



## APPLICATION FOR A PLANNING PROPOSAL

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Amend Holroyd Local Environmental Plan 2013 as it applies to part of 224-240 Pitt Street to:

- Rezone the land in Zone B6 Enterprise Corridor in the north western corner of the site to Zone R4 High Density Residential;
- Rezone part of the land in Zone R4 High Density Residential in the southern portion of the site to Zone B6 Enterprise Corridor;
- Increase the height of buildings control to 82m (25 storeys) for Building J2 which is to be located within the area of the site to be in Zone B6 Enterprise Corridor; and
- Increase the FSR to 6:1 across the entire site.

**224-240 Pitt Street, Merrylands**

**Prepared for: SF Commercial Holding Pty Limited**

**REF: M170305 Rev.3**

**Date: 22 January 2018**

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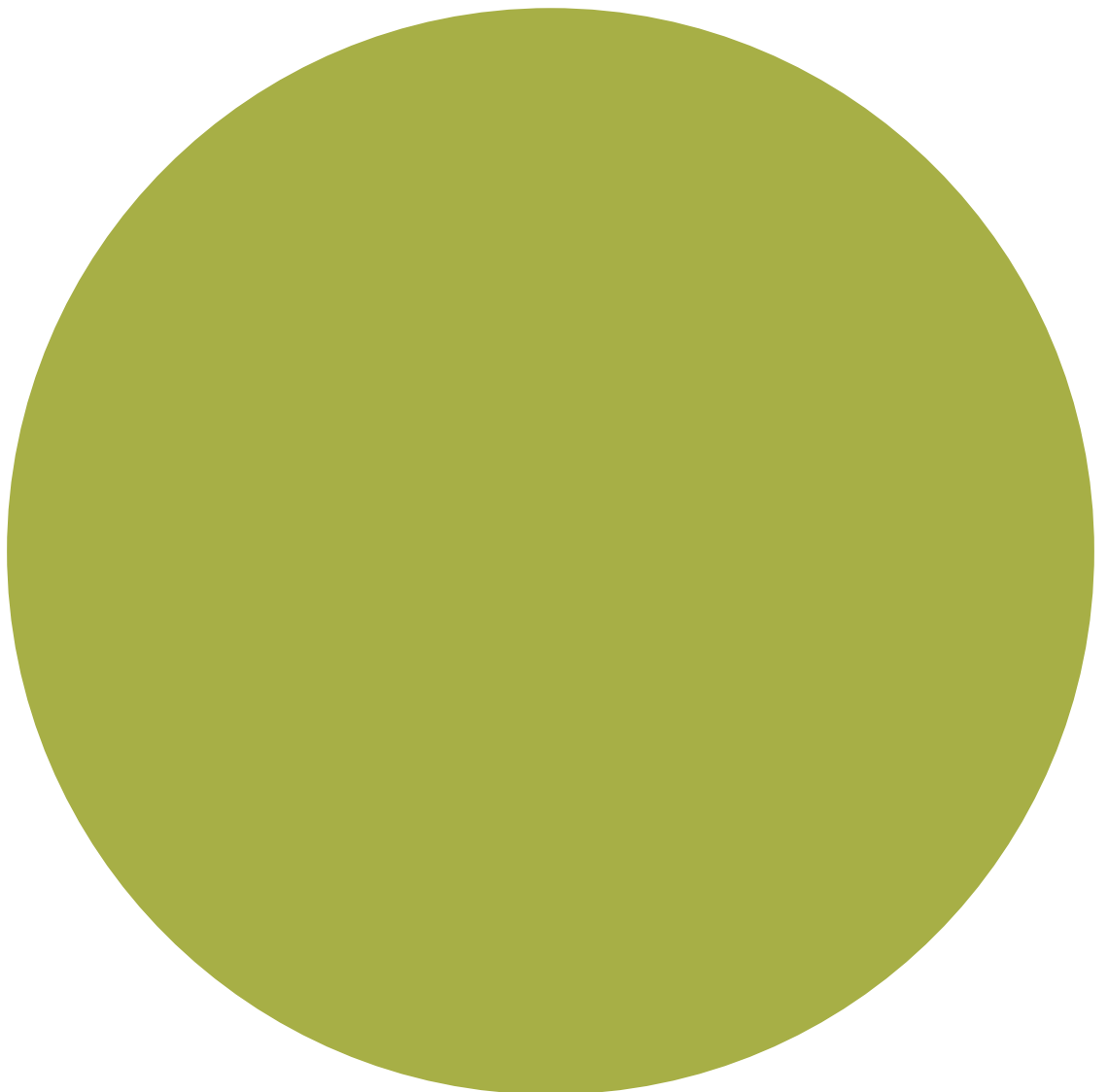
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# Contents

<b>1.</b>	<b>INTRODUCTION .....</b>	<b>4</b>
<b>2.</b>	<b>LOCALITY AND SITE ANALYSIS .....</b>	<b>6</b>
2.1	The Site and surrounds.....	6
2.2	Surrounding Land Uses .....	8
2.2.1	Neil Street Precinct .....	9
2.2.2	Merrylands Station and McFarlane Street Precinct Planning Proposal.....	10
<b>3.</b>	<b>EXISTING PLANNING PROVISIONS .....</b>	<b>12</b>
3.1	Holroyd Local Environmental Plan 2013 (HLEP 2013) .....	12
3.2	Holroyd Development Control Plan 2013 (HDCP 2013) .....	16
<b>4.</b>	<b>DRAFT PLANNING PROPOSAL .....</b>	<b>17</b>
4.1	Proposed LEP Amendments.....	17
4.2	OBJECTIVES OR INTENDED OUTCOMES .....	19
4.2.1	Objectives .....	19
4.2.2	Intended Outcomes .....	20
4.3	Justification .....	20
4.3.1	The Need for the Planning Proposal.....	20
4.3.2	Relationship to the Strategic Planning Framework .....	21
4.3.3	Environmental, Social and Economic Impacts .....	30
4.3.4	State and Commonwealth Interests.....	32
4.3.5	Mapping.....	33
4.3.6	Community Consultation.....	33
4.3.7	Information for Public Exhibition .....	33
4.3.8	Project timeline .....	34
<b>5.</b>	<b>CONCLUSION .....</b>	<b>35</b>

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# 1. Introduction

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This planning proposal has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and relevant guidelines produced by the Department of Planning and Environment. The purpose of this application for a planning proposal is to seek an amendment to Holroyd Local Environmental Plan 2013 (HLEP 2013) to amend planning controls for land at 224-240 Pitt Street, Merrylands. The site comprises a total area of approximately 2.3 hectares under a single ownership and is currently vacant.

The site is subject to a number of approved developments in various stages as follows:

- Stage 1 (Block C) – 358 units and 2,300sqm of retail/commercial – Under Construction
- Stage 2 (Block D) – 147 units and 130sqm of retail – DA Assessment
- Stages 3 & 4 (Block A&B) – 647 units, 530sqm of retail and 5,000sqm public park – DA Lodgment
- Works-in-Kind Agreement (WIK Agreement) to carry out Council's Major Civil Works (drainage infrastructure, culvert upgrades and new road construction)

This planning proposal relates to Stages 3 & 4, and seeks to allow for an increase in height and FSR to building J2 in order to establish a landmark 25 storey tower immediately adjacent to the Merrylands Train Station and Bus Interchange. It is also proposed to remove the B6 Business Enterprise zone, reverting it to the previous R4 High Density Residential zone, and relocate the B6 zone to the southern area of the site in order to provide additional commercial floor space in a more appropriate location adjoining the station and a new civic plaza. The proposal will result in a potential net increase of total commercial floor space within Block D and the Neil Street Precinct.

In summary, the proposed amendments seek to:

- Adjusted the location of Zone B6 and Zone R4 within the subject site;
- Allow an increase in the height of Building J2 to 82m (25 storeys) within the area of the site to be in Zone B6; and
- Increase the floor space ratio control applicable to the entire site sufficient to accommodate the additional height of Building J2.

The Planning Proposal describes the site, the strategic context and provides an assessment of the relevant matters of consideration under the Environmental Planning and Assessment Act 1979 (EP&A Act) and 'A guide to preparing planning proposals' NSW Department of Planning (August 2016). The proposal also considers the Ten Directions for Greater Sydney and the draft District Plans as set out by the Greater Sydney Commission.

The application for a Planning Proposal is in response to a number of strategic studies undertaken in the Merrylands Town Centre by Council including the Neil Street Precinct, and the Merrylands Station and McFarlane Street Precinct. The proposal is also informed by a number of urban design studies carried out for the site by Tony Caro Architecture and MAKO Architecture in relation to the recent Council proposals and development applications carried out for the site, including discussions with Cumberland Council.

This application is supported by an Urban Design Analysis (UDA) prepared by Plus Architecture which builds on the Urban Design Studies undertaken for the abovementioned Planning Proposals and the independent review of building heights and city centre urban form undertaken by SJB Consultants for Holroyd Council. The UDA by Plus Architecture comprehensively demonstrates that the proposed building form to be achieved from this application will:

- Establish a 'landmark' 25 storey tower on the train station to form a visual marker and reinforce the importance and identity of Merrylands as a sub-regional centre;

- Establish a building height which suitably identifies the location of the railway station and transport interchange hub without detracting from the hierarchy of building heights recommended by SJB Consultants and adopted by Council for the overall town centre;
- Contribute towards the revitalisation of the town centre by establishing uses and activation around the train station;
- Establish a 'destination precinct' at the train station and support McFarlane Street 'Eat & Entertainment Street' by creating new connections and strengthening existing links to the train station;
- Strengthen the key north-south view corridor between the station and Holroyd Gardens;
- Integrate development with public transport by creating higher densities and employment opportunities around transport hubs in line with State Government strategy;
- Increase the potential commercial floor space created from the redevelopment of the Neil Street Precinct;
- Address housing affordability by providing a mix of housing choices;
- Create liveable communities by providing high quality amenities and open space to meet the needs of existing and future residents of Merrylands;
- Restore and enhance the natural landscape by creating a network of open spaces linking to significant regional open space at Holroyd Gardens; and
- Deliver the highest standards of urban planning and excellence in architectural design.

## 2. Locality and Site Analysis

### 2.1 THE SITE AND SURROUNDS

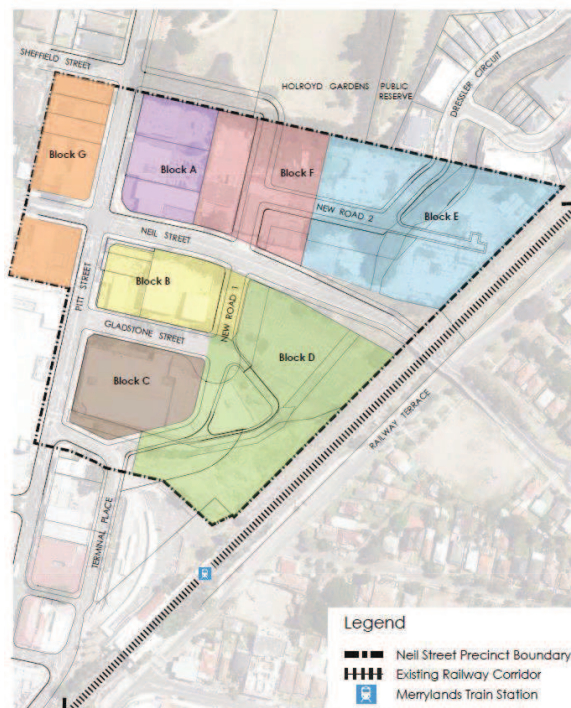
This application for a Planning Proposal applies to land within No.224-240 Pitt Street, Merrylands. The site is identified in the Neil Street Precinct Planning Proposal as Block D, shown shaded in green on Figure 1. The landowners designation for the site is Stages 3&4 (Block A & B) as shown in Figure 2 below.

The adjustment to the location of Zone B6 and Zone R4 is required to ensure that the active frontages and commercial floor space is located within parts of the site that facilitate high intensity activity. Commercial floor space and active frontages are best located within Building J2. The footprint of Building J2 is coloured red in Figure 3.

The new building height control is proposed to apply specifically to Building J2. The new height and floor space ratio (FSR) control is intended to apply to Block D in Figure 1 and does not extend to the other stages in the development.

The land to which this application applies shares the same Lot and DP as Stage 1 which is currently approved and under construction. However the land will be subject to its own separate super lot subdivision. The UDA by Plus Architecture clearly indicates the location of Building J2 and the broader mixed use redevelopment site as shown in Figure 4.

Figure 5 places the subject site and the Neil Street Precinct into a broader contextual setting as part of the Merrylands Town Centre.



**Figure 1:** Location diagram for the Neil Street Precinct (Source: Urban Design Review – Neil Street Precinct Holroyd Council October 2015)



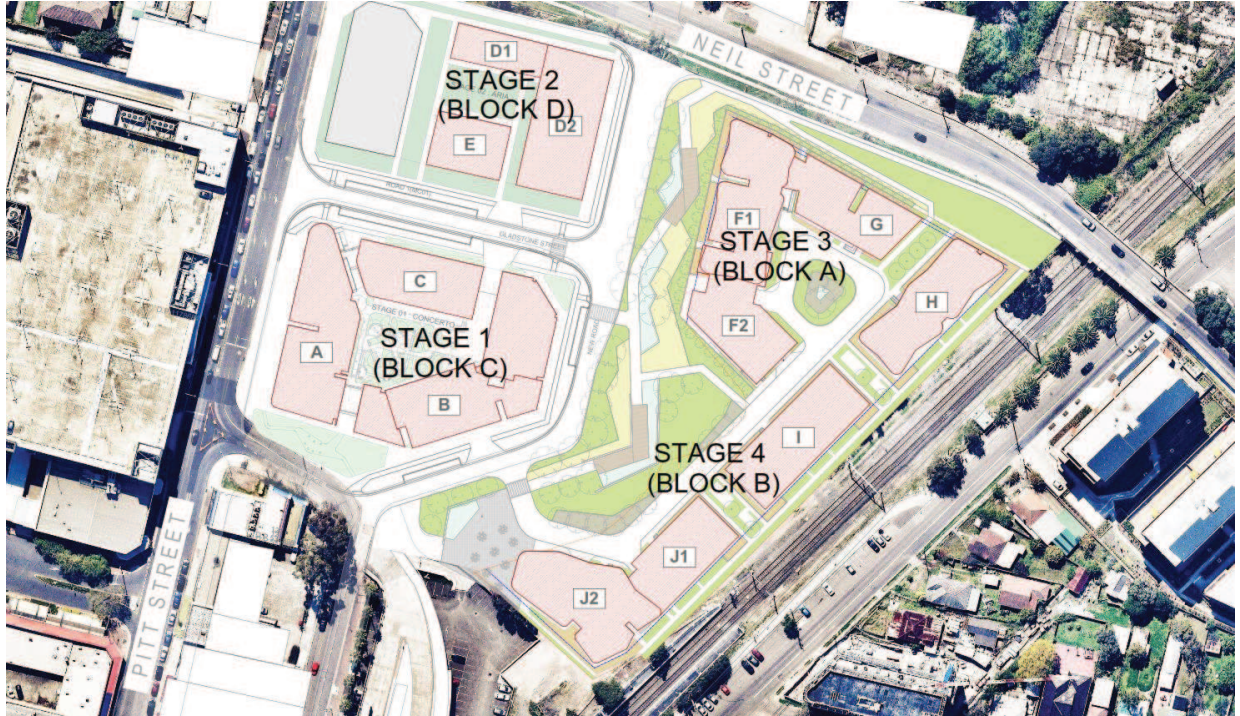
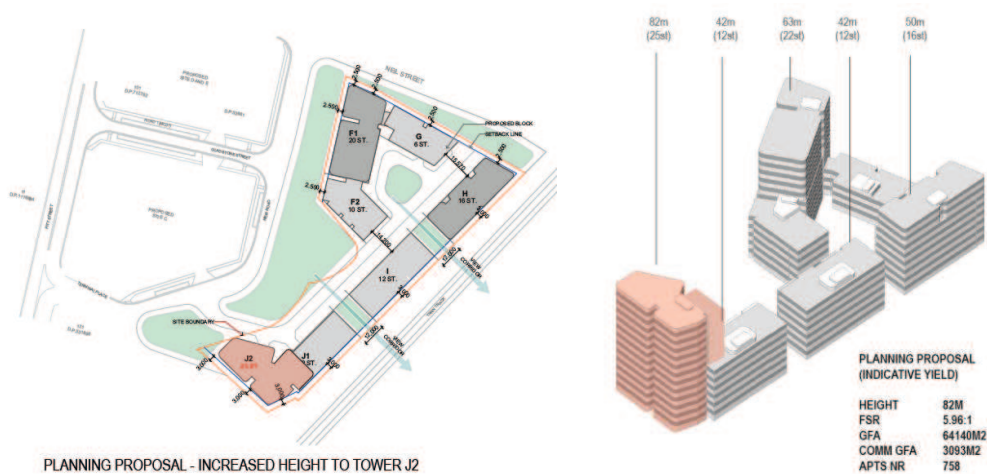


Figure 2 Location Plan



Figure 3: Location plan showing Neil Street Precinct (outlined blue), Merrylands Station and McFarlane Street Precinct (outlined yellow) and conceptual Building J2 (coloured red) (Source: UDA Plus Architects)





**Figure 4:** Extract from UDA by Plus Architecture showing footprint of Building J2 and site area for the land the subject of this Planning Proposal application (as outlined in red).



**Figure 5:** Broader contextual setting of the Neil Street Precinct (Source: Planning Proposal Neil Street Precinct Holroyd Council)

## 2.2 SURROUNDING LAND USES

On 25 May 2016 Development consent DA/220/2015 was issued by the Joint Regional Planning Panel for a mixed-use development containing 3 separate towers ranging in height between 4 and 19 storeys comprising 355 residential units over 5 levels of basement parking accommodating 464 parking spaces at 224-240 Pitt Street and within Block C as shaded brown in Figure 1. A communal open space area was situated on the roof top. DA/220/2015 has since been





modified to reduce the number of basement levels to 4, increase the number of parking spaces to 534 and increase the number of apartment to 358.

A number of development applications are currently being finalised in relation to the site north of Neil Street which is also being undertaken in stages. Connections between the two precincts north and south of Neil Street will be established by the redevelopment of the subject site via the provision of a new public park and new public roads.

### **2.2.1 Neil Street Precinct**

The Neil Street Precinct Planning Proposal received a Gateway determination on 27 June 2016 and the changes were published on 8 December 2017. The proposed new planning provisions for the subject site are:

- Application of land Use Zones B6 Enterprise Corridor and Zone R4 High Density Residential;
- Height of Buildings 39m, 54m and 65m; and
- Floor Space Ratio 5:1.

The changes introduced by the Neil Street LEP amendments are now the current LEP controls and are presented in detail in Section 3.

The Planning Proposal for the Neil Street Precinct identified constraints within the precinct and parts of the subject site as follows:

- Flooding and the requirement for an overland flow path;
- Noise and vibration from the adjacent railway corridor; and
- Access routes for pedestrians and vehicles which are compatible with flood evacuation and stormwater management.

Significant work has been undertaken by the proponent in consultation with Council to finalise the civil works package for the precinct which will include major updates to drainage and road infrastructure as part of a VPA (Works in kind) between the proponent and Council. As a direct result of these works carried out during the redevelopment, flooding impacts in the town centre will be significantly reduced.

The management of flooding and stormwater within the site requires the construction of an open drainage swale within the site connecting to A'Becketts Creek and Holroyd Gardens to the north. The UDA and flood management investigations to date indicates that the drainage swale is best located as shown in the area outlined dashed yellow in Figure 6. The drainage swale is to be a passive landscaped space including an emergency overland flow path which will physically separate the north west corner of Block D from Neil Street and Pitt Street. Therefore it is considered inappropriate to locate Zone B6 land in the northern portion of Block D as that land will be physically separated from the nearby roads. That land will not form an effective 'enterprise corridor' with non-residential land uses potentially physically separated from intensive movement routes.

The proposed additional height and associated increase in FSR for Building J2 will have no impact on the management of flooding impacts and the location of vehicle and pedestrian movement pathways. The additional apartments located at the upper levels of Building J2 will be less affected by rail noise and vibration than apartments at lower levels closer to the rail line. A design strategy for the site (use of protected galleries and winter gardens) has been developed for the site to address issues resulting from the proximity to the rail corridor and other appropriate protection measures will be addressed during the assessment of the development application. The Planning Proposal is therefore compatible with the identified constraints for the Neil Street precinct.





**Figure 6:** Extract from UDA showing conceptual building footprints and landscaped setting within the Neil Street Precinct

This application for a Planning Proposal seeks to relocate land in Zone B6 to the southern section of Block D within Building J2. The UDA prepared by Plus Architects demonstrates that Building J2 is to be surrounded by new public roads and pedestrian and cyclist pathways and public open space with capacity for high intensity use adjacent to the railway station. Building J2 is a superior location for land in Zone B6. Building J2 is intended to include 3,093m<sup>2</sup> of commercial floor space which is consistent with the objectives for land uses in Zone B6.

### 2.2.2 Merrylands Station and McFarlane Street Precinct Planning Proposal

The LEP amendments for the Merrylands Station and McFarlane Street Precinct Planning Proposal were informed by an independent review of the building height and FSR controls for the Merrylands Town Centre completed by SJB Consultants commissioned by Holroyd Council. The review recommended specific heights and FSRs as well as the introduction of a design excellence provisions in the LEP linked to potential bonus FSR and height. It is noted that the McFarlane Street Proposal does not affect the site.

The independent review identified two key focal points within the Merrylands Town Centre being the City Square and the Merrylands Railway Station and recommended that these focal points should ideally be identified by more prominent landmark buildings distinguished by height in particular.

The Merrylands Station and McFarlane Street Precinct Planning Proposal received a Gateway determination on 15 August 2016 and proposes changes to HLEP 2013 summarised as follows:

- Height of Buildings ranging from 41m (12 storeys) to a maximum of 105m (32 storeys); and
- Floor Space Ratios ranging from 2:1 to 8.5:1.



Most importantly, within this Precinct, Site 7 is the most similar to the subject site having been identified as a 'landmark' location. Site 7 is proposed to be subject to a height of buildings control of 105m (32 storeys) and FSR of 8:1. By comparison this application seeks a height of buildings control of 82m (25 storeys) and FSR of 6:1 and is therefore contextually and provisionally lower in scale and density than Site 7. The proposed landmark tower will not detract from the visual prominence of the towers at Site 7 as the main focal point for the town centre, and will strengthen the train station as a destination precinct and creating connections between the station and the main centre.



## 3. Existing Planning Provisions

### 3.1 HOLROYD LOCAL ENVIRONMENTAL PLAN 2013 (HLEP 2013)

The current planning controls that apply to the site under HLEP 2013 are summarised as follows:

- Land use zone R4 High Density Residential and Zone B6 Enterprise Corridor (see Figure 7);
- Height of buildings controls of 39m, 54m and 65m with the highest buildings intended to be located within the land in Zone B6 (see Figure 8);
- FSR 5:1 for the entire site (see Figure 9);
- A minimum lot size of 900m<sup>2</sup> (see Figure 10);
- The land does not contain a heritage item and is not within a heritage conservation area;
- None of the subject site is identified as reserved for acquisition. Land immediately west of the site is reserved for acquisition for new public open space and a new local road (see Figure 11);
- The land is not mapped as being within a flood planning area or subject to any other environmental or hazard constraints.

This application proposes to amend the provisions for land use zoning, height of buildings and FSR as described in Section 4. All other provisions are to remain unchanged.

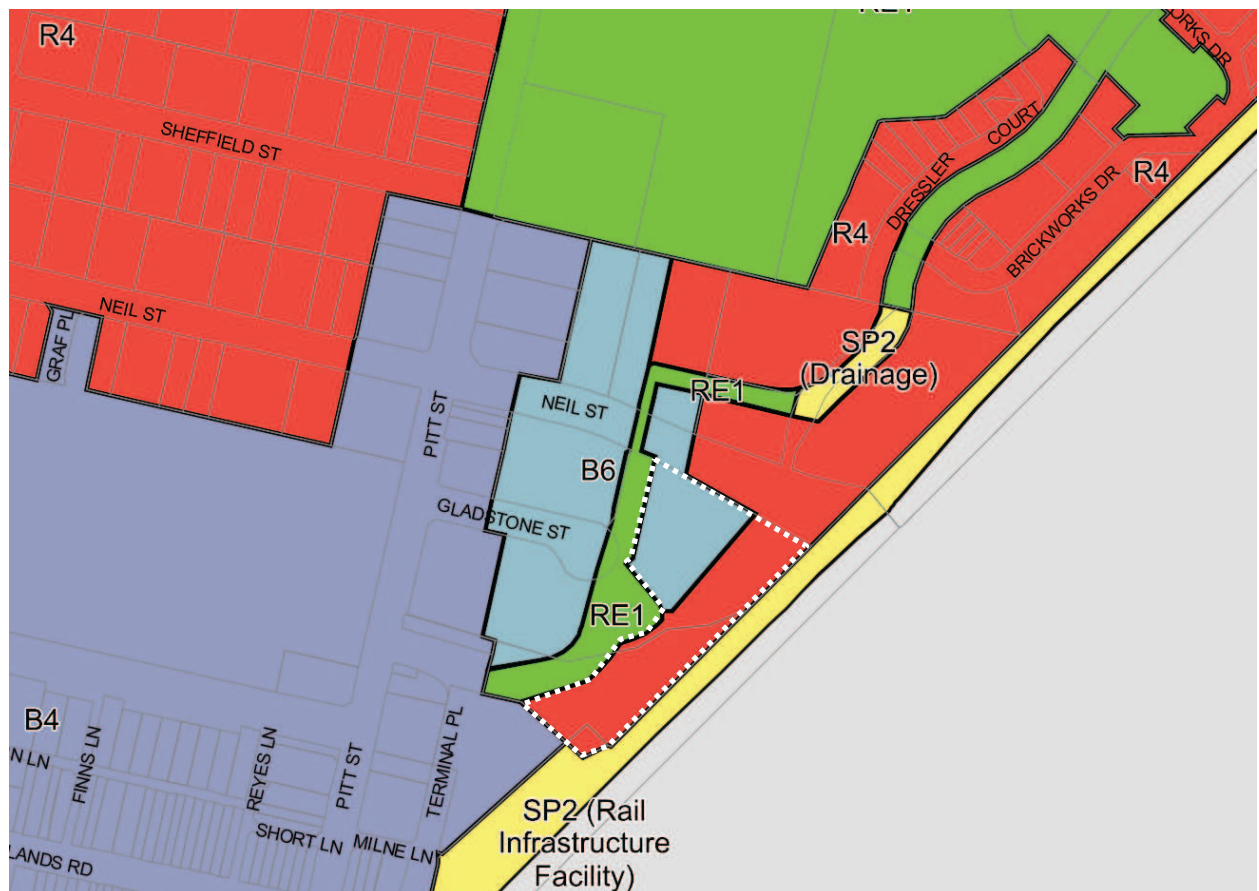
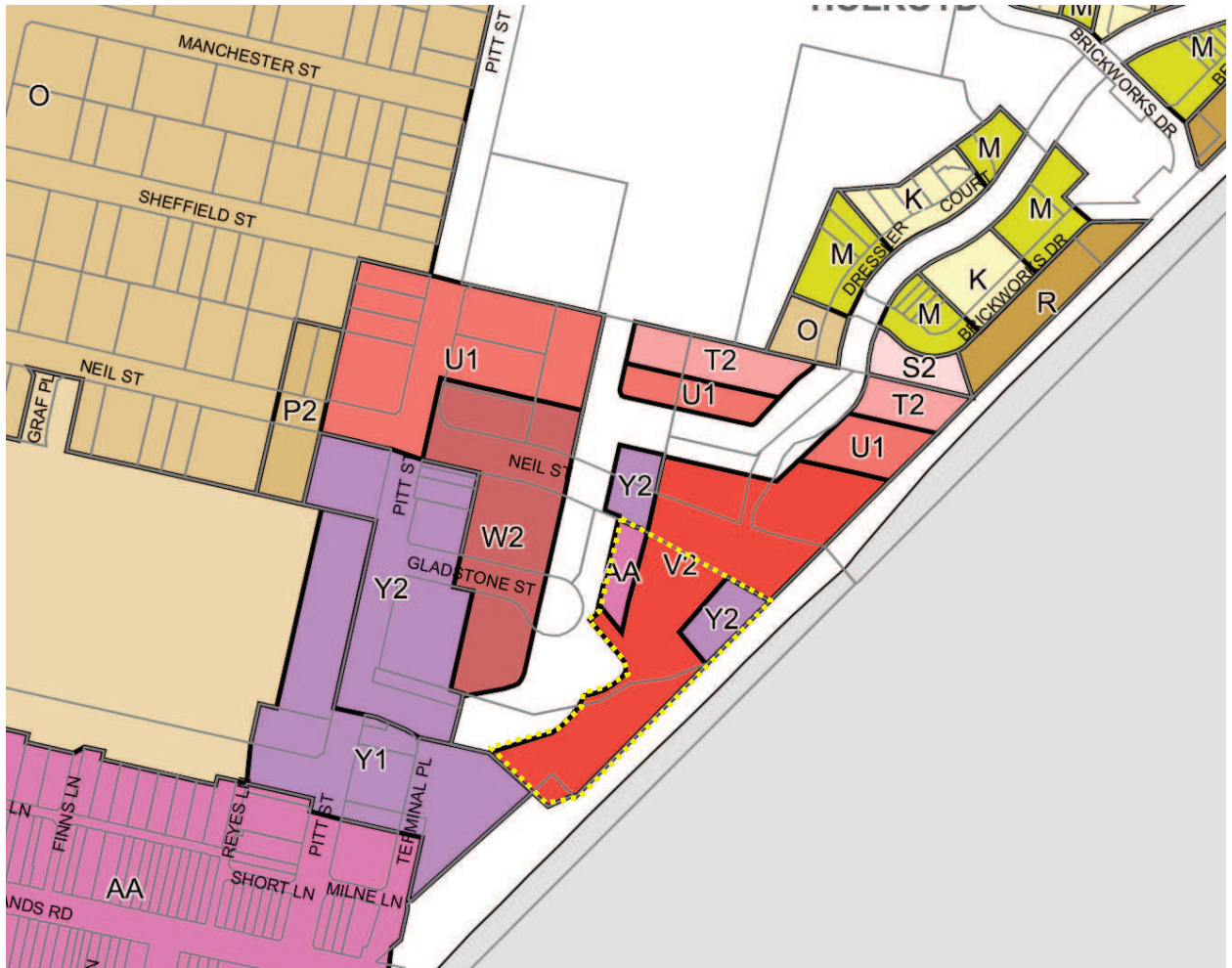


Figure 7: Extract from HLEP 2013 Land Use Zoning Map (subject site is outlined dashed white)



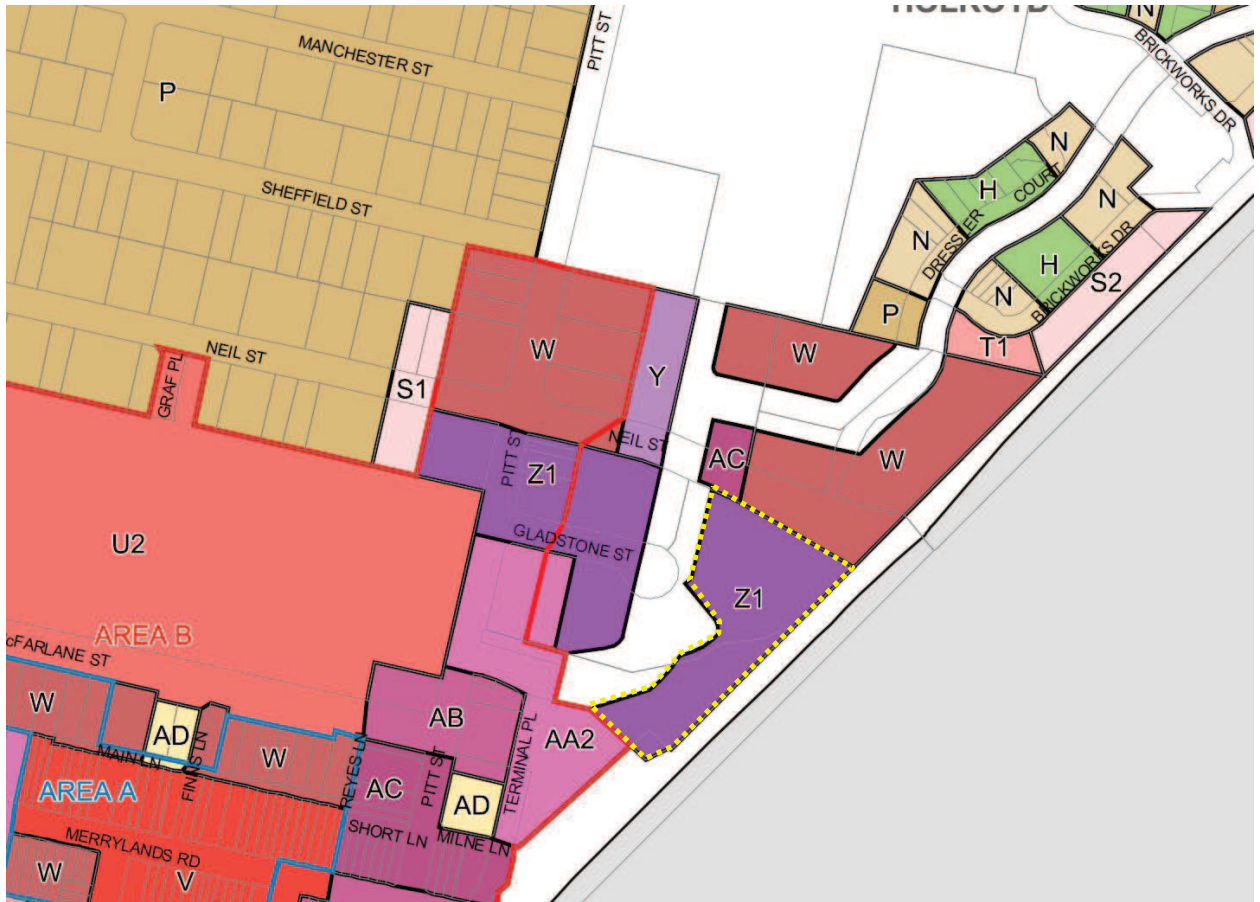


Height of Buildings Map  
Sheet HOB\_009

Maximum Building Height (m)

J	9
K	10
L	11
M	12.5
N	14
O	15
P1	17
P2	18
Q	20
R	21
S1	23
S2	24
T1	26
T2	29
U1	30
U2	32
V1	38
V2	39
W1	41
W2	42
Y1	53
Y2	54
AA	65

Figure 8: Extract from HLEP 2013 Height of Buildings Map (subject site is outlined dashed yellow)



Floor Space Ratio Map  
Sheet FSR\_009

Maximum Floor Space Ratio (n:1)

D	0.5
H	0.7
K	0.85
N	1
P	1.2
S1	1.5
S2	1.8
T1	2
T2	2.2
T3	2.4
U1	2.5
U2	2.8
V	3
W	3.5
X	4
Y	4.5
Z1	5
Z2	5.5
AA1	6
AA2	6.5
AB	7.5
AC	8.5
AD	9
Area A	
Area B	

Figure 9: Extract from HLEP 2013 FSR Map (site outlined dashed yellow)

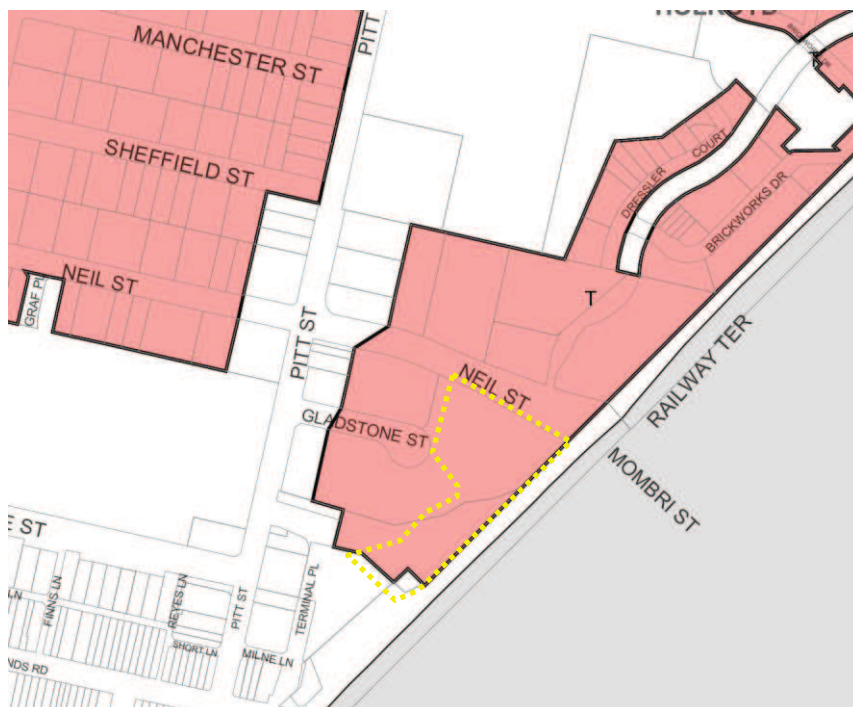


Figure 10: Extracts from HLEP 2013 Minimum lot size Map (site outlined dashed yellow)

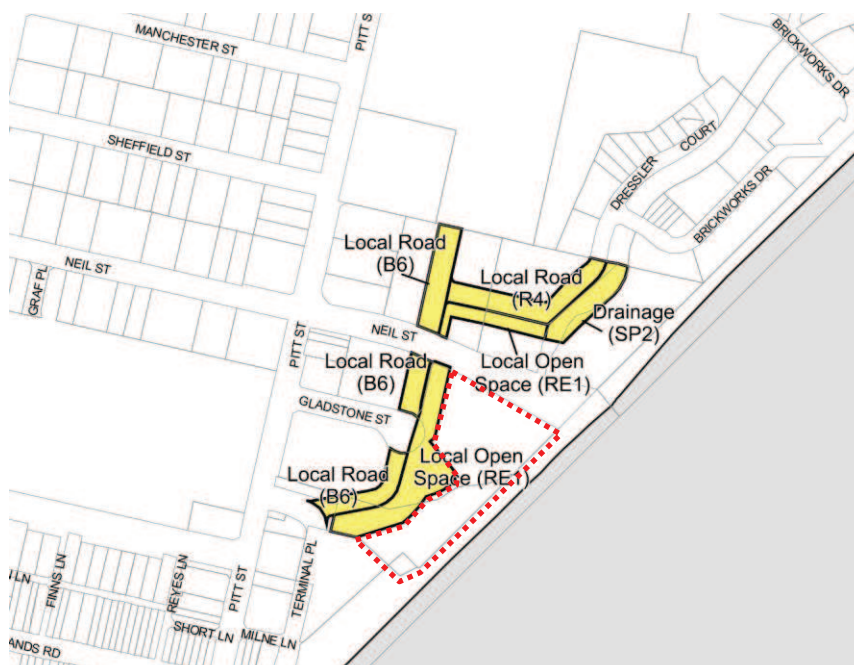


Figure 11: Extract from HLEP 2013 Land Reserved for Acquisition Map (site outlined dashed red)



### 3.2 HOLROYD DEVELOPMENT CONTROL PLAN 2013 (HDCP 2013)

The Holroyd Development Control Plan 2013 (Holroyd DCP) came into effect on 5 August 2013 and applies to the site. Specifically Part M – Merrylands Centre contains specific objectives and controls for redevelopment of the town centre. This application for a Planning Proposal does not seek to change the provisions of Part M of the DCP at this stage although further resolution of concept designs such as the location of public open space, street tree planting, access pathways and the open drainage swale may necessitate adjustments to the DCP in the future. The proposed amendments are entirely consistent with the objectives and intent of Part M to the DCP. The amendments are also consistent with the amalgamation pattern set out in Section 4 Building Envelopes although will require adjustment of the site width and building height controls in Section 4 and the detailed design elements for blocks within the precinct contained in Section 5 as informed by the detailed UDA.





## 4. Draft Planning Proposal

### 4.1 PROPOSED LEP AMENDMENTS

The proposed amendments to HLEP 2013 intended to apply to part of 224-240 Pitt Street are described as follows:

- Rezone the land in Zone B6 Enterprise Corridor in the north western corner of the site to Zone R4 High Density Residential by amending the Land Use Zoning Map 009 as shown in Figure 12;
- Rezone part of the land in Zone R4 High Density Residential in the southern portion of the site to Zone B6 Enterprise Corridor by amending the Land Use Zoning Map 009 as shown in Figure 12;
- Increase the height of buildings control to 82m (25 storeys) for Building J2 which is to be located within the area of the site to be in Zone B6 Enterprise Corridor by amending the Height of Buildings Map 009 as shown in Figure 13; and
- Increase the FSR to 6:1 across the entire site by amending the Floor Space Ratio Map 009 as shown in Figure 14.

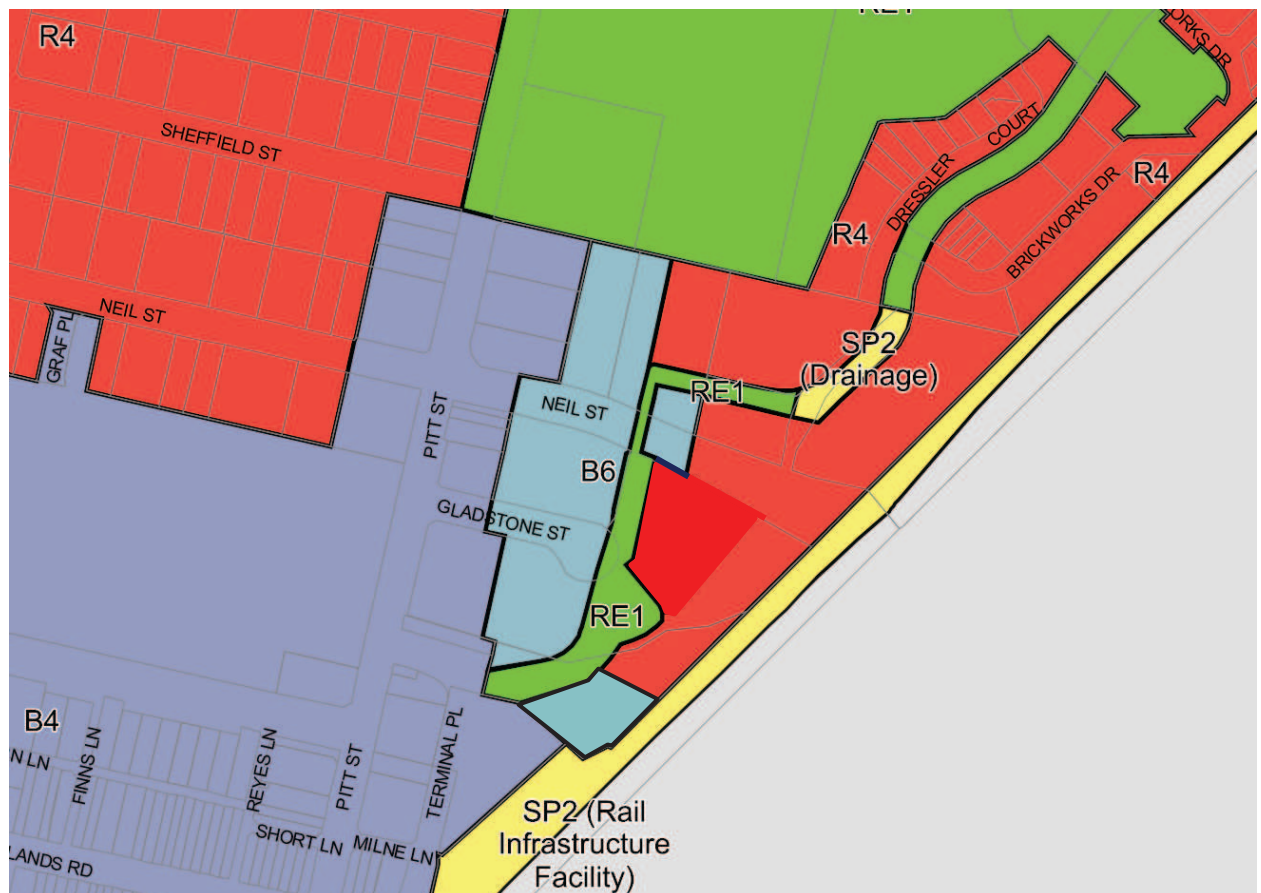


Figure 12: Proposed amendment to Land Use Zoning Map 009 to HLEP 2013

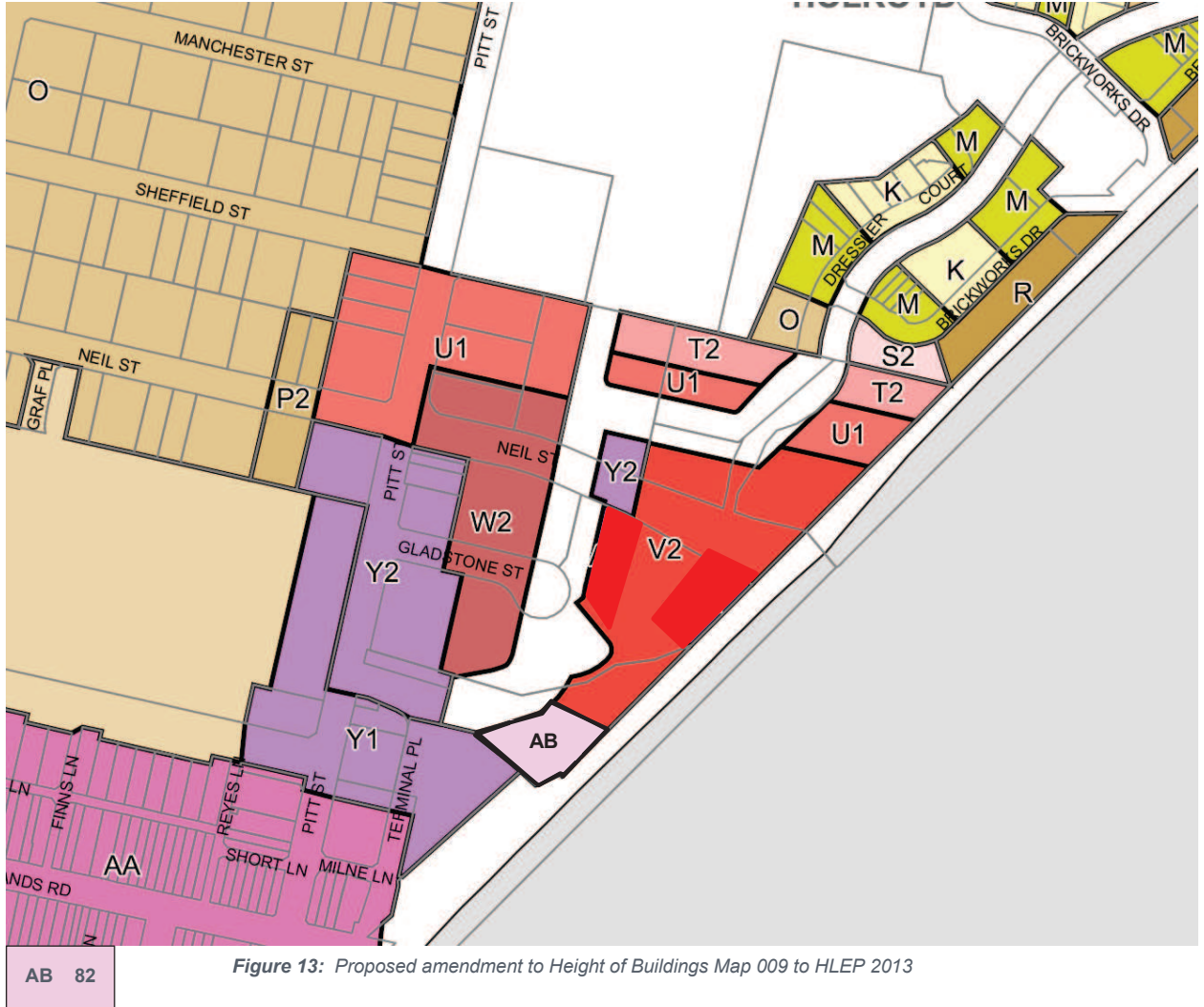


Figure 13: Proposed amendment to Height of Buildings Map 009 to HLEP 2013

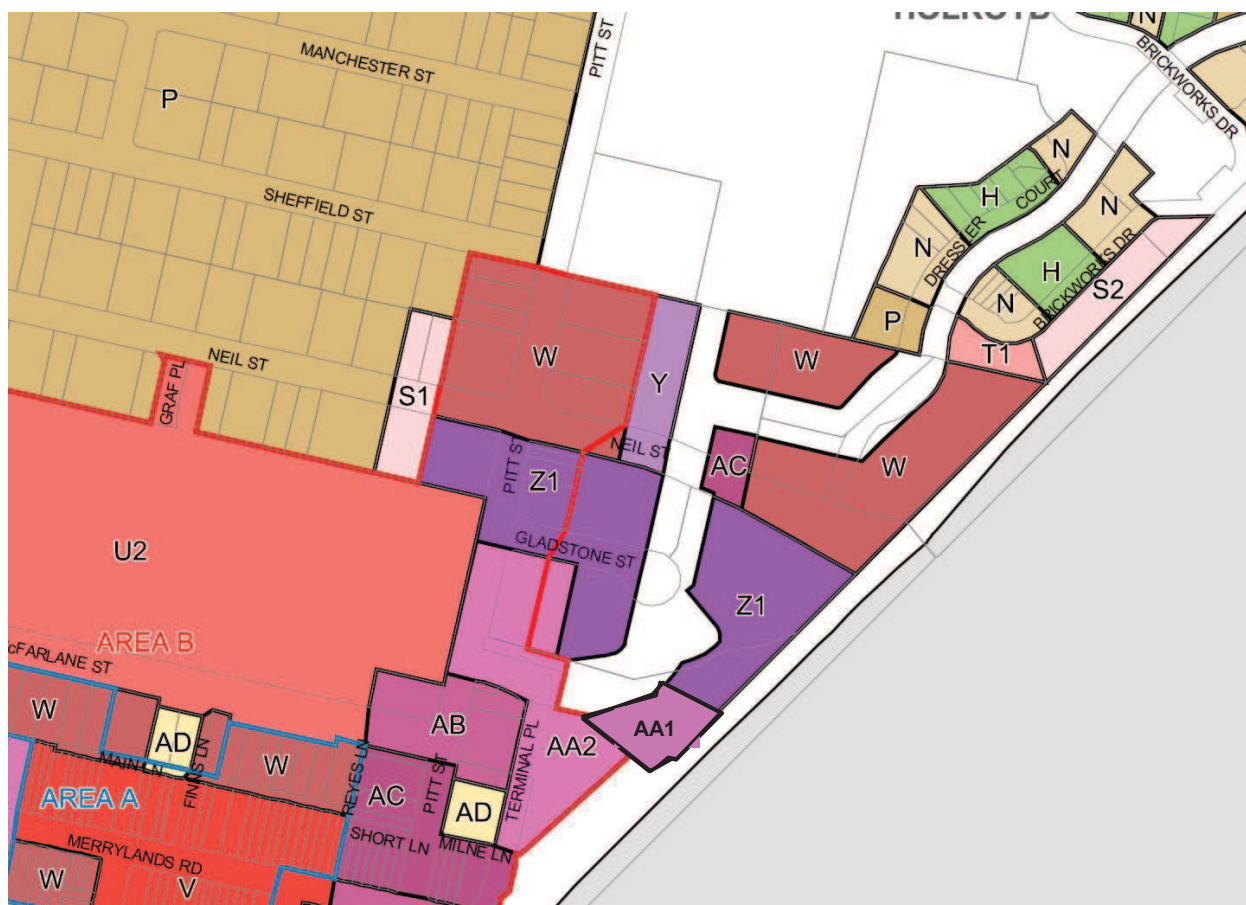


Figure 14: Proposed amendment to FSR Map 009 to HLEP 2013

## 4.2 OBJECTIVES OR INTENDED OUTCOMES

### 4.2.1 Objectives

The Planning Proposal will amend HLEP 2013 to:

- Establish a 'landmark' 25 storey tower on the train station to form a visual marker and reinforce the importance and identity of Merrylands as a sub-regional centre;
- Contribute towards the revitalisation of the town centre by establishing uses and activation around the train station;
- Increase the net commercial floor space potentially created through redevelopment of the Neil Street precinct;
- Improve the viability of new commercial floor space by locating Zone B6 adjacent to the new transport interchange;
- Establish a 'destination precinct' at the train station and support McFarlane Street 'Eat & Entertainment Street' by creating new connections and strengthening existing links to the train station;
- Strengthen the key north-south view corridor between the station and Holroyd Gardens;
- Integrate development with public transport by creating higher densities and employment opportunities around transport hubs in line with State Government strategy;
- Address housing affordability by providing a mix of housing choices;
- Create liveable communities by providing high quality amenities and open space to meet the needs of existing and future residents of Merrylands;

- Restore and enhance the natural landscape by creating a network of open spaces linking to significant regional open space at Holroyd Gardens; and
- Deliver the highest standards of urban planning and excellence in architectural design with built form controls that are compatible with the overall urban form of the Merrylands town centre.

#### 4.2.2 Intended Outcomes

The Planning Proposal will amend HLEP 2013 to:

- Locate the majority of new commercial floor space within Building J2 to optimise exposure to the public road network and active public open space in close proximity to the railway station;
- Facilitate the construction of a landmark building as detailed in the accompanying UDA by Plus Architecture;
- Establish LEP controls to deliver a land use pattern compatible with the future layout of infrastructure and active and passive spaces;
- Establish LEP controls to result in a built form compatible with the overall intended urban structure of the town centre encompassing the Merrylands Station and McFarlane Street Precincts and the Neil Street Precinct
- Deliver the opportunity for a landmark building which is well aligned with the identified sight lines, new public open spaces and movement pathways intended to assist in navigation within the Merrylands Centre and to recognise the location of the Railway Station from various approaches to the centre; and
- Provide additional apartments which will add to the vibrancy, activity and effective use of the site and surrounding public open space areas, commercial premises and public transport options.

### 4.3 JUSTIFICATION

This section details the reasons for the proposed LEP amendments and is based on a series of questions as outlined in the Department of Planning and Environment's *'A Guide to Preparing Planning Proposals'*. The matters to be addressed include the strategic planning context of the amendments, potential State and Commonwealth agency interests, environmental, social and economic impacts, needs, benefits and challenges presented by the opportunity to redevelop the site in a manner coordinated with the Neil Street Precinct and the Merrylands Station and McFarlane Street Precinct.

Detailed justification with respect to each factor is provided in Sections 4.3.1 to 4.3.4 where it is clearly demonstrated that the proposed amendments are consistent with the intentions of all applicable strategic plans, community plans and planning-related considerations. The environmental, social and economic impacts, needs, benefits and challenges of the proposed changes are specifically detailed in Section 4.3.3.

#### 4.3.1 The Need for the Planning Proposal

**Q: Is the Planning Proposal the result of any strategic study or report?**

The Planning Proposal application has been informed by a UDA by Plus Architecture which has drawn from the Urban Design and independent review documents produced to support the Neil Street Precinct Planning Proposal and the Merrylands Station and McFarlane Street Precinct Planning Proposal (as explained in Section 2).

The UDA by Plus Architecture demonstrates that the proposed amendments to the location of land in Zone B6, the proposed height of buildings control and the FSR control for part of Block D and conceptual Building J2 are consistent with the anticipated:

- Built form throughout Merrylands Town Centre;
- Movement networks and activity spaces in the public and private domains;
- Open space and landscaped areas; and
- Land use patterns.





***Q: Is the Planning Proposal the best means of achieving the objectives or intended outcomes or is there a better way?***

The current provisions of HLEP 2013 do not permit the built form as described in the supporting UDA by Plus Architecture and therefore cannot deliver the opportunity for a landmark building in close proximity to the railway station. The need for such a landmark building has been identified by the urban design research that has informed the Merrylands Station and McFarlane Street Precinct Planning Proposal. This application seeks to integrate the two adjoining Precincts.

The adjustment to the location of land in Zone B6 is also necessary to optimise the focus of future active and passive activities compatible with accommodating the future open drainage swale and stormwater management infrastructure within the site.

A Planning Proposal is the only means to address this matter.

The potential design excellence provisions and associated floor space/height bonuses to be introduced to HLEP 2013 do not apply to this site and therefore the proposed built form cannot be achieved through a development application process

#### **4.3.2 Relationship to the Strategic Planning Framework**

***Q: Is the Planning Proposal consistent with the objectives and actions of the applicable regional or subregional strategy?***

The *Plan for Growing Sydney* released in December 2014 includes key directions and actions intended to guide development, environmental protection, housing, employment and the provision of infrastructure and open space. This application to amend HLEP 2013 is consistent with the intent of the *Plan for Growing Sydney* in providing additional residential floor space in an established urban area for efficient use of infrastructure and adding to the livability and vitality of the Merrylands Town Centre.

The *Draft Greater Sydney Region Plan* prepared by the Greater Sydney Commission. The site is located within the 'Central River City' region identified in this draft Plan which has targets for increasing job containment by 10% (to 55%), 27.4% of the projected 725,000 new dwellings are to be located within this region and specifically an increase in the proportion of the population aged over 65 years. This proposal will contribute new jobs, new housing and housing suitable for people aged over 65 years.

The West Central Draft District Plan promotes the use and augmentation of existing public infrastructure and the redevelopment of urban land to accommodate dwellings and employment at increased density and efficiencies. This application proposes height and FSR controls which will facilitate increased density of residential and commercial development on the site immediately adjoining the Merrylands train station and bus interchange.

The Greater Sydney Commission has established 10 Directions for achieving more integrated decision making to deliver coordinated land use and infrastructure. This application for a Planning Proposal is consistent with these Directions as follows:

- *Direction 1 - A City supported by Infrastructure* – The site and surrounds have been identified for increased density of commercial and residential development with the Neil Street Precinct LEP Amendments and Merrylands Station and McFarlane Street Precinct Planning Proposal. These planning proposals currently in progress will also deliver new public roads and pathways, public open space and augmented infrastructure and utilities. This application optimises the density of development on the site to be supported by the anticipated improvements in local infrastructure and is therefore consistent with Direction 1.
- *Direction 2 – A City for people* – This Direction seeks to improve social and cultural connections with recognition of local identity and access to services. The concept plans included in the UDA by Plus Architects shows the redevelopment scheme anticipated for the subject site to result in a mixed use development set within a new road and pathway network with high quality open space to provide a vibrant land use mix adjacent



to the railway station. The site planning will facilitate active uses and opportunities for social interaction. The landmark J2 building will assist people to navigate through the town centre as recommended by the independent review of built form for the Merrylands Station and McFarlane Street Precinct.

- *Direction 3 – Housing in the City* – This Direction aims to deliver a greater variety of new dwellings close to employment, transport and movement networks. This application will provide new housing adjacent to Merrylands railway station and set within a network of new roads and pathways. Building J2 is to contain 3,093m<sup>2</sup> of commercial floor space providing premises for new employment land uses.
- *Direction 4 – A city of great places* – This Direction encourages new development to create and sustain a sense of community, foster social interaction and healthy lifestyles. The UDA demonstrates that the setting of the site includes a network of public and private open space areas with opportunities for a variety of recreational and social activities.
- *Direction 5 – Jobs and Skills for the City* – The proposal has the potential to enhance productivity through more efficient use of services urban land, improved opportunities for the use of an established public transport hub and improvements to the bus interchange facility adjacent to Merrylands Station.
- *Direction 6 – A well connected City* – This Direction aims to increase the proportion of the population with 30 minute public transport access to major hubs and the colocation of jobs and services. This site is within a short walking distance to Merrylands railway station and a new bus interchange will be established with the Neil Street precinct redevelopment. The site is also within walking distance of the Merrylands town centre and the variety of existing and new services and facilities which will be improved with the town centre redevelopment.
- *Direction 7 – a City in its landscape* – The UDA provides substantial details of the future landscaped setting of the concept redevelopment scheme. The adjustment to the location of Zone B6 within the site as proposed by this application is a direct solution to the layout of open space and landscaping required by the site. The relocation of Zone B6 to match the footprint of Building J2 ensures that the commercial floor space and active frontages are directly adjacent to the most intensely utilized public open space areas within this site which optimises efficient movement and use of space for active uses surrounding Building J2 and leaves the landscaped swale in the north of the site for more passive use.
- *Direction 8 – An efficient city* – This application has potential to reduce transport costs and emissions by increasing the resident population with access to public transport and within walking distance of an established town centre. The new development is intended to incorporate water and energy efficient innovations. The conceptual layout of apartments in the UDA indicates a high degree of natural light and natural ventilation can be achieved for new dwellings.
- *Direction 9 – A resilient city* – The broad scale redevelopment of the Neil Street Precinct and the Merrylands Station and McFarlane Street Precinct represents opportunities for the inclusion of Smart City technologies within both private and public spaces to assist in managing places for change.
- *Direction 10 – A collaborative city* – As stated above, the redevelopment of two adjoining precincts is an opportunity for implementation of resource and infrastructure sharing.

**Q: Is the Planning Proposal consistent with a Council's local strategic or other local strategic plan?**

Community Strategic Plan 2013 – Living Holroyd



Council's 2015 Community Strategic Plan (CSP) 2013 – Living Holroyd contains Council's long term planning framework and strategic vision for development and resource management throughout the LGA. The themes for the CSP are: social cohesion, local economy, natural and built environment and inclusion.



Key outcomes relevant to this Planning Proposal are:

*“Community Strategy G1.2*

*G5.1 Establish and maintain clear guidelines for zoning, urban planning and development.*

*G5.3 Enhance accessibility to all public spaces.*

*G6.2 Ensure infrastructure is well planned to support future development.*

*G8.1 Develop and maintain planning controls to stimulate growth of housing stock to meet population projections”*

The proposed LEP amendments are clearly consistent with the objectives of the recent changes for the Neil Street Precinct and the Merrylands Station and McFarlane Street Precinct Planning Proposal and are therefore aligned with Community Strategy G5.1.

The delivery of a landmark tower and associated public domain will enhance accessibility and use of public spaces through new connections as recommended by the independent review of height and urban structure supporting the Merrylands Station and McFarlane Street Precinct Planning Proposal. In this regard the planning proposal application is consistent with Community Strategy G5.3.

The proposal will not place excessive demands on the capacity of existing and planned new infrastructure which will support the redevelopment of the Merrylands town centre and is therefore consistent with Community Strategy G6.2.

The proposal will facilitate the delivery of additional housing stock as demonstrated in the design concept scheme contained in the UDA by Plus Architects and so is consistent with Community Strategy G8.1.

#### Context and Setting Neil Street Precinct and McFarlane Street Precinct

As explained throughout this Planning Proposal application and as presented in the UDA and in supporting documents addressing traffic, social and economic impacts, this proposal fits well with the anticipated built form, set out of future infrastructure and public open space and the economic, social and environmental changes that will result from the imminent development facilitated for the Neil Street Precinct and the Merrylands Station and McFarlane Street Precinct.

The proposed amendments to the land use zones as shown in Figure 12 are compatible with the setting of the broader Neil Street future layout. The proposed placement of Zone R4 in the north west corner of street Block D is compatible and contiguous with the land in Zone R4 on the northern side of Neil Street. Residential land use zones in the northern portion of Block D are also more suited to the setting created by existing public open space at Holroyd Gardens, the A'Becketts Creek riparian corridor and the new strips of public open space along the northern and western edges of Block D.

The relocation of Zone B6 land to the southern portion of the site adjacent to the Merrylands public transport interchange is consistent with the objectives for Zone B6 in locating Enterprise Corridor land uses adjacent to places accommodating high intensity transport.

With consideration to the Merrylands Station and McFarlane Street Precinct, the proposed change to the location of land in Zone B6 is consistent with the anticipated land zoning patterns to the south and west. The Merrylands Station and McFarlane Street Precinct identifies the land extending west from the railway station as the 'town centre' with various sites identified for increased density throughout the town centre. As a result, movement and activity of people will intensify from the railway station westward. The proposed location of Zone B6 is compatible with that anticipated intensity of movement and activity.

The proposed amendments to the height and FSR for Building J2 are consistent and compatible with the broader Neil Street Precinct and the Merrylands Station and McFarlane Street Precinct. As demonstrated in the 'Concept Design Proposal' of the UDA the built form for Building J2 is spatially balanced with the position of taller buildings located on the key north west and north east corners of the street Block D. This adds variety and diversity of built form on a site-





by-site scale and neighbourhood scale which is consistent with quality urban design principles in creating opportunities for character, diversity, place identification and the like to future buildings.

The proposed height and FSR changes with the Merrylands Station and McFarlane Street Precinct are detailed in Figure 3. As explained in Section 2.2.2 the proposed changes to building heights and FSRs have been selected to enhance building variety, to emphasise landmark locations and deliver solar access and a pleasant city centre microclimate which accommodates new commercial and high density residential land uses. This Planning Proposal application represents those same principles in that it adds to future variety of built form (not exceeding the densities proposed within the new city centre), optimises density in a landmark location adjacent to the new transport interchange, allows high levels of solar access to surrounding land (see Section 4.3.3) and accommodates commercial floor space as part of the city centre east-west axis.

***Q: Is the Planning Proposal consistent with the applicable State Environmental Planning Policies?***

There are no State Environmental Planning Policies (SEPPs) or draft Policies or Deemed SEPPs that would prohibit or restrict this Planning Proposal. A list of relevant SEPPs is included in Table 1.





**TABLE 1: RELEVANT STATE ENVIRONMENTAL PLANNING POLICIES**

SEPP	Relevance	Consistency	Comments
SEPP No 55- Remediation of Land	Introduces state-wide planning controls for the remediation of contaminated land.	Yes	<p>This application for a Planning Proposal does not propose to change the land use zoning or the range of land uses permissible on the site in accordance with the recent changes made for the Neil Street Precinct.</p> <p>Site Audit Statements prepared for the Neil Street Precinct concluded that some of the properties within Block D are affected by contamination. A detailed Contamination Investigation is currently underway and is intended to be available at the time of public exhibition. The investigation will include the recommendations for remediation to make the land suitable for its intended use without risk to human health and the environment.</p> <p>The remediation of the site will be undertaken during the staged redevelopment in accordance with SEPP 55.</p> <p>This application for a Planning Proposal will not result in any activities which would be likely to expose humans or the environment to risks of contamination.</p> <p>This application does not change the manner in which this SEPP applies to the site.</p>
SEPP (Building Sustainability Index: BASIX) 2004	This SEPP requires residential development to achieve minimum performance standards for thermal comfort and water efficiency with the intention of reducing demand for energy and potable water.	Yes	<p>This application does not change the manner in which this SEPP will apply to any future development application for new dwellings.</p>
SEPP (Affordable Rental Housing) 2009	This SEPP facilitates the provision of affordable rental housing and retention of existing affordable housing as well as encourages the siting of affordable housing in accessible locations through bonus incentives.	Yes	<p>The site is in an accessible location as defined by the SEPP.</p> <p>This application does not change the manner in which this SEPP applies to the site.</p>
SEPP (Exempt and Complying Development Codes) 2008	This SEPP defines types of development for which development consent is not required.	Yes	<p>This application for a Planning Proposal does not change the manner in which this SEPP applies to the site.</p>



SEPP	Relevance	Consistency	Comments
SEPP (Infrastructure) 2007	This Policy aims to facilitate the delivery of new infrastructure and protect the safe and efficient operation of existing infrastructure.	Yes	The application for a Planning Proposal does not change the way in which the SEPP would apply to the site or to future development upon the site. Amplification of infrastructure to meet changing needs will be undertaken during the staged redevelopment the site as part of the major civil works package currently being considered by Council. Noise and vibration attenuation measures will be investigated with any future development application to ensure new dwellings are compatible with the ongoing operation of the adjoining railway line. The increased density of development sought by this application will be serviced by the train station and bus interchange located directly adjoining the site.
SEPP 65 (Design Quality of Residential Apartment Development)	This SEPP aims to improve the design quality of developments containing apartments. The SEPP is linked to the Apartment Design Guide (ADG) which includes specific objectives and recommendations for detailed design requirements.	Yes	<p>This application seeks increased height and FSR controls to increase the scale of future built form on a landmark site within Merrylands Town Centre. The provisions of SEPP 65 will continue to apply to the site.</p> <p>The UDA by Plus Architecture demonstrates the additional storeys to Building J2 could potentially accommodate an additional 111 apartments with a rooftop communal open space area, a variety of apartment layouts and more than 70% of apartments capable of achieving the solar access requirements of SEPP 65 and the ADG.</p>

**Q: Is the Planning Proposal consistent with the applicable Ministerial Directions?**

The consistency of the Planning Proposal with the relevant Ministerial Directions is demonstrated in Table 2.

TABLE 2: S.117 MINISTERIAL DIRECTIONS			
Ministerial Direction	Relevance	Consistency	Implications
<b>1. Employment and Resources</b>			
<b>1.1 Business and Industrial Zones</b>	<p>(1) The objectives of this direction are to:</p> <p>(a) encourage employment growth in suitable locations,</p> <p>(b) protect employment land in business and industrial zones, and</p> <p>(c) support the viability of identified strategic centres.</p> <p>The Direction applies to all planning authorities and applies when a relevant planning authority prepares a planning proposal that will affect land within an existing or proposed business or industrial zone (including the alteration of any existing business or industrial zone boundary).</p>	Yes	<p>Direction 1.1 applies to this application for a Planning Proposal as part of the subject land is within Zone B6 Enterprise Corridor.</p> <p>This application for a Planning Proposal proposes the relocate the B6 zone to a more appropriate location adjoining the train station and new civic plaza, as the present location is physically isolated by a drainage swale and not suitable as an interface with retail uses. The design and location of the swale was altered after the Neil Street Planning Proposal zoning layout was exhibited. Therefore this was not anticipated at the time of preparing</p>



	<p>A planning proposal must:</p> <ul style="list-style-type: none"><li>(a) give effect to the objectives of this direction,</li><li>(b) retain the areas and locations of existing business and industrial zones,</li><li>(c) not reduce the total potential floor space area for employment uses and related public services in business zones,</li><li>(d) not reduce the total potential floor space area for industrial uses in industrial zones, and</li><li>(e) ensure that proposed new employment areas are in accordance with a strategy that is approved by the Director-General of the Department of Planning.</li></ul>		<p>the Neil Street land use zoning changes. The proposal will therefore contribute to providing a more appropriate set out and compatibility of active uses adjacent to the new public park and civic spaces.</p> <p>As detailed in the UDA by Plus Architects, this application proposes an additional 3,093m<sup>2</sup> of commercial floor space to be provided within Building J2 including extensive active ground floor uses adjacent to the planned large civic plaza immediately west and north of the building footprint of J2.</p> <p>This application for a Planning Proposal gives effect to the objectives of Direction 1.1 and will increase the potential floorspace for employment and business uses.</p> <p>The application for a Planning Proposal is therefore consistent with Direction 1.1.</p>
<b>3. Housing, Infrastructure and Urban Development</b>			
<b>3.1 Residential Zones</b>	<p>(1) The objectives of this direction are to:</p> <ul style="list-style-type: none"><li>(a) to encourage a variety and choice of housing types to provide for existing and future housing needs;</li><li>(b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services; and</li><li>(c) to minimise the impact of residential development on the environment and resource lands.</li></ul> <p>The Direction applies to all planning authorities and applies when a relevant planning authority prepares a planning proposal that will affect land within an existing residential zone or a zone which permits significant residential development.</p> <p>A planning proposal must encourage the provision of housing that will:</p> <ul style="list-style-type: none"><li>(a) broaden choice of building types and locations;</li><li>(b) make more efficient use of existing infrastructure and services;</li><li>(c) reduce land consumption on the urban fringe;</li></ul>	Yes	<p>Direction 3.1 applies to this application for a Planning Proposal as part of the subject land is to be within Zone R4 High Density Residential.</p> <p>This application for a Planning Proposal will facilitate the construction of additional dwellings within a landmark building form which is consistent with the anticipated changes within the planned anticipated redevelopment of the site.</p> <p>As detailed in the UDA by Plus Architects, the additional dwellings have the potential to include a variety of apartment sizes and layouts, high levels of solar access and access to a large area of rooftop private communal open space as well as being enhanced by the setting created from extensive new public open space to the west and north of Building J2. Therefore the new dwellings will be of high quality design and entirely consistent with the requirements of SEPP 65.</p> <p>The additional residential densities will be serviced by the existing and planned stormwater drainage and new road</p>





	<p>(d) be of good design.</p> <p>A Planning Proposal must:</p> <p>(a) contain a provision that residential development is not permitted until land is adequately serviced; and</p> <p>(b) not contain provisions that reduce density.</p>		<p>construction that will be undertaken during the staged redevelopment of the site.</p> <p>The application for a Planning Proposal is therefore consistent with Direction 3.1.</p>
<b>3.4 Integrating Land Use and Transport</b>	<p>The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</p> <p>(a) improving access to housing, jobs and services by walking, cycling and public transport, and</p> <p>(b) increasing the choice of available transport and reducing dependence on cars, and</p> <p>(c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and</p> <p>(d) supporting the efficient and viable operation of public transport services, and</p> <p>(e) providing for the efficient movement of freight.</p> <p>This direction applies to all relevant planning authorities and to all Planning Proposals that will create, alter or remove a zone or a provision relating to urban land, including land zoned for residential, business, industrial, village or tourist purposes.</p> <p>A planning proposal must locate zones for urban purposes and include provisions that give effect to and are consistent with the aims, objectives and principles of: (a) Improving Transport Choice – Guidelines for planning and development (DUAP 2001), and (b) The Right Place for Business and Services – Planning Policy (DUAP 2001).</p>	Yes	<p>This Direction applies to this application for a Planning Proposal as it seeks to increase housing and employment densities within urban zoned land.</p> <p>This application for a Planning Proposal seeks to increase the density of residential and commercial development directly adjacent to Merrylands railway station and transport interchange on land which is anticipated to be redeveloped to include extensive improvements to the pedestrian and cycling facilities. The proposal also seeks to increase the number of dwellings which are part of a mixed use development encouraging the integration of land uses and reducing car dependence. . The new public park will be provided with pedestrian and bike paths that will provide connections to the train station from residential precincts to the north and Holroyd Gardens. End of trip facilities such as bike parking will be provided within the basement of the development and also within the public domain in order to encourage other modes of transport. Due to proximity to the station the development will likely to encourage pedestrian activity.</p> <p>For these reasons the application is consistent with Direction 3.4.</p>
<b>6. Local Plan Making</b>			
<b>6.3 Site Specific Provisions</b>	<p>The objective of this direction is to discourage unnecessarily restrictive site specific planning controls.</p> <p>This direction applies to all relevant planning authorities and to all Planning Proposals.</p> <p>A planning proposal that will amend another environmental planning instrument in order to allow a particular development proposal to be carried out must either:</p>	Yes	<p>This application for a Planning Proposal seeks amendments to HLEP 2013 which are specific to the site and specific to a building envelope for Building J2 but does not seek to facilitate a specific type of development proposal as such.</p> <p>The amendment is consistent with Direction 6.3 because it:</p>







- allow that land use to be carried out in the zone the land is situated on, or
  - rezone the site to an existing zone already applying in the environmental planning instrument that allows that land use without imposing any development standards or requirements in addition to those already contained in that zone, or
  - allow that land use on the relevant land without imposing any development standards or requirements in addition to those already contained in the principal environmental planning instrument being amended.
- does not require a change to the permissible land uses;
  - does not introduce a new land use zone; and
  - does not introduce new development standards that are not already proposed throughout the Merrylands town centre in accordance with the Merrylands Station and McFarlane Street Precinct.

A Planning Proposal must not contain or refer to drawings that show details of the development proposal.

For these reasons the application for a Planning Proposal is considered to be consistent with the requirements of Direction 6.3.

## 7. Metropolitan Planning

### 7.1 Implementation of A Plan for Growing Sydney

This Direction applies to all Planning Proposals in nominated Local Government Areas and seeks to give legal effect to the planning principles, directions and priorities for subregions, strategic centres and transport gateways contained in *A Plan for Growing Sydney*.

A Planning Proposal must be consistent with the Plan unless the inconsistency is of minor significance and the planning proposal achieves the overall intent of the Plan.

Yes

This application is consistent with *A Plan for Growing Sydney* as detailed in Section 4.3.2.

### 4.3.3 Environmental, Social and Economic Impacts

**Q: Is there a likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?**

The site is part of an urban environment and does not contain habitat for threatened species, populations or ecological communities.



**Q: Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?**

#### Environmental Effects of Land Use Zoning Amendments

The change in the layout of land use zones will deliver ecological improvements by enabling drainage to be managed in the form of an overland flow path which is well landscaped and contributes positively to the microclimatic conditions and urban habitat. The open swale is a positive alternative to piping and hard engineering solutions to drainage management.

The relocation of land in Zone B6 closer to the railway station enables the northern portion of the site to be used for residential purposes. The northern edge of the site benefits from the separation created by Neil Street and will enable residential development and open space areas along the northern edge of the site to be exposed to natural solar access and pleasant north east breezes as well as outlooks towards Holroyd Gardens and A'Beckett Creek riparian corridor.





Optimising northerly orientation for residential uses also optimises the quality of the living environment for future residents and gives the greatest potential for meeting and exceeding the thermal comfort and water efficiency requirements for highly sustainable new residential development.

The environmental challenges in relocating the land in Zone B6 to the southern portion of the site relate mainly to the set out of future movement patterns for various modes of transport. The detailed set out will be a matter for future planning and design of the space surrounding Building J2 with future development applications. The focus of high volume and intensity of movement of a variety of vehicles, pedestrians and cyclists in this part of the site optimises the use of infrastructure and matches the objectives for Zone B6 which include “*To promote businesses along main roads*” - in this case a main transport interchange location. The UDA submitted with this Planning Proposal application includes sufficient detail to demonstrate that the roads and other movement spaces surrounding Building J2 will focus movement activity in this southern portion of the site as is intended for Zone B6 land.

#### Environmental Effects of Height and FSR Amendments

##### *Shadowing:*

The additional height and FSR sought by this application will increase the shadow to be cast by a future Building J2. Shadow diagrams are included in the UDA prepared by Plus Architects that demonstrate that the majority of the shadow cast by the increase in height falls on the train station and railway corridor. Furthermore as the building is positioned to the south, there are no shadow impacts over existing or proposed public open space. On this basis it is considered that this impact has been appropriately considered and mitigated.

##### *Visual Impact, Navigation, Way-finding and Sense of Place in the Urban Environment:*

The UDA prepared by Plus Architects includes a contextual analysis of the urban form of Building J2 as set within the anticipated built form of the Merrylands centre. Site 7 within the Merrylands Station and McFarlane Street Precinct has been identified as suitable to support a building height of 32 storeys and FSR of up to 8.5:1 due to its landmark location adjacent to a new City Square. The subject site is considered to warrant a similar building height as Site 7 due to its location adjacent to the train station and large areas of new public open space within the Neil Street Precinct.

The UDA also includes perspectives of conceptual building J2 as viewed:

- From the west across the new public plaza and new road network which will create large areas of open space within which the building will be set;
- From the north across new public open space;
- From the railway overbridge on Neil Street which shows a building scale consistent with its setting within the renewal precinct of Merrylands Town Centre.

The UDA contains 3D comparison studies which show that the proposed LEP amendments will achieve a landmark building which will assist in identifying the location of Merrylands Station within the city-scape without detracting from the hierarchy of built form throughout the town centre as recommended by the city structure analysis by SJB Consultants and as adopted by Council for the Merrylands Station and McFarlane Street Precinct.

##### *Demands for infrastructure, utilities and services:*

The increase in building height and FSR will translate to approximately 111 additional dwellings and 3,093sqm of commercial floor space. The demand for infrastructure, utilities and services to support the day to day occupation of the additional apartments are likely to be within the functional capacity of infrastructure, utilities and services augmented in response to the broader scale redevelopment of the Merrylands town centre and staged redevelopment of the site.

##### *Variety of Housing:*

Although subject to detailed design with a future development application, the inclusion of a higher tower element for Building J2 will add to the variety of housing forms created within the Neil Street precinct. As shown in the UDA submitted with this application, the proposed dimensions of Building J2 will add variety to the permissible dimensions for residential components throughout the site at heights of 8, 16 and 20 storeys. The apartments will have multiple

aspects and regional-scale views. The rooftop terrace will be a high quality landscaped gathering space with impressive outlooks and unobstructed solar access providing immense benefit to residents and their visitors.

#### *Pedestrian and Vehicle Traffic:*

Additional residents and their visitors will have requirements for movement spaces which can be accommodated within the new public open space areas, shared pathways and public roads planned to support the overall redevelopment of the Merrylands town centre as part of the Neil Street Precinct and the Merrylands Station and McFarlane Street Precinct. Figure 12 is an extract from the UDA and demonstrates planned spaces for future movement and open space areas surrounding the anticipated building footprint of Building J2 and Block D. A letter from Transport and Traffic Planning Associates is submitted with this application to demonstrate that the additional vehicle and pedestrian traffic anticipated to be generated by the additional dwellings will be accommodated within the operating capacity of surrounding road and footpath networks and the planned road upgrades to be carried out during staged redevelopment.



**Figure 15:** Extract from the UDA by Site Image showing planned future roads, pathway and open space connectivity



#### **Q: Has the Planning Proposal adequately addressed any social and economic effects?**

The site is part of the urban renewal and revitalization of the Merrylands town centre. The construction of a landmark building on the site is essential to achieving a consistent and legible built form which identifies the location of the Merrylands station whilst also delivering high quality new housing and employment opportunities to support the vitality of the town centre. The final future building form will have a high quality of architectural expression and set a benchmark for future development within the town centre.

A Social Impact Assessment has been prepared by Planning Ingenuity and an Economic Impact Analysis by CHECK addressing the proposed LEP amendments and has been submitted to Council under separate cover.

#### **4.3.4 State and Commonwealth Interests**

#### **Q: Is there adequate public infrastructure for the Planning Proposal?**



The site is within an established urban area well serviced by infrastructure, utilities, public transport and a variety of social support services and recreational facilities. The additional development potential facilitated by the proposed LEP amendments will not exceed the capacity or availability of public infrastructure. Appropriate Development Contributions will be levied at the time of development consent for any future building work. . In addition it is noted that the proponent and Council are currently in the process of finalising a VPA (works in kind) which will deliver the major civil works for the precinct in line with the staged redevelopment of the site. The final capacity of the VPA will reflect the requirements generated by the redevelopment scheme (including the uplift sought by this application). This is considered to be a substantial public benefit as the 'physical' infrastructure will be delivered and coordinated with the population generated by the development.

***Q: What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?***

A future Gateway determination will specify the list of agencies and public authorities required to be consulted and the methods and timing of such consultation. The public authorities and agencies identified for consultation in the Gateway notices issued for the Neil Street Precinct and the Merrylands Station and McFarlane Street Precinct were as follows:

- Transport for NSW
- Transport for NSW – Sydney Rail
- Transport for NSW – Roads and Maritime Services
- Sydney Water
- Energy Australia
- Telstra
- Family and Community Services – Housing NSW
- Office of Environment and Heritage
- Department of Education and Communities

#### **4.3.5 Mapping**

Proposed amendments to LEP maps are indicated in Figures 12 to 14 inclusive. Should Council resolve to support the application for a Planning Proposal, proposed mapping amendments will be prepared by Council staff.

#### **4.3.6 Community Consultation**

It is anticipated that a draft Planning Proposal would be publicly exhibited for a period of 28 days. The exhibition material will include documents as specified in the Gateway determination and will include a copy of the Planning Proposal, an explanation of provisions, draft LEP maps and an indication of the timeframes for completion of the process as estimated by Council.

It is anticipated that the Community Consultation methods will include forwarding copies of relevant documents to appropriate State and Commonwealth agencies, notice of public exhibition in a local newspaper and on Cumberland Council's website, providing copies of exhibition material in electronic and hard copy form at relevant local government premises and letters of notification to nearby and potentially affected land owners.

#### **4.3.7 Information for Public Exhibition**

The Gateway determinations for both the Neil Street Precinct and the Merrylands Station and McFarlane Street Precinct included instructions to make amendments to the content of the draft Planning Proposal and supporting documents. It is also relevant to note that Section 2.3 of 'A guide to preparing planning proposals' states "*It is not expected that a council or a proponent will provide comprehensive information to support a request for Gateway determination ... the planning proposal document may identify the need for investigations and an approach for addressing the issues*". In this regard a more recent Contamination Assessment is currently underway for the site (as the previous contamination



assessment has since become outdated). It is intended that the more recent Contamination Assessment will form part of the exhibition material. Information from the previous contamination assessment is sufficient to determine that the site can be made suitable for the proposed land uses and that there are no matters relating to contamination which would prevent the lodgement of an application for a Planning Proposal or a Gateway determination subject to conditions.

Studies of Traffic, Economic and Social Impacts and the UDA will all form part of the public exhibition material.

#### **4.3.8 Project timeline**

The project timeframe set for the Neil Street Precinct and the Merrylands Station and McFarlane Street Precinct Planning Proposals was 1 year. Given that this application relates to minor adjustments to the existing adopted controls, it is considered reasonable that the project timeline could be reduced to 6 months.







## 5. Conclusion

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This application for a planning proposal demonstrates that the proposed amendment to HLEP 2013 to change the areas of the site in Zones B6 and R4, allow an increase in the height of Building J2 to 82m (25 storeys) within Zone B6 and associated additional floor space over the entire site will:

- Establish a 'landmark' 25 storey tower on the train station to form a visual marker and reinforce the importance and identity of Merrylands as a sub-regional centre;
- Contribute towards the revitalisation of the town centre by establishing uses and activation around the train station;
- Integrate development with public transport by creating higher densities and employment opportunities around transport hubs in line with State Government strategy;
- Increase the potential commercial floor space created from the redevelopment of the Neil Street Precinct;
- Establish a 'destination precinct' at the train station and support McFarlane Street 'Eat & Entertainment Street' by creating new connections and strengthening existing links to the train station;
- Strengthen the key north-south view corridor between the station and Holroyd Gardens;
- Integrate development with public transport by creating higher densities and employment opportunities around transport hubs in line with State Government strategy;
- Establish a building height which suitability integrates with the hierarchy of built form adopted by Council for the Merryland town centre;
- Address housing affordability by providing a mix of housing choices;
- Create liveable communities by providing high quality amenities and open space to meet the needs of existing and future residents of Merrylands;
- Restore and enhance the natural landscape by creating a network of open spaces linking to significant regional open space at Holroyd Gardens; and
- Deliver the highest standards of urban planning and excellence in architectural design.

The application is entirely consistent with the recent amendments to HLEP 2013 for the Neil Street Precinct and the proposed amendments for the Merrylands Station and McFarlane Street Precinct which adjoins the site.

The UDA prepared by Plus Architecture builds on the Urban Design Studies undertaken for the Neil Street Precinct and the Merrylands Station and McFarlane Street Precinct Planning Proposals. The proposed height and FSR controls are consistent with the recommendations for redevelopment of the Merrylands Town Centre as undertaken by SJB Consultants for Holroyd Council.

The UDA comprehensively demonstrates that the proposed building form to be achieved from this application will:

- Fit with the anticipated future urban form;
- Deliver additional apartments and new rooftop open space of high quality and potentially compliant with the requirements of SEPP 65 and the ADG;
- Provide increased housing opportunities to optimise the efficient use of infrastructure, services and facilities which are anticipated to be augmented as part of the redevelopment of Merrylands town centre; and
- Maintain a mix of land uses expected to facilitate the orderly and economic development of the site with no detrimental impacts to the amenity and accessibility of public open spaces and at a density which will be within the capacity of augmented infrastructure.