: none"> Min. 6.0m 	
Side setback - South of Neil Street	From the southern boundary
<ul style="list-style-type: none"> Min. 3.0m 	

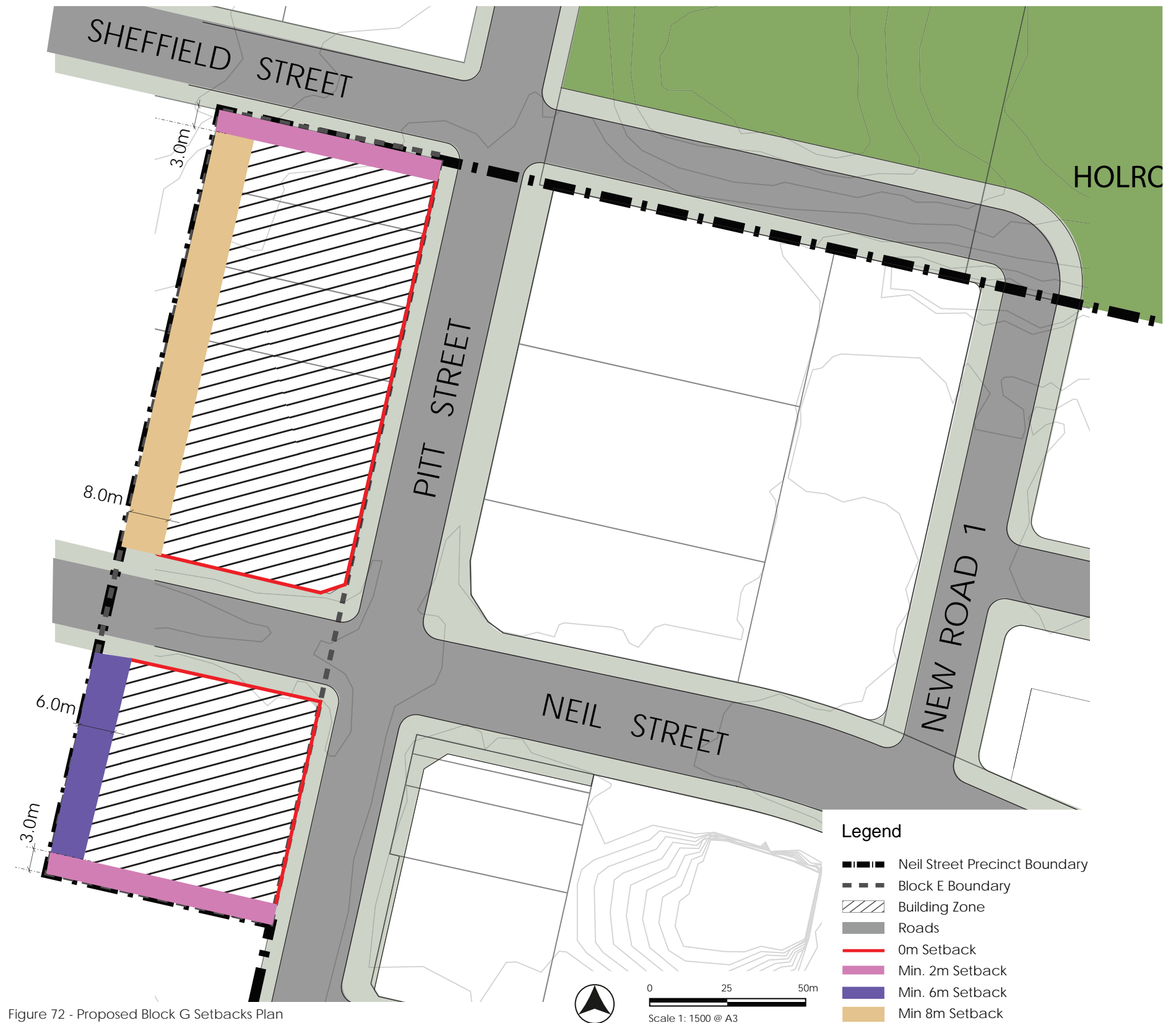


Figure 72 - Proposed Block G Setbacks Plan

Attachment 1 - Merrylands CBD Neil Street Precinct Flooding Investigation