



CUMBERLAND  
CITY COUNCIL

# PART F2

# BUSINESS SITE SPECIFIC

This page has been left intentionally blank

## Part F2 Business Site Specific Contents

<b>PART F2-1 AUBURN TOWN CENTRE</b>	<b>F2 - 10</b>
1. Introduction	F2 - 12
2. Objectives and controls	
2.1 Setbacks	F2 - 13
2.2 Active frontages	F2 - 14
2.3 Laneways	F2 - 14
2.4 Key Site – Five Ways	F2 - 15
<b>PART F2-2 GRANVILLE TOWN CENTRE</b>	<b>F2 - 19</b>
1. Desired Future Character	F2 - 21
2. Objectives and Controls	
2.1 Setbacks	F2 - 23
2.2 Land Amalgamation	F2 - 25
2.3 Landscaping and Deep Soil	F2 - 26
2.4 Development at 2-22 William Street, Granville	F2 - 28
<b>PART F2-3 GUILDFORD TOWN CENTRE (EAST)</b>	<b>F2 - 31</b>
1. Desired Future Character	F2 - 33
2. Objectives and controls	
2.1 Pedestrian Connections and Laneways	F2 - 34
2.2 Setbacks	F2 - 34
2.3 Ground level land uses	F2 - 35
<b>PART F2-4 GUILDFORD TOWN CENTRE (WEST)</b>	<b>F2 - 38</b>
1. Introduction	F2 - 40
2. Objectives and controls	
2.1 Site consolidation	F2 - 40
2.2 Rear laneways, land dedication, access and vehicular entries	F2 - 41
2.3 Building height	F2 - 41
2.4 Building setbacks, separation and street presentation	F2 - 42
<b>PART F2-5 LIDCOMBE TOWN CENTRE</b>	<b>F2 - 45</b>
1. Introduction	F2 - 47

2.	Objectives and controls	
2.1	Setbacks	F2 - 48
2.2	Active frontages	F2 - 49
2.3	Laneways	F2 - 50
2.4	Key Sites	F2 - 51

## **PART F2-6 MERRYLANDS TOWN CENTRE** **F2 - 60**

1.	Introduction	F2 - 62
2.	Vision	F2 - 62
3.	Objectives and Controls	
3.1	Urban design strategies	F2 - 63
3.2	Public domain	F2 - 65
3.3	Building Envelope	F2 - 75
3.4	Movement	F2 - 88
3.5	Design and building amenity	F2 - 91
3.6	Environmental	F2 - 93
3.7	General	F2 - 98

## **PART F2-7 MERRYLANDS NEIL STREET PRECINCT** **F2 - 100**

1.	Introduction	F2 - 102
2.	Vision	F2 - 103
3.	Objectives and controls	
3.1	General	F2 - 103
3.2	Urban design	F2 - 103
3.3	The Structure Plan	F2 - 105
3.4	Access network	F2 - 108
3.5	Public open space	F2 - 117
3.6	Built Form	F2 - 125
3.7	Site amalgamation	F2 - 127
3.8	Site specific controls	F2 - 128

## **PART F2-8 MERRYLANDS STATION AND MCFARLANE STREET PRECINCT** **F2 - 166**

1.	Introduction	F2 - 168
2.	Objectives and controls	

2.1	General	F2 - 169
2.2	Urban context analysis	F2 - 169
2.3	Access network	F2 - 174
2.4	Site amalgamation	F2 - 179
2.5	Built form	F2 - 180
2.6	Built form controls	F2 - 181
<b>PART F2-9 MERRYLANDS STATION PRECINCT (EAST)</b>		<b>F2 - 190</b>
1.	Desired Future Character	F2 - 194
2.	Objectives and Controls	
2.1	Pedestrian connections and laneways	F2 - 193
2.2	Setbacks	F2 - 193
2.3	Ground level uses	F2 - 195
<b>PART F2-10 MERRYLANDS EAST NEIGHBOURHOOD CENTRE</b>		<b>F2 - 197</b>
1.	Desired Future Character	F2 - 199
2.	Objectives and Controls	
2.1	Development Application requirements	F2 - 203
2.2	Structure, form and density	F2 - 203
2.3	Lot consolidation and minimum street frontage	F2 - 204
2.4	Building heights	F2 - 206
2.5	Setbacks	F2 - 206
2.6	New roads	F2 - 216
2.7	Landscape and open space	F2 - 216
2.8	Building elements, architectural diversity and articulation	F2 - 218
2.9	Active street frontage	F2 - 219
2.10	Awnings and canopies	F2 - 220
2.11	Street wall height	F2 - 221
2.12	Upper level setback	F2 - 221
2.13	Traffic management and parking	F2 - 221
2.14	Contamination	F2 - 222
2.15	Air quality	F2 - 222
2.16	Noise and vibration	F2 - 223
<b>PART F2-11 PENDLE HILL TOWN CENTRE</b>		<b>F2 - 226</b>

1.	Introduction	F2 - 228
2.	Objectives and controls	
2.1	Site consolidation	F2 - 228
2.2	Rear laneways, land dedication, access, and vehicular entries	F2 - 229
2.3	Building height	F2 - 230
2.4	Building setbacks, separation and street presentation	F2 - 231

**PART F2-12 SOUTH GRANVILLE F2 - 233**

1.	Desired Future Character	F2 - 235
2.	Objectives and Controls	
2.1	Pedestrian connections and laneways	F2 - 236
2.2	Setbacks	F2 - 236
2.3	Development adjoining William Lamb Park (opposite Delwood shops)	F2 - 237

**PART F2-13 TOONGABBIE TOWN CENTRE F2 - 240**

1.	Introduction	F2 - 242
2.	Objectives and controls	
2.1	Site Consolidation	F2 - 242
2.2	Rear laneways, land dedication, access and vehicular entries	F2 - 244
2.3	Building height	F2 - 245
2.4	Building setbacks, separation and street presentation	F2 - 246

**PART F2-14 WENTWORTHVILLE TOWN CENTRE F2 - 249**

1.	Introduction	F2 - 251
2.	Objectives and Controls	
2.1	Site Amalgamation	F2 - 253
2.2	Minimum Lot Frontage	F2 - 257
2.3	Design Excellence	F2 - 257
2.4	Building Height	F2 - 258
2.5	Building Setbacks	F2 - 259
2.6	Primary and Secondary Active Frontages	F2 - 260
2.7	Street Wall Heights	F2 - 261
2.8	Upper Level Setbacks	F2 - 262
2.9	Building Facade Design	F2 - 264
2.10	Solar Access	F2 - 264

2.11	Awnings	F2 - 265
2.12	Fine Grain Shopfront	F2 - 265
3.	Special Precincts	
3.1	Dunmore Street North Precinct	F2 - 266
3.2	Station Street East and Lane Street Precinct	F2 - 272
3.3	Pritchard Street East Precinct	F2 - 273
3.4	Pritchard Street and Station Street Precinct	F2 - 274
3.5	Vehicular Access and Laneways	F2 - 282
3.6	Parking	F2 - 283
3.7	Pedestrian Connectivity and Amenity	F2 - 284
3.8	Public Domain	F2 - 286
3.9	Green walls and planting on structures	F2 - 289
3.10	Safety by Design	F2 - 289
<b>PART F2-15 WENTWORTHVILLE MALL SITE - 42 – 44 DUNMORE STREET</b>		<b>F2 - 291</b>
1.	Introduction	F2 - 293
2.	Vision	
2.1	Vision	F2 - 293
2.2	Structure Plan	F2 - 293
3.	Objectives and controls	
3.1	General	F2 - 294
3.2	Circulation and access	F2 - 295
3.3	Open space	F2 - 296
3.4	Public art	F2 - 299
3.5	Land use	F2 - 301
3.6	Building height	F2 - 301
3.7	Setbacks and building separation	F2 - 302
3.8	Built form	F2 - 303
3.9	Ground floor treatment	F2 - 306
3.10	Towers	F2 - 307
3.11	Transport, access and parking	F2 - 308
3.12	Environmental performance	F2 - 309

<b>PART F2-16 WENTWORTHVILLE - 108 STATION STREET</b>	<b>F2 - 312</b>
---	-----------------

1.	Introduction	F2 - 314
2.	Vision	F2 - 315
3.	Objectives and controls	
3.1	General	F2 - 315
3.2	Access	F2 - 315
3.3	Built form	F2 - 317
3.4	Street setbacks and build-to lines	F2 - 319
3.5	Street wall heights	F2 - 320
3.6	Upper level setbacks	F2 - 321
3.7	Building bulk and design	F2 - 323
3.8	Awnings and canopies	F2 - 324
3.9	Building separation	F2 - 325
3.10	Site planning	F2 - 327
3.11	Site facilities	F2 - 327
3.12	On-site parking	F2 - 327
3.13	Landscaping	F2 - 328
3.14	Environmental performance	F2 - 328
3.15	Roof garden (green roof) + biowall (green wall)	F2 - 329

This page has been left intentionally blank.



CUMBERLAND  
CITY COUNCIL

# PART F2-1

## AUBURN TOWN CENTRE

This page has been left intentionally blank.

# 1. Introduction

## 1.1 Land to which this Part applies

This Part applies to the Auburn Town Centre which is zoned B4 Mixed Use under the *Cumberland LEP 2021*. Refer to Figure 1. The development controls apply in addition to the development controls presented in previous Parts of this DCP. Where there are inconsistencies between the controls contained within this Part and other controls within this DCP, these controls prevail to the extent of the inconsistency.



Figure 1: Area to which this Part applies

## 2. Objectives and controls

### 2.1 Setbacks

#### Objective

- O1. The built edge of development fronting the street contributes to a sense of enclosure, scale and appropriate transition within the town centre.

#### Control

- C1. Setbacks within the town centre shall be consistent with Figure 2.



Figure 2: Building setbacks within the Auburn Town Centre

## 2.2 Active frontages

### Control

- C1. As a minimum, buildings shall provide active street frontages consistent with Figure 3.



Figure 3: Active street frontages within the Auburn Town Centre

## 2.3 Laneways

### Control

- C1. Redevelopment within the Auburn Town Centre shall make provision for the creation of new laneways as shown in Figure 4.

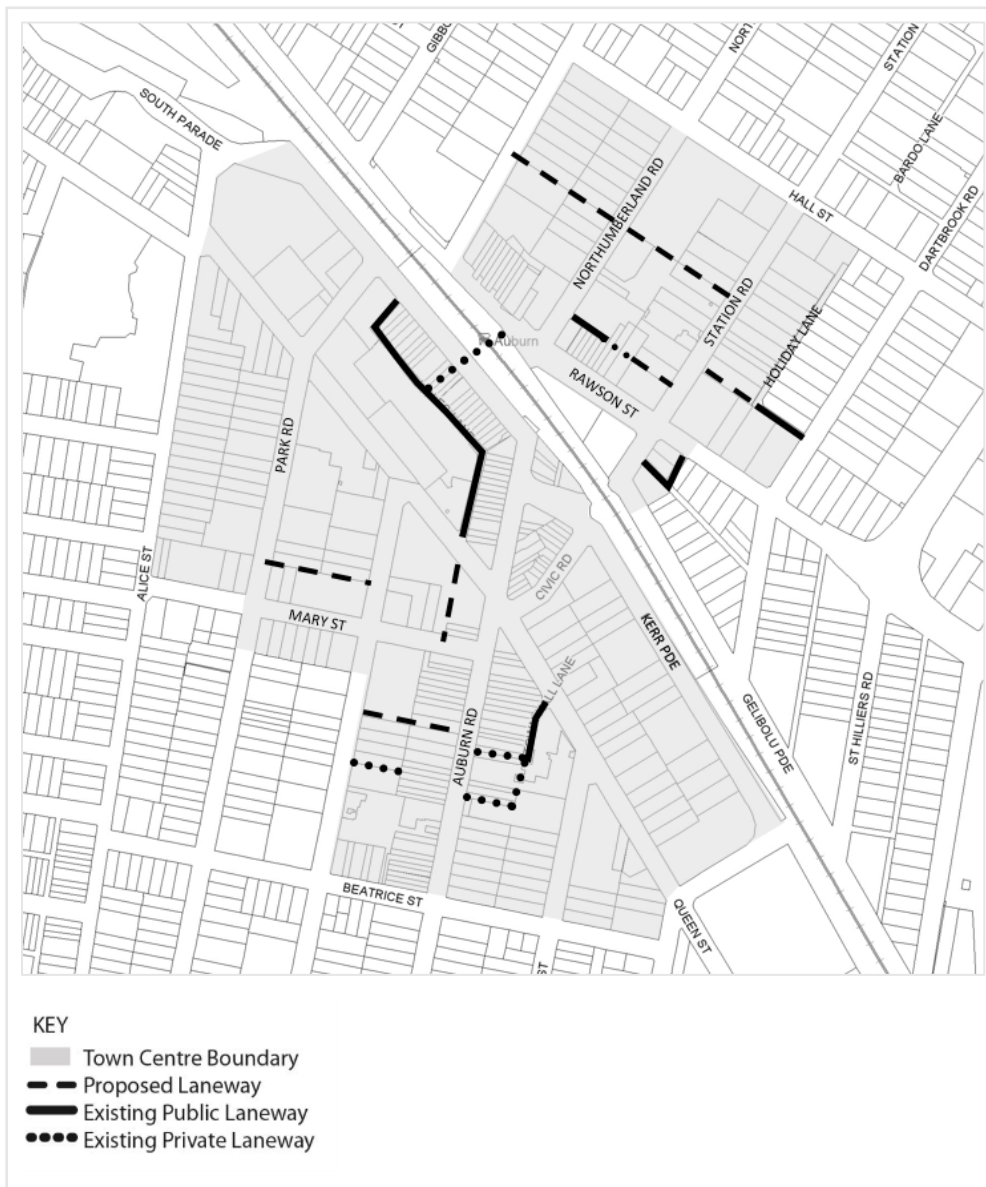


Figure 4: Location of laneways proposed within the Auburn Town Centre

## 2.4 Key Site – Five Ways

The Five Ways site within the Auburn Town Centre has been identified as having potential for intensification of mixed use development, including commercial and residential uses. The site is bounded by Auburn Road to the east, Queen Street to the north, Harrow Road to the west and Mary Street to the south.

The development controls for this site apply in addition to the development controls presented in previous sections of this Part.

## **Objectives**

- O1. Ensure architectural design recognises:
  - the strategic significance of the site within the Auburn Town Centre; and
  - the visual prominence of the site from public areas including the future Five Ways open space and along Auburn Road.
- O2. Reinforce Auburn Road as the main street of the southern section of the Auburn Town Centre.
- O3. Ensure the new Five Ways open space will become a focal point of the town centre.
- O4. Extend the active frontage along Queen Street, Harrow Road and Mary Street.
- O5. Ensure development is sensitive in scale and character to the town centre.
- O6. Improve pedestrian access and circulation within the town centre.
- O7. Minimise overshadowing impact to the surrounding public domain.

## **Controls**

- C1. Development should be in accordance to Figure 5.
- C2. An open space area shall be provided on the north-east corner of the site at the intersection of Auburn Road and Queen Street with a minimum width of 26m, including a 6m reservation as a pedestrian plaza to accommodate circulation and outdoor dining area.
- C3. Pedestrian through-site links shall be provided to improve circulation and access to the town centre. Where possible, these linkages shall align to existing or proposed crossing points.
- C4. The preferred vehicular access to the site shall be via Harrow Road with secondary access via Mary Street and Queen Street.
- C5. Outdoor dining shall be encouraged within the Five Ways open space and along Auburn Road and Queen Street.
- C6. For residential uses, the maximum building dimensions, inclusive of balconies and building articulation but excluding architectural features, is 24m x 60m.
- C7. Future development is to consider opportunities to reconfigure Mary Street to facilitate one way traffic flow west bound between Auburn Road and Harrow Road, and include 90 degree parking on the northern side of Mary Street.

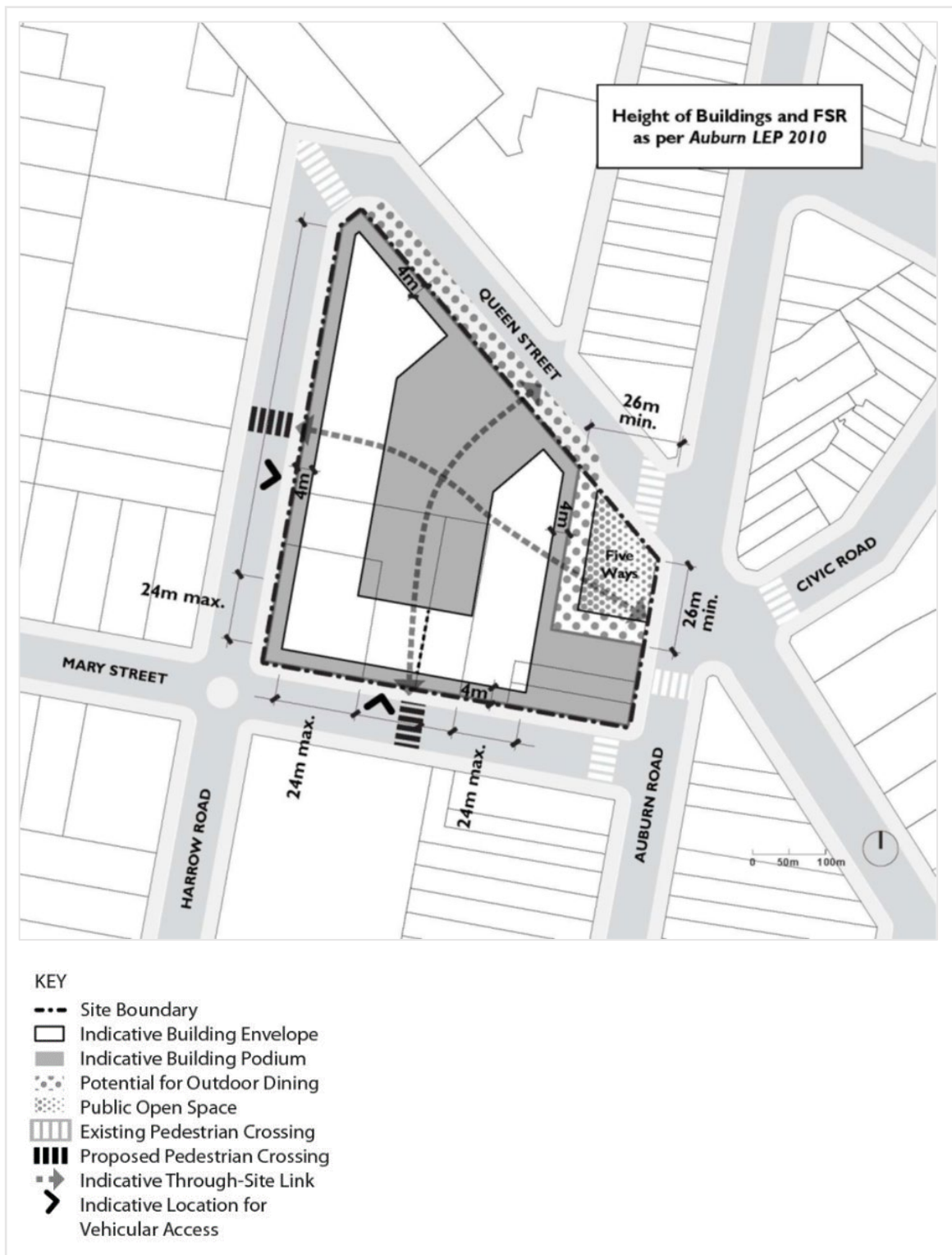


Figure 5: Five Ways site - indicative development layout

This page has been left intentionally blank.



CUMBERLAND  
CITY COUNCIL

# PART F2-2

## GRANVILLE TOWN CENTRE

This page has been left intentionally blank.

## 1. Desired Future Character

The Granville town centre precinct will continue to be a vibrant place with a variety of activities within and surrounding the centre. This will be achieved through a mix of uses, building heights and densities to support the role and function of Granville. Throughout the precinct new development is to retain and enhance the heritage character of the precinct. Specific characteristics for parts of the town centre are detailed below.

**Retail Centre:** New development in the main retail precincts north and south of the railway line will be consistent with the scale and fine grain form of existing development. Active ground level frontages are to be provided, with at grade pedestrian access. The existing street pattern, including rear lanes, will be retained to reflect the main streets' historical context. Shop top housing is encouraged and will be set back from the street alignment in order to respect pedestrian scale of the existing streetscape.

**Residential zone:** New residential development in Enid and Diamond Avenues facing Granville Memorial Park and pool will provide a residential edge to frame the public open space. New development is to maintain the heritage character and narrow subdivision pattern in the heritage conservation areas, and areas south of William Street and west of Duck Creek.

### Investigation Areas

- As shown in Figure 2 Council will investigate the potential for redevelopment of the bus interchange and car park to provide for a mix of community, residential and commercial uses.
- Council will investigate the block bound by Railway Parade, Mary, Carlton and Jamieson Streets as shown in Figure 1. Development in this location will need to respect the significance of the existing heritage items and heritage conservation areas in relation to scale, character, form, siting, material, colour and detailing. In addition, the proportion and massing of buildings is to relate favourably to that of existing building patterns in the street.



Figure 1: Granville Town Centre Precinct Map

## 2. Objectives and Controls

### Objectives

- O1. Ensure that new development provides a strong interface to Granville Railway Station, and South Street.
- O2. Ensure that new development maintains the character and function of South Street as a main retail/commercial street by continuing the fine grain pattern of retail and commercial uses.
- O3. Ensure that new development responds well to existing heritage items.
- O4. Ensure new development within the mixed use area provides active ground floor uses to increase the safety, use and interest of the area.
- O5. Ensure new buildings within the mixed use area provide articulation and an attractive composition of building elements.
- O6. New pedestrian connections, roads and laneways should be provided in accordance with Figure 2. Where a development provides for public access connections, a variation

to Council's floor space ratio control may be considered, subject to the objectives of this part.

- O7. New road connections and laneways should be provided to improve through block connections, remove dead end streets, extend existing connections, improve serviceability of retail development and improve the interface to the railway line.
- O8. Properties facing South Street are to form an extension of existing laneways to the rear to provide for vehicular access and servicing needs of development in the B2 Local Centre zone. The laneways will need to be located over or abutting the B2 Local Centre Zone.
- O9. New street links are to match the width of the existing public road that it forms and extension of. New laneways are to have a minimum width of 6 metres.
- O10. New pedestrian links are to improve through block connections and provide better links to and from Granville Railway Station.
- O11. New pedestrian connections are to have a minimum width of 3 metres and are to be consistent in width for their full length.
- O12. To enhance residential amenity through provision of landscaping and communal open space at ground level.
- O13. To ensure an appropriate height transition of building heights to maintain amenity of adjacent development.

## 2.1 Setbacks

### Objectives

Refer to section 2. Objectives.

### Controls

#### Front Setbacks

- C1. Front building setbacks are to be in accordance with Figure 2 and any additional controls set out below:
  - for development in the B2 Local Centre zone, south of the railway line, setbacks shown in Figure 2 apply to the first 3 storeys of development. Remaining storeys are to be setback an additional 3 metres. Balconies are not to encroach the upper level set back area.
  - for development in the B4 Mixed Use zone, south of the railway line, setbacks shown in Figure 2 apply to the first 2 storeys of development. Remaining storeys are to be set back an additional 3 metres. Balconies are not to encroach the upper level setback area.
  - for development in the B4 Mixed Use Zone with frontage to Mary, Jamieson and Carlton Streets, the front setback to be between 5 and 9 metres.
  - for development in the R4 High Density Housing Zone, south of the railway line, setbacks shown in Figure 2 apply to the first 4 storeys of development. Remaining storeys are to be set back an additional 3 metres. Balconies may encroach the upper level setback (levels 5 and 6 only) for a maximum depth of 1 metre.
- C2. Side and rear building setbacks are to be in accordance with Figure 2 and the below controls:

### Rear Setbacks

#### *B2 Local Centre Zone*

- C3. A zero rear setback is allowable for development in the B2 Local Centre Zone.

#### *B4 Mixed Use Zone*

- C4. A minimum rear setback of 9 metres is required for development up to 25 metres in height.
- C5. A minimum rear setback of 12 metres is required for development above 25 metres.

#### *B6 Enterprise Corridor Zone*

- C6. A minimum rear setback of 4 metres is required.

### Side Setbacks

#### *B2 Local Centre Zone*

- C7. A zero side setback is allowable for development up to 4 storeys (15 metres) in height, except where the development addresses a lane.

#### *B4 Mixed Use Zone*

- C8. A zero side setback is allowable for development up to 4 storeys (15 metres) in height, except where the development addresses a lane.
- C9. For any portion of development above 4 storeys (15 metres) in height, a minimum side setback of 9 metres is required for habitable rooms and a minimum side setback of 6.5 metres is required for non-habitable rooms.

#### *B6 Enterprise Corridor Zone*

- C10. A zero side setback is allowable for development up to 6 storeys (21 metres) in height.

### Side setbacks (addressing lanes)

- C11. Where lanes are indicated in Figure 2 (see Front Setbacks above), half of the width of the lane is to be provided by each adjoining property. For passive surveillance and a high quality public domain, continuous full length blank walls are discouraged to lanes. Streetscape setbacks to lanes are shown in Figure 3. For visual and acoustic privacy the following additional setbacks are required.

#### *6 metre wide lanes*

- C12. Development up to 4 storeys (12 metres) in height are to be setback a minimum of 1.5 metres from the lane where there are non-habitable rooms and setback a minimum 3 metres where there are habitable rooms.
- C13. For the portion of development above 4 storeys (15 metres) but less than 25 metres, a minimum 3.5 metre setback to the lane is required for non-habitable rooms and a minimum 6 metre setback to the lane is required for habitable rooms.

#### *3 metre wide lanes*

- C14. For privacy of buildings up to 4 storeys a minimum 3 metre setback to the lane is required for non-habitable rooms and a minimum 4.5 metre setback to the lane is required for habitable rooms.
- C15. For the portion of development above 4 storeys (15 metres) but less than 25 metres, a minimum 5 metre setback to the boundary is required for non-habitable rooms and a minimum 7.5 metre setback for habitable rooms.
- C16. To achieve a continuous street edge development in the B2 Local Centre zone should have a nil side setback where it will not have a detrimental impact upon adjoining development.
- C17. Building setbacks to existing and desired laneways should be designed to activate the laneway while still allowing for the servicing needs of development.
- C18. Where development proposes or adjoins residential development greater than 2 storeys in height, building separation requirements prescribed by the NSW *Apartment Design Guide* (ADG) should be achieved.
- C19. The building separation distances between buildings on the same site are not to be less than those required between buildings on adjoining sites.

## **2.2 Land Amalgamation**

### **Objectives**

Refer to section 2. Objectives.

### **Control**

- C1. The preferred pattern of land amalgamation is to be side by side to maximise lineal street frontage and to encourage east west built form for good solar access, as shown in Figure 4.

## **2.3 Landscaping and Deep Soil**

### **Objectives**

Refer to section 2. Objectives.

### **Controls**

- C2. The required deep soil areas are to be predominantly located at the rear of the site to provide a landscape corridor and visual screening between buildings.
- C3. Where a front building setback is required as shown in Figure 2, the front setback area is to be landscaped. Provision of street trees is required in this area.
- C4. For land at 2-22 William Street communal open space and landscaping is to be provided at ground level where possible.

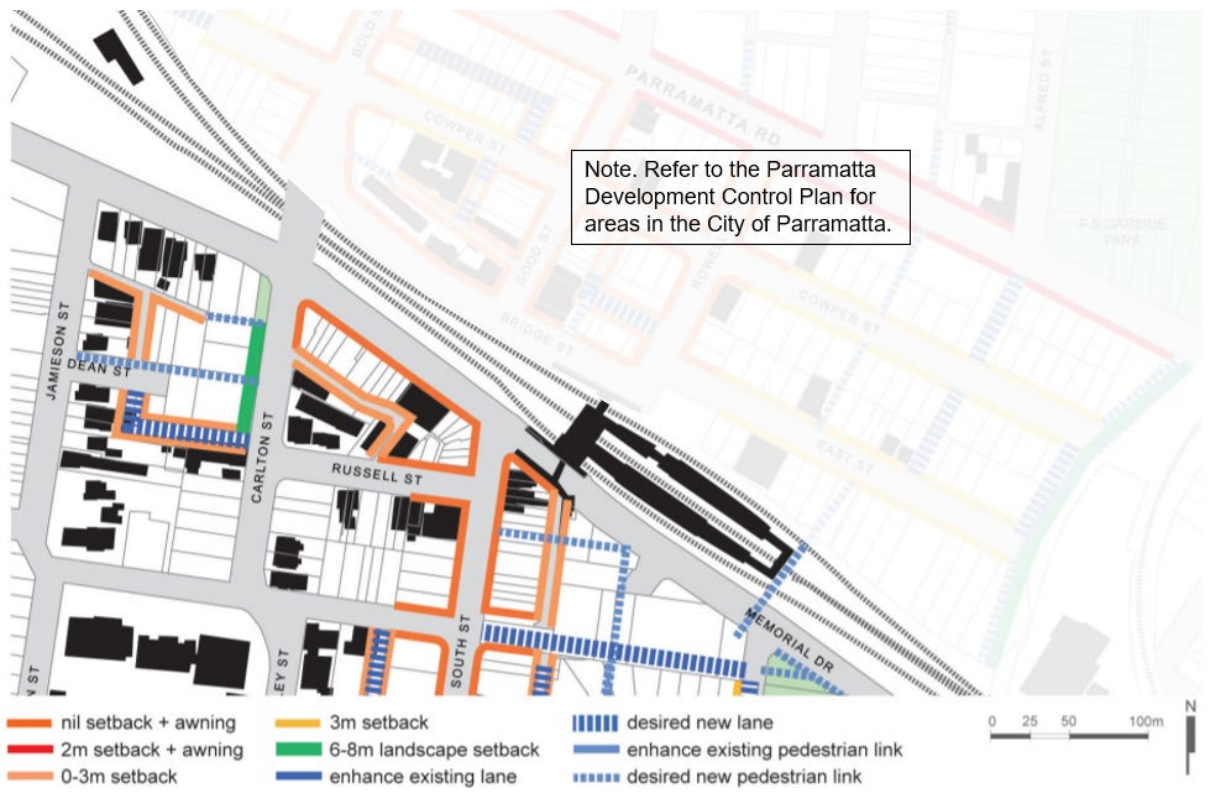
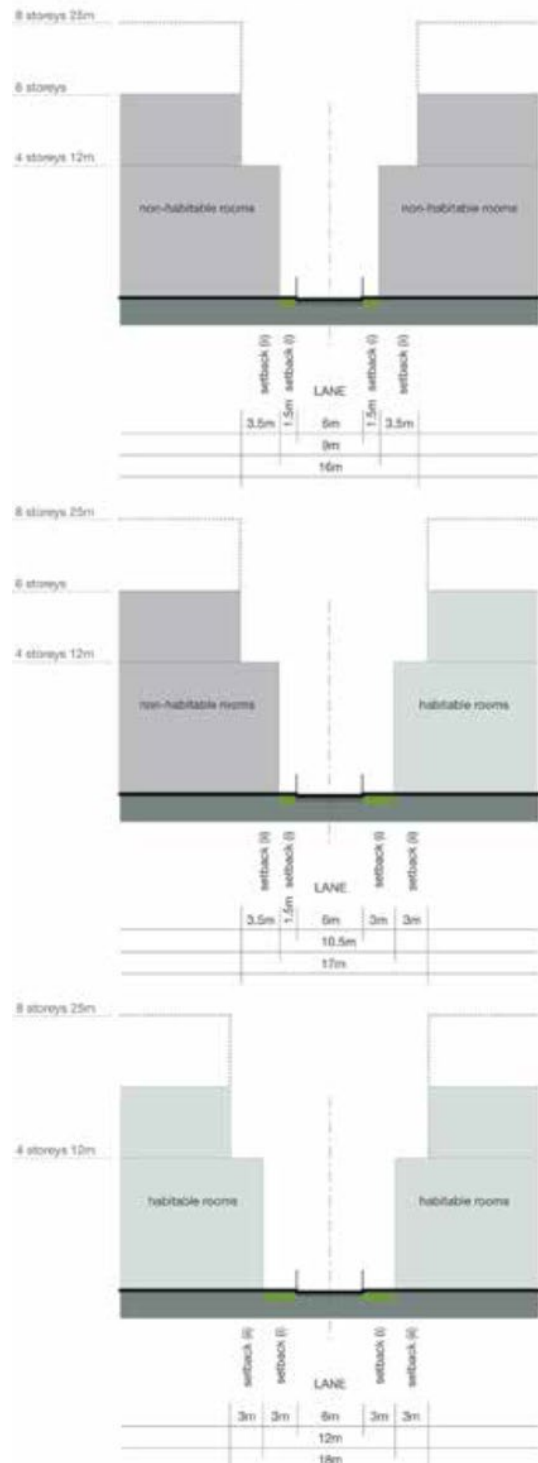


Figure 2: Building setbacks, pedestrian links and laneways

Recommended Controls - 6m Lane Section



Recommended Controls - 3m Lane Section

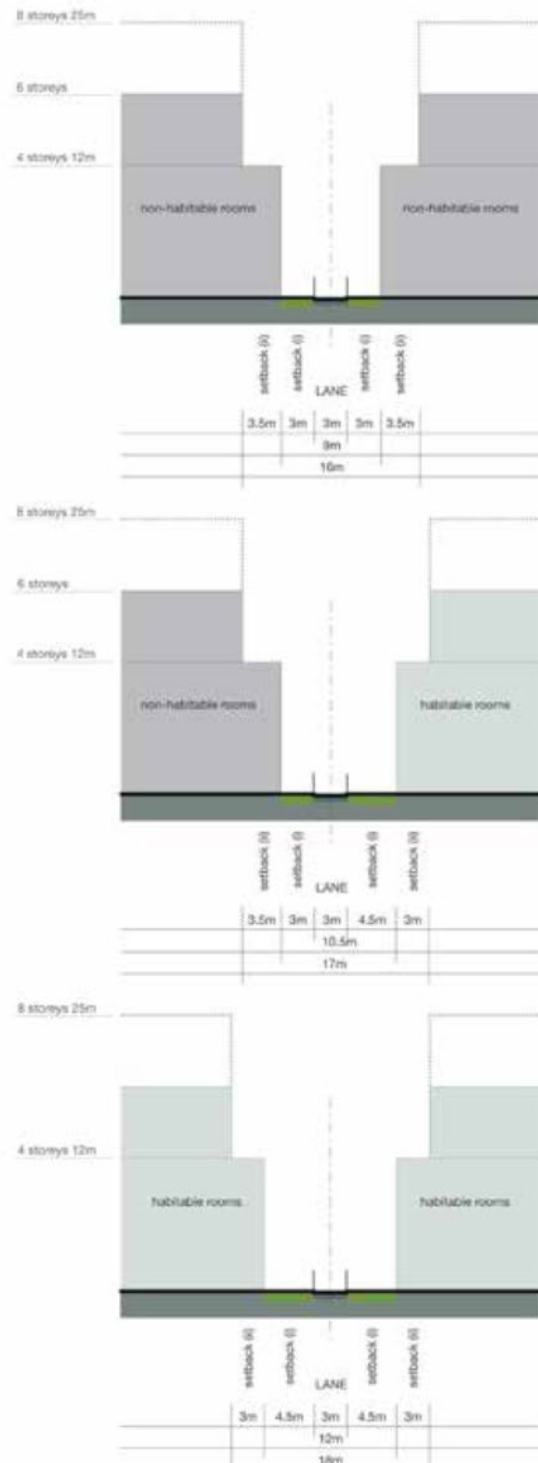


Figure 3: Lane and Street Sections

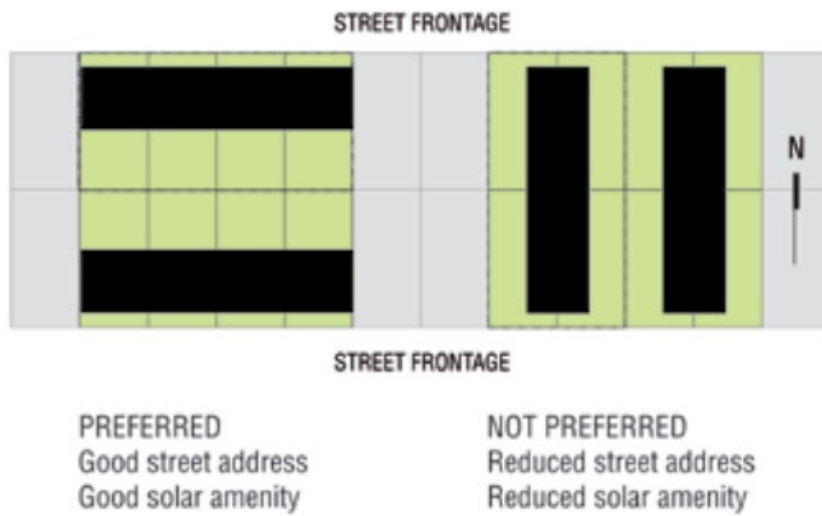


Figure 4: Preferred Street Frontage condition

## 2.4 Development at 2-22 William Street, Granville

### Objectives

Refer to section 2. Objectives.

### Controls

- C1. Storeys above the first four levels (storeys) of the proposed development shall have an additional 3.1m upper-level rear setback and the proposed development's rear building setback (facing the low-density residential area) is to be a minimum of 9m (without the rear existing laneway).
- C2. The proposed development at 2-22 William Street is to be not more than 5 storeys (Note: This control is governed by the height of buildings controls in the LEP and NSW Apartment Design Guide floor to ceiling height requirements).

This page has been left intentionally blank.



CUMBERLAND  
CITY COUNCIL

# **PART F2-3**

## **GUILDFORD TOWN CENTRE (EAST)**

This page has been left intentionally blank.

# 1. Desired Future Character

New development is to retain and enhance the character and function of Guildford Road as a 'main street' with active ground level uses. New development will be designed to respect and preserve the significance and contribution of heritage to the character and identity of the precinct. The design intent is to retain the human scale of development along Guildford Road and to retain the existing street pattern as a reflection of the main street's historical context.

New residential development in the form of residential flat buildings and multi dwelling housing will be located on the areas surrounding the town centre and the railway station. New development adjoining Railway Terrace should provide a strong interface to the roadway and nearby station reinforcing its role as a pedestrian and vehicular link between the railway station, the main street and nearby public open spaces. Development along Railway Terrace opposite the railway station is to provide an address to the station and development is to be designed to cater for retail and business uses at ground level.



Figure 1: Guildford Town Centre (East) Map

## Investigation Areas

- Opportunities for a new area of open space area is to be investigated in proximity to the higher density housing in the precinct, to the south of Guildford Road. This area will provide a small local park to increase outdoor recreation opportunities for the local community.

- Council will investigate the potential for redevelopment of land shown in Figure 2 to make this a more active area with improved amenity, safety and accessibility whilst maintaining and enhancing the existing community activity associated with the library and community centre. Any redevelopment of this area should also provide improved and increased public open space in the form of a public square or similar.

## 2. Objectives and controls

### Objectives

- O1. Ensure that new development provides a strong interface to Guildford Road and Railway Terrace.
- O2. Ensure that new development maintains the character and function of Guildford Road as a main retail/business street by continuing the fine grain pattern of retail and business uses.
- O3. Ensure that new development responds well to existing heritage items.

### 2.1 Pedestrian Connections and Laneways

#### Objectives

Refer to section 2. Objectives.

#### Controls

- C1. New pedestrian connections and laneways should be provided in accordance with Figure 2. Where a development provides for public access connections, a variation to Council's floor space ratio control may be considered, subject to consistency with objectives.
- C2. New shared pedestrian and vehicular laneway links provided to properties facing Guildford Road are to form an extension of existing laneways and are to provide for vehicular access and servicing needs of development in the B2 Local Centre zone. The laneway will need to be located over or abutting the B2 Local Centre Zone.
- C3. Shared vehicular and pedestrian lanes are to have a minimum width of 6 metres.
- C4. New pedestrian links are to improve through block connections and provide links from the main street into existing car parking areas.
- C5. New pedestrian connections are to have a minimum width of 3 metres, being consistent in width for its full length.

### 2.2 Setbacks

#### Objectives

Refer to section 2. Objectives.

#### Controls

- C1. Building setbacks are to be in accordance with Figure 2 and any additional controls set out below:

- the nil setback shown along Railway Terrace applies to the first 3 storeys of development. Where taller buildings are permitted, additional storeys shall be setback a minimum of 3 metres from the front boundary as shown in Figure 2.
  - balconies may encroach the upper level setback area as shown on Figure 3 as follows:
    - an unroofed terrace area permitted to the 4th storey. Balustrade can extend from building line of storey below.
    - balconies may extend 1 metre into the setback area for the uppermost storey.
- C2. Where a nil front setback is shown on Figure 2 development should have a nil side setback where it will not have a detrimental impact upon adjoining development, to achieve a continuous street edge.
- C3. Building setbacks to existing and desired laneways should be designed to promote activation of the laneway while still allowing for the servicing needs of development.

## 2.3 Ground level land uses

### Objectives

Refer to section 2. Objectives.

### Controls

- C1. Where a nil setback is shown on Figure 2 along Railway Terrace, development with non-residential ground level uses is desired to encourage an active street frontage.



Figure 2: Setbacks, pedestrian links and laneways

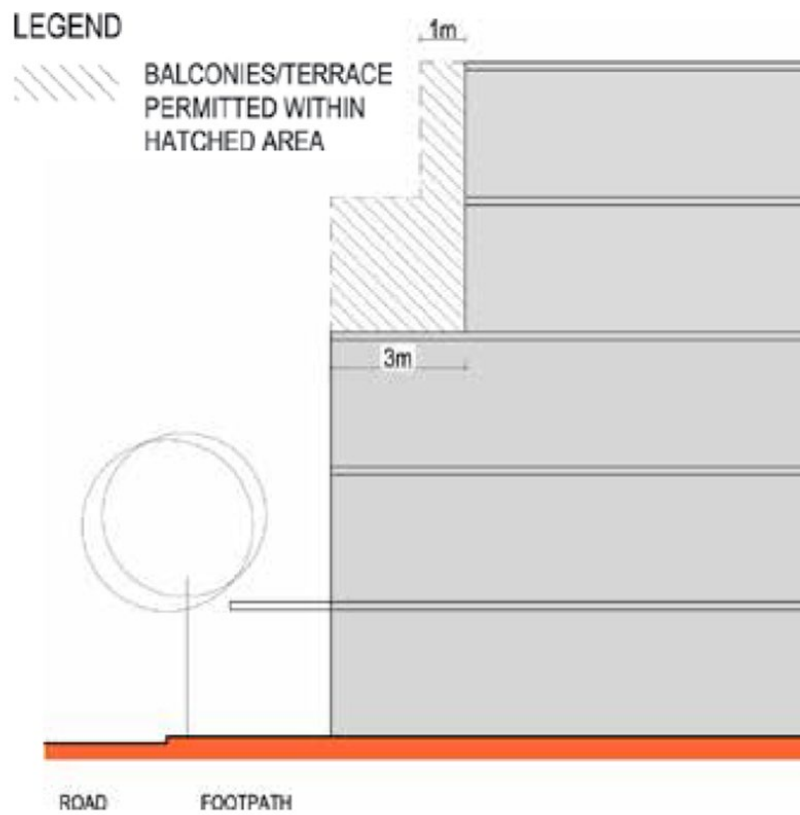


Figure 3: Upper level building setbacks

This page has been left intentionally blank.



CUMBERLAND  
CITY COUNCIL

# PART F2-4

## GUILDFORD TOWN CENTRE (WEST)

This page has been left intentionally blank.

# 1. Introduction

## 1.1 Land to which this Part applies

This Part applies to all development on land within Guildford Town Centre (West), as shown in Figure 1.



Figure 1: Guildford Town Centre (West)

# 2. Objectives and controls

## 2.1 Site consolidation

### Objectives

- O1. Ensure all sites achieve the required minimum width to adequately provide for basement car parking.
- O2. Minimise vehicular and pedestrian conflicts throughout the town centre through the appropriate location and number of vehicular access points.
- O3. Ensure all sites achieve the required minimum width to allow for a site configuration that permits a consistent landscaped open space to the rear of sites.
- O4. Ensure any site amalgamation pattern does not restrict the development opportunity of any adjoining site or the ability of adjoining sites to provide basement car parking or rear open space.
- O5. Establish fine grain shopfronts along primary retail streets within the town centre.
- O6. Ensure new developments do not reduce the opportunity for the development of adjoining properties to develop in accordance with this DCP and adversely impact on the economic viability of development in accordance with s79C of the *Environmental Planning and Assessment Act 1979*.

### **Controls**

- C1. The minimum lot frontage requirements for all development within a Business zone is located in Part C of this DCP.
- C2. The minimum lot frontage requirements for all development within a Residential zone is located in Part B of this DCP.
- C3. Development within Business zones located on Military Road are to provide a fine grain retail shopfront character.
- C4. Sites must not be left such that they are physically unable to develop in accordance with the prescribed built form outcomes outlined in this DCP.

## **2.2 Rear laneways, land dedication, access and vehicular entries**

### **Objectives**

- O1. Require the provision of rear access ways on properties for private and service vehicle access, in order to reduce vehicular and pedestrian conflict and provide greater amenity to future residents.
- O2. Require buildings fronting primary roads to have vehicular access from the rear of the property in order to reduce vehicular and pedestrian conflict and create a safe retail environment.
- O3. Require all sites with existing access ways from the rear of the property to be used for vehicular access and parking.
- O4. Mitigate any impacts of vehicular traffic on adjoining residences.
- O5. Allow improved circulation space for pedestrians and future residents within the precinct.
- O6. Limit or prohibit vehicular access from primary street frontages.

### **Control**

- C1. Where new development has access available off existing or laneways, vehicular access must be provided from the laneway.

## **2.3 Building height**

### **Objectives**

- O1. Require an appropriate scale relationship between building heights and street width.
- O2. Ensure the appropriate management of overshadowing, access to sunlight and privacy.
- O3. Enable flexibility of used by implementing higher floor to ceiling heights within buildings for the ground and first floors.
- O4. Allow activation of the street edge on primary roads.
- O5. Allow for reasonable daylight access to other development and the public domain.

## Controls

- C1. The maximum height for development within the Guildford Town Centre (West) is detailed within *Cumberland LEP 2021* as a written statement and associated maps.
- C2. The maximum building height in storeys within the Guildford Town Centre (West) is detailed in Figure 2.
- C3. The minimum floor to ceiling height requirements are located in Part B and C of this DCP.
- C4. The prominence of street corners shall be reinforced by concentrating the tallest portion of the building on the corner in relation to the overall building height and predominant street wall height.

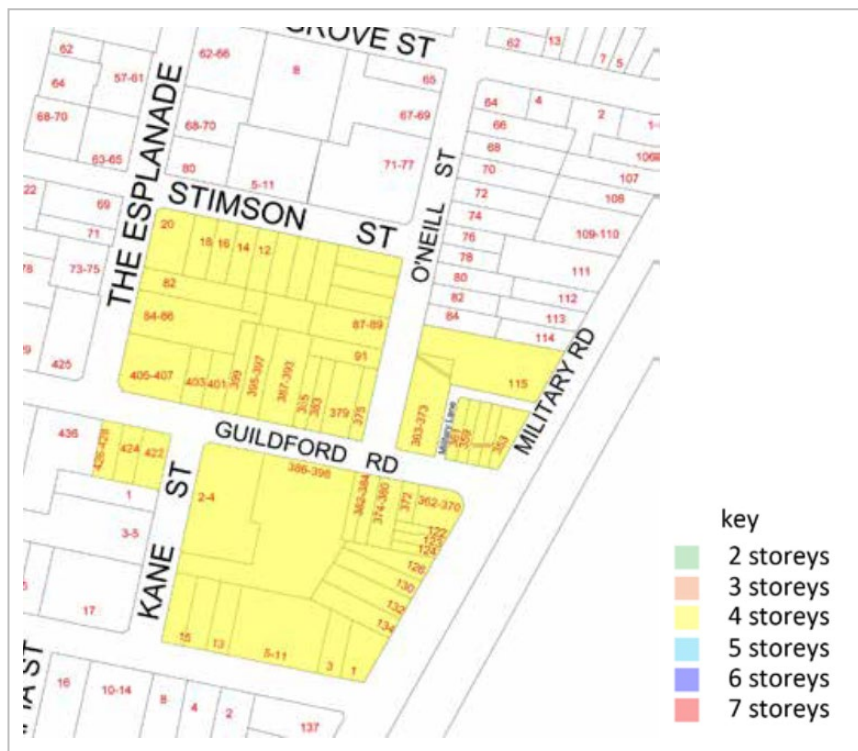


Figure 2: Building height

## 2.4 Building setbacks, separation and street presentation

### Objectives

- O1. Require suitable definition of the public domain and public spaces.
- O2. Require a continuous built edge within commercial and mixed use development for activation of the street edge.
- O3. Retain a landscaped setback character for residential development.
- O4. Ensure setbacks respond to the building separation requirements.
- O5. Reduce the visual impact of buildings on the public domain.

## Controls

- C1. All building setbacks shall be in accordance with Figure 3.
- C2. Where a 0 metre setback is permitted, buildings shall form a continuous street edge.
- C3. Side setbacks (unless indicated otherwise in Figure 3) are to be in accordance with setbacks indicated in Part B or Part C of this DCP.
- C4. Rear setbacks for development within business zones shall correspond to building depth and separation requirements in this Section.
- C5. Rear setbacks for development within residential zones shall be in accordance with development controls within Part B of this DCP.
- C6. Developments shall present and address the street.
- C7. Sites with corner lots shall present and articulate to both street frontages.

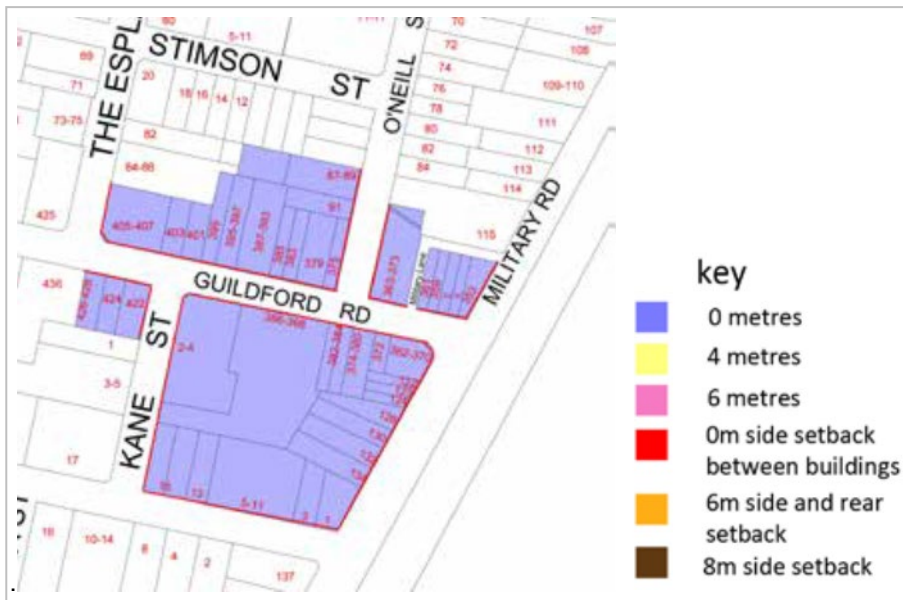


Figure 3: Setbacks

This page has been left intentionally blank.



CUMBERLAND  
CITY COUNCIL

# PART F2-5

## LIDCOMBE TOWN CENTRE

This page has been left intentionally blank.

# 1. Introduction

## 1.1 Land to which this Part applies

This Part applies to the Lidcombe Town Centre which is zoned B4 Mixed Use, RE1 Public Recreation and RE2 Private Recreation under the *Cumberland Local Environmental Plan 2021* (refer to Figure 1). Where there are inconsistencies between the controls contained within this Part and other controls within this DCP, these controls prevail to the extent of the inconsistency.

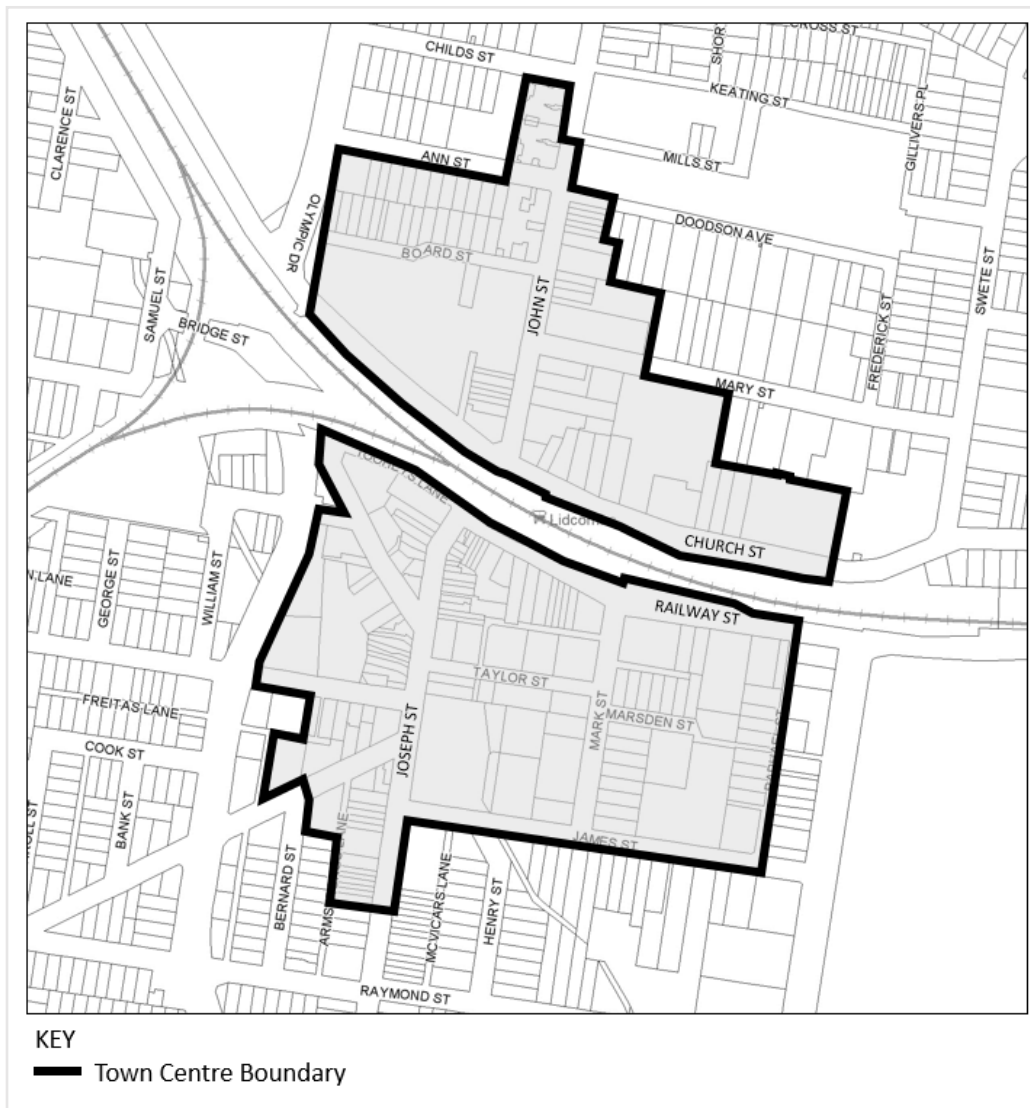


Figure 1: Lidcombe Town Centre - Area to which this Part applies

## 2. Objectives and controls

### 2.1 Setbacks

#### Objective

- O1. The built edge of development fronting the street contributes to a sense of enclosure, scale and appropriate transition within the town centre.

#### Control

- C1. Setbacks within the town centre shall be consistent with Figure 2.

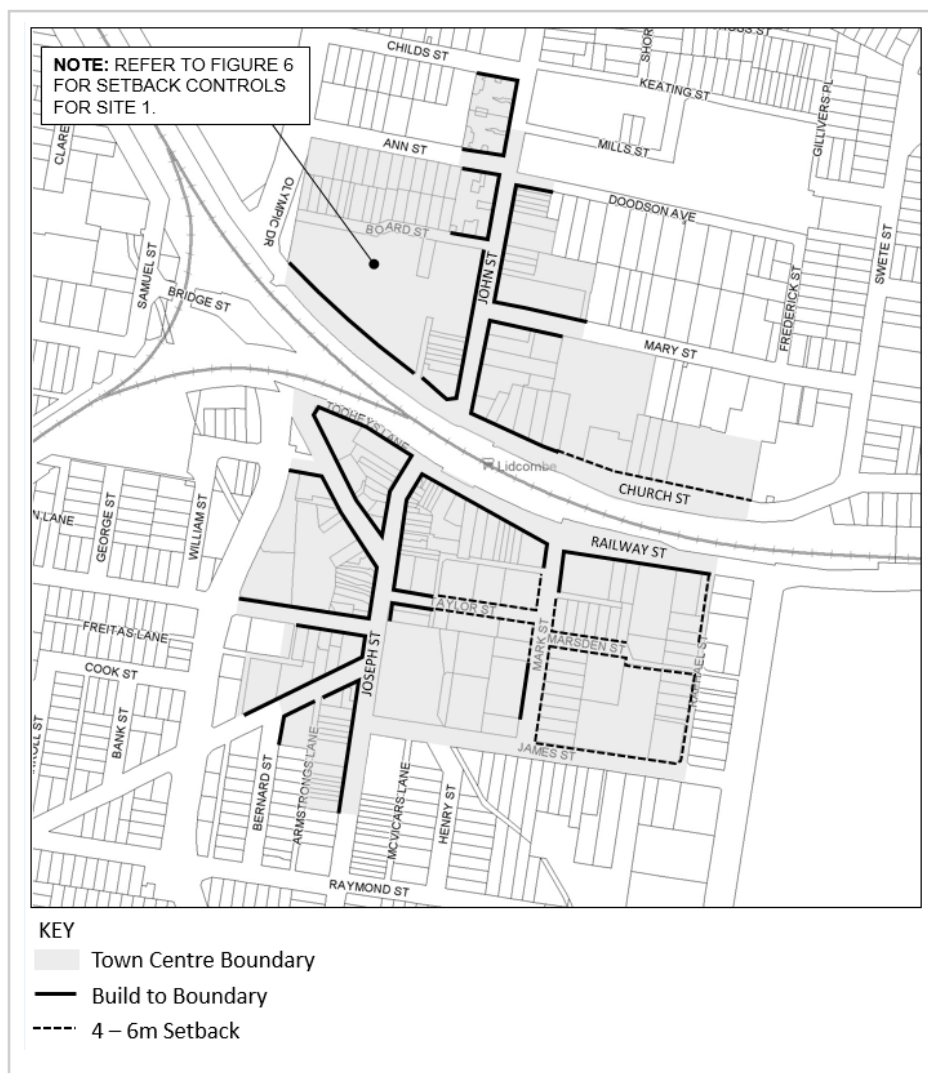


Figure 2: Building setbacks within Lidcombe Town Centre.

## 2.2 Active frontages

### Control

C1. As a minimum, buildings shall provide active street frontages consistent with Figure 3.

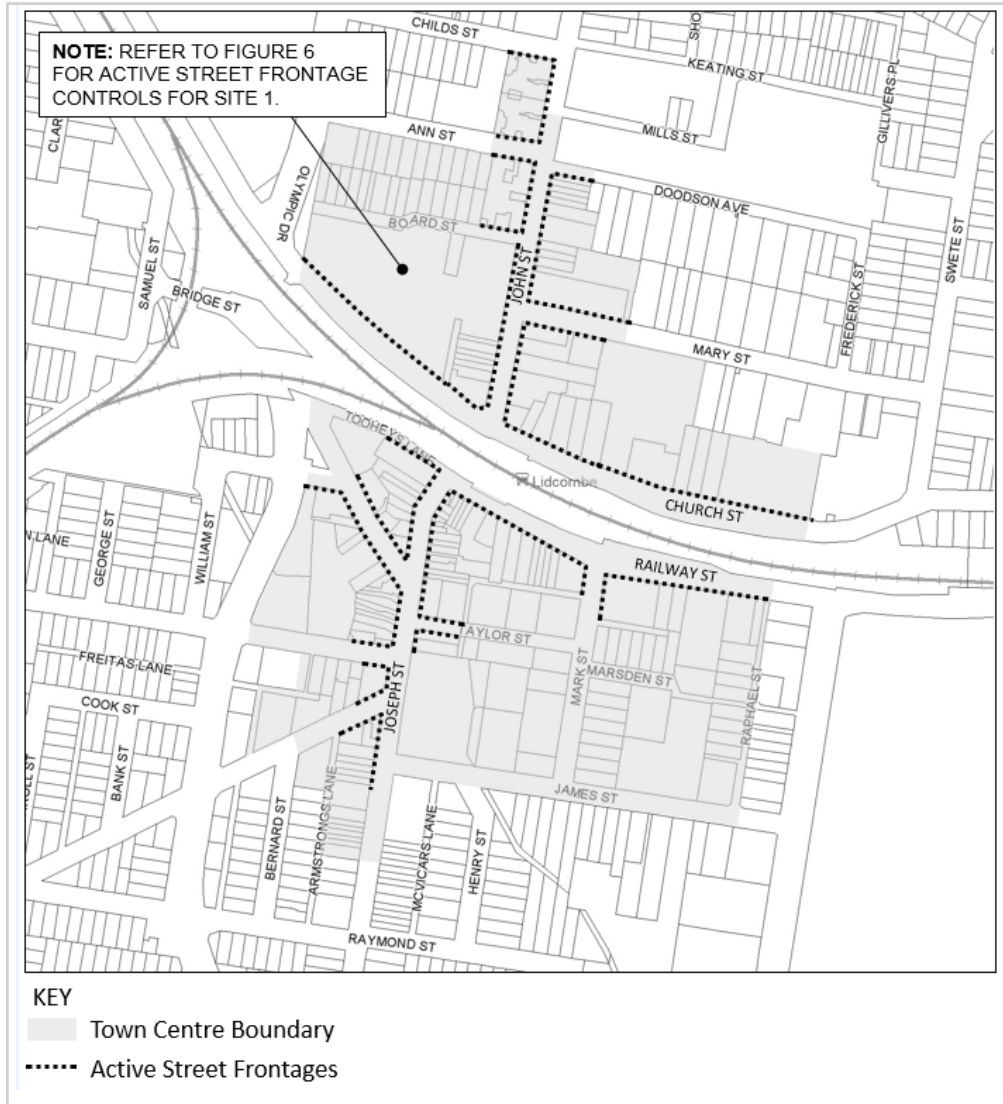


Figure 3: Active street frontages within the Lidcombe Town Centre

## 2.3 Laneways

### Control

- C1. Redevelopment within the Lidcombe Town Centre shall make provision for the creation of new laneways as shown in Figure 4.

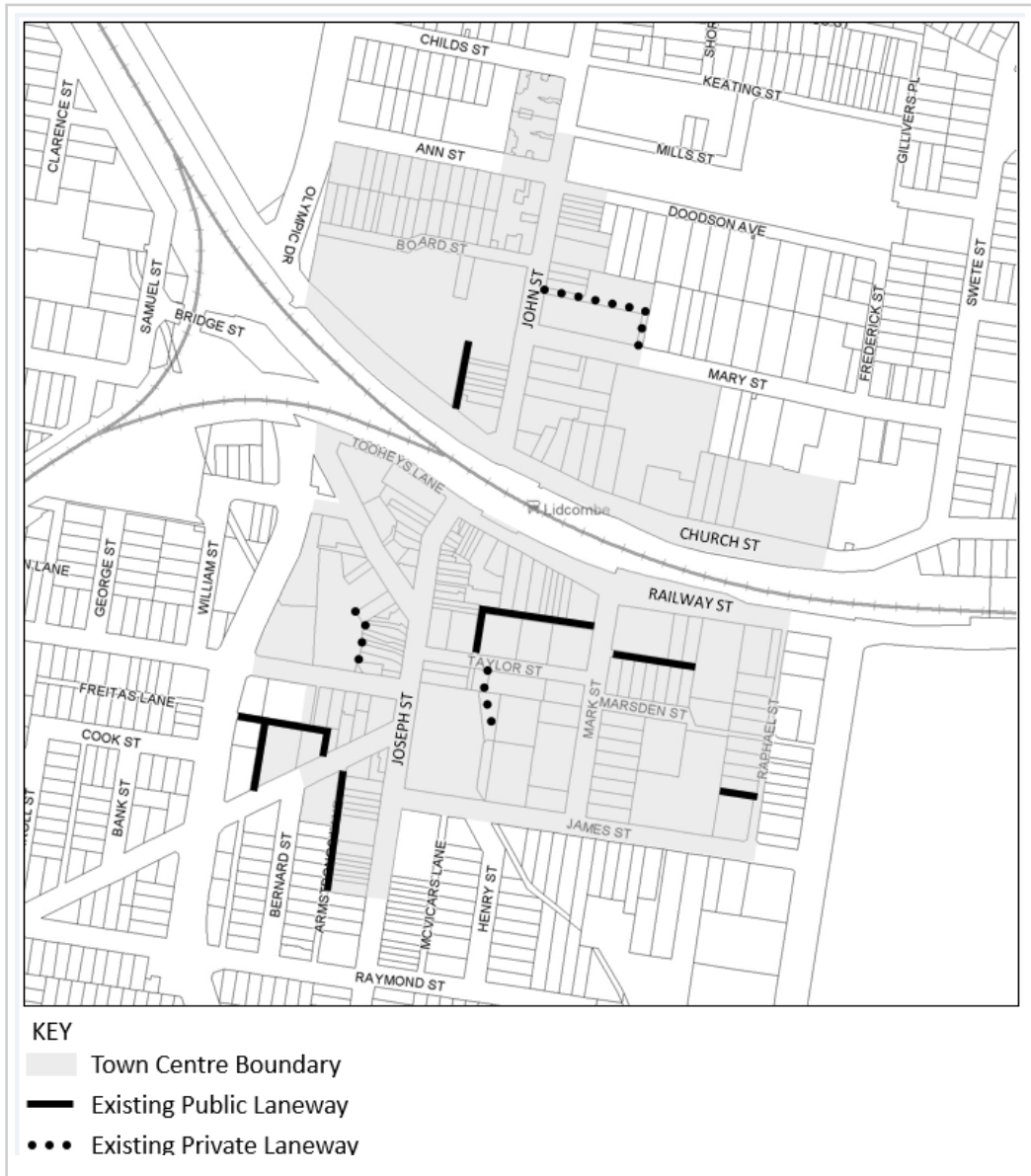


Figure 4: Location of laneways proposed within the Lidcombe Town Centre.

## 2.4 Key Sites

Several sites within the Lidcombe Town Centre have been identified as having the greatest potential for intensification with commercial, residential and mixed use development, as shown in Figure 5. Each site has an inherent capacity to contribute to the transformation of the urban form into one which will generate more activity and lead the development of the town centre. The development controls for these sites apply in addition to the development controls presented in previous sections of this Part.



Figure 5: Key sites within the Lidcombe Town Centre

Site 1 – Dooleys

**Objectives**

- O1. Ensure architectural design recognises:
  - the strategic significance of the site within the Lidcombe Town Centre; and
  - the visual prominence of the site from public areas including the train station and the approach towards the site from the northern end of John Street.
- O2. Reinforce John Street as the main street of the northern area of the Lidcombe Town Centre.
- O3. Ensure development is sensitive in scale and character to the heritage item within the site.
- O4. Provide an appropriate transition to the residential area to the north of the site.
- O5. Improve pedestrian access and circulation within the town centre.

**Controls**

- C1. Development shall be designed in accordance with the principles identified in Figure 6, particularly opportunities to enhance through-site pedestrian links, and integration with existing streetscapes.
- C2. Development shall be designed to address all street frontages, including Olympic Drive, and to provide an active street frontage to Church Street and John Street as a minimum.
- C3. Development shall provide a new pedestrian through-site link, shared way or street between Church Street and Ann Street, as well as a link to John Street via Board Street, with a minimum width of 12m.
- C4. The preferred access to the site shall be via Church Street, with secondary access via Board Street and Ann Street.
- C5. Outdoor dining is encouraged along John Street.
- C6. Levels above the podium are to be setback by a minimum of 4-6m from the boundary of adjoining commercial or residential uses.

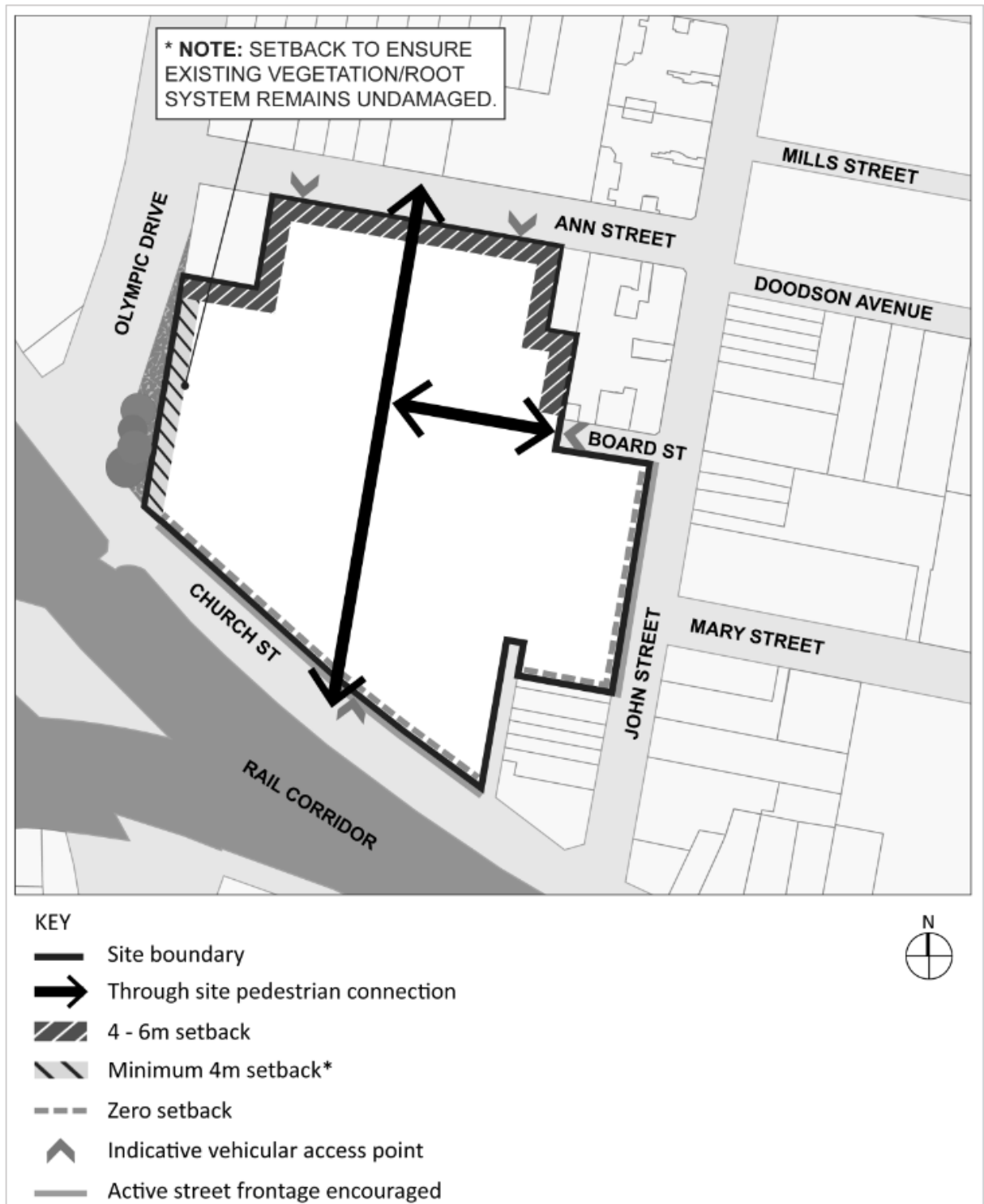


Figure 6: Dooleys site - indicative development layout

Site 2 – Mary Street North

- O1. Ensure architectural design recognises:
  - the strategic significance of the site within the Lidcombe Town Centre; and
  - the visual prominence of the site from public areas, including the approach towards the site from the northern end of John Street.
- O2. Provide a transition in scale from the proposed taller buildings on John Street to the adjacent residential zone.
- O3. Provide development that is sensitive in scale and character to the heritage item within the site.
- O4. Enhance the public domain and increase accessibility to public open space.
- O5. Improve pedestrian access and circulation within the town centre.

**Controls**

- C1. Public open space shall be provided at the intersection of John and Mary Streets, or within close proximity to this intersection.
- C2. Retail frontages shall be provided at street level on John Street.
- C3. Outdoor dining is encouraged along John Street.

Site 3 – Mary Street South

**Objectives**

- O1. Ensure architectural design recognises the strategic significance of the site within the Lidcombe Town Centre and the visual prominence of the site from public areas, particularly the Lidcombe train station.
- O2. Protect the amenity of the adjacent school and ensure appropriate transitions in scale from the proposed taller buildings on John Street.
- O3. Encourage development that is sensitive in scale and character to the heritage items within the site.
- O4. Enhance the public domain and increase accessibility to public open space.

**Controls**

- C1. Public open space shall be provided at the intersection of John and Mary Streets, or within close proximity to this intersection.
- C2. Through-site linkages shall be provided for pedestrians within the site to improve circulation and access to the town centre. The linkages shall enable connection between Church Street and Mary Street.
- C3. Outdoor dining is encouraged along John Street and Church Street.

Site 4 – Tooheys Lane

**Objectives**

- O1. Encourage a mix of uses within the retail core.
- O2. Reinforce Joseph Street as the main street of the southern area of the Lidcombe Town Centre.
- O3. Improve the amenity and safety of Tooheys Lane.
- O4. Ensure development is sensitive in scale and character to the heritage item within the site.
- O5. Improve access to the Lidcombe Town Centre by the upgrading and widening of Tooheys Lane.

**Controls**

- C1. Outdoor dining shall be encouraged along Joseph Street and Bridge Street.
- C2. The preferred primary access to the site shall be provided via Bridge Street.
- C3. Consultation with Council shall be undertaken to investigate opportunities to integrate the upgrading and widening of Tooheys Lane as part of the site's redevelopment.

Site 5 – Bridge Street

**Objectives**

- O1. Encourage a mix of commercial, entertainment and residential uses in the retail core.
- O2. Continue the main street character of Joseph Street and connect to the existing retail shops area on the southern end of the Lidcombe Town Centre.
- O3. Encourage development that responds to the heritage significance of Remembrance Park.
- O4. Improve pedestrian access and circulation within the town centre.

**Controls**

- C1. Building separation distances shall be determined by having regard to the State Environmental Planning No. 65 – Design Quality of Residential Flat Development and accompanying Residential Flat Design Code.
- C2. On the Olympic Drive frontage, development shall be designed to:
  - address Olympic Drive; and
  - provide an appropriately landscaped setback with a minimum depth of 6m. A double row of street trees shall be planted along the property boundary.
- C3. Preferred primary access to the site shall be provided via Vaughan Street with a secondary access via Bridge Street.
- C4. Through-site linkages shall be provided for pedestrians within the site to improve circulation and access to the town centre. The linkages shall enable connection between Vaughan Street and Bridge Street and Olympic drive and Bridge Street.

- C5. New development shall maintain and enhance pedestrian linkages and view corridors to Remembrance Park.
- C6. Outdoor dining shall be encouraged along Joseph Street and Bridge Street.

Site 6 – Railway Street

**Objectives**

- O1. Encourage a mix of uses within the retail core.
- O2. Reinforce Joseph Street as the main street of the southern area of the Lidcombe Town Centre.
- O3. Ensure architectural design recognises the strategic significance of the site within the Lidcombe Town Centre and the visual prominence of the site from public areas, particularly the Lidcombe train station.
- O4. Ensure development is sensitive in scale and character to the heritage items within the site.
- O5. Improve pedestrian access and circulation within the town centre.
- O6. Improve the amenity and safety of Taylor Street.

**Controls**

- C1. The lane between Taylor Street and Railway Street shall be retained to provide access to parking and loading areas and for waste removal.
- C2. Outdoor dining shall be encouraged along Joseph Street and Railway Street.
- C3. Through-site linkages shall be provided for pedestrians within the site to improve circulation and access to the town centre and Remembrance Park. The linkages shall enable connection between the lane and Joseph Street and/or the lane and Railway Street.

Site 7 – Marsden Street Precinct

**Objectives**

- O1. Ensure architectural design recognises:
  - the strategic significance of the site within the Lidcombe Town Centre; and
  - the visual prominence of the site from public areas including Lidcombe train station and Railway Street/Church Street railway bridge.
- O2. Provide an appropriate transition to the industrial area to the east of the site.
- O3. Improve pedestrian access and circulation within the town centre, by upgrading and widening Davey and Raphael Street to improve their amenity and safety.
- O4. Ensure development is sensitive in scale and character to all public open space in the precinct, including Friends Park and the Jewish Reserve.
- O5. Enhance the public domain, and increase accessibility and safety to public open space.

### **Controls**

- C1. Development shall be designed to address Railway, Mark, James, Marsden, Davey and Raphael Streets.
- C2. Vehicular access to new developments shall not be permitted to or from Davey Street, to permit the pedestrianisation of the street.
- C3. Development along Davey Streets shall dedicate to Council sufficient land of a minimum width of 2m to provide a pedestrian footpath on the south side of the street.
- C4. Development along Raphael Streets shall dedicate to Council sufficient land of a minimum width of 2.5m to provide a pedestrian footpath and widened carriageway on the west side of the street.
- C5. New buildings are to be setback a minimum of 4m from all open space uses and the new boundaries of Davey Street and Raphael Street created after the dedication described in control C29 and C30 above.
- C6. New buildings to the north of the central open spaces shall be designed to minimise the loss of solar access to the open spaces.
- C7. Outdoor dining and active uses shall be encouraged facing onto the proposed park on the corner of Railway and Mark Streets, to provide casual surveillance of the park and improve safety.
- C8. Development adjacent to the existing and proposed public open spaces shall be designed to provide overlooking and casual surveillance of the park spaces to improve safety.

### **Site 7A – 4-12 Railway Street**

These are additional provisions for 4-12 Railway Street. These apply to this site in addition to those provisions for site 7 - Marsden Street.

References to Friends Park/the Park means both the existing Friends Park (as at 2018) and the extension to the east.

### **Objectives**

- O1. To ensure adequate solar access to the Park for the amenity and enjoyment of this place by users throughout the year and for the health of the environment.
- O2. To improve the amenity for users of the Park by minimising sun reflection, provide visual interest, and by softening the appearance, of the building walls that face the Park.
- O3. To protect the amenity of the Park through provision of a landscaped (vegetated) transition that will provide privacy, a visual and noise interruption, and improve the interface and visual outcomes, between the Site (buildings) and the Park.
- O4. To encourage the 'greening' of the site and improved amenity for Park users through vegetation planting of the buildings' external walls facing the Park and of the rooftop of the building/s in the southern portion of the Site.
- O5. To enhance local biodiversity through the planting of diverse native plant species.
- O6. To ensure building massing is designed to maximise solar access to Friend Park all year round.

### Controls

- C1. The maximum height of the building in the south-western corner of the site is not to exceed 3 storeys.
- C2. Building setbacks, build to lines, and street wall heights:
- A. Setbacks and Built-to Lines  
Minimum setbacks and built-to lines must be provided as follows:
    - i. Zero setbacks / build-to lines to Railway Street.
    - ii. A 0m setback, for the full wall height, is to be provided for the building/s located on the western boundary of the site.
  - B. Street Wall Height
    - i. A maximum two storey street wall height is to be maintained along Railway Street and Raphael Street with upper level setbacks.
  - C. Upper Level Setbacks.
    - i. The building above the street wall is to provide a minimum 2m setback along Railway Street.
    - ii. The third storey of the building in the south-western corner of the site is to have a minimum 4m setback from the southern edge of the building below.
    - iii. The residential component along Railway Street, Raphael Street, southern and western boundaries must comply with the building separation recommendations in the NSW *Apartment Design Guide* (ADG).
- C3. Buildings are to be designed to minimise the loss of solar access to Friend Park, with reference to site characteristics and interface with approved future development in this location.
- C4. To utilise roof space for developing roof gardens (green roof) for those building/s on the southern portion of the Site. Where possible incorporate exterior green walls into the building/s for those walls facing the Park.
- C5. The land within the rear setback (ie the land between the building and the Park) is to include landscaping and deep soil planting. This landscaped rear setback is to have a minimum width of 6m measured from the rear property boundary. The rear setback area is to be landscaped using native species of trees (minimum pot size 200L) and/or large shrubs (minimum 2m height when mature) which are robust and drought tolerant.
- C6. To use variation in appropriate materials and neutral/subdued colours for those building walls facing the Park.



This page has been left intentionally blank.



CUMBERLAND  
CITY COUNCIL

# **PART F2-6**

## **MERRYLANDS TOWN CENTRE**

This page has been left intentionally blank.

## 1. Introduction

### 1.1 Land to which this Part applies

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



Figure 1: Precinct Plan

## 2. Vision

### 2.1 Vision

#### Aims of the plan

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

#### Objectives

- O1. Strengthen the economic and employment role of Merrylands.
- O2. Provide for an active and vibrant centre.

- O3. Ensure buildings are designed to maximise appropriate amenity outcomes for the centre.
- O4. Ensure development design promotes the principles of ecologically sustainable development.
- O5. Create a centre for a diverse community.
- O6. Promote public transport use, cycling and walking and reduce reliance on private car travel.
- O7. Improve pedestrian and vehicular traffic movement within the centre.
- O8. Achieve urban design strategies that acknowledge the role of Merrylands within Cumberland City and the subregion.
- O9. Maintain and create clear linkages within the centre and with adjoining residential precincts.

### 3. Objectives and Controls

#### 3.1 Urban design strategies

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

##### **Strengthen the economic and employment role of Merrylands.**

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

##### **Provide for an active and vibrant centre**

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

- requiring development to activate the street and enhance at grade pedestrian connectivity.

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

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

**Ensure development design promotes the principles of ecologically sustainable development**

- respond to the opportunities and constraints of the site; the hierarchy and proposed uses of streets and laneways; flood hazard and the need for high quality public spaces and public and private amenity;
- ensure that redevelopment within the Centre does not increase the impact of flood inundation on property or person (or both), within or beyond the Centre's boundaries;
- provide an overland flow path across which reduces flood levels while also serving as a pedestrian thoroughfare and focus for shopfronts and activity;
- minimise the impacts of development on the environment;
- create a centre for a diverse community;
- facilitate the provision of a variety of dwelling sizes within the residential component of buildings;
- promote a variety of uses within the centre; and
- provide public spaces for the community to meet and congregate.

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

- create a safe, pedestrian friendly environment through the activation of streets and public places
- create clear linkages within the centre and to adjoining residential precincts;
- contribute to a mix of residential, business, commercial and entertainment uses in the centre to maximise public transport use;
- improve pedestrian connectivity through providing designated pedestrian linkages;
- improve pedestrian and vehicular traffic movement within the centre;
- restrict egress and ingress of vehicular traffic onto Merrylands Road from private properties;
- facilitate the creation of laneways and rear private access ways for key sites within the centre; and
- provide new roads and infrastructure to improve accessibility and circulation in the Neil Street Precinct.

**Achieve urban design that acknowledge the role of Merrylands within Cumberland City**

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

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

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

## **3.2 Public domain**

### **3.2.1 Roads and circulation**

A number of new intersections, roads, laneways and accessways are proposed under this plan, as indicated in the tables below and in Figure 2 Road widening along Merrylands Road will be required to enable a greater footpath area for street tree planting and pedestrian movement. Points where vehicular entry is not permitted are also identified. Indicative street sections are provided in Section 2.3.4.

Urban design strategies achieved:

- create clear linkages within the centre and to adjoining residential precincts;
- improve pedestrian connectivity through providing designated pedestrian linkages;
- restrict egress and ingress of vehicular traffic onto Merrylands Road from private properties;
- facilitate the creation of laneways and rear private access ways for key sites within the centre;
- provide new roads and infrastructure to improve accessibility and circulation in the Neil Street Precinct;
- provide clear vehicular and pedestrian linkages with Neil Street Precinct, Holroyd Gardens and surrounding residential areas;
- create of pedestrian linkages that provide connections within the centre;
- maintain Merrylands Road as the main street within the precinct; and
- create a safe, pedestrian friendly environment through the activation of streets and public place.

Table 1: New Roads, laneways, accessways in Merrylands Centre

New Roads, laneways, accessways in Merrylands Centre	
New Roads	
Extension of Sheffield Street	
Extension of Gladstone Street	
New Road 1- between Terminal Place and Sheffield Street Extension	
New Road 2- between Dressler Court and New Road 1	
Signalised intersections	
Neil Street and New Road 1	
Gladstone Street and Pitt Street	
Laneways (Public)	
Extension of Main Lane (as part of redevelopment of 242-252 Pitt St Merrylands)	
Laneway 1- between Merrylands Road and McFarlane Street (“eat street” part pedestrians only)	
Laneway 2- between Memorial Avenue and Addlestone Road	
Accessways (public or private)	
Accessway 1- between Military Road and Miller Street	
Accessway 2- between Addlestone Road and Burford Street	
Accessway 3- between Neil Street and Sheffield Street	



Figure 2: Road Widening

### 3.2.2 Pedestrian and Bicycle Network

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

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

Urban design strategies achieved:

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

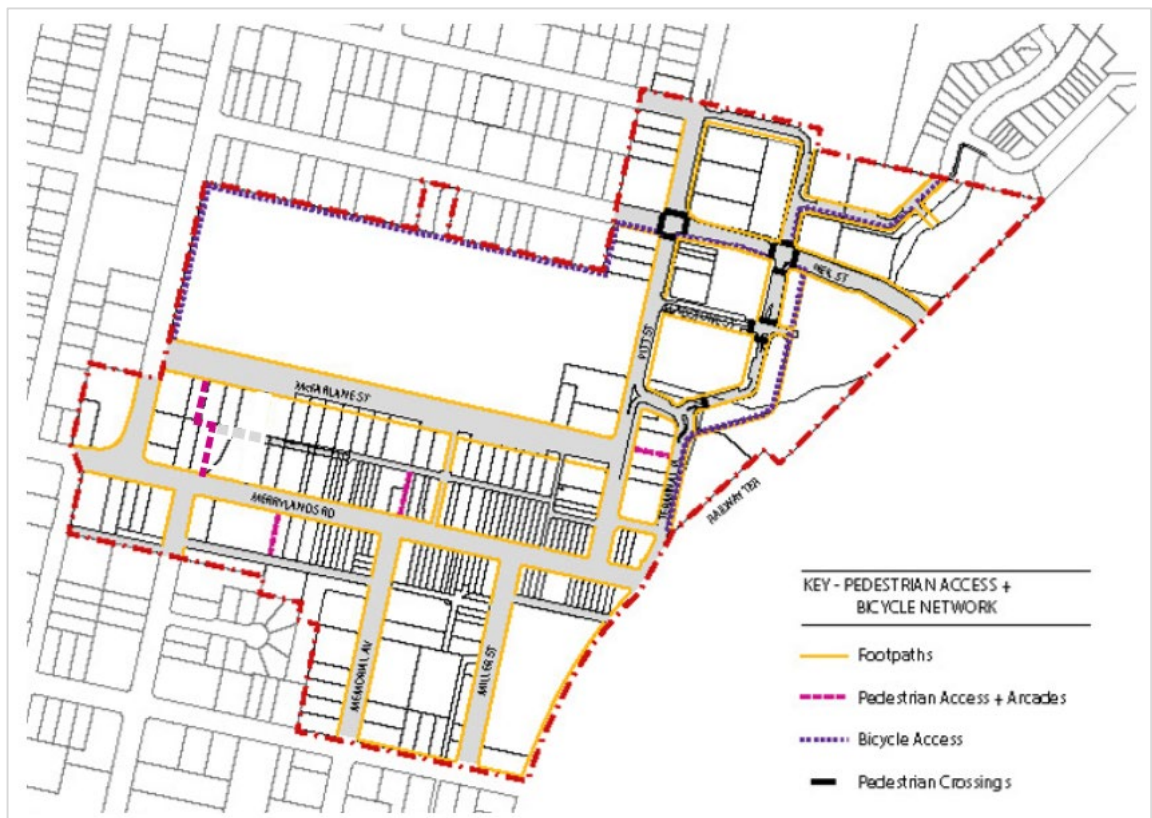


Figure 3: Pedestrian and bicycle network

### 3.2.3 Landscaping and open space

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

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

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

Urban design strategies achieved:

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



Figure 4: Landscape and open space

### 3.2.4 Indicative Street Section

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



Figure 5: Key street sections

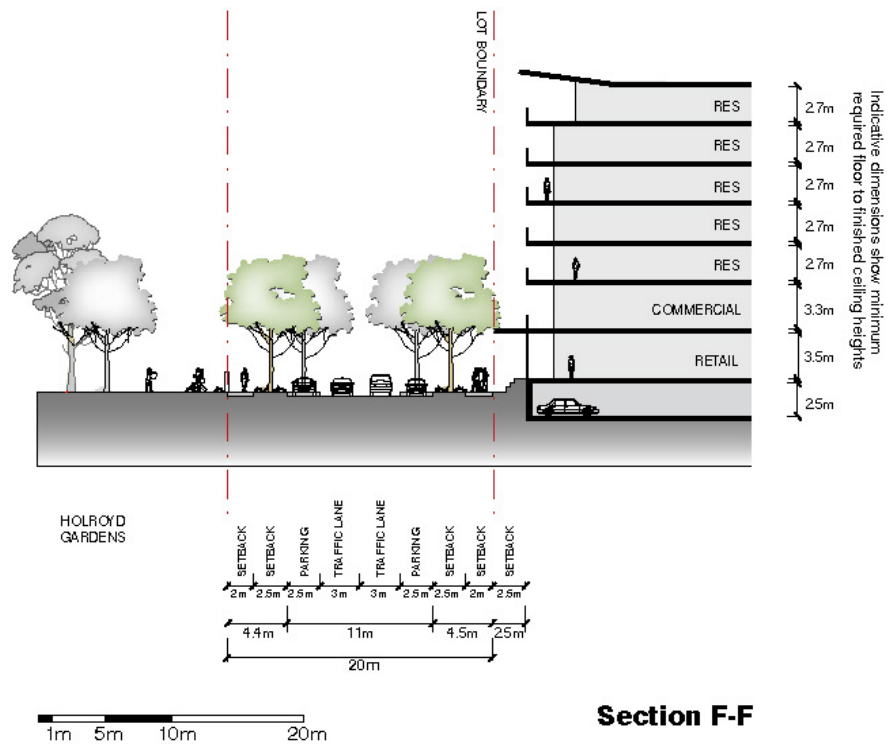


Figure 6: Section F-F

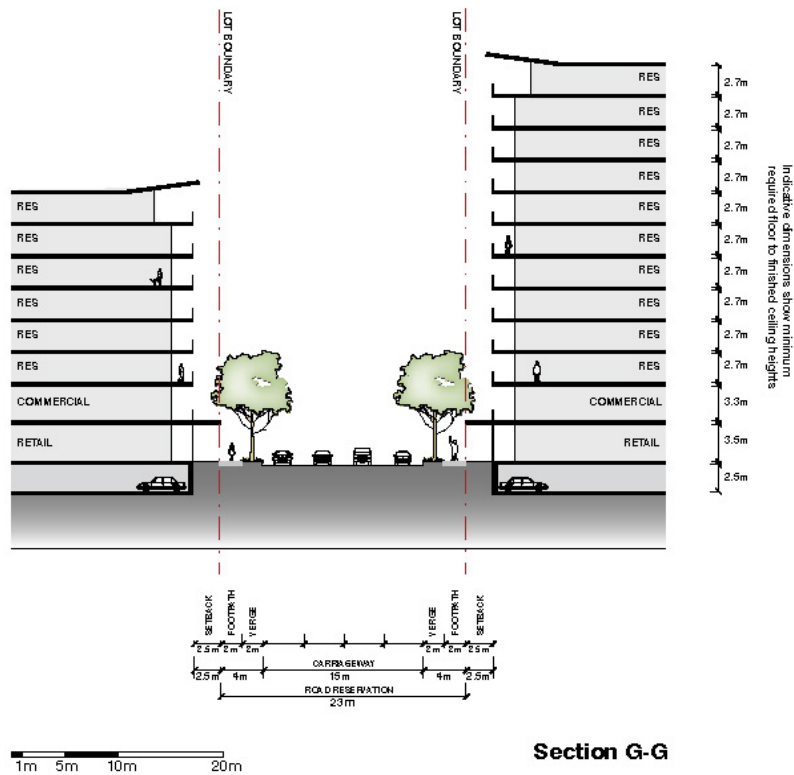


Figure 7: Section G-G

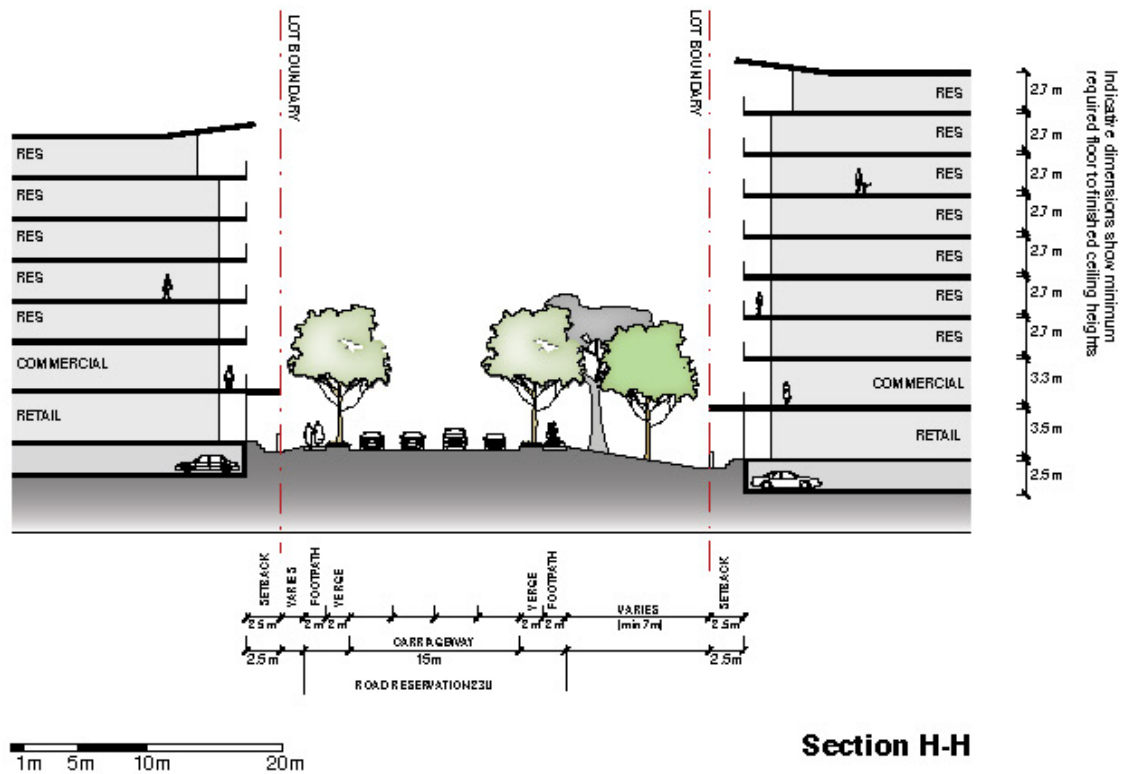


Figure 8: Section H-H

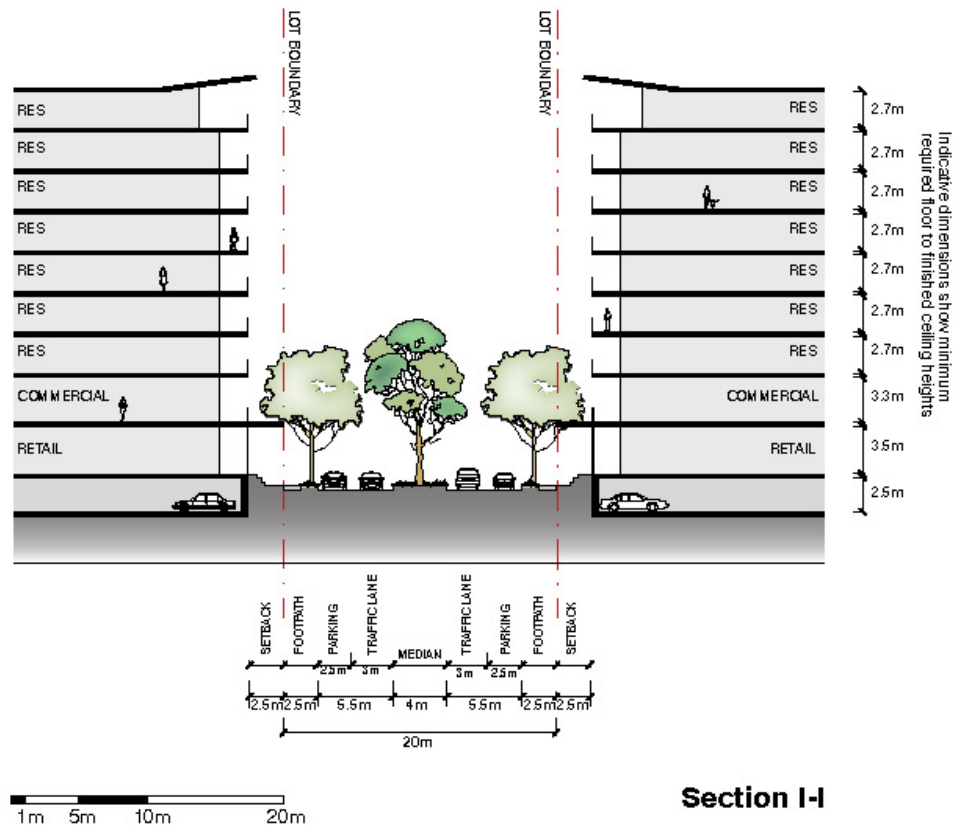


Figure 9: Section I-I

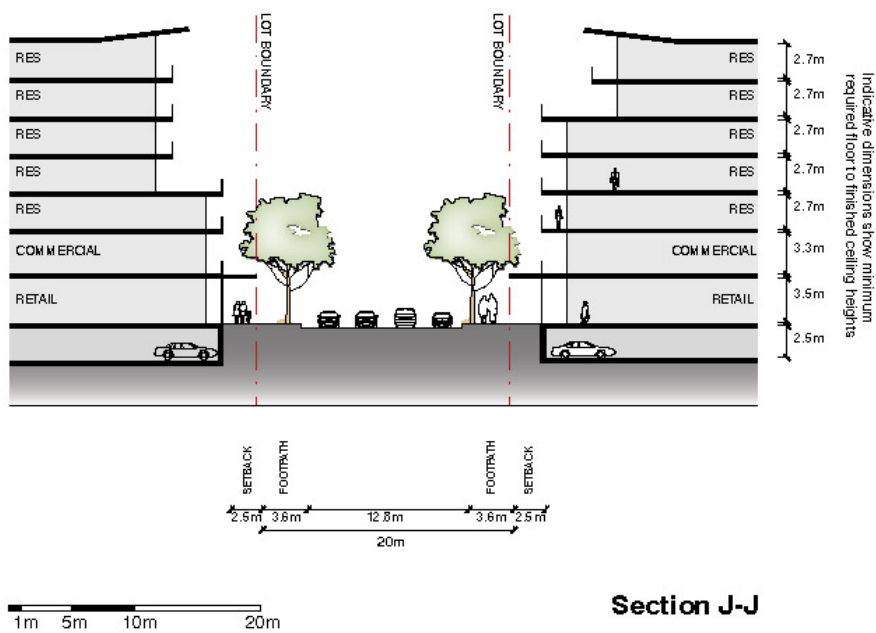


Figure 10: Section J-J

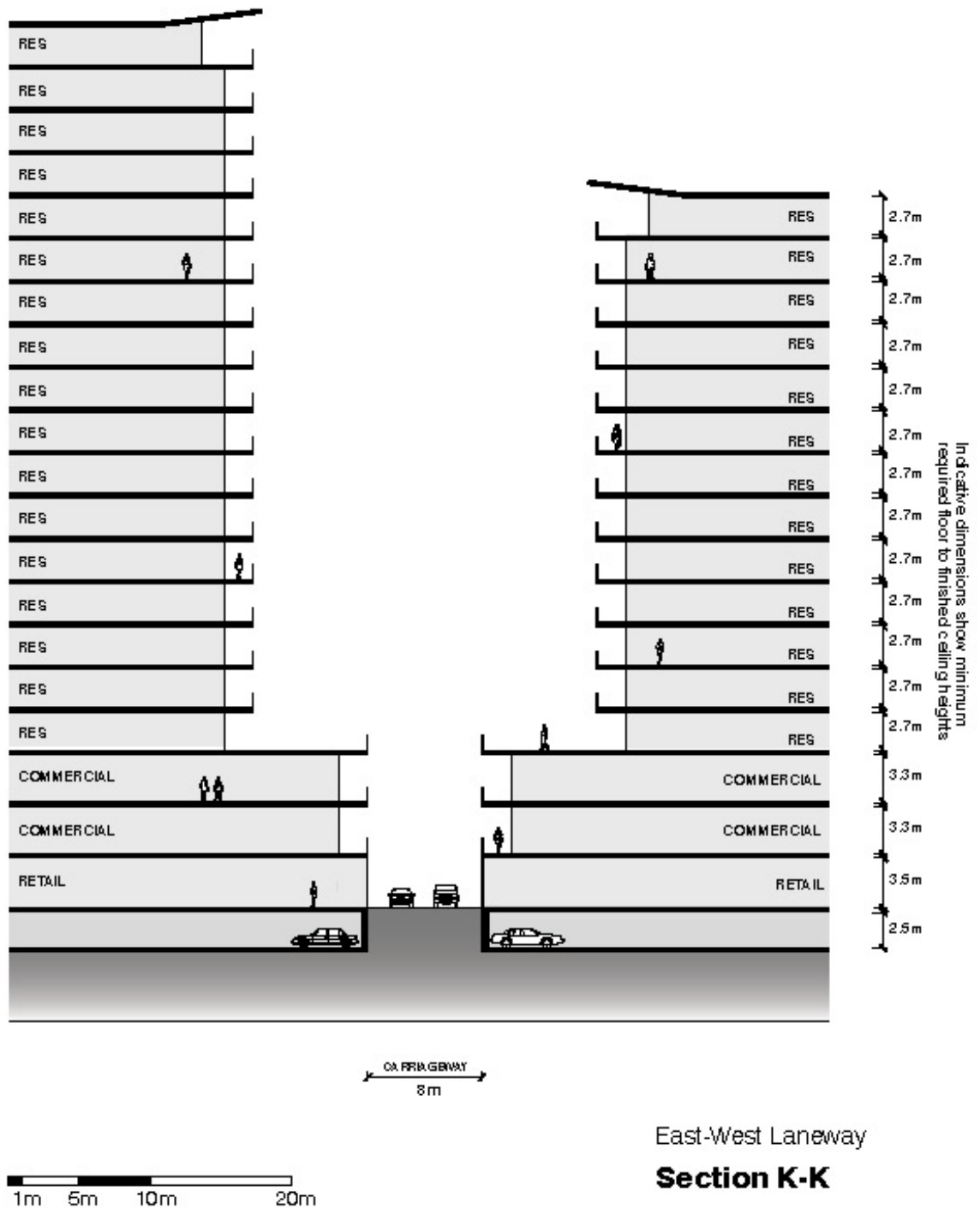
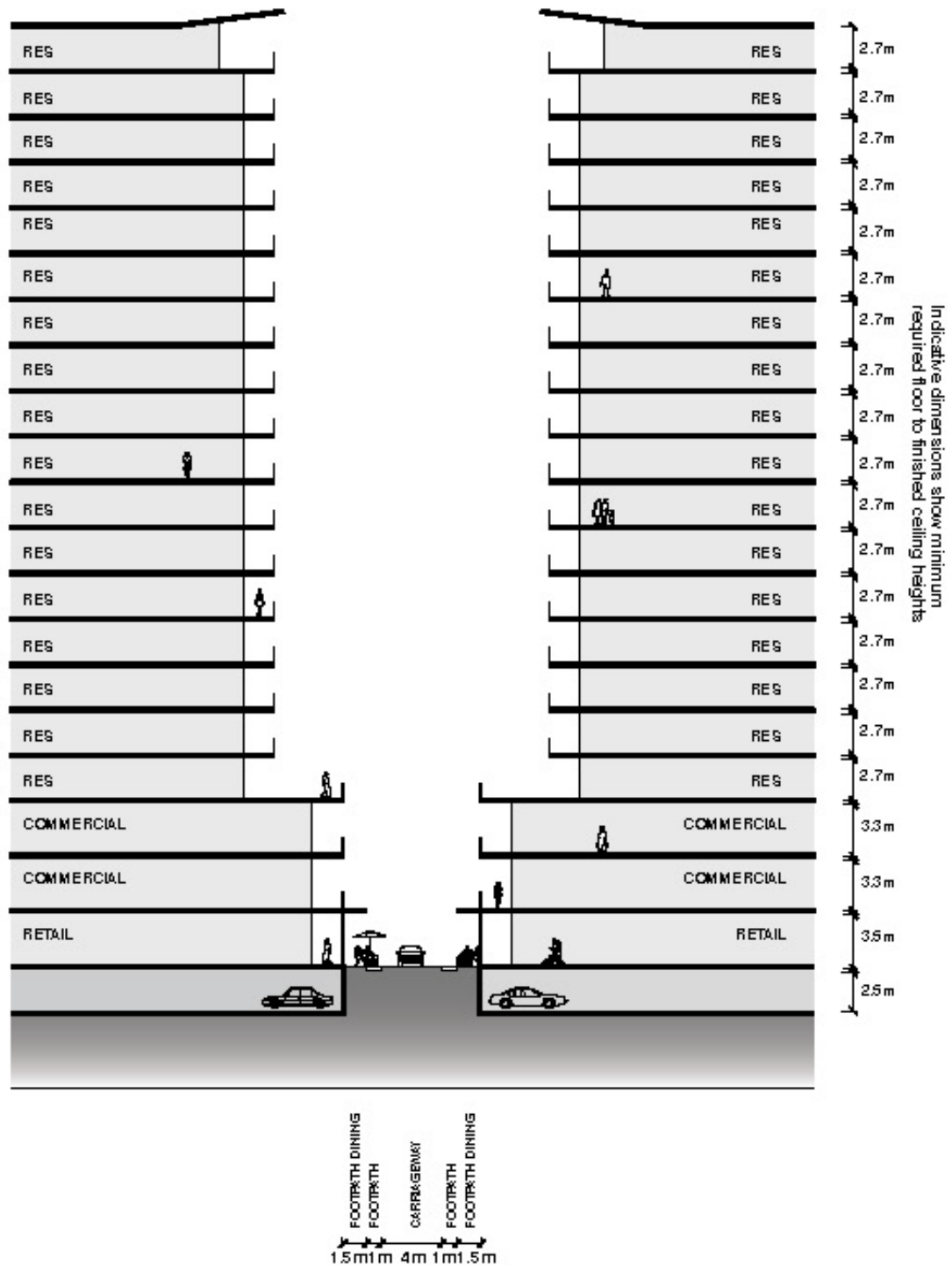


Figure 11: Section K-K



North-South Laneway  
**Section L-L**

Figure 12: Section L-L

### 3.3 Building Envelope

#### 3.3.1 Site amalgamation and minimum frontage

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

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

#### Objectives

- O1. Ensure the achievement of laneways and private accessways in order to require development fronting Merrylands Road to have rear vehicular access.
- O2. Ensure vehicular access can be obtained from secondary streets and laneways.
- O3. Ensure sites are sufficient in frontage in order to provide adequate vehicular access and basement car parking.
- O4. Ensure site dimensions allow for the achievement of appropriate building setbacks and separation.
- O5. For new development not to reduce the reasonable development opportunity of adjoining lots.

#### Controls

- C1. Amalgamation of lots in accordance with Figure 13 is required for redevelopment.
- C2. Where amalgamation is not required by this plan, the minimum site width for redevelopment is 20m.
- C3. The minimum site width achieved shall determine the height of buildings (in storeys) in accordance with the table below. Site width shall be measured at the primary frontage.

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

- C4. Sites must not be left such that they are physically unable to reasonably develop a three storey building in accordance with the controls in Sections 2 and 3 of this Part.
- C5. Development must not prevent the provision of laneways, accessways or vehicular access locations is prevented, or cannot be achieved in accordance with this plan.
- C6. Where required amalgamations cannot be achieved:
  - Applicants are to negotiate with all affected property owners prior to the lodgement of a development application, in an attempt to achieve the preferred development outcome.

- In instances where amalgamation cannot be achieved (because a landowner chooses not to take-up a reasonable offer) the following information must be submitted with any development application:
  - two (2) written valuations indicating the value of the remaining sites that were to be developed in conjunction with the applicant's properties. These are to be undertaken by two independent Valuers registered with the Australian Institute of Valuers, and
  - evidence that a reasonable offer has been made to the owner(s) of the affected sites to purchase and valuation reports

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



Figure 13: Key site amalgamation

### 3.3.2 Building and Ceiling Height

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

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

#### Objectives

- O1. Achieve appropriate management of overshadowing, access to sunlight and privacy
- O2. Deliver a built form that provides a height transition, from lower scale on the edges of the centre to higher scale in the core of the centre.
- O3. Ensure the scale of the built form provides for a legible centre.
- O4. Provide appropriate transition in building heights from public spaces.

#### Controls

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

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

- C2. Each storey shall have the following minimum floor to ceiling heights:
  - ground floor - 3.5m;
  - first floor (regardless of use) - 3.3m; and
  - all other floors - 2.7m.
- C3. Development in the centre shall establish a consistent building height transition, from the edges of the centre, to the core of the centre.
- C4. Ensure the achievement of daylight access to public open spaces in accordance with Section 2.6.

### 3.3.3 Street setbacks, road widening and street frontage heights

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

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

#### **Objective**

- O1. Provide street edges that reinforce and reflect the various uses and characters within the centre.
- O2. Ensure the location of shop fronts are adjacent to pedestrian activity.
- O3. Create a pleasant environment and amenity for residents and visitors through the provision of street trees and wider footpaths on Merrylands Road.
- O4. Encourage the establishment of active laneway uses through street setbacks.
- O5. Enhance the character of the centre through consistent and continuous street facades.
- O6. Ensure building heights at street level are at a human scale.
- O7. Ensure the pedestrian environment is pleasant and inviting through access to sunlight, appropriate scale and massing of buildings and wind mitigation.

#### **Controls**

- C1. Street setbacks in accordance with Figure 14 are required for redevelopment.
- C2. 0.5m road widening is required for both sides of Merrylands Road in accordance with Figure 2.
- C3. On Pitt Street a 0.65m road widening is required for 185 Pitt Street, to enable the cycle path connection.
- C4. A 3m x 3m splay corner is required at the south-western corner of the Neil Street/Pitt Street intersection.

- C5. On Neil Street, road widening is required at 185 and 208 Pitt Street; and on Pitt Street, road widening is required at 208 and 212 Pitt Street and 8 Gladstone Street.
- C6. Street wall height of buildings (podium) shall be 3 storeys, with a minimum height of 11m and maximum height of 14m.
- C7. Upper level (above street wall) street frontage setbacks for Merrylands Road, McFarlane Street and Pitt Street will be based on storey height, in accordance with the table below and Figure 15:

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

- C8. Upper level street frontage setbacks for Memorial Avenue shall be in accordance with Figure 16
- C9. Minor projections into the street setback will be accepted for sites where 0m setback is required, in accordance with the table below:

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



Figure 14: Setbacks and street frontages

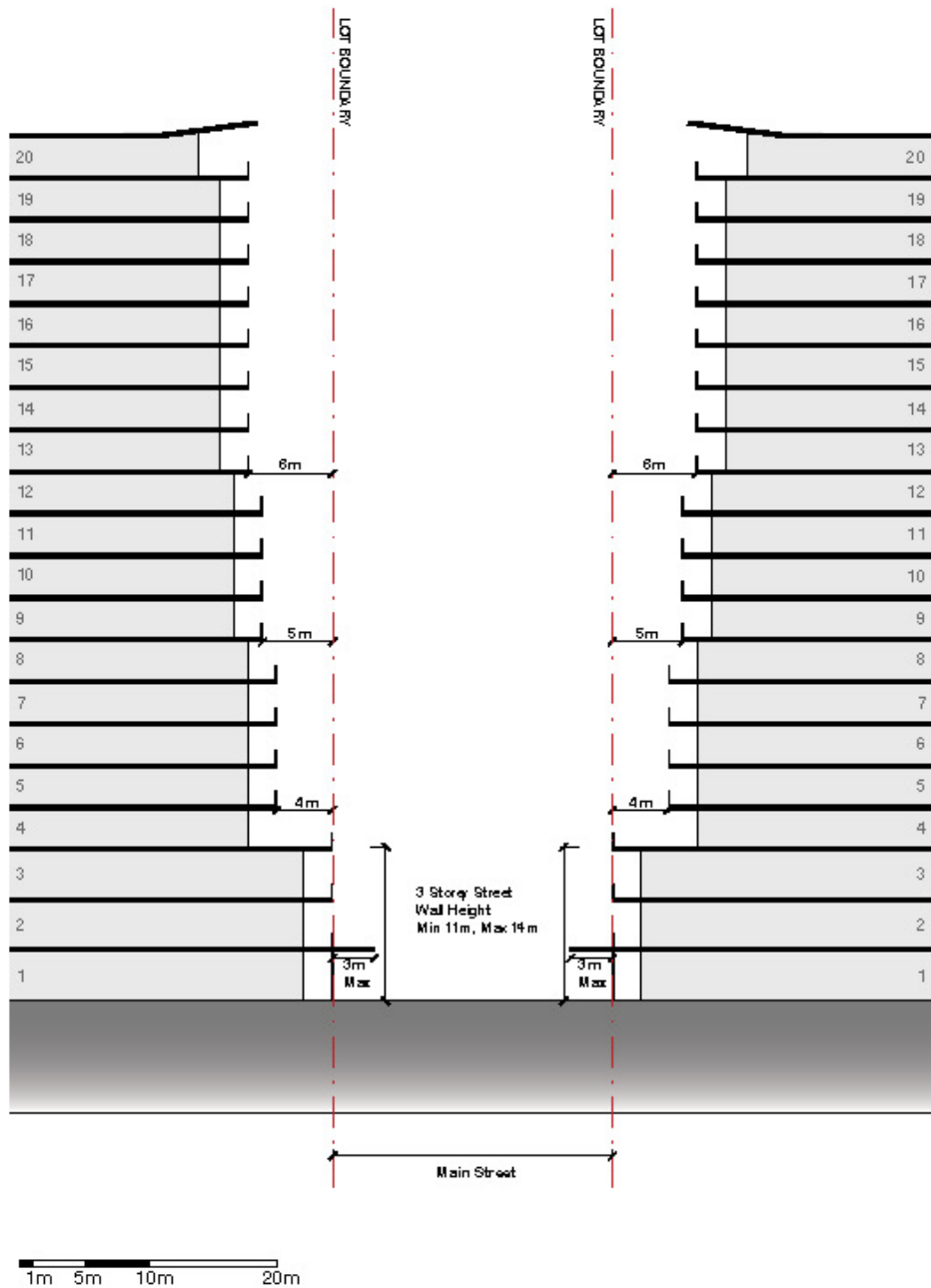


Figure 15: Main street setbacks

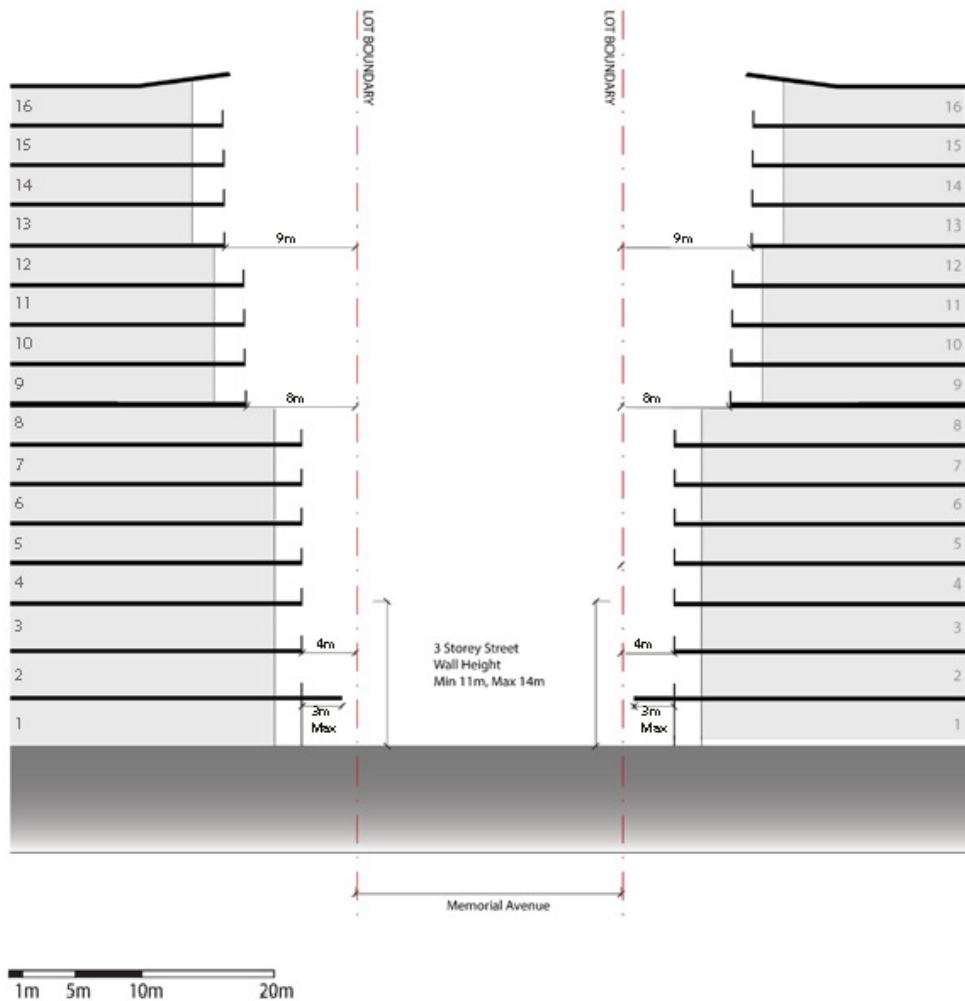


Figure 16: Memorial Avenue setbacks

### 3.3.4 Building depth and length

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

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

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

#### Objectives

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

- O2. Ensure that adequate cross ventilation and sunlight access is achieved in residential apartments within the high density centre.
- O3. Provide for viable and functional commercial spaces.
- O4. Consider the amenity of future residents and workers through building design.
- O5. Provide sunlight access and streetscape amenity to the public domain

**Controls**

- C1. There is no maximum building depth requirement for floors used as commercial premises.
- C2. The maximum permissible building plan depth for residential accommodation is 18m.
- C3. The maximum permissible building envelope depth for residential accommodation is 22m.
- C4. Residential apartments on the 2nd and 3rd storey levels are limited in depth to 8m from the glassline and 11m from the outer edge of the building envelope.
- C5. Where office premises are proposed, all points on an office floor should be no more than 15m from a source of daylight.
- C6. The maximum horizontal length of any building above the podium shall not exceed 50m.
- C7. All residential and mixed use developments shall be, or substantially contain, dual aspect apartments.

**3.3.5 Setbacks and separation**

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

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

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

**Objectives**

- O1. Ensure residents within buildings and adjoining buildings have adequate access to sunlight, airflow and visual and acoustic privacy.
- O2. Provide visual legibility and a pleasant public domain through breaks in the built form.
- O3. Mitigate the impacts of wind within the centre.
- O4. Create a consistent streetscape character.

**Controls**

- C1. Where the street setback is 0m, a continuous built edge shall be provided up to the 3rd storey, regardless of use.
- C2. Where a laneway or accessway is required the minimum rear setback shall be 8m, unless shown otherwise.
- C3. Setbacks to secondary streets (above podium) to the property line shall be provided as below:

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

- C4. 0m side setback to Terminal Place and or Milne Lane will be accepted for properties 266 Pitt Street and 135-137 Merrylands Road.
- C5. Minimum setbacks to side boundaries shall be provided in accordance with the table below:

Building uses	Storeys	Side setbacks (metres)
Non habitable rooms and commercial with no windows	1-3	0
	4-8	3
	9-20	6
Habitable rooms/balconies	4	6
	5-8	9
	9-20	12
Habitable rooms/balconies and non-habitable rooms	4	4.5
	5-8	6.5
	9-20	9

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

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

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

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

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

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

**3.3.6 Active frontages, street address and building use**

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

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

**Objectives**

- O1. Provide for a vibrant, pedestrian focused centre through the orientation and design of ground floor entries and shop fronts.
- O2. Require activation of the street through the reinforcement of activities along the main streets and some laneways.
- O3. Maintain the established character of fine grain frontages at ground level.
- O4. Provide well designed building facades and entrances.
- O5. Contribute to a safe environment for pedestrians and residents through both passive and active surveillance.
- O6. Ensure the accessibility of the centre for the entire community.

**Controls**Active frontages

- C1. Provide Active frontages at street level, orientating onto streets, laneways and public places, as identified on Figure 17.
- C2. Active frontages consist of the following:
  - shopfront;
  - food and Drink premises such as Restaurant or Café;
  - entrance to public buildings or commercial building foyers; and
  - customer service areas and receptions (where visible from the street).

- C3. At least 70% of street level frontages shall be transparent glazing. Blank or solid walls and the use of dark or obscured glass on active frontages are prohibited.
- C4. Restaurants, cafes and the like are to consider providing openable shop fronts.
- C5. Active frontages located on Merrylands Road (to Addlestone Street) and McFarlane Street should aim to provide at least 10-14 separate tenancy entries per 100m.
- C6. Large developments shall provide multiple entrances.
- C7. Solid roller shutters or the like that obscure windows and entrances are not permitted. Security grilles which are fixed internally to the shop front, fully retractable and are at least 50% transparent when closed, are acceptable.
- C8. The ground floor level of active frontages shall be at the same level as the footpath, unless otherwise required by this plan.
- C9. The location of fire escapes, service doors, plant equipment and the like are to be minimised on active streets.

Street address

- C10. Street address in the form of entries, lobbies and/or habitable rooms with clear glazing are required at ground level, in accordance with Figure 17.
- C11. Direct pedestrian access off the primary street front shall be provided.
- C12. Direct 'front door' access to residential units is encouraged.
- C13. Open space should be oriented to overlook pedestrian access points.
- C14. Blank walls or dark or obscured glass is not permitted.

Building use

- C15. Retail and commercial uses are to be located on at the ground floor level for all development within the B4 zone.
- C16. Residential development is not permitted to be located at the ground floor level of any development within the B4 zone.
- C17. Commercial office space or other suitable non residential uses must be provided at the first floor level of development for the entire premises street frontage.

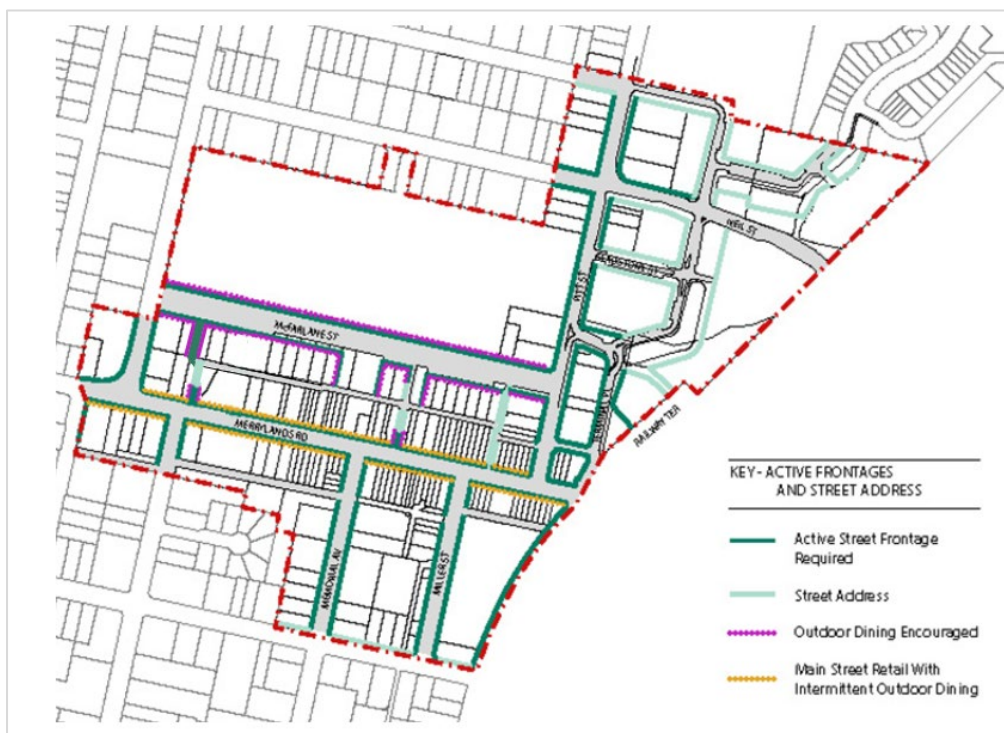


Figure 17: Active frontages and street address

### 3.3.7 Landscaping and open space

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

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

## Objectives

- O1. Enhance the amenity and liveability for residents, workers and visitors to the centre through integrated landscape design, improvements to the public domain and the provision of passive and recreational opportunities.
- O2. Provide a pleasant and enhanced streetscape character and amenity through the retention and/ or planting of trees.
- O3. Provide for pleasant and safe public open spaces through designing for accessibility and surveillance.
- O4. Assist the management of the water table, stormwater and water quality through maximising site infiltration through deep soil and permeable surfaces.
- O5. Require communal open space that is assessable, functional and attractive and provides for passive recreation and landscaping.

- O6. Enhance liveability for residents by requiring every dwelling to have access to a private, useable and functional private open space directly adjacent to living areas and providing an extension of the living spaces.
- O7. Provide balconies and terraces of sufficient size and proportion, which are functional and allow for outdoor living and planter opportunities.
- O8. Require balconies and terraces to be integrated into the overall architectural form of the building and to contribute to the articulation and modulation of the building façade.
- O9. Contribute to the safety and liveliness of the street by allowing for casual overlooking and address.
- O10. Ensure private and communal open space areas are adequately landscaped and able to accommodate a range of plant species.
- O11. Provide appropriate soil conditions, drainage and irrigation measures that encourage plant growth.

### **Controls**

#### Public open space

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

#### Streetscape planting and public domain works

- C2. Streetscape planting shall be provided in accordance with Figure 4.
- C3. Planting and public domain works shall be in accordance with Council's Landscape Masterplan.

#### Deep soil zones

- C4. Deep soil zones shall be provided in accordance with Figure 4.
- C5. Where there is limited capacity for water infiltration, stormwater treatment measures are to be integrated with the design of the buildings.

## **3.4 Movement**

### **3.4.1 Rear laneways and private accessways**

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

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

### **Objectives**

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

- O2. Require buildings fronting primary roads to gain vehicular access from the rear of the property.
- O3. Enable the maintenance of continuous retail frontages.

#### **Controls**

- C1. Rear laneways and private accessways are to be provided in accordance with Figure 2.
- C2. Where buildings front Merrylands Road, McFarlane Road or Pitt Street, vehicular access must be provided from the rear via laneways or private accessways, as indicated in Figure 2. No vehicle entrances are permitted from primary roads, as indicated in Figure 2.
- C3. Where other buildings have access to existing laneways, vehicular access must be provided from the laneway.

#### **3.4.2 Pedestrian access**

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

#### **Objectives**

- O1. Ensure access to workspaces, retail areas, apartments and to the public domain is direct and efficient for the entire community, regardless of age, physical condition or mobility restriction.
- O2. Require development to be well connected to the street and contributes to the accessibility of the public domain.
- O3. Provide an environment which is permeable for pedestrians.
- O4. Create a safe environment for all pedestrians.

#### **Controls**

- C1. Pedestrian site through links shall be provided in accordance with Figures 2 and 3.
- C2. Required pedestrian access identified at 246 Pitt Street, between Terminal Place and Pitt Street, is for an overland flow path and shall be a minimum of 15m wide and 4m high. This may be designed as an arcade.

#### **3.4.3 Vehicle access**

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

#### **Objectives**

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

- O2. Enable active frontages.
- O3. Differentiate between primary and secondary roads and their uses.
- O4. Integrate vehicular access and service areas into building design and streetscape character.

**Controls**

- C1. Driveways shall be provided from laneways (existing or proposed), private accessways and secondary streets (as indicated in Figure 2).
- C2. Vehicular access in the Neil Street precinct shall comply with Figure 2.

**3.4.4 Parking**

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

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

**Objectives**

- O1. Minimise car dependency for commuting and recreational transport use and to promote alternative means of transport such as public transport, bicycling and walking.
- O2. Maintain a positive streetscape character by designing and treating car parking to reduce its visual impact.
- O3. Ensure parking does not impact on the character and function of active frontages.

**Controls**

- C1. On-site parking is to be accommodated underground wherever possible.
- C2. On street parking within Neil Street shall be provided as indicated Section 2.5.

### 3.5 Design and building amenity

#### 3.5.1 Laneway and arcade design

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

##### Objectives

- O1. Ensure the design of laneways and arcades provides for pedestrian safety and amenity.
- O2. Assist in creating a vibrant centre through active frontages.
- O3. Promote permeability in the redevelopment of large sites.

##### Controls

##### Laneway

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

##### Arcades

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

#### 3.5.2 Managing external noise and vibration

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

##### Objectives

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

##### Controls

- C1. Development proposals within 60m of the south western railway line and/or adjacent to Neil Street or Pitt Street must provide a report, to be submitted with the development application, demonstrating that the development will comply with the following criteria.
- C2. The following Australian Standards are to be complied with:
  - *AS 1055-1997 Acoustics - Description and Measurement of Environmental Noise.*
  - *AS 1259-1990 Acoustics – Sound Level Meters Part 2 Integrating – Averaging.*
  - *AS 1633-1985 Acoustics - Glossary of Terms and Related Symbols.*
  - *AS 2107-2000 Acoustics - Recommended Design Sound Levels and Reverberation Times for Building Interiors.*
- C3. The report shall be prepared by an acoustic consultant having the technical eligibility criteria required for membership of the Association of Australian Acoustical Consultants (AAAC) and/ or grade membership of the Australian Acoustical Society (MAAS).
- C4. Prior to the issues of an Occupation Certificate, a noise compliance report shall be submitted to the Principal Certifying Authority (PCA) confirming that the building/s comply with the noise criteria following. The report shall be prepared by an acoustic

consultant, other than the consultant responsible for the preliminary/design report, having the technical eligibility criteria required for membership of the Association of Australian Acoustical Consultants (AAAC) and/ or grad membership of the Australian Acoustical Society (MAAS).

- C5. Acoustic reports prepared under this Plan must be prepared in accordance with the specified methodology provided in the Appendix.
- C6. Floor vibration levels in habitable rooms should comply with the criteria in *British Standard BS6472: 1992 Evaluation of Human Exposure to Vibration in Buildings* (1 Hz to 80 Hz). This is the vibration standard recommended by the Department of Infrastructure Planning and Natural Resources (DIPNR) and the Department of Environment and Conservation (DEC). It is similar to AS2670.2 – 1990 but includes additional guidance in relation to intermittent vibration such as that emitted by trains.

### 3.5.3 Awnings

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

#### Objectives

- O1. Ensure the amenity of pedestrians through weather protection.
- O2. Maintain a consistent streetscape and provide visual interest through a continuous awning theme.
- O3. Locate awnings to provide for the safety and security of pedestrians.
- O4. Enable the provision of street tree planting and furniture location.

#### Controls

- C1. Continuous awnings are required to be provided to all active street frontages (except laneways).
- C2. Awnings on Merrylands road shall be 2.5m deep.
- C3. Awnings are permitted on laneways where active frontages are required and shall be retractable and only used in hours of operation.

### 3.5.4 Adaptable housing

#### Objectives

- O1. Ensure the design of apartments meet the broadest range of occupants needs possible.
- O2. Promote buildings that can accommodate whole or partial changes of use.
- O3. Provide a diversity of apartments types, which cater for different household requirements now and in the future.
- O4. Maintain equitable access to new housing by cultural and socio-economic groups.

### **Controls**

- C1. Provide a total of 20% of dwellings as adaptable housing by ensuring that:
- a minimum of 10% of all apartments within a development comply with AS4299-1995 Adaptable House Class A; and
  - a minimum of 10% of all apartments within a development comply with AS4299-1995 Adaptable House Class C.

#### **3.5.5 Corner buildings**

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

### **Objectives**

- O1. Promote a strong and legible streetscape character by ensuring corner sites are visually significant elements.
- O2. Require buildings at visually significant locations are well designed and respond to the different characteristics of the streets the address.
- O3. Reinforce and clarify spatial relationships and street hierarchy in the centre and accentuate the topography.

### **Controls**

- C1. Generally, Corner building shall be designed to:
- articulate street corners by massing and building articulation;
  - to add variety and interest to the street;
  - present each frontage of a corner building as a main street frontage;
  - reflect the architecture, hierarchy and characteristics of the streets they address; and
  - align and reflect the corner conditions.
- C2. Corners identified in Figure 6 shall be emphasised through architectural design and materials.

## **3.6 Environmental**

### **3.6.1 Flood and stormwater management**

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

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

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

### **Objectives**

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

- O2. Require buildings within the flood affected areas are designed to ensure minimal damage in the event of a flood.
- O3. Balance the need for active frontages and flood mitigation from flood proofing and design.
- O4. Ensure that redevelopment of the site can occur.
- O5. Minimise stormwater runoff.
- O6. Control the quality and quantity of stormwater, and to reduce impacts on adjoining properties.
- O7. Minimise the impacts of development and associated infrastructure on the health and amenity of natural waterways.
- O8. Preserve existing topographic and natural features, including watercourses, creeks and wetlands.

### **Controls**

#### Commercial and retail

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

#### Neil Street Precinct

- C2. Management of the redevelopment of the Neil Street Precinct must be undertaken in a whole-of-site approach. Site amalgamation and re-subdivision under this DCP is required to manage redirection of the floodway.
- C3. Building footprints are to be placed to allow best movement of flood waters (eg. 30m separation between buildings on the southern end of New Road (1) north)
- C4. Provide a 40m floodway through Neil Street Precinct, comprising roads, parks, swales and a natural creek system.

#### Stormwater

- C5. The peak/volume impact of stormwater on infrastructure is to be reduced by detaining/retarding it on site. Design solutions may include:
  - minimising impervious areas by using pervious or open pavement materials;
  - retaining runoff from roofs and balconies in water features as part of landscape design or for reuse or activities such as toilet flushing, car washing and garden watering;
  - landscape design incorporating appropriate vegetation;
  - minimising formal drainage systems (pipes) with vegetated flowpaths (grass swales);
  - infiltration or biofiltration trenches and subsoil collection systems in saline areas;
  - water pollution control ponds or constructed wetlands on larger developments; and
  - developments shall optimise the amount of deep soil zones within the site, in accordance with Figure 4.
- C6. Stormwater quality shall be maintained through the use of the following:

- litter or gross pollutant traps to capture leaves, sediment and litter should be used;
  - sediment filters, traps or basins for hard surfaces; and
  - treatment of stormwater collected in sediment traps on soils containing dispersive clays.
- C7. Where sites are next to the rail corridor, adequately dispose of or manage drainage from the development such that it is not distributed into the rail corridor unless prior approval has been obtained from Sydney Trains.
- C8. Existing and post development flood contours are shown in Figures 18 and 19.

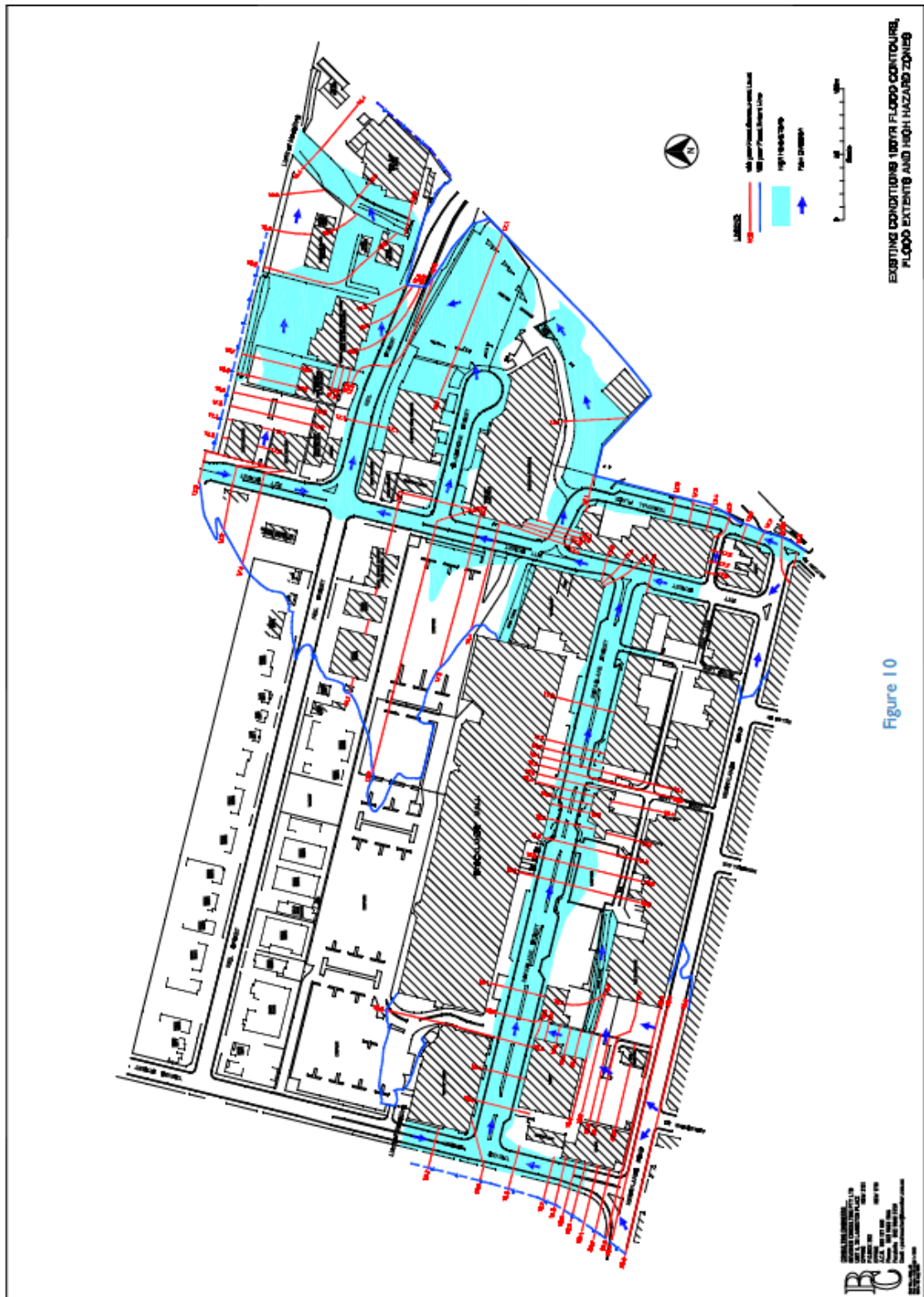


Figure 18: Existing development flood contours

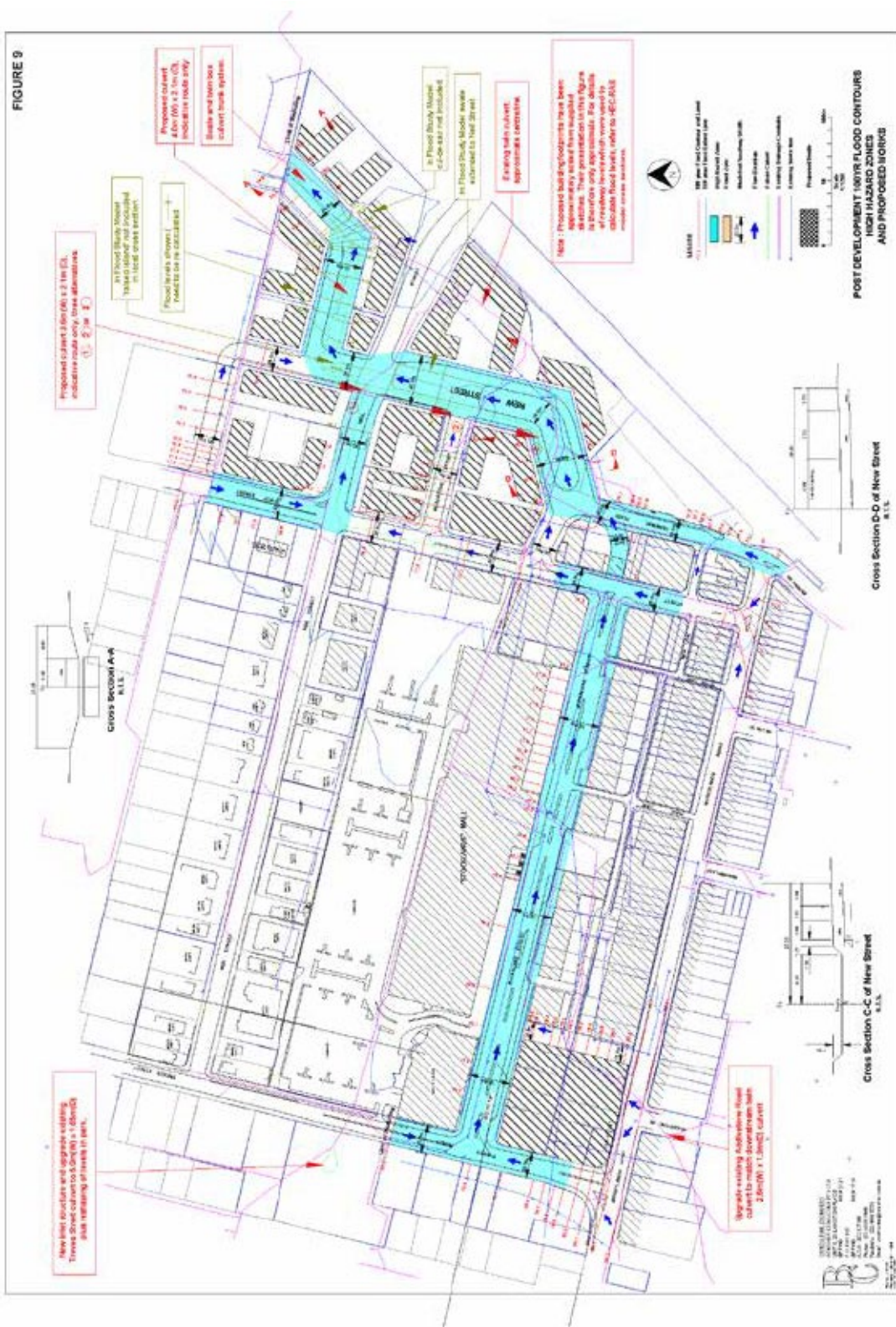


Figure 19: Post development flood contours

### **3.7 General**

#### **3.7.1 Public art**

##### **Objectives**

- O1. Provide art works which are integrated into broader development and planning of Merrylands Centre.
- O2. Avoid standalone public art projects that fail to address the locality and its culture.

##### **Controls**

- C1. Public Art is encouraged to be provided within the centre, in accordance with Council's Public Art Policy.
- C2. Public Art provided shall develop the cultural identity of the community and reflect the culture of the community.
- C3. Artworks shall be integrated into the design of buildings and the landscape.
- C4. Within the Neil Street Precinct, the following thematic areas are to be considered in the public art/design:
  - industrial heritage of the locality including the grain mills, brick works and railway; and
  - A'Becketts Creek and the natural environment.

#### **3.7.2 Interim development**

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

##### **Objectives**

- O1. Enable ongoing development works in the centre that are associated with existing uses, without compromising the implementation of the longer term vision and objectives as outline in this DCP.
- O2. Permit a reasonable amount of interim development while maintaining the viability of implementing this plan as an attractive future option.
- O3. Ensure any development works provides a positive design outcomes that contributes to the urban character of the centre.

##### **Controls**

- C1. All minor development associated with existing buildings including but not limited to alteration and additions, change of use, outdoor dining, subdivision and signage must not restrict or prohibit an adjoining landowner from developing their site in accordance with this DCP.
- C2. Development is to ensure activation of the streetscape and high urban design outcomes.
- C3. Alterations and additions must not exceed 60m<sup>2</sup> of additional floor space on to or associated with an existing building. Only 1 application for this addition, per lot, is permissible, as from the date of adoption of this DCP.

This page has been left intentionally blank.



CUMBERLAND  
CITY COUNCIL

# **PART F2-7**

## **MERRYLANDS NEIL STREET PRECINCT**

This page has been left intentionally blank.

# 1. Introduction

## 1.1 Land to which this Part applies

This Part provides development controls to guide the future development in the Neil Street Precinct. This Part specifies the built form controls for all development with the Precinct, and sets in place urban design guidelines to achieve the vision for Neil Street Precinct as stated under Section 2.

The provisions of this Part apply to Merrylands Neil Street Precinct, shown edged in heavy black on Figure 1.

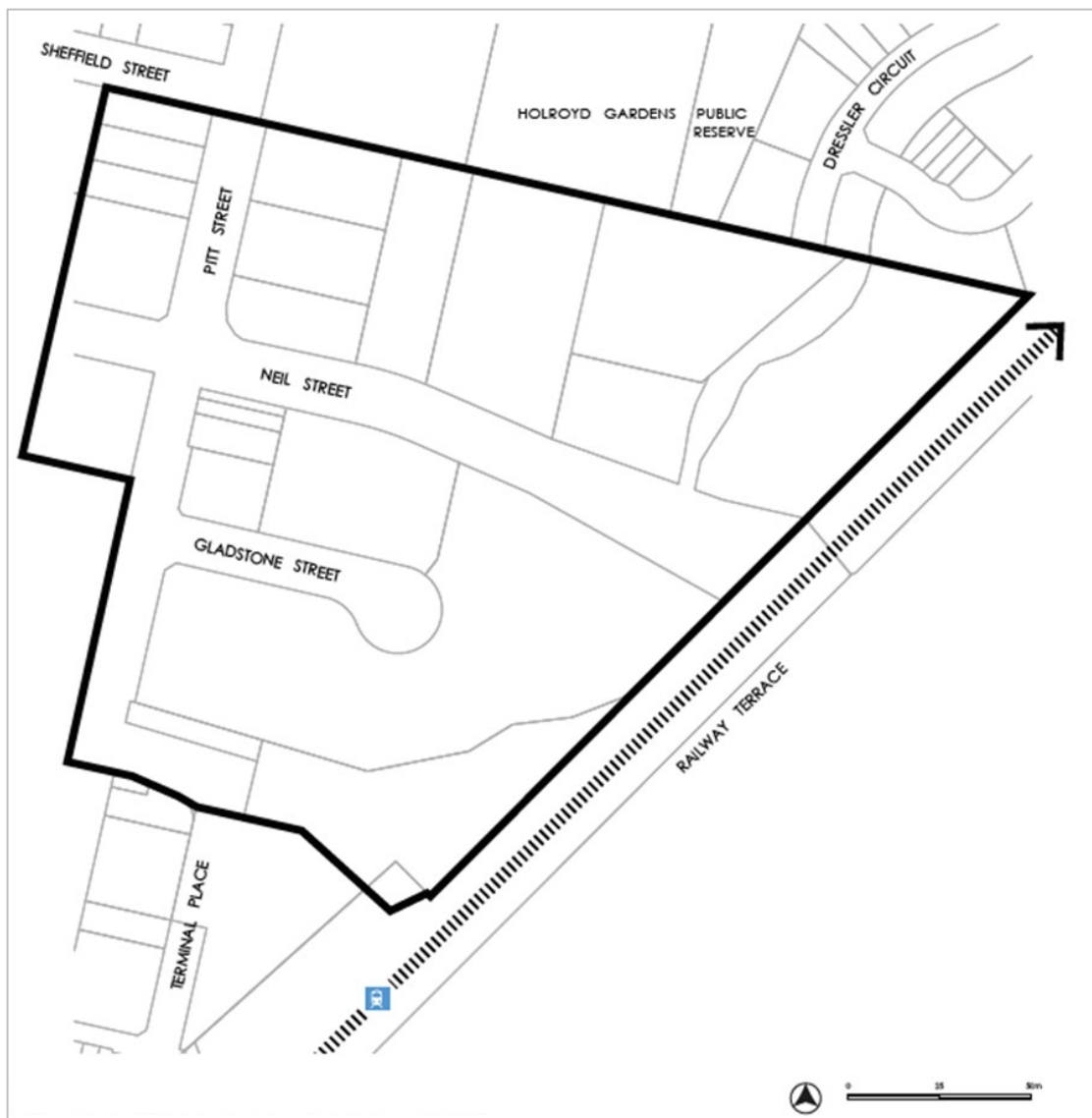


Figure 1 – Merrylands Neil Street Precinct Boundary

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

## 2. Vision

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

The 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.

## 3. Objectives and controls

### 3.1 General

#### Objectives

- O1. Ensure the Precinct will be characterised by a high-quality, well-designed and safe environment.
- O2. Create an urban structure that will:
  - promote a balance of residential and commercial uses within the Precinct; and
  - provide a transition from the more intense development near the Train Station to peripheral areas along the Holroyd Gardens.
- O3. Create an access network that will:
  - provide a safe and convenient pedestrian environment that will encourage social interaction and encourage public transport use;
  - promote greater connectivity and integration between land uses and the Train Station; and
  - create additional Streets that will:
    - reduce pressure on Pitt Street.
    - provide new opportunities for business.
- O4. Create an open space network that will:
  - include a network of diverse active and passive recreational spaces to support the residential and working population of the Precinct; and
  - provide safe, accessible, sustainable, well-used and designed open-space network.

### 3.2 Urban design

#### Objectives

- O1. Enhance connectivity within the Neil Street Precinct and with the surrounds.
- O2. Maintain and develop spaces that encourage social interaction for all people, which will contribute to people's sense of place.
- O3. 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.

- O4. Promote the “green and leafy” character associated with established trees within Holroyd Gardens.
- O5. 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.
- O6. Provide appropriate interfaces to surrounding residential and open space areas.
- O7. Improve the visual quality of the Sydney Water Concrete Culvert by incorporating landscaping to soften the appearance which will not only provide a sustainable drainage system but also enhance the recreational value of the Precinct.



Figure 2: Neil Street Precinct Vision

### 3.3 The Structure Plan

#### 3.3.1 Desired future character

##### *Neil Street Precinct Character Statement*

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

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

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

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

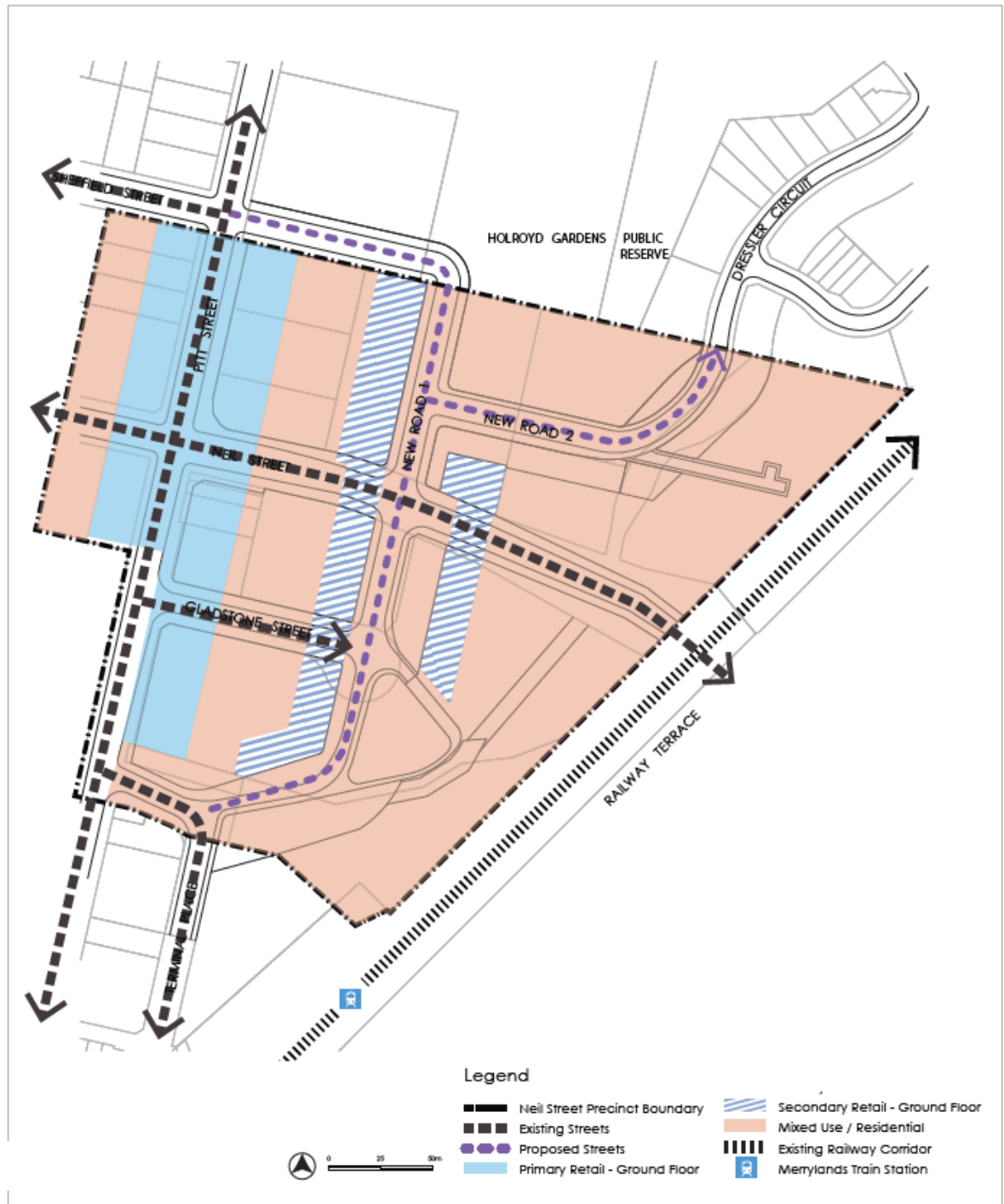


Figure 3: Existing site

### 3.3.2 Urban Structure Plan

The Structure Plan sets out the broad framework for development within the Neil Street Precinct. It underpins the development controls for the Precinct. The Structure Plan reflects and builds on the existing land uses and functions within the broader Merrylands Centre to implement the vision for Neil Street as a high-quality, well designed, safe and liveable environment (Refer Figure 3).

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

The Structure Plan is comprised of three elements:-

- Access Network;
- Public Open Space; and
- Built Form Network.

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

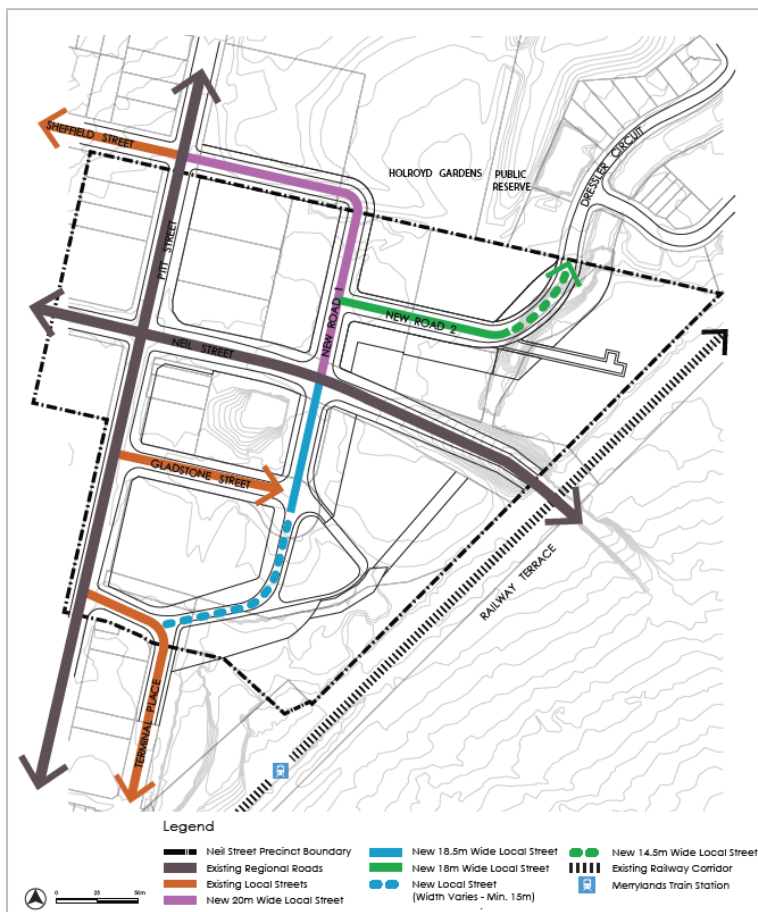


Figure 4: Existing and new street network

### 3.4 Access network

#### 3.4.1 Street/access network

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

- New Road 1; and
- New Road 2.

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

#### Objectives

- O1. Improve pedestrian, cycle and vehicular accessibility within the Precinct and the broader Merrylands Centre.
- O2. Provide a street network that responds to the constraints of drainage, existing development and future subdivision patterns.
- O3. Provide improved access to public open spaces within the Precinct.
- O4. Accommodate increased traffic movement within the Precinct and broader Merrylands Centre.
- O5. Provide additional opportunities for on-street parking.

#### Controls

- C1. Provide new public streets as shown in Figure 4.
- C2. Refer to Section 3.4 for detailed information regarding the required width, design and location of each street type.
- C3. Setbacks along streets are to be provided in accordance with Section 3.8.
- C4. The width of footpaths shall be maximised for comfortable pedestrian movement; to facilitate tree planting and where bike routes exist, to allow cycling off road.
- C5. Streets are to be planted with trees appropriate in character to reflect the street hierarchy and in consultation with Council's landscape architect
- C6. New streets are to be dedicated to Council. New streets are to be maintained by the landowner until dedicated to Council.
- C7. Land owners within the Precinct to consult Council's engineers for detail infrastructure works.



Figure 5: Connectivity

### 3.4.2 Connectivity

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

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

#### Objectives

- O1. Ensure pedestrian ways, through-site links and arcades are accessible, continuous, well lit, safe and supported by active retail uses.
- O2. Encourage development that expands and enhances the Merrylands Centre public domain.
- O3. Promote pedestrian activity and contribute to the vitality of the Precinct.

#### Controls

- C1. Provide through-site links and pedestrian ways as indicated in Figure 5.
- C2. Through-site connection and arcade must:
  - provide a clear sight-line from one end to the other for surveillance and accessibility, in midblock locations;
  - have a minimum width of 12m;
  - extend and enhance the public domain and have a public domain character; and
  - be designed to consider pedestrian safety and the security of adjacent businesses, particularly at night.
- C3. Public use of through-site connections should be available at least between the hours of 7.00am to 7.00pm daily.
- C4. Connections through foyers and shops are encouraged.
- C5. Consider supplementary arcades and through-site connections, with outdoor areas such as courtyards or outdoor rooms.
- C6. Vehicular entry points are not permitted along Pitt Street, Neil Street and New Road 1 south of New Road 2.



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



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



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

### 3.4.3 Streets

#### New Road 1

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

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

#### **Controls**

- C1. Buildings are required to be setback from streets (Refer Section 3.8 for street setbacks).
- C2. Lighting, paving, street furniture, landscaped setbacks and tree planting are to be provided following consultation with Council's landscape officers.
- C3. New Road 1 is to be provided in accordance with Figures 4, 10, 11 and 12.

#### New Road 2

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

#### **Control**

- C4. New Road 2 is to be provided in accordance with Figures 4, 13 and 14.

#### Neil Street and Pitt Street

#### **Controls**

- C5. A 3m x 3m splay corner to be provided at the corner of Neil and Pitt Streets (Affected lot - 185 Pitt Street)
- C6. A 0.65 road widening to be provided along Pitt Street at 185 Pitt Street to incorporate a cycle path.



Figure 9: Section locations

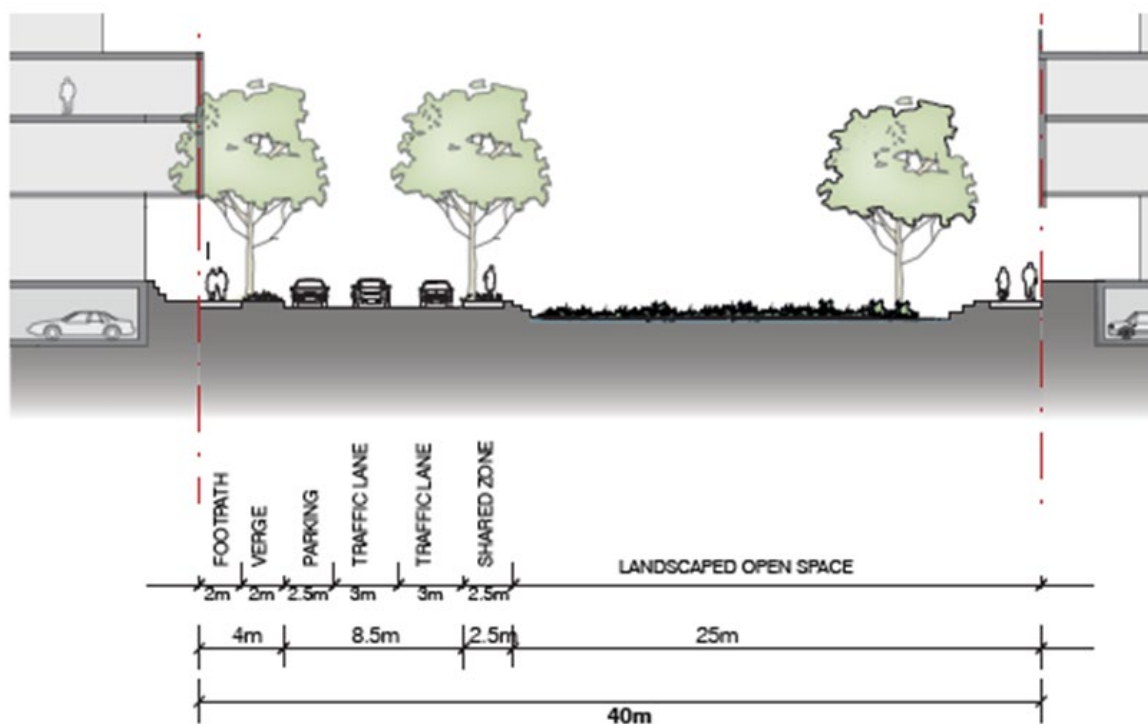


Figure 10: Section AA

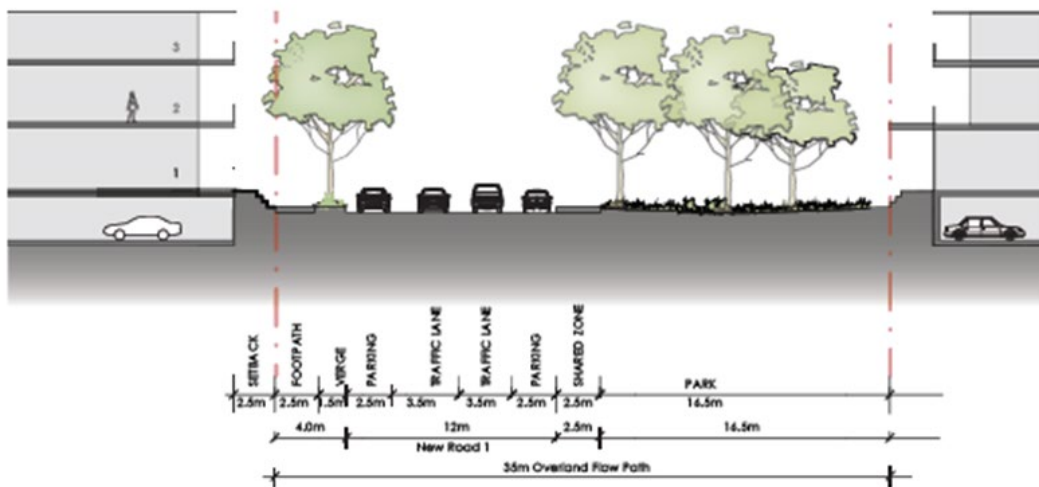


Figure 11: Section BB

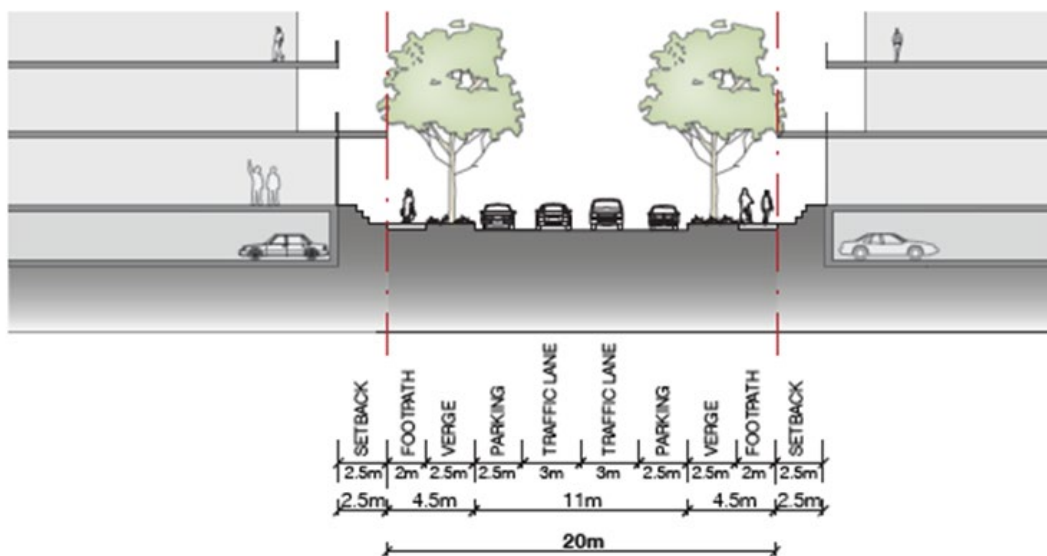


Figure 12: Section CC

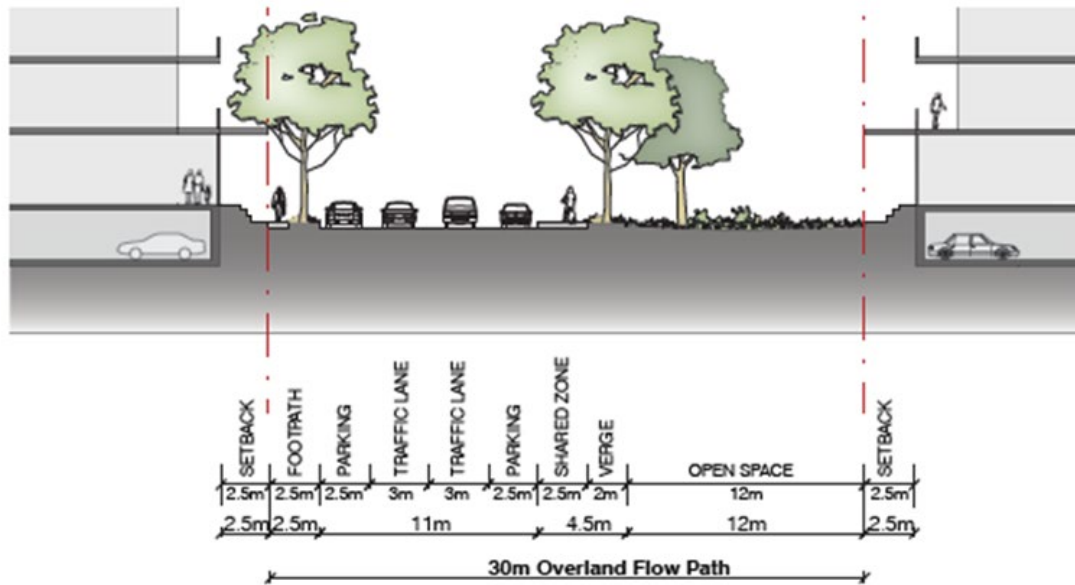


Figure 13: Section DD

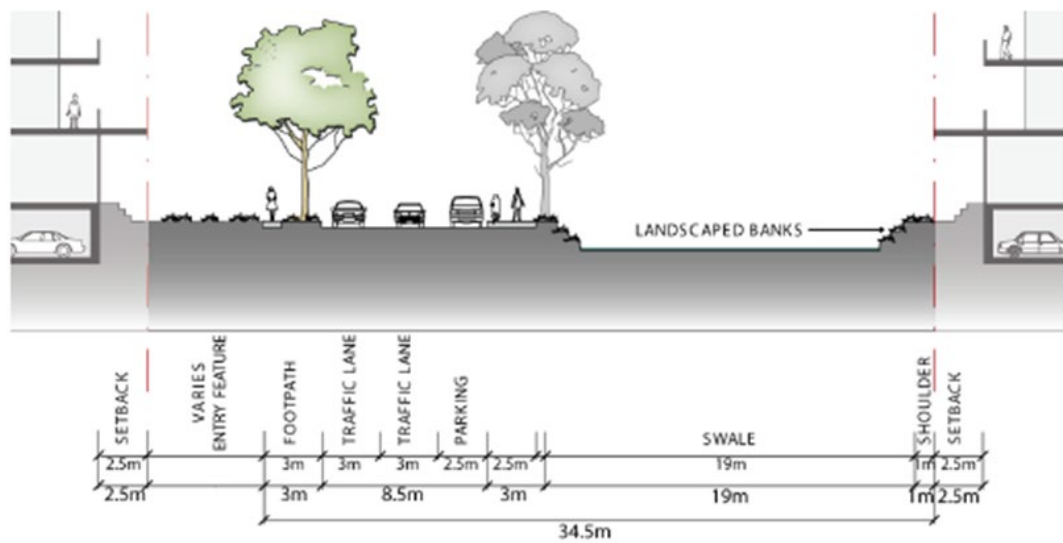


Figure 14: Section EE



Figure 15: Public Domain Plan

### 3.5 Public open space

#### 3.5.1 Open space network

The Public Open Space Structure Plan creates a new open space network that will enhance the aesthetic and environmental quality of the Precinct (Refer Figure 32). The open space network contributes to the pedestrian and cycle connections, addresses water quality and overland flow and provides informal gathering and recreational space.

#### Objectives

- O1. Provide additional open space within a network of well connected parks and green streets.
- O2. Provide consolidated open spaces and open space corridors.
- O3. Accommodate a range of active and passive recreational uses.
- O4. Contribute to stormwater and ecological management.
- O5. Maximise the accessibility of public open space, and contribute to the pedestrian and cycle network.
- O6. Provide appropriate amenity, solar access and shelter across a range of uses.

#### Controls

##### Landscape design

- C1. Public open space is to contribute to the development of a continuous canopy of native vegetation to encourage native fauna habitat.
- C2. Public open space is to provide for deep soil planting, and shall have no car parking or access underneath.
- C3. Public open spaces should have clear pedestrian movement routes, seating and zones of activities that are clearly defined and encourage use.
- C4. With the exception of Neil Street Park and pathways, the character of the public open space shall primarily be a soft-landscaped area.
- C5. The design, including paving material and furniture, generally should be consistent with adjacent footpaths and/or Merrylands Centre design.
- C6. Landscape design shall be compatible with the flood risk.
- C7. Trees and understorey planting to comply with *Crime Prevention Through Environmental Design* (CPTED) principles.

##### Solar access

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

Accessibility and connectivity

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

Diversity of uses

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

Safety and security

- C11. All public open space is to be designed to be in accordance with CPTED principles, in particular with regard to the following:
- open sightlines and landscaping that allow high levels of public surveillance by users and residents;
  - clear distinction between private and public open areas;
  - external lighting (in accordance with Australia Standards AS1158 - Road Lighting) which makes visible potential 'hiding spots'; and
  - entrances to areas of public open space that encourage pedestrian use and provide visual security through the establishment of clear sightlines.

Provisions

- Neil Street Park
- Terminal Place Park
- Boulevard Park
- Canal Greenway
- Woodland Reserve



*Figure 16: Pennsylvania Avenue Park, Washington DC - Public open space defined by built form*



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

### 3.5.2 Design criteria for public open spaces

#### **Neil Street Park**

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

#### **Objectives**

- O1. Act as the primary soft landscaped resource for the Precinct.
- O2. Use the design of public domain elements and furniture, and the surface materials to create a distinctive character.
- O3. Be adoptable as a performance space with informal seating areas (Refer Figure 20).

#### Desired character

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

### Controls

- C1. Provide a minimum 1,500sqm public open space - Neil Street Park as shown in Figure 18.
- C2. Neil Street Park is to be in public ownership.

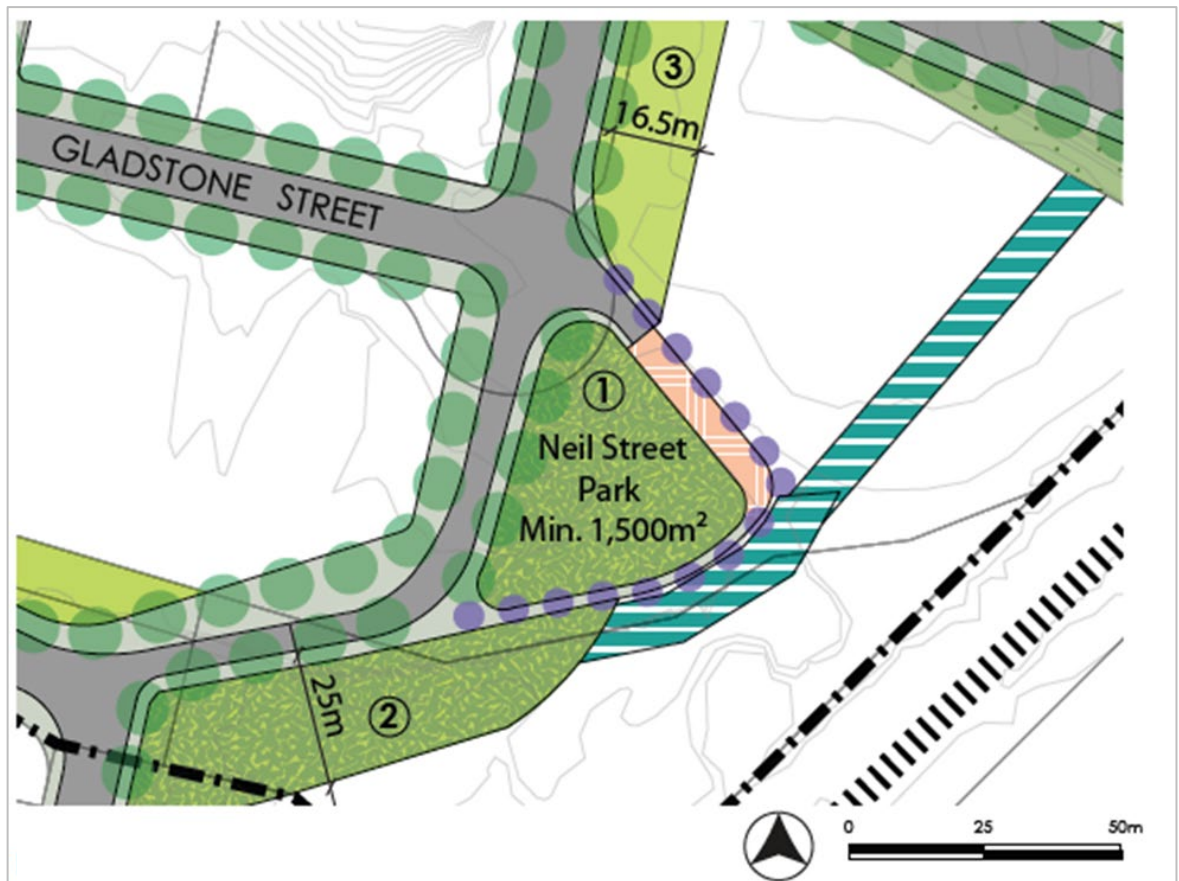


Figure 18: Neil Street Park, Canal Park and Boulevard Park

### ***Terminal Place Park***

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

### **Objectives**

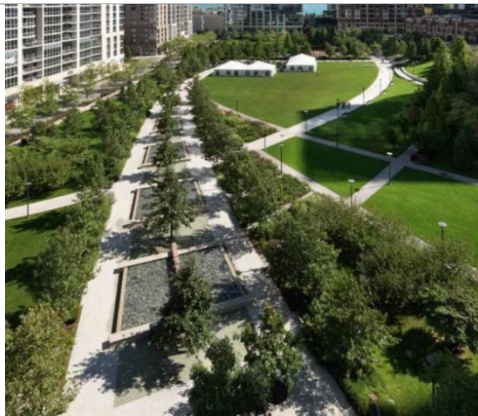
- O1. Provide additional resource to the local residents and commuters.
- O2. Reinforce a sense of safety for the community by providing appropriate lighting and directional signage.
- O3. Provide sufficient furniture such as bins, seats, lighting and bicycle parking in appropriate locations.

### **Desired Character**

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

### **Control**

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



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



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

### ***Boulevard Park***

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

#### **Objective**

O1. Provide a passive recreational space for surrounding development.

#### **Desired character**

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

#### **Control**

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



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



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

### ***Canal Greenway***

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

#### **Objective**

O1. Continue the “green link” of the Precinct and provide a leafy setting to the predominantly residential use of the area north of Neil Street.

#### **Desired character**

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

#### **Control**

C1. Provide minimum widths as shown in Figure 23.

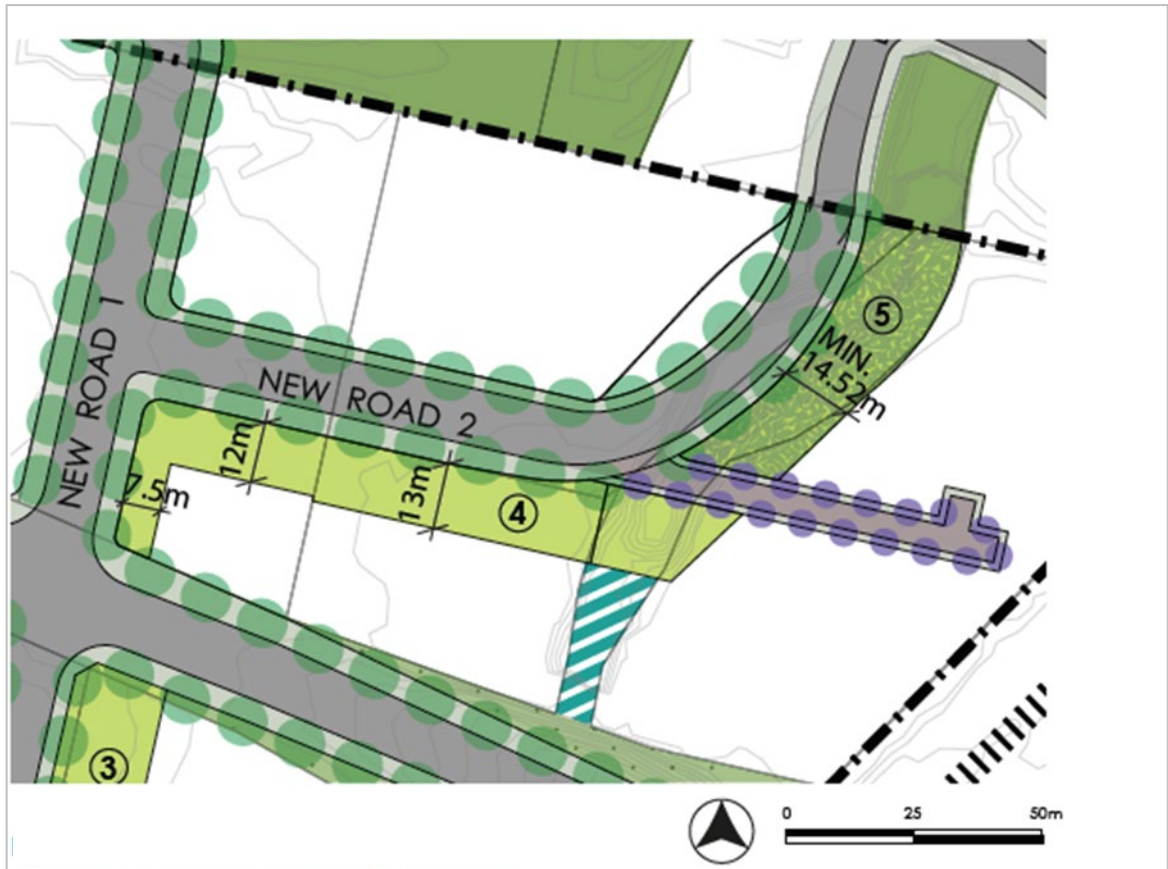


Figure 23: Canal Park and Woodland Reserve

### Woodland Reserve

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

### Objective

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

### Desired Character

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

### Control

- C1. Provide minimum widths as shown in Figure 23.



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



Figure 25: Woodland Park (Source: [au.pinterest.com](https://au.pinterest.com))

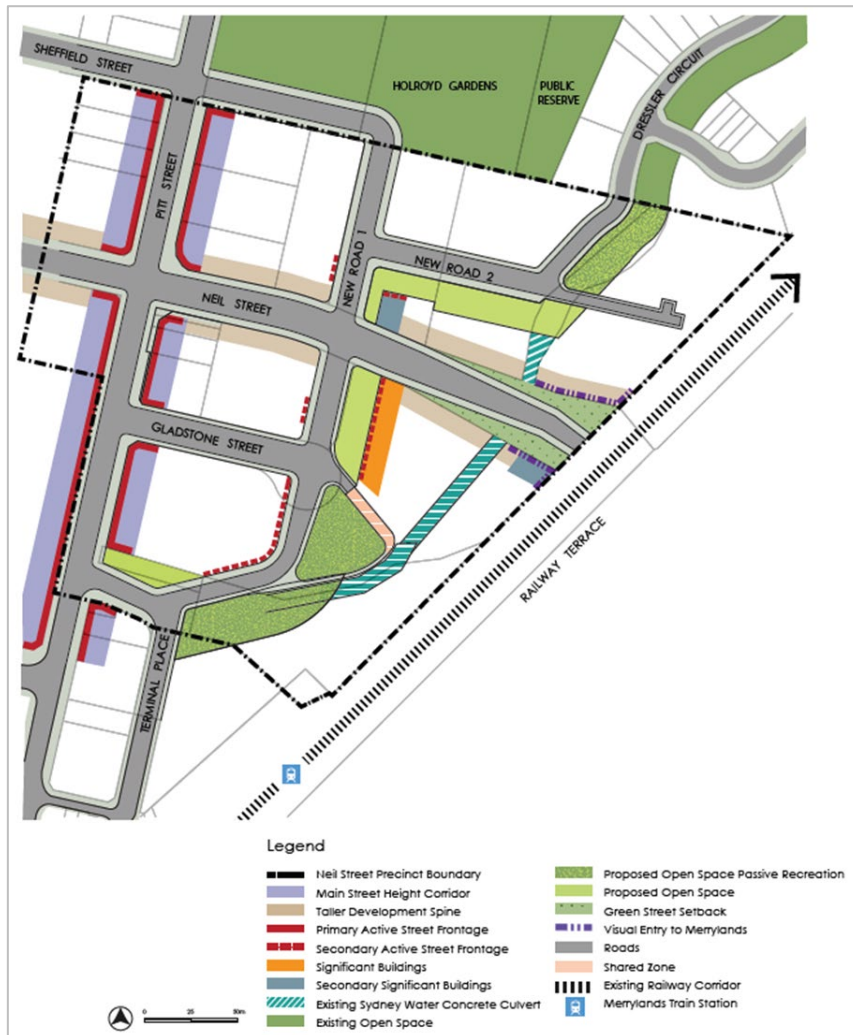


Figure 26: Built Form Structure Plan Principles

## **3.6 Built Form**

### **3.6.1 Built form network**

#### Built Form Structure Plan Principles

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

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

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

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

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

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

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



Figure 27: Built Form Structure Plan

### 3.6.2 Built Form Structure Plan

The Built Form Structure Plan is a broad, long term plan to guide changes in built form and provide clear direction about preferred locations of buildings within developments and building separations. The building footprints indicated on Figure 27 represent the preferred building configuration. Buildings are to be designed in accordance with Section 3.8 – Site Specific Controls.

### 3.7 Site amalgamation

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



Figure 28: Preferred Site Amalgamation

#### Controls

- C1. Amalgamation of lots in accordance with Figure 28 is desired for redevelopment.
- C2. Land amalgamation is to increase the width of the street frontage and avoid irregular lot configuration.
- C3. Sites are to be amalgamated to avoid isolating an adjoining site or sites.
- C4. The lot shape, orientation and design of amalgamation and subdivision lots is to support the following:
  - protection and enhancement of the amenity, solar access, privacy, open space and views of the neighbouring lots; and
  - incorporation of the principles of water sensitive urban design
- C5. The block width, dimension, orientation and layout are to consider the existing subdivision pattern of the locality.

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

### 3.8 Site specific controls

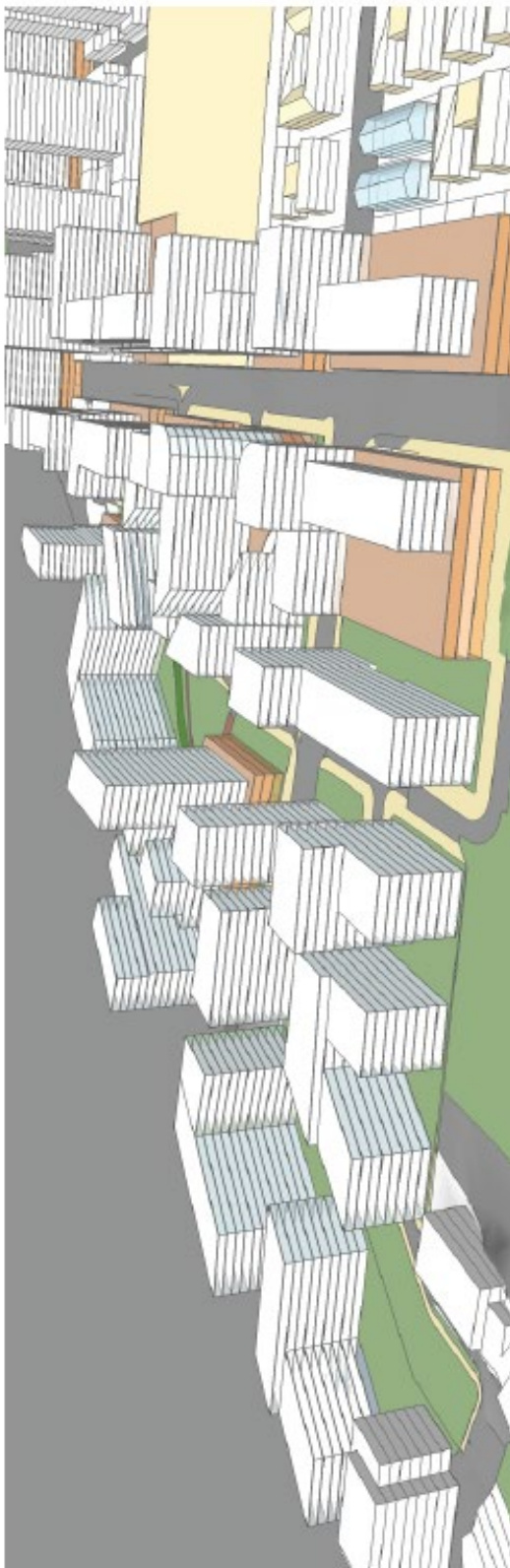
This section provides character statements, objectives and development controls for specific areas/ blocks within the Precinct as identified under Section 3.7. These blocks will contribute to the identity, function and character of the Precinct and as such more detailed built form controls have been provided to ensure high quality outcomes.

#### Controls

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

Building Envelopes	
Maximum Horizontal Length of Buildings (above any podium)	<ul style="list-style-type: none"> <li>• 9 to 12 storeys = Max. 75m</li> <li>• 13-20 Storeys = Max. 55m</li> </ul> <p>The max. horizontal length of any building without substantial articulation shall not exceed 45m</p>
Building Breaks	
Buildings	Please refer to the detailed Block controls (following) for the location of preferred building separation requirements.
Solar Access	
Residential Part of Buildings	Min. 2 hours direct sunlight access to 70% of apartments between 9.00am to 4.00pm at the winter solstice (22 June).
Public Open Space	<p><i>Neil Street Park</i></p> <ul style="list-style-type: none"> <li>• Min. 2 hours direct sunlight between 12noon to 3.00pm at the winter solstice (22 June) to min. 50% of the area</li> </ul> <p>Other Public Open Spaces</p> <ul style="list-style-type: none"> <li>• Min. 2 hours direct sunlight between 9am and 4.00pm at the winter solstice (22 June) to min. 50% of the area.</li> </ul>
Street Activation	
Pitt Street and Terminal Place	<ul style="list-style-type: none"> <li>• Fully activate at least 2 storeys with commercial/retail uses.</li> </ul> <p><i>B4 zone</i></p> <p>Min. non residential GFA equivalent to 40% of the ground floor building footprint area.</p> <p><i>B6 Zone</i></p> <p>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"> <li>• Area between Terminal Place and Neil Street to be intermittently activated as a secondary active frontage</li> </ul>
Street Wall Height	
Along Pitt Street	<ul style="list-style-type: none"> <li>• 3 storey podium with a minimum height of 11m and maximum 14m.</li> </ul>

Parking	
Parking	<p>Parking must be provided in the basement (underground).</p> <ul style="list-style-type: none"> <li>• Underground parking is not permitted to encroach into the setback areas or under public open space areas.</li> <li>• Please refer to Part G – Parking and Access</li> </ul>
Building Envelope Depth	
Commercial / retail (above podium)	<ul style="list-style-type: none"> <li>• Max 25m (unless specified in Section 3.8).</li> </ul>
Residential	<ul style="list-style-type: none"> <li>• Max 22m (unless specified in Section 3.8).</li> </ul>
Public Domain Interface	
Vehicle Access	Vehicle access should not ramp along boundary alignments facing a street or public open space.
Awning	
Along Pitt Street and Eastern Edge of Boulevard Park	<p>Awnings should be provided along Pitt Street.</p> <ul style="list-style-type: none"> <li>• Min. 3m deep.</li> <li>• Preferred minimum soffit height of 3.3m.</li> <li>• Slim vertical fascias/eaves not more than 300mm in height.</li> <li>• Wrap awnings around corners where a building is sited on a street corner.</li> </ul>
Site and Building Design	
<p>Unless otherwise specified in this DCP, please refer to the <i>NSW Apartment Design Guide</i> (ADG) for design of apartments/mix use building design, including:</p> <ul style="list-style-type: none"> <li>• Building depth</li> <li>• Building separation</li> <li>• Deep soil zones</li> <li>• Visual privacy</li> <li>• Communal and public open space</li> <li>• Pedestrian access and entries</li> <li>• Vehicle access</li> <li>• Bicycle and car parking</li> <li>• Building Amenity (Ceiling height, Solar access, Natural ventilation, Private open space and balconies, Acoustic Privacy, Noise and pollution, Common circulation and spaces)</li> <li>• Building Configuration (apartment mix, layout and size, storage, roof design, landscape design, planting on structures, façades, awnings)</li> <li>• Performance (Energy efficiency, Waste Management, private open space and balconies, Water management and conservation).</li> </ul>	
Stormwater Management	
<p>Merrylands Neil Street Precinct is affected by the 1 in 100 year flood. Roads and open space network have been designed as overland flow path to manage the impact of flooding. To ensure appropriate flood management:</p> <ul style="list-style-type: none"> <li>• Width and location of the overland flow path to be in accordance with Section 3.4 and 3.8.</li> <li>• Please refer to Part G Stormwater.</li> <li>• Consult with Council's engineers prior to submitting a DA.</li> </ul>	



a) Looking south



b) looking west from the rail line

Figure 30: Indicative built form

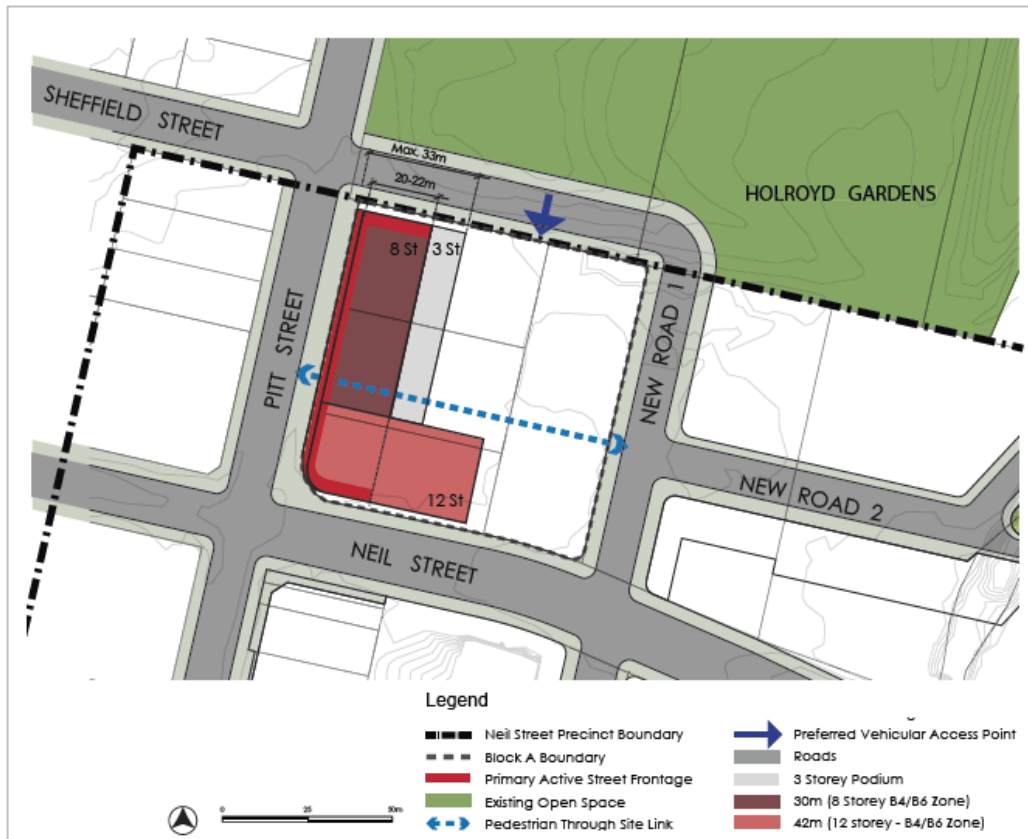


Figure 31: Proposed Block A Height and Public Domain Plan



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

**BLOCK A**

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

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

**Objectives**

- O1. Ensure the development contributes to the provision of public infrastructure.
- O2. Provide a range of uses supporting the predominantly commercial use within the Merrylands Centre, and generating activity at ground level.
- O3. Ensure that the intersection of Pitt and Neil Streets creates a quality identity for the corner.
- O4. Ensure scale and form of development contributes to the public domain and legibility of Pitt Street.

**3.8.1 Site and building design****Public domain**

The key public domain features of this Block are:

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

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

**Controls**

- C1. Primary active frontages are to be provided where shown in Figure 31.
- C2. Primary active frontage are to have a civic character.
- C3. Awnings to be provided along Pitt Street.

**Building heights**

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

**Control**

- C4. Development should comply with the Block A Height Plan which indicates the maximum number of permissible storeys (Refer Figures 31 and 34).

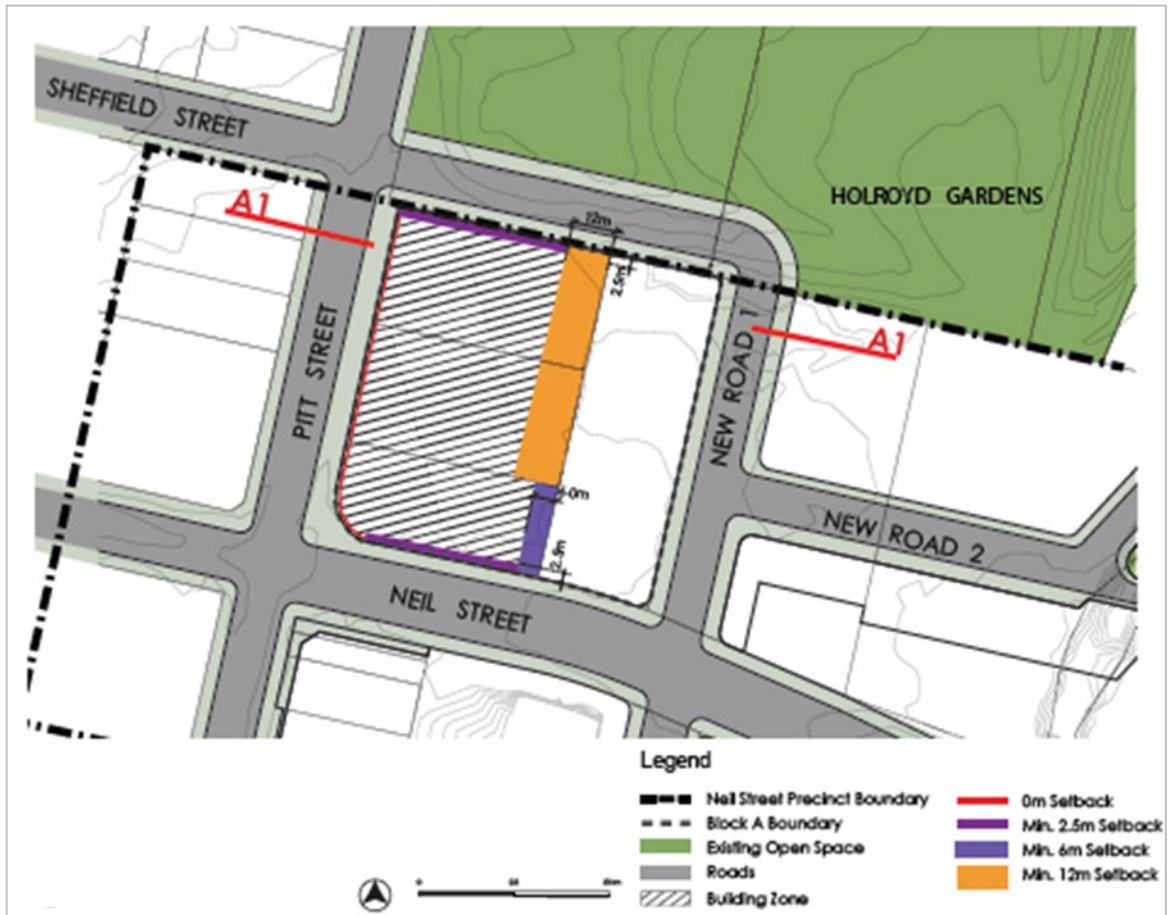


Figure 33: Block A Setback Plan

### Setbacks

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

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

### Control

C5. Provide setbacks as shown in Figure 33.

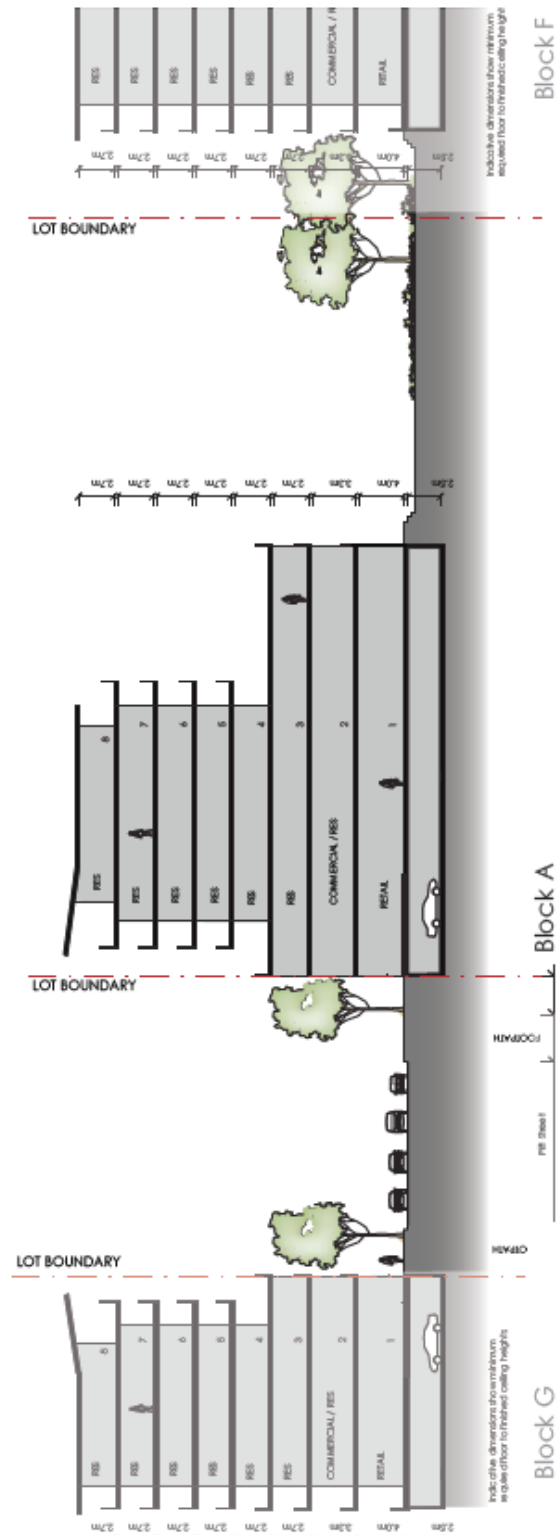


Figure 34: Section A1-A1

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**

C6. Driveways and vehicular crossings are not permitted along Pitt Street.

C7. Driveways and vehicular crossings are to be provided from New Road 1. Indicative locations are shown in Figure 48.

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

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

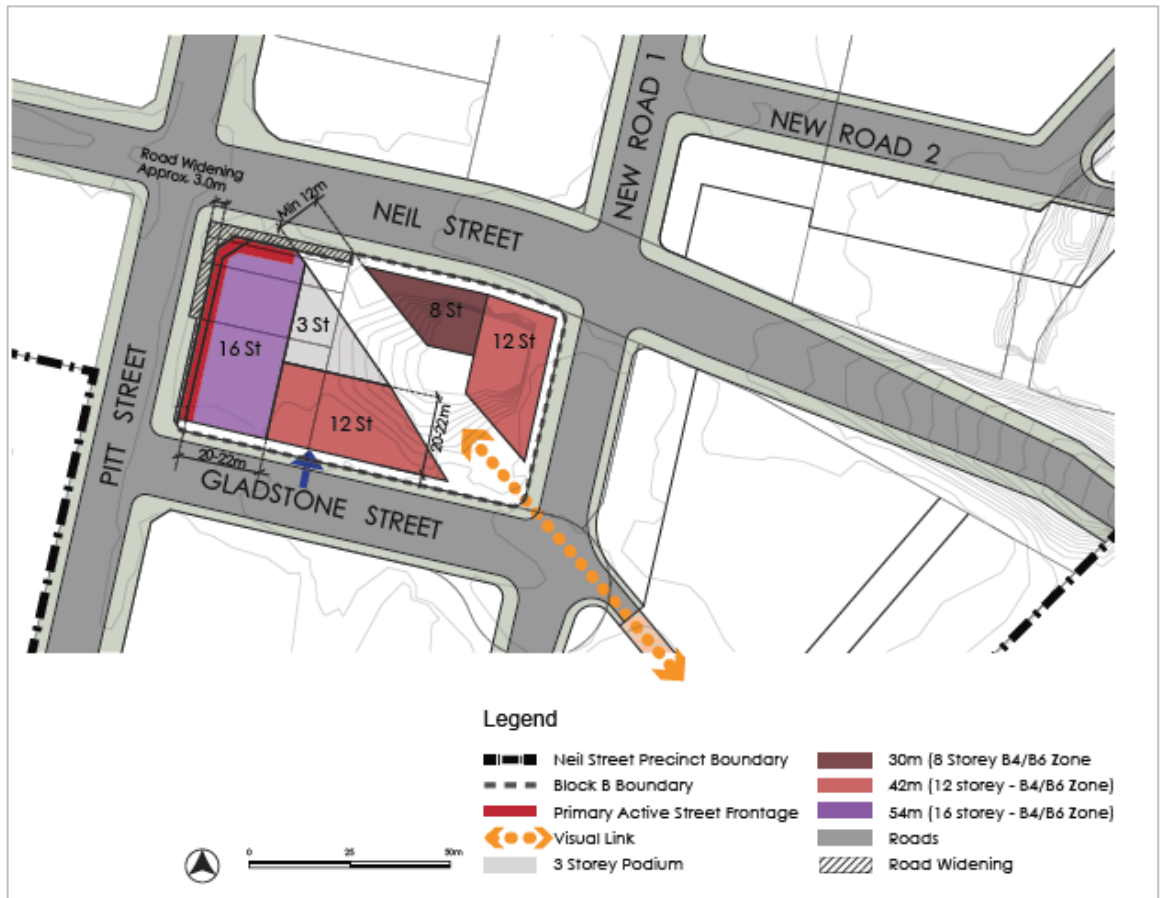


Figure 35: Proposed Block B Height and Public Domain Plan

## **BLOCK B**

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

### **Objectives**

- O1. Provide a range of uses supporting the predominantly commercial use within the Merrylands Centre, and generating activity at ground level
- O2. Ensure scale and form of development contributes to the public domain and legibility of Pitt Street

### **3.8.2 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; and
- Pitt Street to the west.

### **Controls**

- C1. Primary active frontages are to be provided where shown in Figure 35.
- C2. Primary active frontages are vibrant and inviting.

#### Building heights

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

### **Control**

- C3. Development should comply with Block B Height Plan which indicates the maximum number of permissible storeys (Refer Figure 35 and 36).

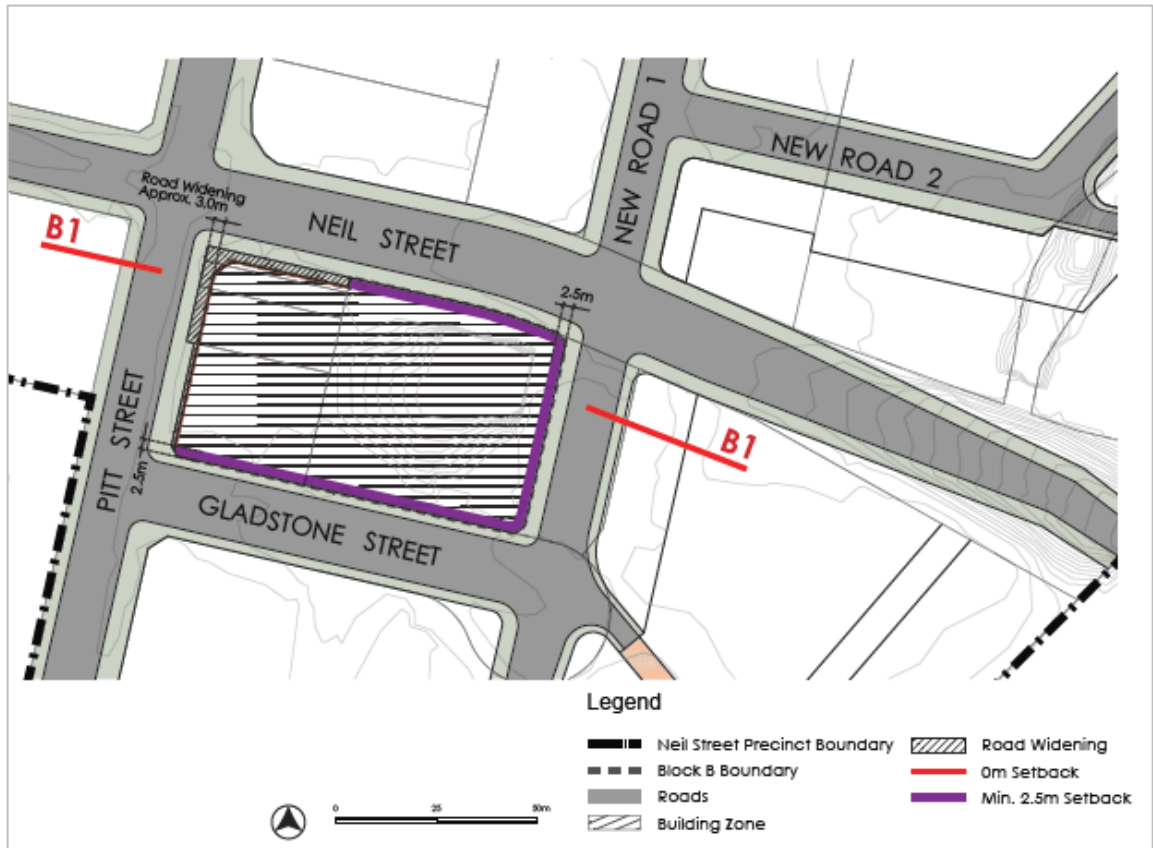


Figure 36: Proposed Block B Setback Plan

### Setbacks

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

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

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

### Control

C4. Provide setbacks as shown in Figure 36.

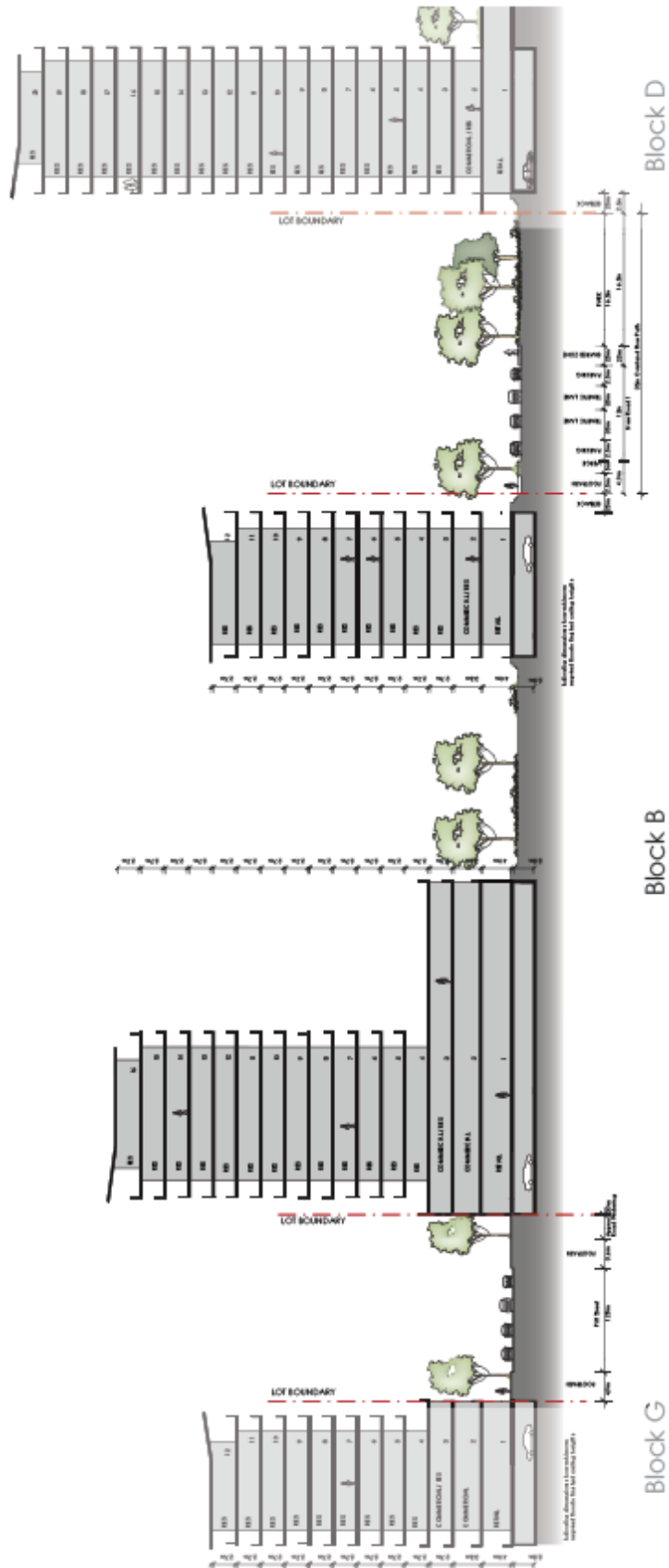


Figure 37: Section B1-B1

Public domain interface

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

**Controls**

- C5. Driveways and vehicular crossings are not permitted along Pitt Street
- C6. Driveways and vehicular crossings are to be provided from New Road 1. Indicative locations are shown in Figure 35.

Building Height	
Along Pitt Street	Max 16 storeys (Refer Figure 35)
Along New Road 1 and Gladstone Street	Max 12 storeys (Refer Figure 35)
Along Neil Street	Max 8 storeys
Building Use	
B4 Zone – Along Pitt Street	Ground and first floor <ul style="list-style-type: none"> <li>• Commercial / retail</li> </ul> Second floor and above <ul style="list-style-type: none"> <li>• Commercial or residential</li> </ul>
B6 Zone – Along New Road 1	Ground floor <ul style="list-style-type: none"> <li>• Commercial / retail</li> </ul> First Floor and above <ul style="list-style-type: none"> <li>• Residential / commercial</li> </ul>
B6 and B4 Zone - Along Neil Street	All floors residential
Building Envelope Depth	
Commercial/retail (Above Podium)	Max 25m
Residential Setback	Max 22m
Street setback    Pitt Street	0m
Neil Street, New Road 1 and Gladstone Street	Min 2.5m

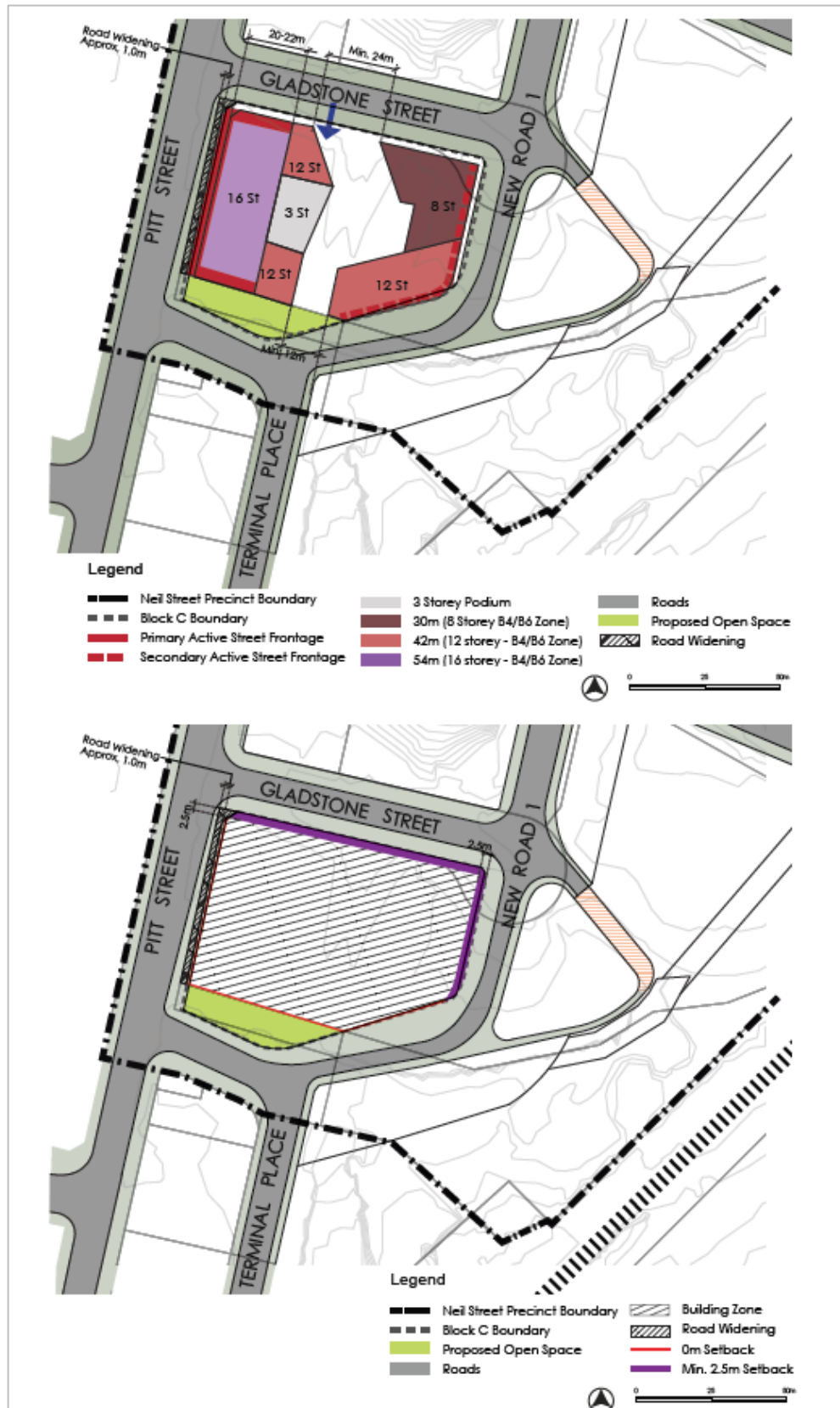


Figure 38 (top): Block C height and public domain plan

Figure 39 (bottom): Block C setback plan

**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.

**3.8.3 Site and building design**Public domain

The key public domain features of this Block are:

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

**Controls**

- C1. Primary active frontages are to be provided where shown in Figure 38.
- C2. Primary active frontages are to be vibrant and inviting.

Building heights

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

**Control**

- C3. Development should comply with Block B Height Plan which indicates the maximum number of permissible storeys (Refer Figure 38).

Setbacks

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

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

**Controls**

- C4. Provide setbacks as shown in Figure 39.
- C5. Underground parking is not permitted to encroach into the setback areas.



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



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



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

### Public domain interface

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

### **Controls**

C6. Driveways and vehicular crossings are not permitted along Pitt Street

C7. Driveways and vehicular crossings are to be provided from New Road 1. Indicative locations are shown in Figure 38.

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

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

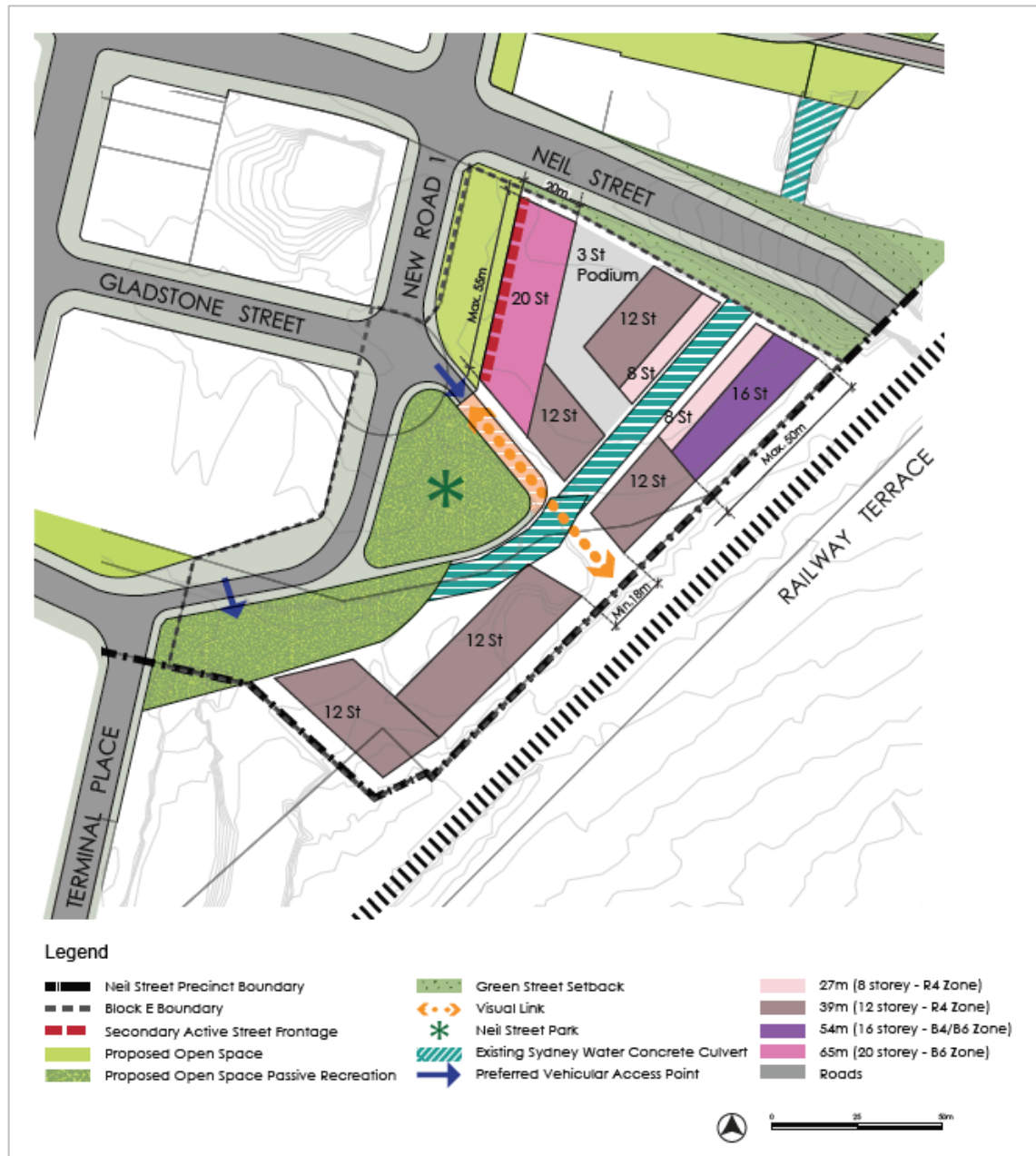


Figure 43: Block D Height and Public Domain Plan

**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, childcare centre, corner shop, café) that support and enhance the liveability of the Precinct. The ground level activity within Block D will be focused along New Road 1.

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

**Objectives**

- O1. Ensure the development contributes to the provision of public infrastructure.
- O2. Ensure that the intersection of New Road 1 and Neil Streets is reinforced with greater height and create a distinct identity for the corner.
- O3. Reinforce the open space through built form.
- O4. Ensure scale and form of development contributes to the public domain and legibility of New Road 1 and Neil Street.

**3.8.4 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; and
- Neil Street to the north.

**Controls**

- C1. Secondary active frontage is to be provided where shown in Figure 43 (gymnasium, child care centre, corner shop, café).
- C2. Secondary active frontage is to have a civic character, providing colonnades for the building at the intersection of Neil Street and New Road 1.

Refer to Section 3.5 for the future desired character of Neil Street Park.



Figure 44: Block D Setback Plan

### Building heights

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

### **Control**

- C3. Development should comply with Block D Height Plan which indicates the maximum number of permissible storeys (Refer Figure 43 and 45).

### Setbacks

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

### **Control**

- C4. Provide setbacks as shown in Figure 44.

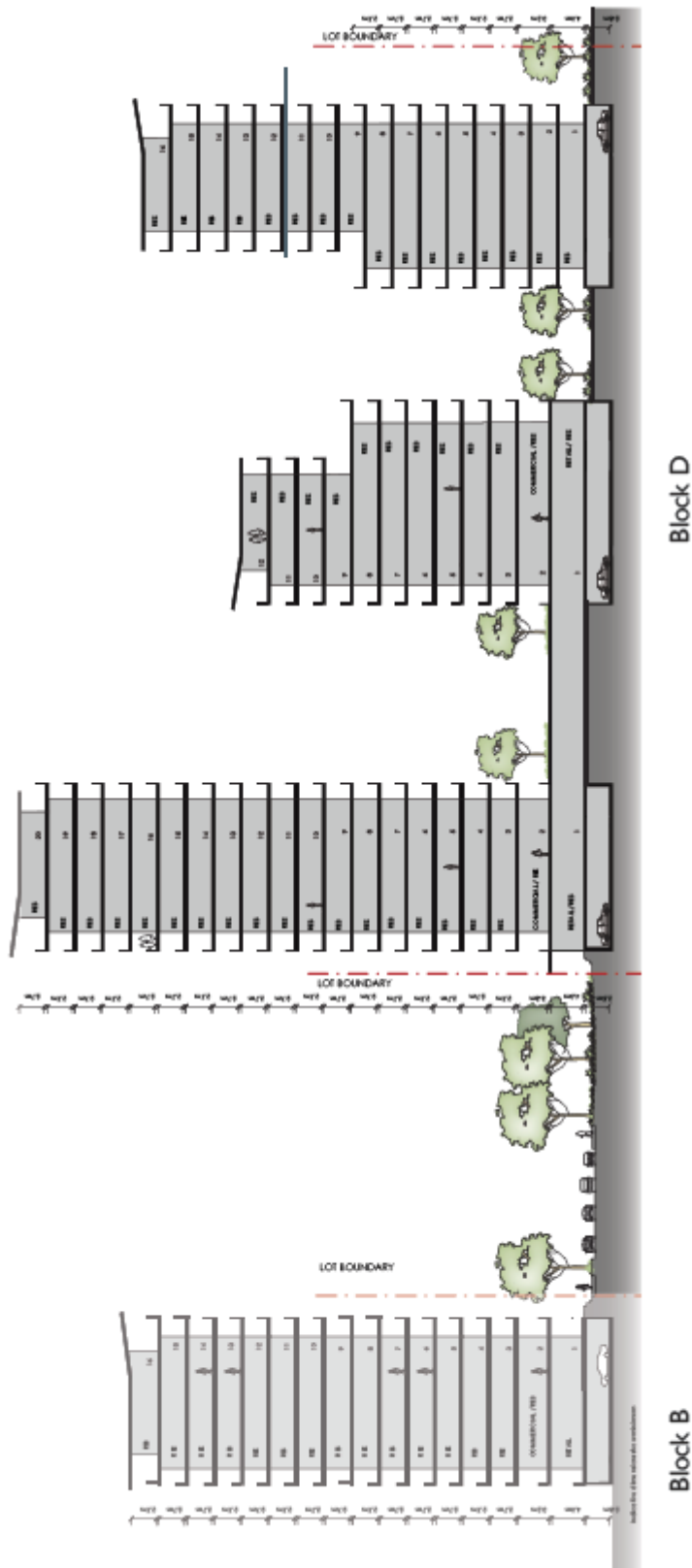


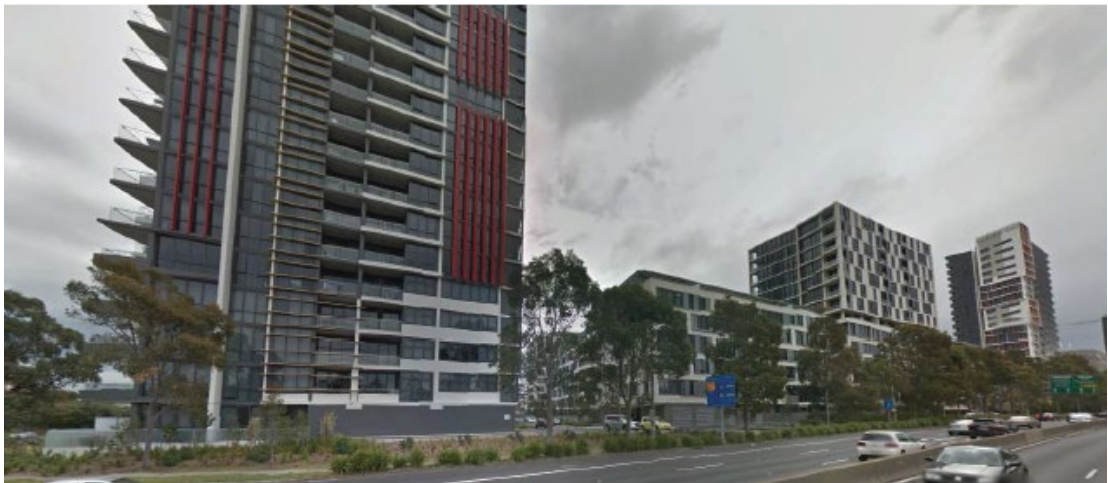
Figure 45: Section C1-C1



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



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



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



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



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

### 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**

- C5. Driveways and vehicular crossings are not permitted along Neil Street
- C6. Driveways and vehicular crossings are to be provided from New Road 1. Indicative locations are shown in Figure 43.

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

Setback	
Street setback	From Neil Street - Min. 2.5m
Open Space setbacks	All other lots - comply with Figure 44
Rear setbacks	From the Railway Corridor <ul style="list-style-type: none"> <li>• Min. 6m (Min. 3m in the southern corner)</li> </ul> From Merrylands Transit Interchange <ul style="list-style-type: none"> <li>• Min. 6m</li> </ul>
Awning	Along Boulevard Park - Min. 3m deep



Figure 51: Interesting facades providing a visual entry to the Precinct (Source: [au.pinterest.com](https://au.pinterest.com))



Figure 52: London Renaissance. Taller Building providing visual reference (Source: [au.pinterest.com](https://au.pinterest.com)).

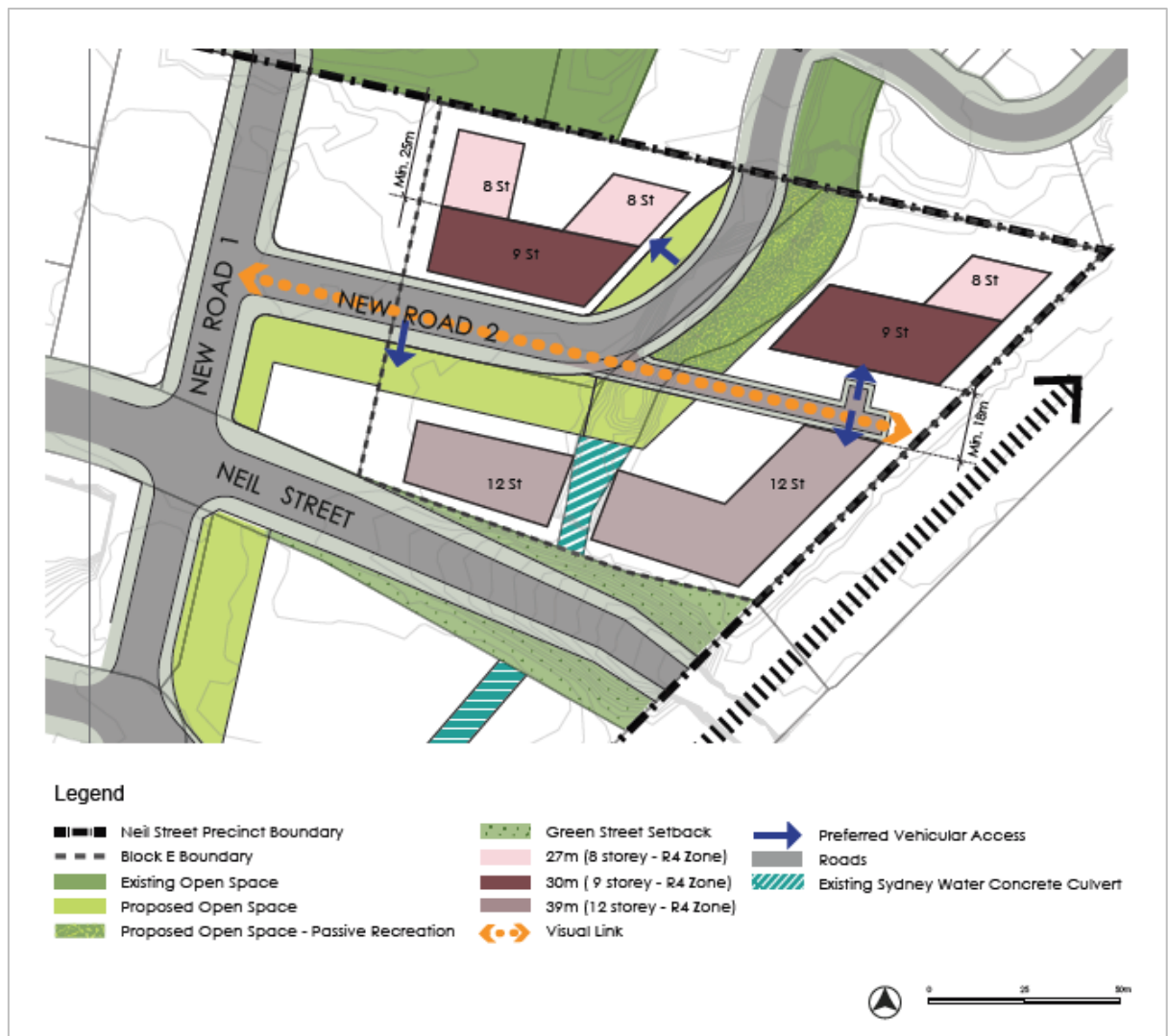


Figure 53: Proposed Block E height and public domain plan

## **BLOCK E**

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

### **Objectives**

- O1. Ensure the development contributes to the provision of public infrastructure
- O2. Ensure scale and form of development contributes to the public domain and is sympathetic to the residential development to the north.

### **3.8.5 Site and building design**

#### Public domain

The key public domain features of this Block are:

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

### **Control**

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

#### Building heights

### **Control**

- C2. Development should comply with Block A Height Plan which indicates the maximum number of permissible storeys (Refer Figure 53).

#### Setbacks

### **Control**

- C3. Provide setbacks as shown in Figure 54.

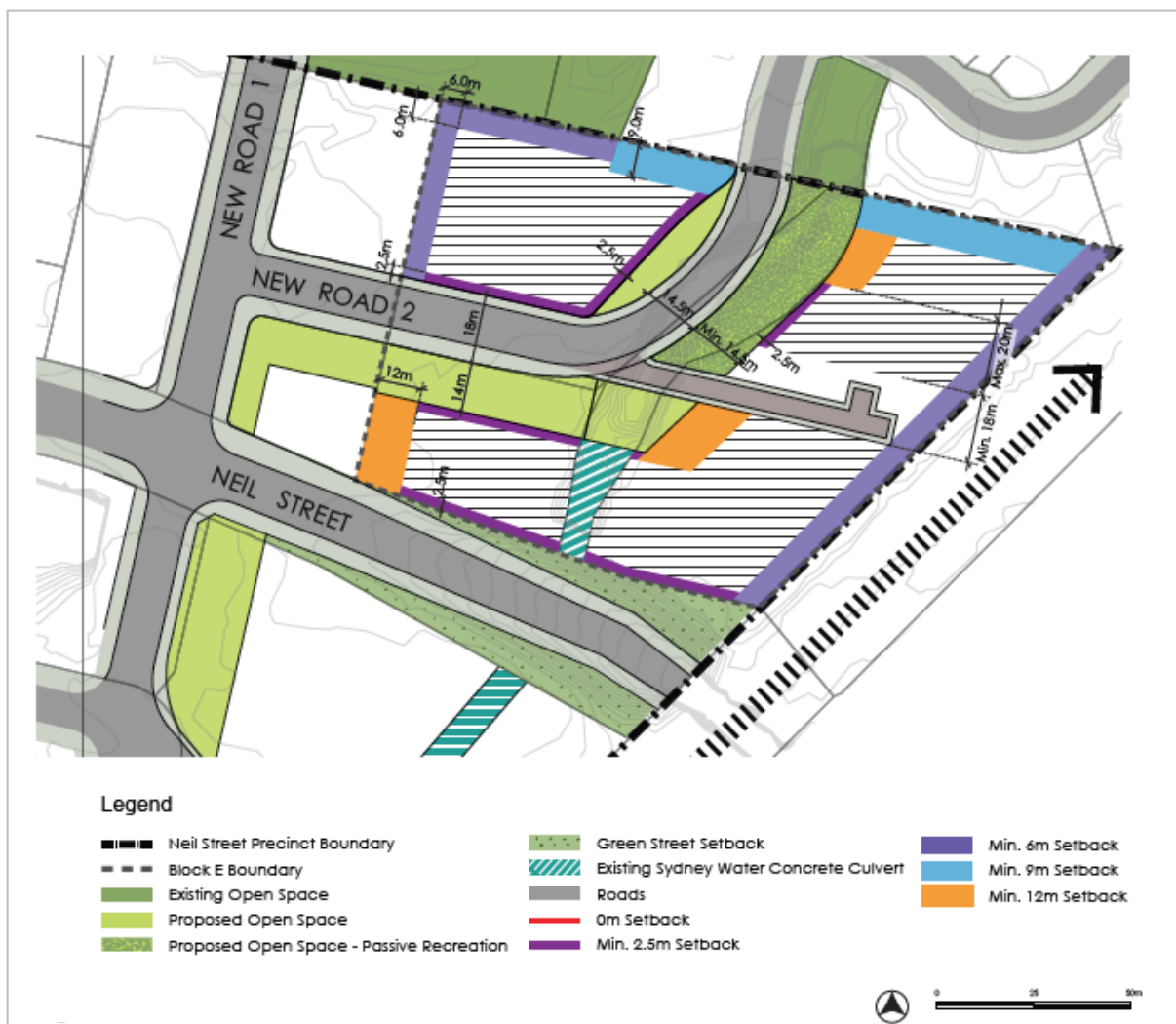


Figure 54: Block E setback plan

#### Public domain interface

##### Controls

- C4. Driveways and vehicular crossings are not permitted along Neil Street.
- C5. Driveways and vehicular crossings are to be provided from New Road 2. Indicative locations are shown in Figure 53.
- C6. Provide a landscape setback along Neil Street and New Road 2 in accordance with Figures 53 and 54.

Building Height	
Building along the northern Boundary	Max. 8 storeys (Refer Figure 70)
Parts of buildings north of New Road 2	Max. 9 storeys (Refer Figure 70)
Along Neil Street and the railway corridor	Max. 12 storeys (Refer Figure 70)
Building Use	
R4 Zone - All floors	Residential
Building Envelope Depth	
All buildings	Max. 22m
Setback	
Street setback	North and West of New Road 2 <ul style="list-style-type: none"> <li>• Min. 2.5m</li> </ul> From Neil Street <ul style="list-style-type: none"> <li>• Min. 2.5m</li> </ul>
Other setbacks	From the boundary parallel to the railway line <ul style="list-style-type: none"> <li>• Min. 6m</li> </ul> From western boundary <ul style="list-style-type: none"> <li>• Min. 12m (south of New Road 2 - comply with minimum separation controls)</li> <li>• Min. 6m (north of New Road 2)</li> </ul> From Holroyd Gardens to the north <ul style="list-style-type: none"> <li>• Min. 6m</li> </ul> On other lots <ul style="list-style-type: none"> <li>• Min. 9m</li> </ul> From the southern boundary of overland flow path <ul style="list-style-type: none"> <li>• Min. 2.5m</li> </ul> Eastern boundary of overland flow path <ul style="list-style-type: none"> <li>• Min. 12m and 2.5m</li> </ul>

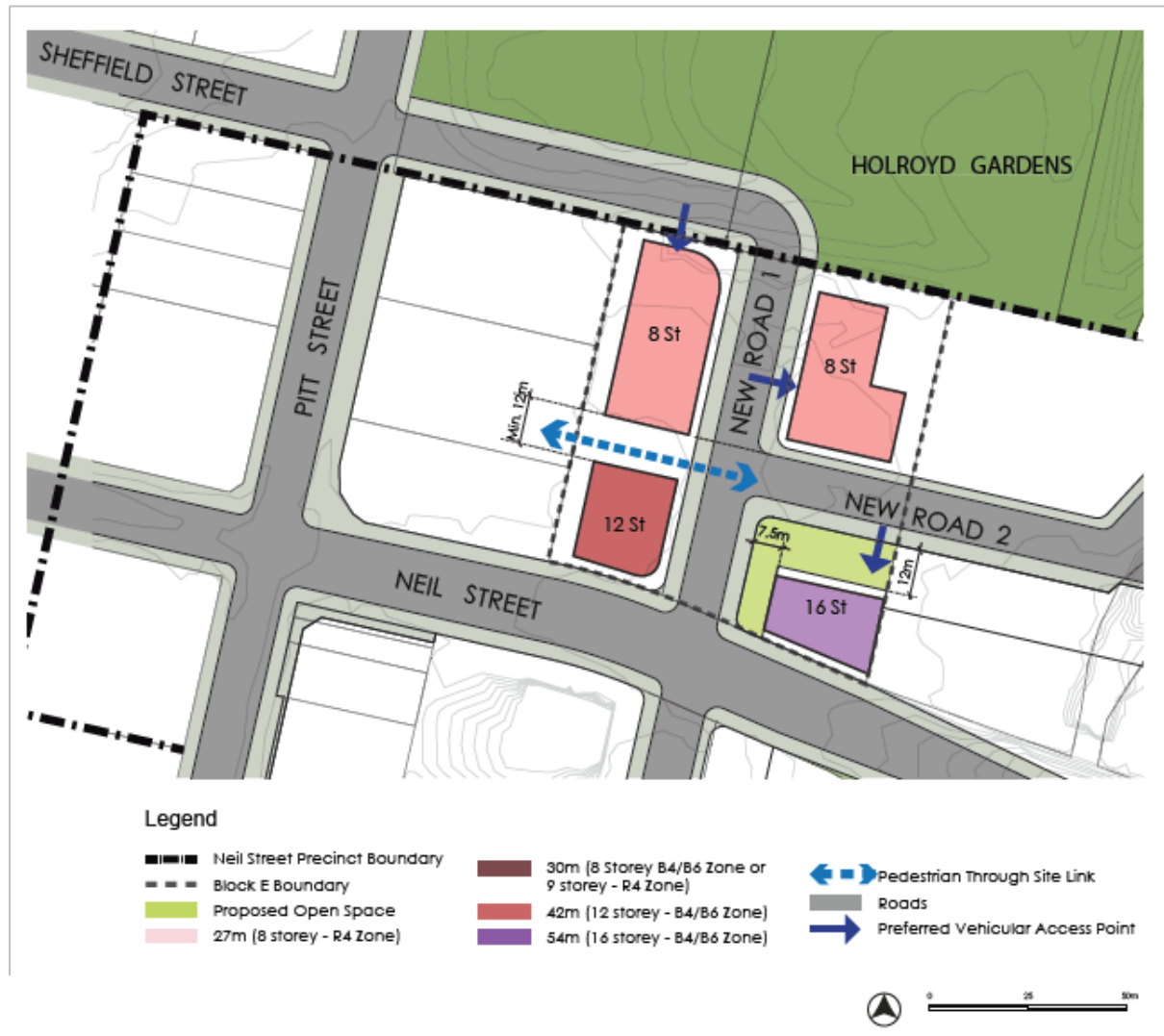


Figure 55: Block F Height and Public Domain Plan

**BLOCK F**

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

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

**Objectives**

- O1. Ensure the development contributes to the provision of public infrastructure.
- O2. Ensure that the intersection of Neil Street and New Road 1 create a quality identity for the corner.

**3.8.6 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; and
- Overland flow path.

**Building heights****Control**

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

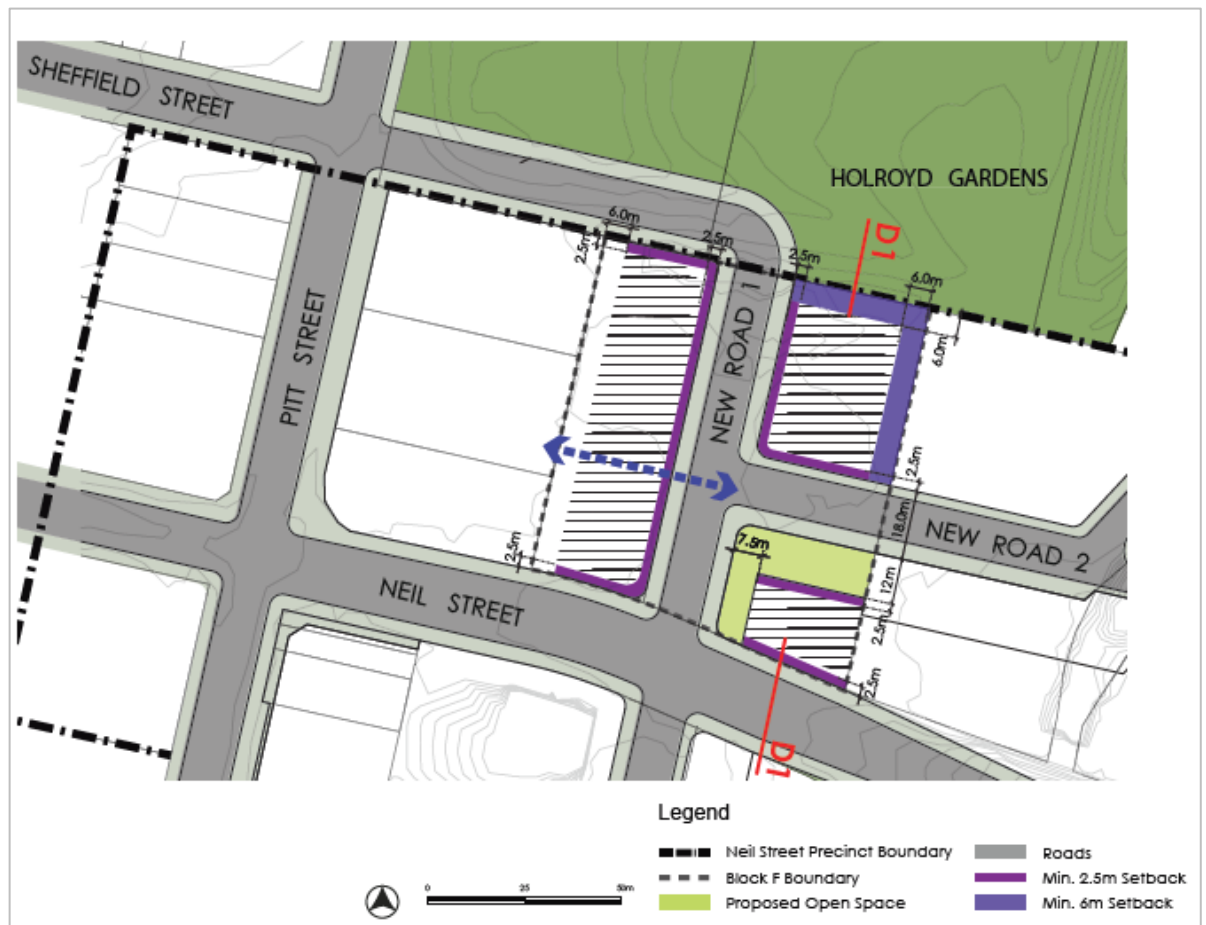


Figure 56: Block F Setback Plan

## Setbacks

### Control

C2. Provide setbacks as shown in Figure 56.

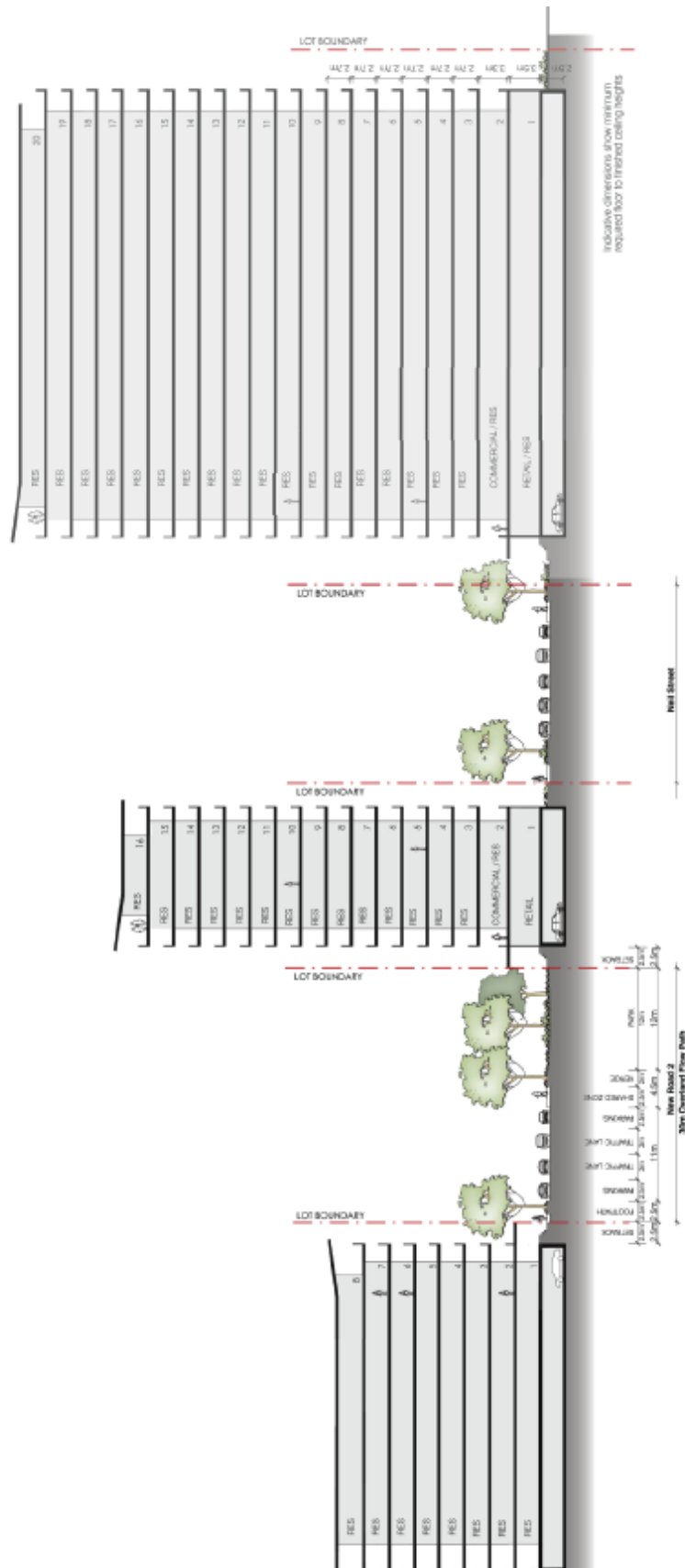


Figure 57: Section D1-D1

Public domain interface**Controls**

- C3. Driveways and vehicular crossings are not permitted along Neil Street.
- C4. Driveways and vehicular crossings are to be provided from New Road 1 and New Road 2. Indicative locations are shown in Figure 55.

Building Height	
North of New Road 2	Max. 8 storeys (Refer Figure 55)
Northwest corner of Neil Street and New Road 1	Max. 12 storeys (Refer Figure 55)
Northeast corner of Neil Street and New Road 1	Max. 16 storeys (Refer Figure 55)
Building Use	
B6 Zone - Ground Floor of 12 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	<p>New Road 1 (North of New Road 2)</p> <ul style="list-style-type: none"> <li>• Min. 2.5m</li> </ul> <p>From New Road 2 (North)</p> <ul style="list-style-type: none"> <li>• Min. 2.5m</li> </ul> <p>From the southern boundary of public open space</p> <ul style="list-style-type: none"> <li>• Min. 2.5m</li> </ul> <p>From Neil Street</p> <ul style="list-style-type: none"> <li>• Min. 2.5m</li> </ul> <p>From Sheffield Street Extension</p> <ul style="list-style-type: none"> <li>• Min. 2.5m</li> </ul>
Other setback	<p>From Holroyd Gardens to the north</p> <ul style="list-style-type: none"> <li>• Min. 6m</li> </ul> <p>From the eastern boundary</p> <ul style="list-style-type: none"> <li>• Min. 6m</li> </ul>

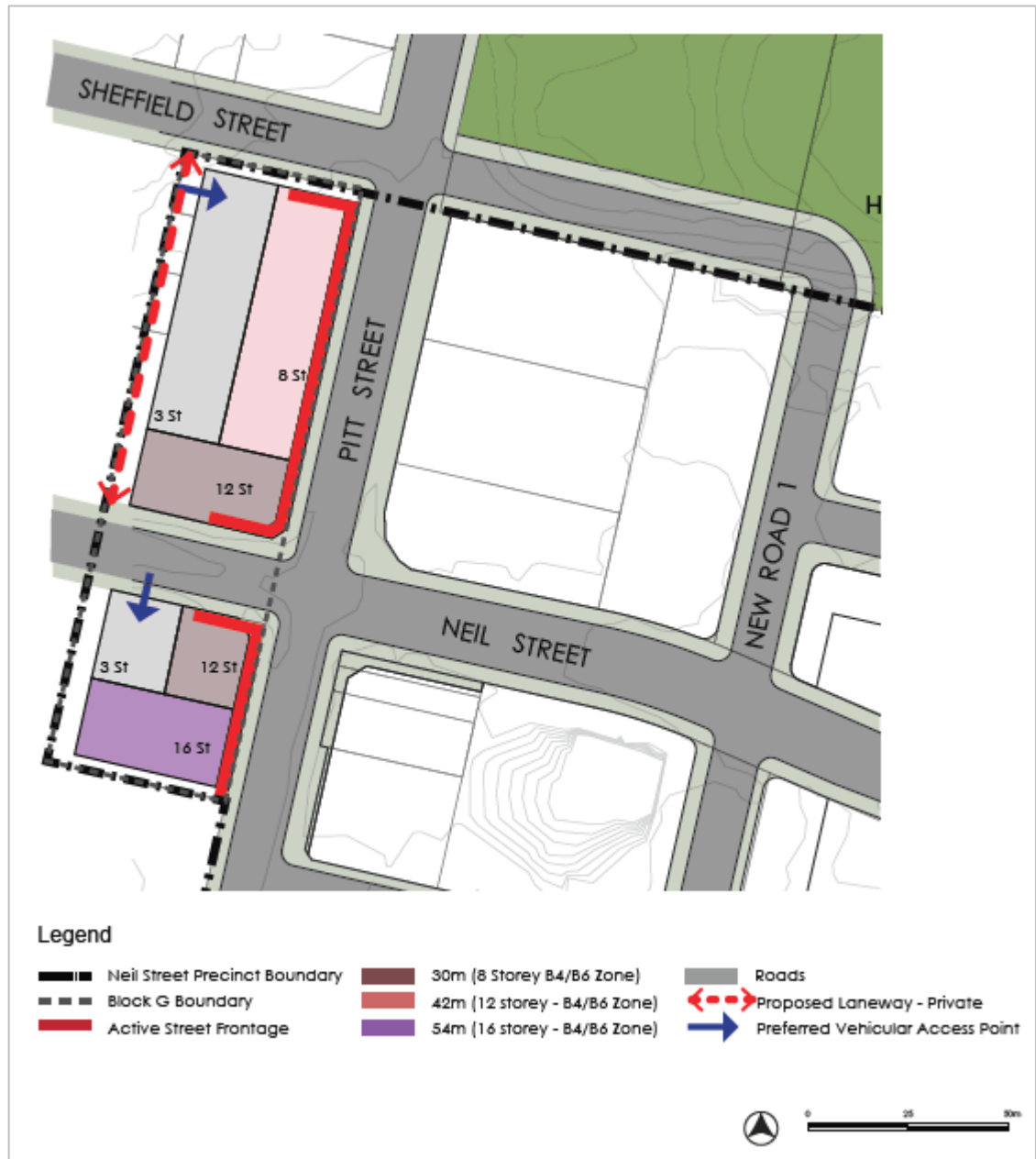


Figure 58: Proposed Block G Height and Public Domain Plan

## **BLOCK G**

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

### **Objectives**

- O1. Provide a range of uses supporting the predominantly commercial use within the Merrylands Centre, and generating activity at ground level.
- O2. Ensure that the intersection of Neil Street and Pitt Street create a quality identity for the corner.

### **3.8.7 Site and building design**

#### Public domain

The key public domain features of this Block are:

- Pitt Street; and
- Neil Street.

### **Controls**

- C1. Primary active frontages are to be provided where shown in Figure 58.
- C2. Primary active frontage are to have a civic character, providing an awning along the edge of Pitt Street.

#### Building heights

### **Control**

- C3. Development should comply with Block G Height Plan (Refer Figure 58).

#### Setbacks

### **Control**

- C4. Provide setbacks as shown in Figure 59.

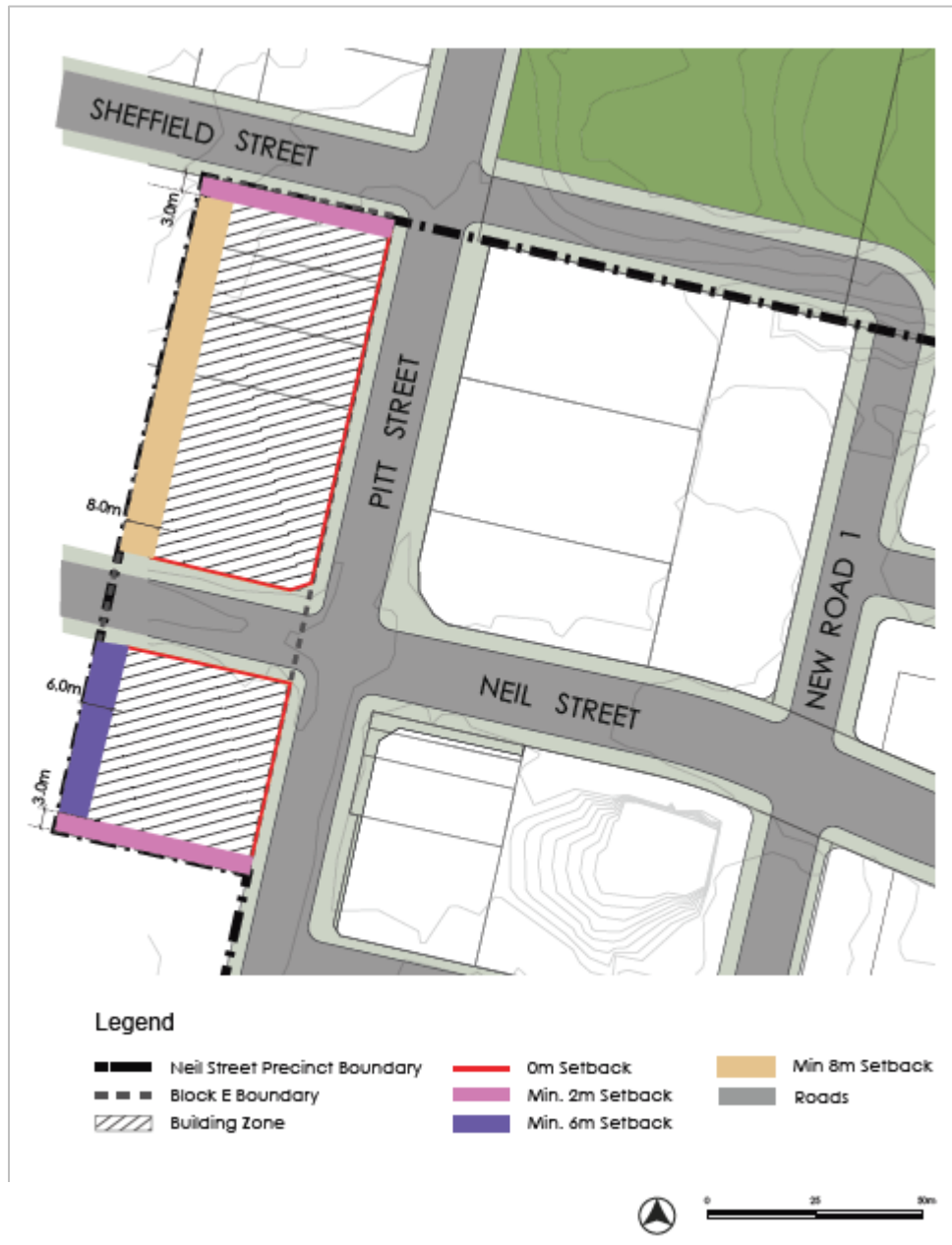


Figure 59: Proposed Block G Setback Plan

### Public domain interface

#### **Control**

- C5. Driveways and vehicular crossings are not permitted along Pitt Street.
- C6. Driveways and vehicular crossings are to be provided from Sheffield Street and Neil Street. Indicative locations are shown in Figure 58.

Building Height	
B4 Zone - Northwest and southwest corner of Neil Street and Pitt Street	Max. 12 storeys (Refer Figure 75)
B4 Zone - Buildings along Pitt Street	Max. 16 storeys (Refer Figure 75)
B4 Zone - Other buildings north of Neil Street	Max. 8 storeys (Refer Figure 75)
Building Use	
All buildings	Ground and first Floor <ul style="list-style-type: none"> <li>• Commercial / retail</li> </ul> First floor and above <ul style="list-style-type: none"> <li>• Residential / commercial</li> </ul>
Building Envelope Depth	
All buildings	Max. 22m
Setback	
Street setback	From Pitt Street - 0m From Neil Street - 0m From Sheffield Street - Min. 3.0m
Rear setback	North of Neil Street      From the western boundary -min. 8.0m Rear setback - South of Neil Street      From the western boundary - Min. 6.0m
Side setback	South of Neil Street      From the southern boundary - Min. 3.0m
Street Wall Height	
Along Pitt Street	3 storey podium with minimum height of 11m and maximum 14m.
Awning	
Along Pitt Street	Min. 3m deep

This page has been left intentionally blank.



CUMBERLAND  
CITY COUNCIL

# **PART F2-8**

## **MERRYLANDS STATION AND MCFARLANE STREET PRECINCT**

This page has been left intentionally blank.

# 1. Introduction

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

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

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

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

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

## 1.1 Land to which this Part applies

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



Figure 1: Merrylands Station and McFarlane Street Precinct boundary

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

- site amalgamation;
- building heights;
- design excellence;
- primary frontage requirements;
- building setbacks;
- street wall heights;
- upper level street setbacks;
- solar access to Civic Square; and
- floor plates.

Where there is an inconsistency between this document and provisions contained elsewhere in *Cumberland DCP 2021* the Precinct Controls contained in this document shall apply to the extent of the inconsistency.

## 2. Objectives and controls

### 2.1 General

#### Objectives

- O1. Develop a strong identity for the Merrylands Centre through a vibrant mix of retail, commercial and residential development.
- O2. Achieve urban design strategies that acknowledge the role of Merrylands within the Cumberland City subregion.
- O3. Strengthen the economic and employment status of Merrylands Centre and provide increased growth capacity within Merrylands.
- O4. Renew and revitalise the Merrylands Centre catering for a diverse community.
- O5. Ensure buildings are designed to maximise appropriate amenity outcomes for the Precinct.
- O6. Create a centralised public domain and open space area as a focal point for the Precinct.
- O7. Improve pedestrian and vehicular traffic movement throughout the Centre.
- O8. Encourage a more pedestrian friendly streetscape on McFarlane Street and Merrylands Road.

### 2.2 Urban context analysis

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

- movement;
- open space;
- land use and activity; and
- height and density.

## 2.2.1 Movement

### Objectives

- O1. Encourage the primary movement corridors around the Centre along Merrylands Road, Treves Street, Neil Street and Pitt Street with Merrylands Road to be a primary pedestrian route.
- O2. Establish a pedestrian focus along McFarlane Street with particular emphasis on the Civic Square.
- O3. Create secondary connection points extending south from Merrylands Road through the Centre to neighbouring residential areas.
- O4. Extend the existing laneway network in the Centre and around the Civic Square to improve permeability through the Centre. Refer Figure 2.

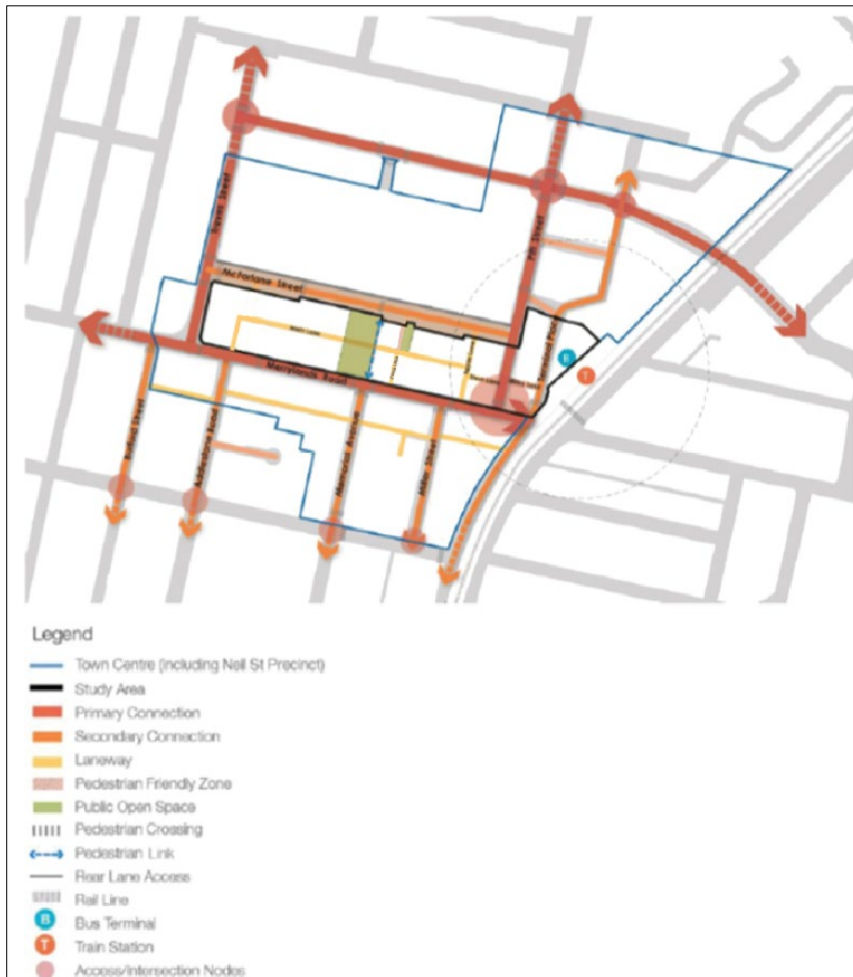


Figure 2: Movement principles

## 2.2.2 Open space

### Objectives

- O1. Create Civic Square as the primary public open space for the Centre.
- O2. Reinforce the green streetscape character of McFarlane Street, Merrylands Road, Memorial Avenue, Pitt Street, and Neil Street.
- O3. Establish a secondary green link through north-south laneways, between Merrylands Road and MacFarlane Street. Refer Figure 3.



Figure 3: Open space principles

### 2.2.3 Land use and activity

#### Objectives

01. Merrylands Road to remain the primary retail street of the Centre.
02. McFarlane Street to become the 'Eat Street' of Merrylands, reinforced by a pedestrian-friendly character, interface with the Stockland Mall and linking Merrylands Road via the Civic Square and laneway network.
03. Treves Street and Pitt Street to serve as the secondary retail streets, intersecting with Merrylands Road and McFarlane Street. Refer Figure 4.



Figure 4: Land use and activity principles

## 2.2.4 Height and density

### Objectives

- O1. Maintain a transition of height from the Precinct to the surrounding residential neighbourhoods; and
- O2. Focus height and density around strategic sites such as Merrylands Road/Pitt Street location and the landmark Civic Square. Refer Figure 5.



Figure 5: Height and density principles

## 2.3 Access network

### 2.3.1 Street network

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

- new Laneway 1 - North-south between McFarlane Street and Merrylands Road;
- extension of existing Main Lane to the west terminating at Laneway 1;
- widening of existing Main Lane, Finns Lane, Reyes Lane and Short Lane;
- widening of Merrylands Road; and
- closure of Finns Lane between Main Lane and McFarlane Street.

#### Objectives

- O1. Maintain and improve the Centre's lane way network and encourage the creation of new lanes and connections.
- O2. Enhance the climatic conditions and amenity of the laneway to encourage more intensive pedestrian use and social activity.
- O3. Encourage activity, vitality and interaction between public laneways and adjacent uses.
- O4. Protect and where possible create views along lanes that provide a visual link to other streets and lanes in the pedestrian network, or which terminate at notable buildings or landmarks.
- O5. Recognise lanes that provide for essential servicing and vehicular access and to ensure that new development does not adversely affect or impede the operation of these functions.

#### Controls

- C1. Provide new laneways in accordance with Figure 6.
- C2. Existing laneways are to be widened in accordance with Figure 6.
- C3. Vehicular access to buildings fronting Merrylands Road and McFarlane Street must be provided via laneways (Refer Figure 7).
- C4. Lanes are not to be covered, but awnings may be permitted on buildings facing lanes up to a maximum of 30% of each frontage.
- C5. Widening of Merrylands Road – 0.5m on either side.

### 2.3.2 Connectivity

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

- Arcade between Pitt Street and Terminal Place.

#### Objectives

- O1. Provide safe, direct, accessible and attractive through block pedestrian routes that improve the legibility of the Centre.
- O2. Ensure arcades are accessible, continuous, well lit, safe and supported by active retail uses.

## Controls

- C1. Provide new arcade (between Pitt Street and Terminal Place) in accordance with Figure 6.
- C2. The arcade must:
- have a minimum width of 15m and height of 4m;
  - provide a clear sight-line from one end to the other for surveillance and accessibility, in mid-block locations; and
  - be designed to consider pedestrian safety and the security of adjacent businesses, particularly at night.
- C3. Public use of through-site connection should be available at least between 7.00am to 7.00pm daily.
- C4. Connections through foyers and shops are encouraged.

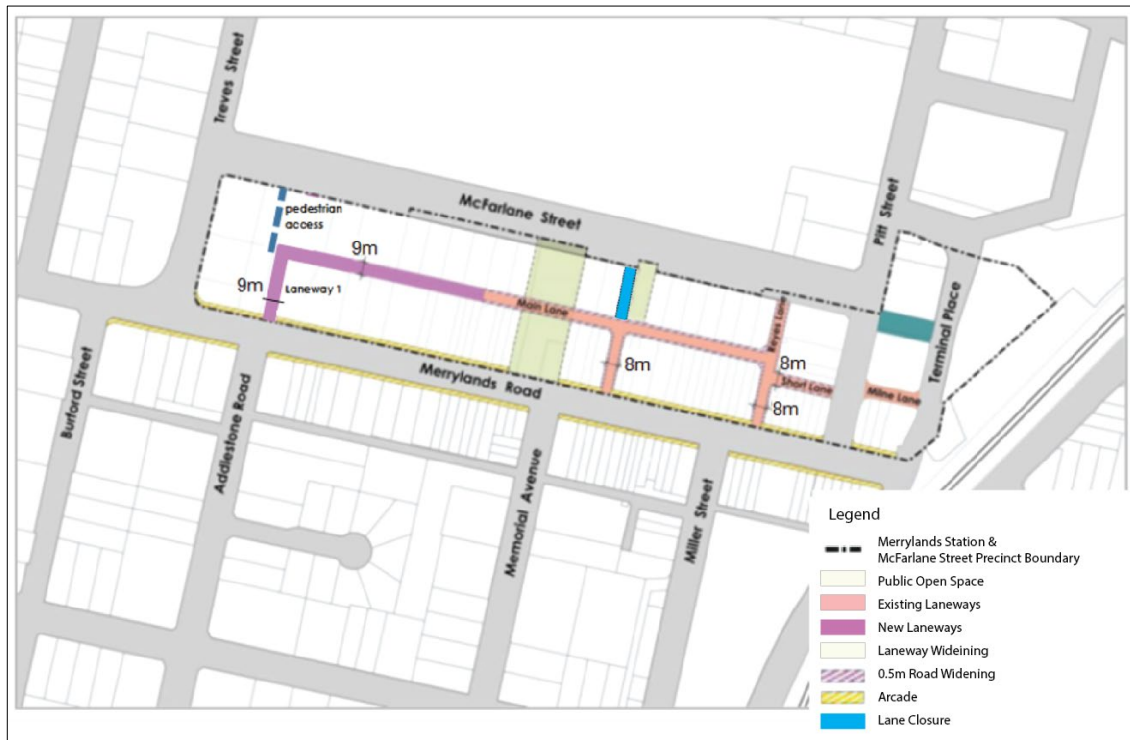


Figure 6: Laneways

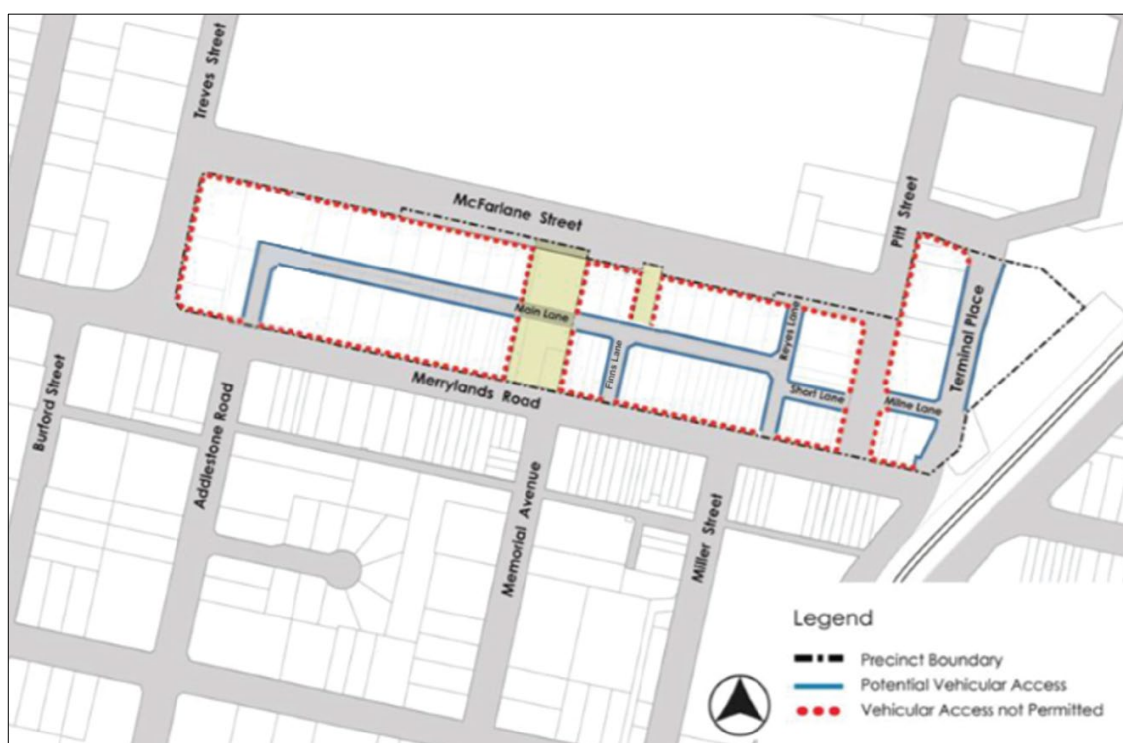
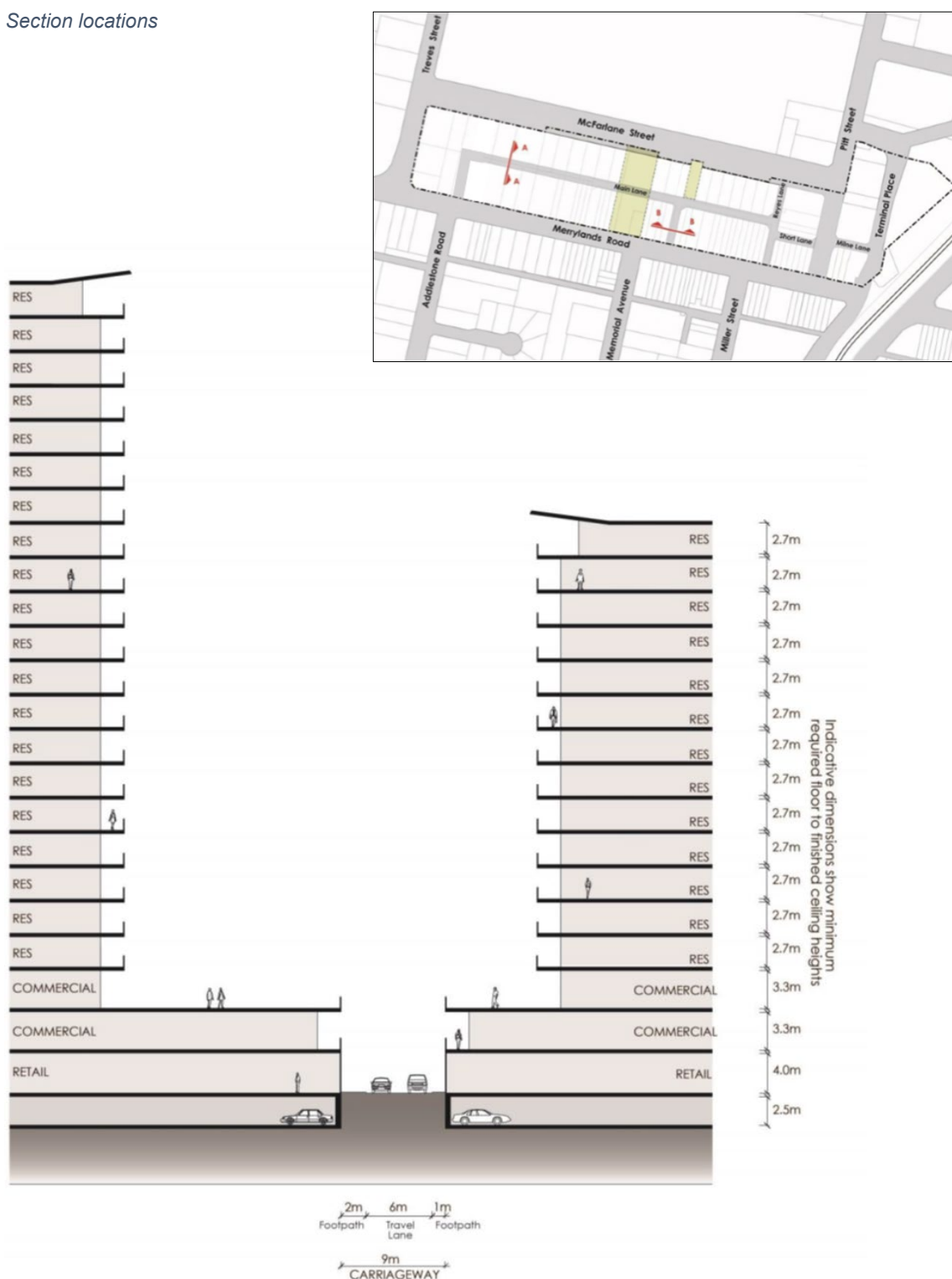


Figure 7: Vehicular access





## 2.4 Site amalgamation

### Objectives

- O1. Deliver the preferred built form option for the Precinct.
- O2. Provide workable building footprints that encourages future development to meet the objectives for this Precinct.
- O3. Ensure site dimensions allow for the achievement of appropriate building setbacks, separation and built form that meet the objectives for the Precinct.
- O4. Prevent sites from becoming isolated and unable to be reasonably developed in accordance with the objectives of the applicable LEP and DCP.

### Controls

- C1. Site amalgamation for the purposes of development shall be determined in accordance with Figure 9 and Table 1.
- C2. Sites must not be created that are physically unable to reasonably develop a building that achieves the maximum building height controls contained in *Cumberland LEP 2021*.



Figure 9: Preferred site Amalgamation Plan

[Refer Table 6 for Property Descriptions Sites 1-16]

## 2.5 Built form

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

### Objectives

- O1. Ensure building heights are rationalised by clustering buildings of a similar height.
- O2. Ensure height limits enable the realisation of the maximum allowable floor space within a tall slender building form.
- O3. Maintain solar access to the Civic Square during core hours of use.
- O4. Ensure that sites to be developed maintain an adequate frontage.
- O5. Ensure that the built form exhibits modulation and articulation.
- O6. Introduce design excellence provisions to facilitate high quality design outcomes.



Figure 10: Built Form

## 2.6 Built form controls

The following controls have been informed by the *Building Height Review Study* (BHRS) 2016 and apply to all developments on sites in the Merrylands Station and McFarlane Street Precinct. This Section should be read in conjunction with the objectives and provisions of *Cumberland Development Control Plan (DCP) 2021*. Part C and Part G of the DCP in particular contain planning controls that are applicable to development in this Precinct, with the exception of the development standards outlined below. Where there is an inconsistency between this document and provisions contained elsewhere in *Cumberland DCP 2021*, this Section applies to the extent of the inconsistency.

### 2.6.1 Building height

#### Objectives

- O1. Deliver a built form that provides a height transition from lower scale on the edges of the Precinct to higher scale in the Precinct core and clustering buildings of similar height.
- O2. Ensure the scale of the built form provides for a legible centre.
- O3. Enable the realisation of the maximum allowable floor space ratio.
- O4. Achieve appropriate management of overshadowing, access to sunlight and privacy.

#### Controls

- C1. Sites with the following maximum building height under Clause 4.3 of *Cumberland LEP 2021* should comply with the maximum number of storeys in Figure 10 and Table 1 (excluding basement car parking).
- C2. Each storey shall comprise a minimum floor to ceiling height as defined in the NSW *Apartment Design Guidelines* (July 2015).

Table 1: Amalgamated Site Descriptions and Maximum Height Control

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

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

**Note:** maximum building heights are defined in the Cumberland LEP 2021. Where there is any inconsistency in terms of building heights and storeys, the Cumberland LEP 2021 and the Apartment Design Guide (ADG) prevail.

## 2.6.2 Design Excellence Provisions

### Objectives

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

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

- O1. High quality, diverse and innovative design.
- O2. Development that by virtue of its location, individually and collectively contributes to the urban design context of Merrylands Centre.

### Controls

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

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

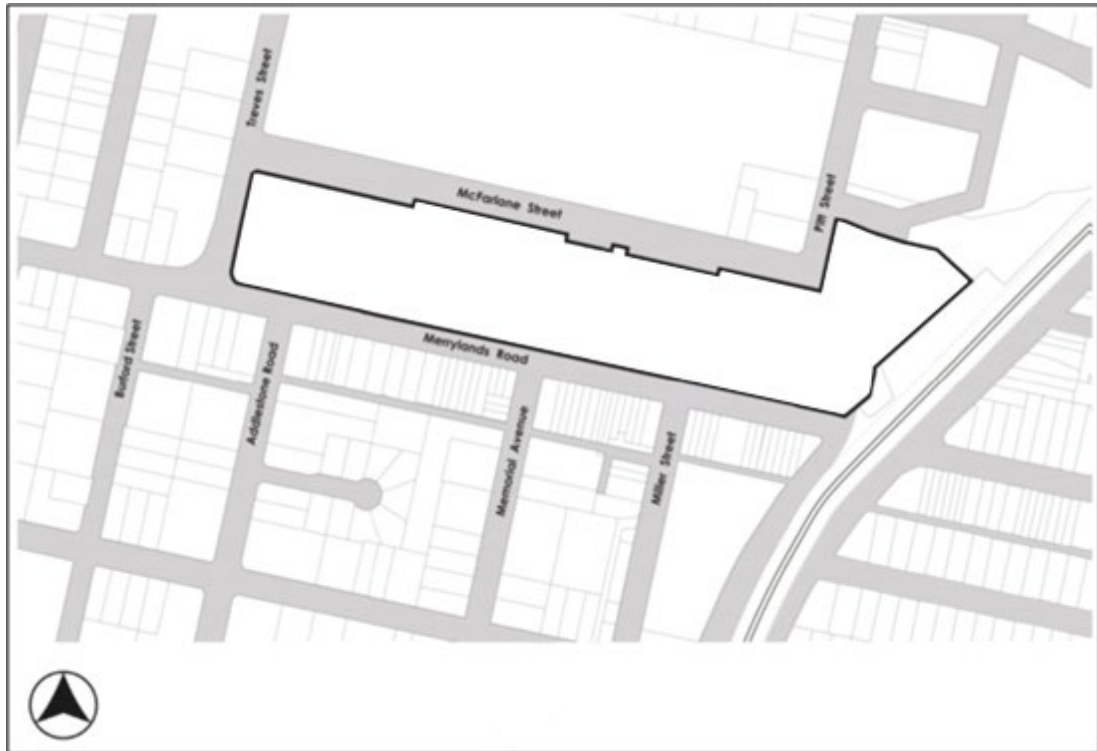


Figure 11: Design Excellence Map

### 2.6.3 Primary frontage requirements

#### Objectives

- O1. Ensure buildings are of an adequate size to reasonably accommodate development, including vehicle access.
- O2. Avoid the creation of smaller, isolated sites that cannot be separately developed.

#### Control

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

### 2.6.4 Building setbacks

#### Objectives

- O1. Enhance the character of the Precinct through consistent and uniform alignment of building facades.
- O2. Reinforce strong definition of streets and public spaces in the Centre Precinct.

#### Control

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

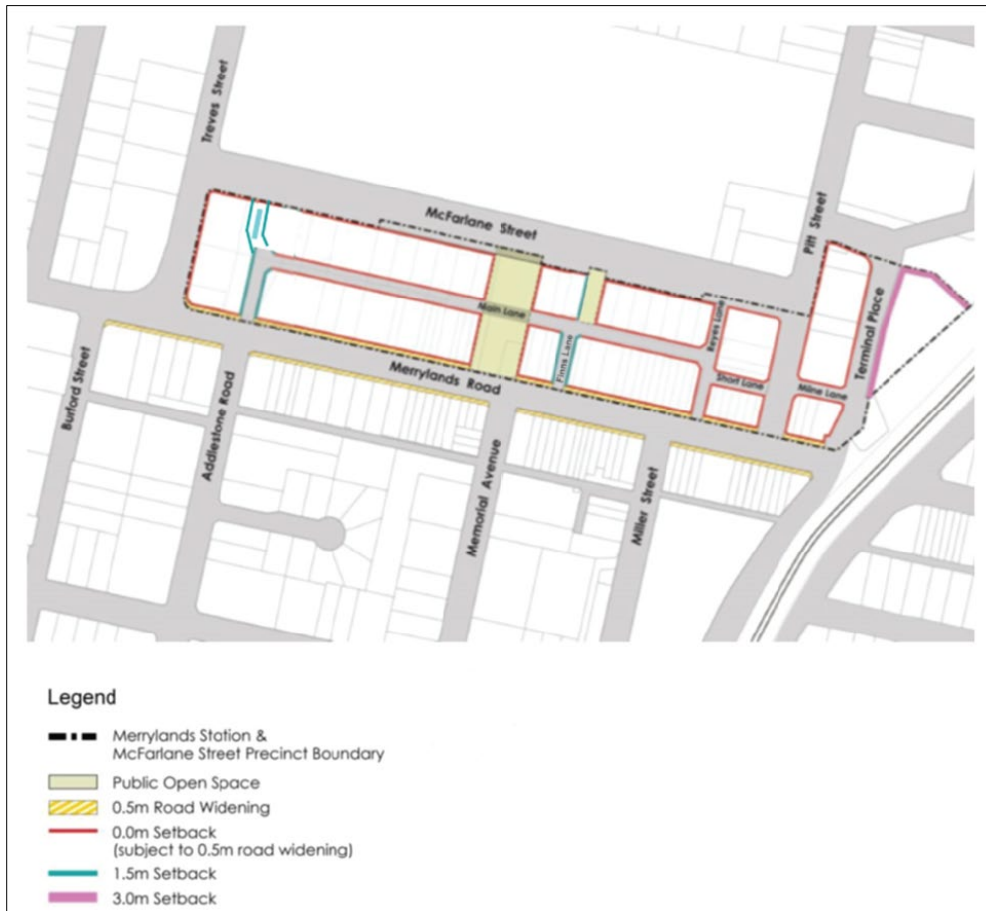


Figure 12: Building Setbacks

## 2.6.5 Street Wall Heights

### Objectives

- O1. Provide street edges that reinforce and reflects the various uses and existing character in the Precinct.
- O2. Ensure building heights at street level are at a human scale.
- O3. Facilitate a consistent street and laneway wall height throughout the Precinct.
- O4. Provide prominence to the street level, establish a clear presence for retail and increase the visibility, marketability and utility of ground floor space.

### Controls

- C1. Street wall heights of buildings (podium) shall be 3 storeys.
- C2. The 3-storey street wall height applies to a site's primary frontage.
- C3. Where a site has frontage to a laneway, a maximum 2-storey street wall height is to be maintained. Refer Figure 13.

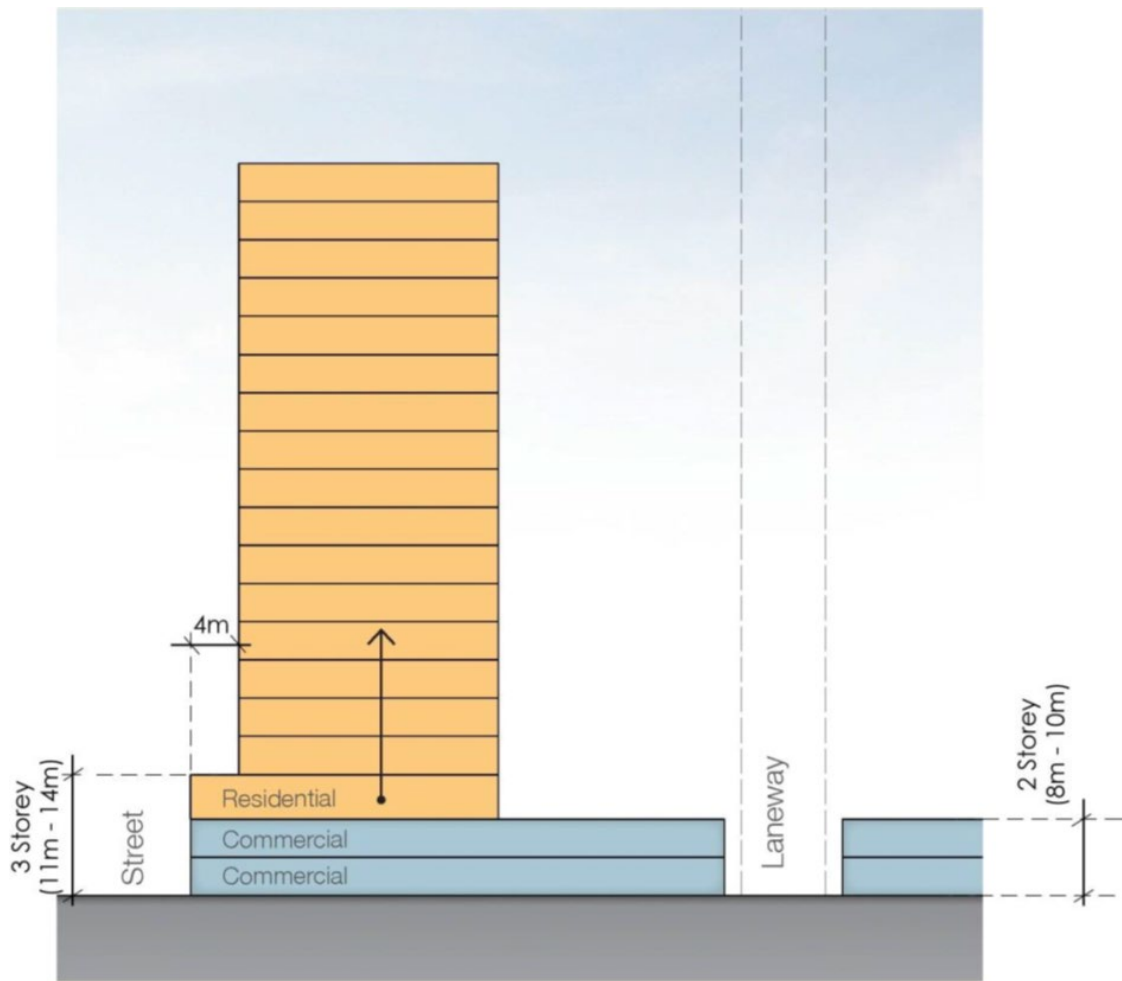


Figure 13: Street wall height and podium setback

## 2.6.6 Upper level street setbacks

### Objectives

- O1. Enable more efficient tower footprints by removing incremental stepping of facades.
- O2. Minimise adverse wind impacts on the pedestrian environment.
- O3. Maximise sunlight penetration into streets, public places and surrounding buildings.
- O4. Ensure building modulation.

### Control

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

## 2.6.7 Solar access to Civic Square

### Objective

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

**Control**

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

2.6.8 Floor plates above podium

**Objectives**

- O1. Minimise overshadowing as compact floor plates cast smaller and faster moving shadows.
- O2. Improve access to sky view and permit better views between buildings and through sites and contribute to a more attractive skyline.
- O3. Enhance energy efficiency and increase daylighting within buildings.
- O4. Create architectural interest and visually diminish the overall scale of the building mass.

**Controls**

- C1. Where office premises are proposed, all points on an office floor above podium should be no more than 15m from a source of daylight.
- C2. The maximum horizontal length of any building above the podium shall not exceed 50m.

2.6.9 Awnings and colonnades

**Objectives**

- O1. To increase pedestrian amenity by the provision of weather protection.
- O2. Visually unify the Civic Square which otherwise is divided by the Main Lane.

**Controls**

Awnings

- C1. Awnings are to be provided to the full extent of the street frontage of buildings in the locations nominated in Figure 14.
- C2. Awnings along Merrylands and McFarlane Street shall be minimum 2.5m deep.
- C3. Awnings if provided on laneways shall be retractable and only to be used in hours of operation.

Colonnades

- C4. Provide colonnade/active frontage where shown in Figure 14.
- C5. Provide colonnades with a preferred minimum soffit height of 4m.
- C6. Provide under colonnade lighting to create a safe pedestrian environment at night.
- C7. Colonnade shall have a minimum width to height ratio of 1.5:1.

- C8. Activate the public domain, active ground level uses are required along the colonnade.
- C9. Locate columns of colonnades along build-to lines, to reinforce the character of the public open space.
- C10. Ensure that colonnade heights and depths are continuous along the length of the open space and are consistent with the neighbouring sites.



Figure 14: Awnings and Colonnades

This page has been left intentionally blank.



CUMBERLAND  
CITY COUNCIL

# PART F2-9

## MERRYLANDS STATION PRECINCT (EAST)

This page has been left intentionally blank.

## 1. Desired Future Character

New development is to provide an address to Merrylands Railway Station Precinct (East), including Railway Terrace and Merrylands Road east of the rail line. New residential development in the form of residential flat buildings and multi dwelling housing will be located in the areas surrounding the local retail centre and the railway station, generally north of Albion Avenue. The highest densities will be located along Railway Terrace transitioning downward to the east. Low density housing will be retained south of Albion Avenue.

The role of the existing local shopping strip in Merrylands Road is to be retained with opportunities for additional retail and business uses to be extended along Railway Terrace. This additional retail area will increase services for the local community and will improve the pedestrian connection to existing and proposed high density development north of Mombri Street.



Figure 1: Merrylands Station Precinct (East) Map

## 2. Objectives and Controls

### General Objectives

- O1. Ensure that new development provides a strong interface to Railway Terrace and Merrylands Road.
- O2. Ensure that new development at the intersection of Railway Terrace and Merrylands Road is well defined and reflects the gateway to the eastern side of Merrylands Railway Station.

## **2.1 Pedestrian connections and laneways**

### **Objectives**

O1. Ensure that pedestrian connections and laneways support planning outcomes for the precinct.

### **Controls**

- C1. New pedestrian connections and laneways should be provided in accordance with Figure 2. Where a development provides for public access connections, a variation to Council's floor space ratio control may be considered, subject to consistency with objectives.
- C2. New shared pedestrian and vehicular laneway links to the rear of properties within the B4 Mixed Use Zone and are to provide for vehicular access and servicing needs of development. The laneway will need to be located over or abutting the B4 Mixed Use Zone.
- C3. Shared vehicular and pedestrian lanes are to have a minimum width of 6 metres.
- C4. New pedestrian links are to improve through block connections and are to have a minimum width of 3 metre, being consistent in width for its full length.

## **2.2 Setbacks**

### **Objectives**

O1. Ensure that setbacks support planning outcomes for the precinct.

### **Controls**

- C1. Front building setbacks are to be in accordance with Figure 3 and any additional controls set out below:
  - the 2 metre setback shown along Railway Terrace, between Merrylands Road and Smythe Street, applies to the first 3 storeys of development. Additional storeys shall be setback a minimum of 5 metres from the front boundary as shown in Figure 3.
- C2. Balconies may encroach the upper level setback area as shown on Figure 3 as follows:
  - an unroofed terrace area permitted to the 4th storey. Balustrade can extend from building line of storey below.
  - balconies may extend 1 metre into the setback area for the upper 2 storeys.
- C3. The 2 metre front setback area to Railway Terrace, between Merrylands Road and Smythe Street, is to be suitably treated to form an extension of the adjoining footway. This area may also be used for outdoor dining, landscaping and the like.
- C4. Where it will not have a detrimental impact upon adjoining development, a nil side setback should be provided for development in the B1 Neighbourhood Centre Zone and B4 Mixed Use Zone (between Merrylands Road and Smythe Street) to provide a continuous street edge.
- C5. Sites which have frontage to Railway Terrace should provide address to Railway Terrace as the primary frontage.
- C6. Building setbacks to existing and desired laneways should be designed to promote activation of the laneway while still allowing for the servicing needs of development.



Figure 2: Building setbacks

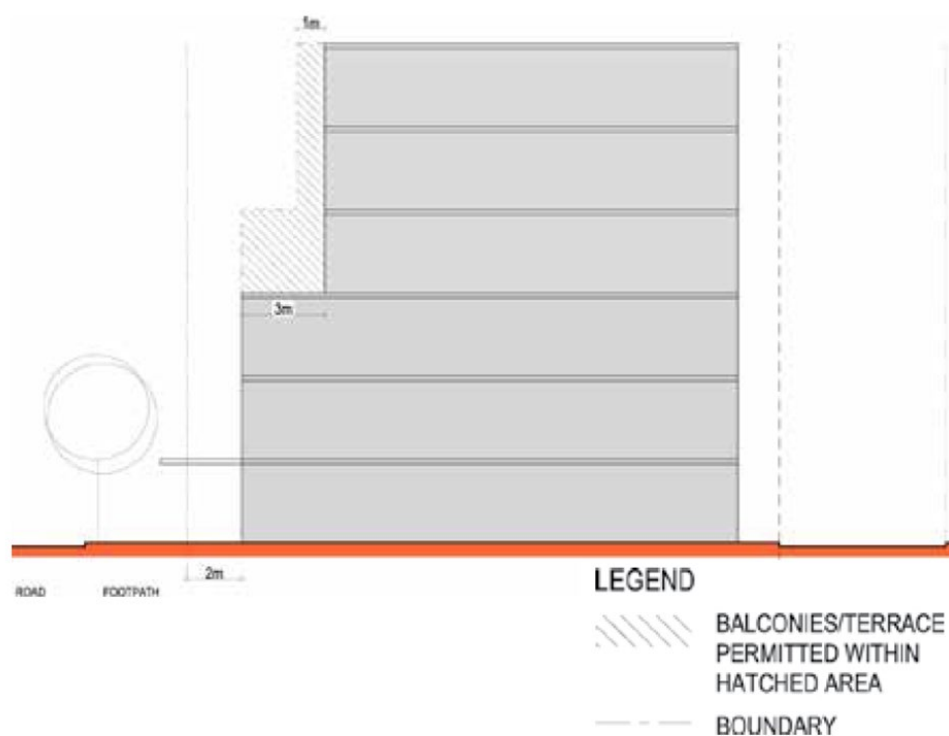


Figure 3: Building setbacks section

## **2.3 Ground level uses**

### **Objective**

O1. Ensure that ground level uses are considered as part of development in the precinct.

### **Control**

C1. For new development along Railway Terrace between Merrylands Road and Smythe Street ground floor uses are to be active and non-residential with at-grade pedestrian access.

## **2.4 Road requirements for Smythe Street**

### **Objective**

O1. Outline requirements to facilitate improved road access along Smythe Street.

### **Control**

C1. Land shall be provided for road widening on the northern side of Smythe Street, to facilitate effective traffic management as per road authority.

This page has been left intentionally blank.



CUMBERLAND  
CITY COUNCIL

# PART F2-10

## MERRYLANDS EAST NEIGHBOURHOOD CENTRE

This page has been left intentionally blank.

## 1. Desired Future Character

In recognition of existing development patterns and the opportunity to provide local services and facilities within walking distances of established neighbourhoods with access to Woodville Road, this part of the DCP provides guidelines and development controls for the development of a future neighbourhood centre precinct (Figure 1).

This section is to be read in conjunction with other relevant parts of the *Cumberland DCP 2021*, *Cumberland LEP 2021*, *State Environmental Planning Policy (SEPP) No 65—Design Quality of Residential Apartment Development*, and the *NSW Apartment Design Guide: Tools for improving the design of residential apartment development*.

Where there is an inconsistency between this document and provisions contained elsewhere in the *Cumberland DCP 2021*, the site specific controls contained in this section shall apply to the extent of the inconsistency. Where there is an inconsistency with SEPP 65, the SEPP prevails.



Figure 1: Merrylands East Neighbourhood Centre Precinct Map

The neighbourhood centre precinct is to be developed taking into account the scale of adjoining residential development and the capacity of local road networks. Woodville Road and its capacity to accommodate future public transport options is a key development parameter for the neighbourhood precinct. The precinct is to be developed as a walkable neighbourhood centre around a new neighbourhood park and having good urban design that encourages the development of quality open spaces and buildings with a high level of amenity and design quality.

This section of the DCP defines the neighbourhood centre precinct, its urban structure and key relationships.

#### Key Site

##### *Description and Location*

For the purposes of this DCP, the Woodville Road Planning Proposal key site (which includes the former John Cootes Warehouse Site) is defined as 244 and 264 Woodville Road, Merrylands and 2, 4, 6, 8-8a, 10, 12 and 14-16 Lansdowne Street and 19 Highland Street, Merrylands as shown in Figure 2 Merrylands East Key Site (Woodville Road Planning Proposal).

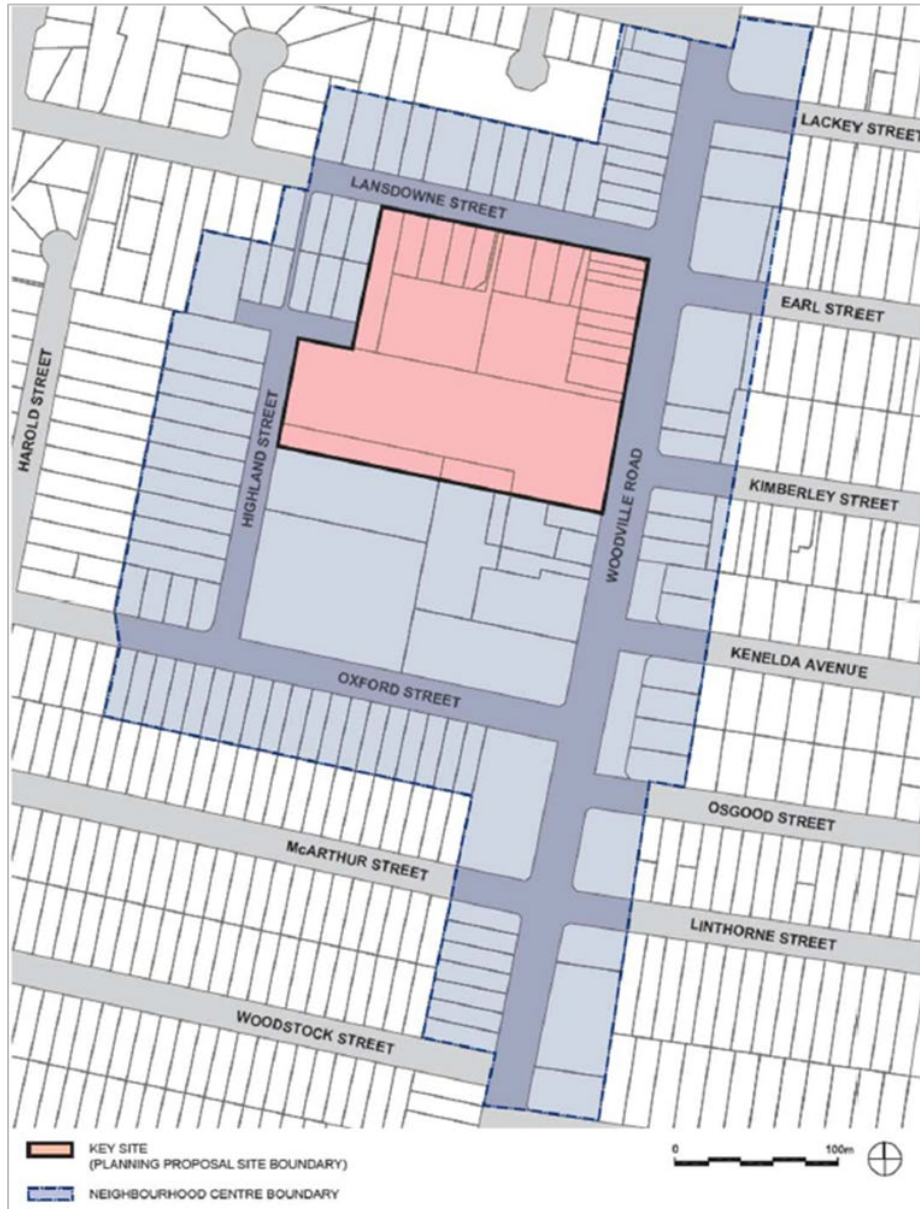


Figure 2: Merrylands East Key Site (Woodville Road Planning Proposal)

### Desired Character

The development of the land is to facilitate the establishment of a mixed-use centre with retail and commercial uses anchored by a full line supermarket, and residential development that complements the surrounding residential areas at a density appropriate for the site, its location and development context. Development of the land is to contribute to the character and sustainability of the Merrylands East Neighbourhood Centre Precinct.

Development of the land is to provide a mixture of retail, commercial and residential floor space, and public open space for a neighbourhood centre. Development is to have a layout which provides quality open spaces, reduced car dependency and a walkable neighbourhood environment. The development of the site is to provide a variety of building heights to allow a transition to adjoining residential development and to minimise overlooking and overshadowing of the Granville South Public School.

## 2. Objectives and Controls

### Objectives

- O1. Ensure that future development does not prejudice the efficient delivery of future public transport solutions along Woodville Road.
- O2. Ensure development is setback to allow future road and carriageway widening.
- O3. Ensure transition in scale between the main road frontage of key development sites within the precinct, and surrounding lower scale residential development and the school.
- O4. Ensure that the development provides for the greening of Woodville Road.
- O5. Development within the neighbourhood precinct is to be generally in accordance with Figure 3 Precinct Principles.



Figure 3: Precinct principles

## 2.1 Development Application requirements

In addition to these standard requirements, all development applications are to provide a detailed traffic study.

## 2.2 Structure, form and density

### Objectives

- O1. Define the desired structure, general form and density of development on the land.
- O2. Ensure the density of development on the land is suitable to its location, context and development capacity.
- O3. Facilitate the integration of the development of this key site with adjoining development and the neighbourhood centre precinct.
- O4. Establish a mixed-use centre, which will include a neighbourhood park and enhanced connectivity (pedestrian and visual) within and with adjoining development.
- O5. Allow for appropriate transition to the surrounding residential land uses and the Granville South Public School, and to provide a reasonable separation between future development and the Granville South Public School.
- O6. Allow for a diversity of dwelling types and apartment sizes.

### Controls

- C1. Development is to be in accordance with Figure 4 Site Structure and Land Use Plan.

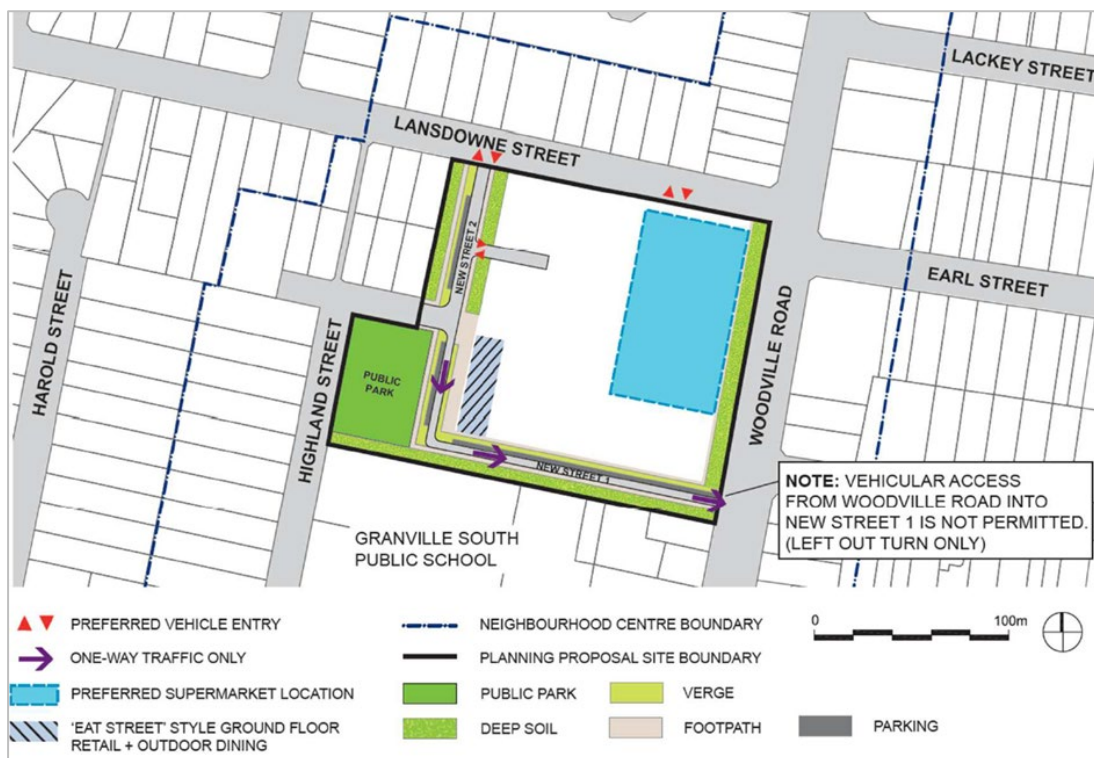


Figure 4: Site Structure and Land Use Plan

- C2. New Street 1 and New Street 2 (Refer Figure 4) must be constructed and delivered by the proponent as part of the development of the key site, in accordance with Council's engineering requirements, and at no cost to Council.
- C3. New Street 1 and New Street 2 are to provide separation between future development and Granville South Public School to the south and neighbouring residential to the west.
- C4. The ground floor and first floor of the proposed development on the key site must be non-residential.

## 2.3 Lot consolidation and minimum street frontage

### Objectives

- O1. Avoid isolating an adjoining site or sites, and facilitate the efficient delivery of infrastructure.
- O2. Assist in the delivery of well-designed built forms and streetscapes.
- O3. Development must be delivered in suitably sized and configured development parcels that facilitate the delivery of infrastructure.
- O4. Buildings must have appropriate horizontal to vertical proportions that relate to the size of street frontages and be designed to minimise the impact of carpark entrances.

### Controls

- C1. Lots shall have a minimum street frontage as shown in the table below.

Street	Minimum Street Frontage	Intention
Woodville Road	30m	To encourage the consolidation of land and development of suitable building forms.
Lansdowne Road	20m	
Highland Road	20m	

- C2. Development must be designed and planned in relation to the development parcels as shown in Figure 5 Preferred Lot Consolidation unless it can be demonstrated that lot amalgamation cannot be achieved.

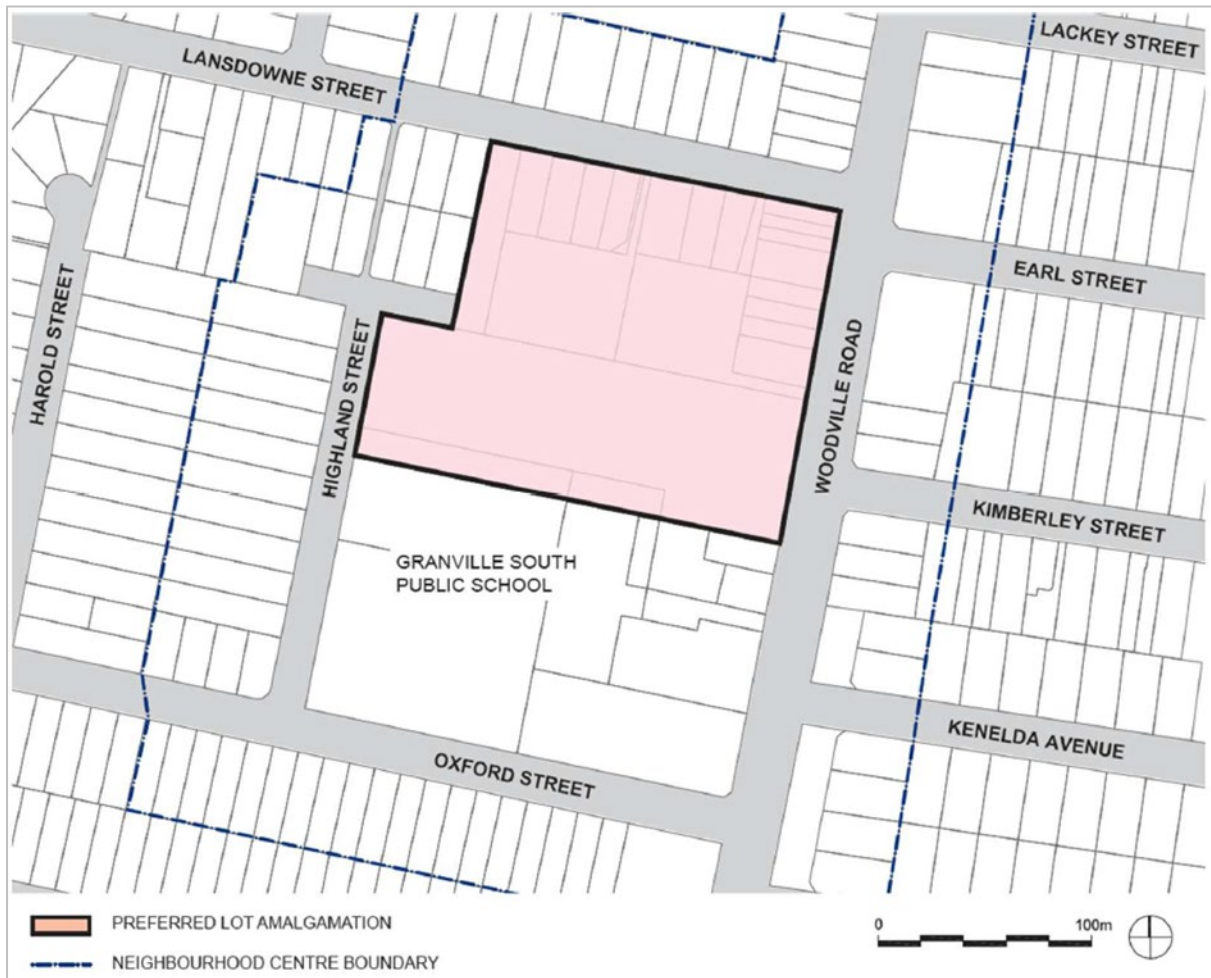


Figure 5: Preferred Lot Consolidation

*Council will require appropriate documentary evidence to demonstrate that a genuine and reasonable attempt has been made to purchase an isolated site based on a fair market value. At least one recent independent valuation is to be submitted as part of that evidence and is to account for reasonable expenses likely to be incurred by the owner of the isolated site in the sale of the property.*

- C3. Where a development proposal results in an isolated site, applicants will be required to demonstrate that the development of the separate sites can be feasibly achieved, which will require:
- provision of a feasible building envelope for the isolated site, indicating height, setbacks and site coverage (building and basement);
  - identification and assessment of the likely impacts the two developments will have on each other including solar access and visual and acoustic privacy; and
  - identification, assessment and mitigation of the impacts of the separate development of the isolated site or sites on the streetscape. This will require an applicant/s to document how the development of both sites respond to the character of the streetscape and achieve a suitable built form and satisfactory level of amenity including solar access and visual and acoustic privacy.

## 2.4 Building heights

### Objectives

- O1. Distribute building heights within the key site to reinforce the site structure and achieve a height transition to adjoining development.
- O2. Reduce the bulk of development by providing variations in individual building heights, massing and scale and visual permeability within the site through the distribution of different building heights.

### Controls

- C1. Development shall not impact on solar access or create overshadowing of the playground or sporting fields of the Granville South Public School.
- C2. The height of buildings is to be in accordance with Figure 6 Building Heights and all requirements of the ADG, particularly building separation.

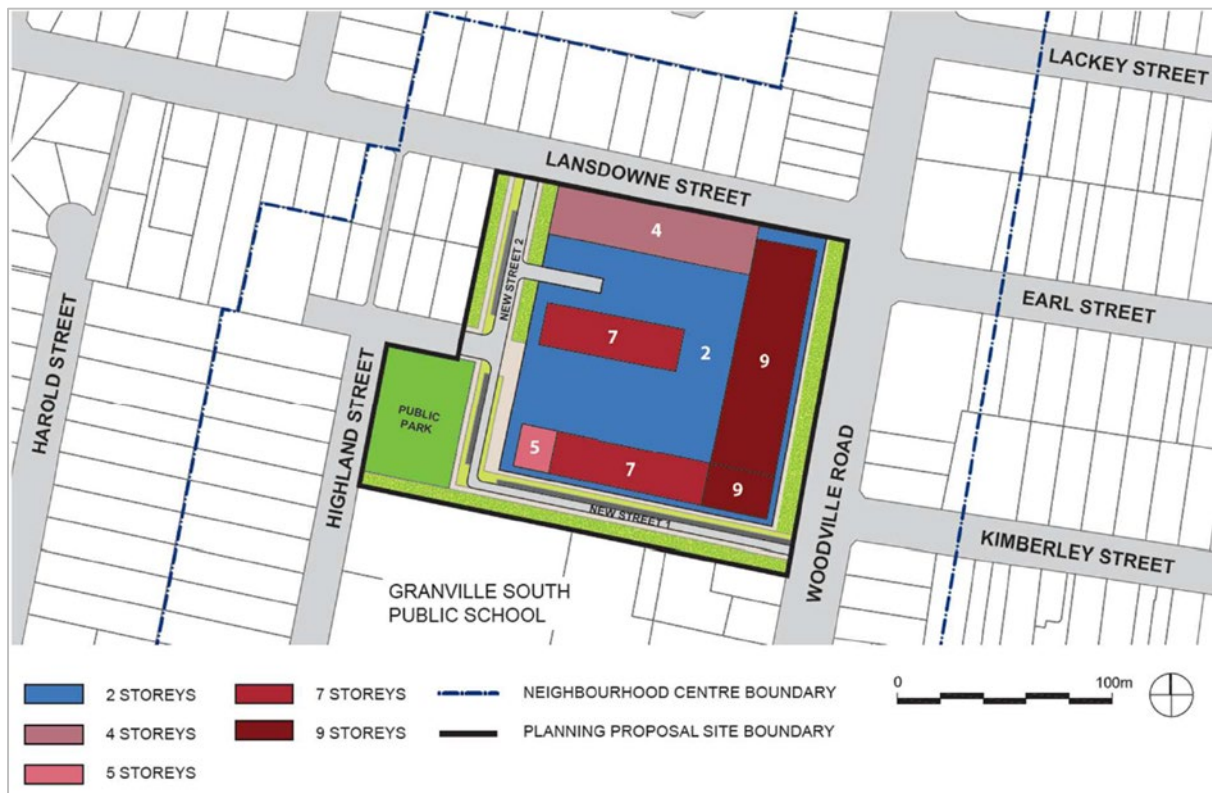


Figure 6: Building Heights (to be read in conjunction with Figure 7 Setbacks)

## 2.5 Setbacks

### Objectives

- O1. Ensure that development does not limit the provision of public transport options or improvements on Woodville Road.
- O2. Ensure that development relates to the street hierarchy, and contributes to a suitable scale and street character.

- O3. Establish the new roads identified in the Site Structure Plan and Land Use Plan (Figure 4).
- O4. Maintain the amenity of Granville South Public School by minimising overshadowing and overlooking of the school grounds.
- O5. Sufficient land is to be provided for an additional road lane on the western side of Woodville Road to facilitate public transport improvements, traffic management and to allow provision of substantial landscaping along Woodville Road (refer to Figure 10).
- O6. The tower or upper storey elements of multi storey mixed used buildings are to be set back to reduce the mass and bulk of buildings.
- O7. Provide landscaping along boundaries, with deep soil planting with mature plants particularly along the southern boundary between the development and the adjoining School, to obscure sight lines for optimum visual privacy.

**Controls**

- C1. Minimum setbacks are to be in accordance with Figure 7 Setbacks (Please refer to Figure 9 to Figure 15 for details).
- C2. Unless otherwise identified, street setbacks are to be in alignment with the predominant existing street setbacks for each street within the neighbourhood precinct.
- C3. If the key site is not developed as a single, consolidated lot, the development must be setback a minimum of 6m from the property boundary of any undeveloped lot with frontage to Lansdowne Street and New Street 2 as per Figure 15.
- C4. A deep soil setback of 10m must be provided on the eastern boundary of the site along Woodville Road as per Figure 4 Site Structure and Land Use Plan and Figure 10 Woodville Road Setbacks (Section B-B).
- C5. A deep soil setback of 6.5m must be provided on the southern boundary of the site along New Street 1 as per Figure 4 Site Structure and Land Use Plan and Figure 11 New Street 1 Setbacks (Section C-C).
- C6. A deep soil setback of 6.5m on the western side and a deep soil setback of 7m on the eastern side of the northern end of New Street 2 (north of the street connecting to Highland Street) must be provided as per Figure 4 Site Structure and Land Use Plan and Figure 12 New Street 2 Setbacks – Northern End (Section E-E).



Figure 7: Setbacks



Figure 8: Sections

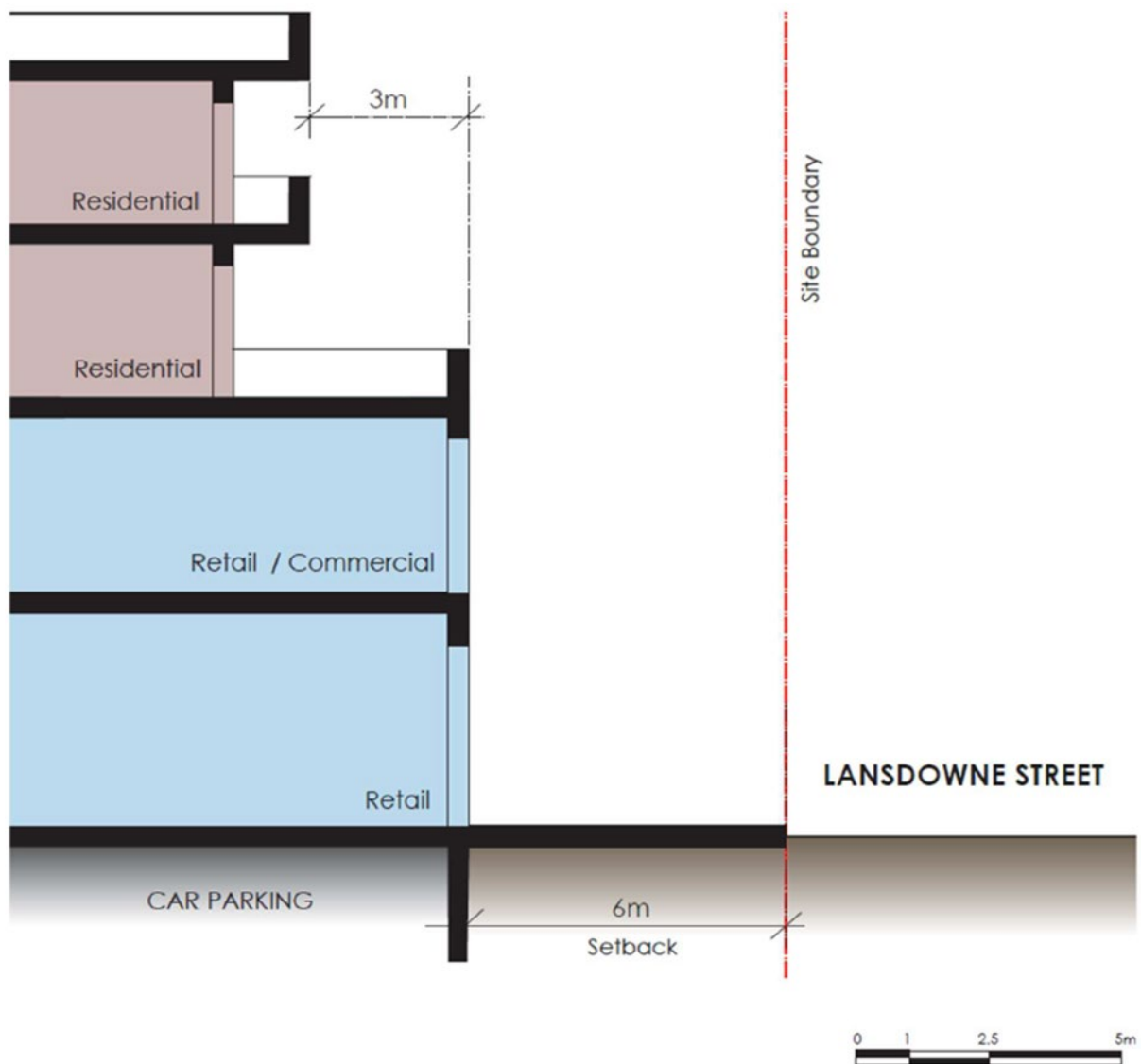


Figure 9: Lansdowne Street Setback - Section A-A

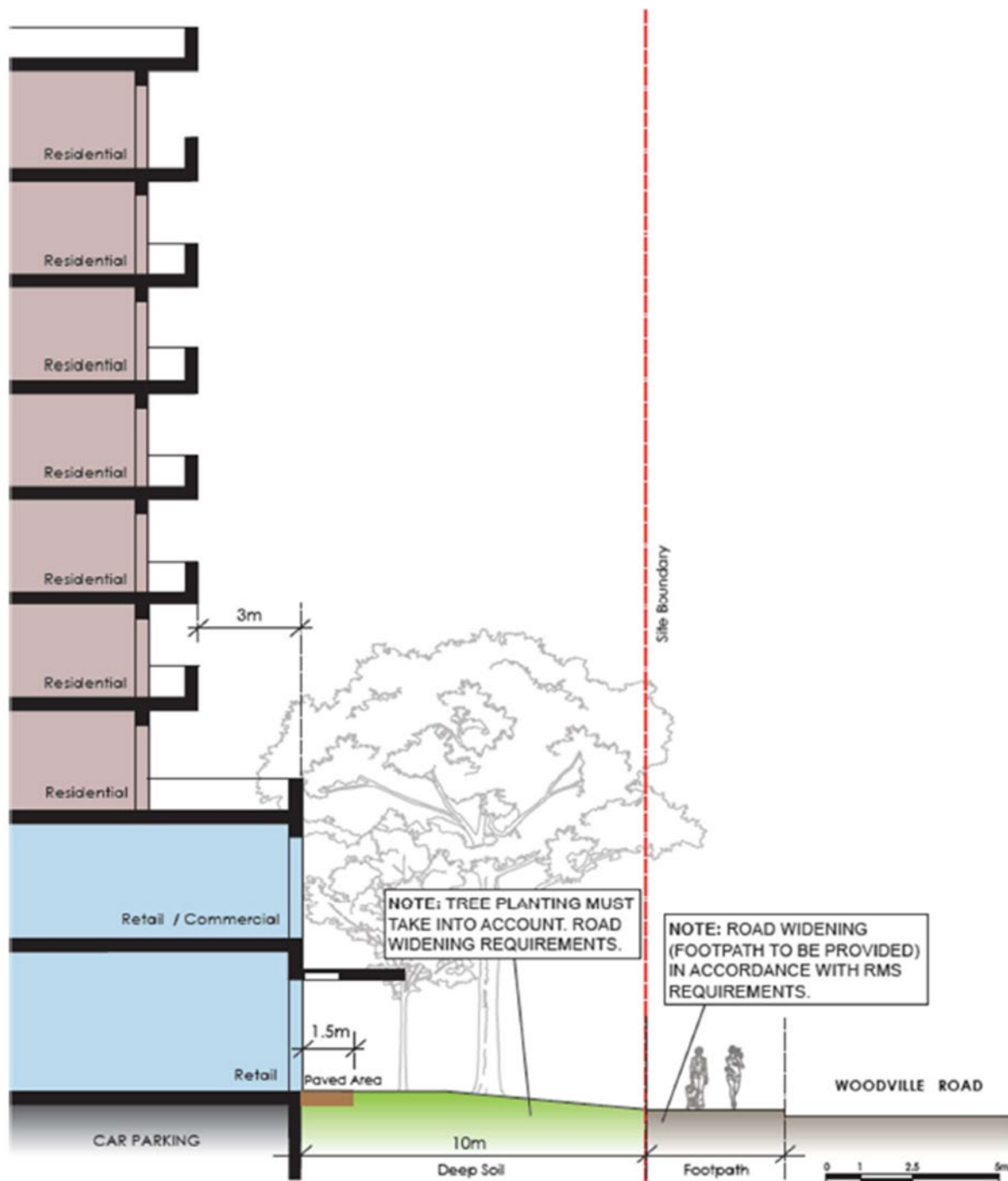


Figure 10: Woodville Road Setbacks - Section B-B

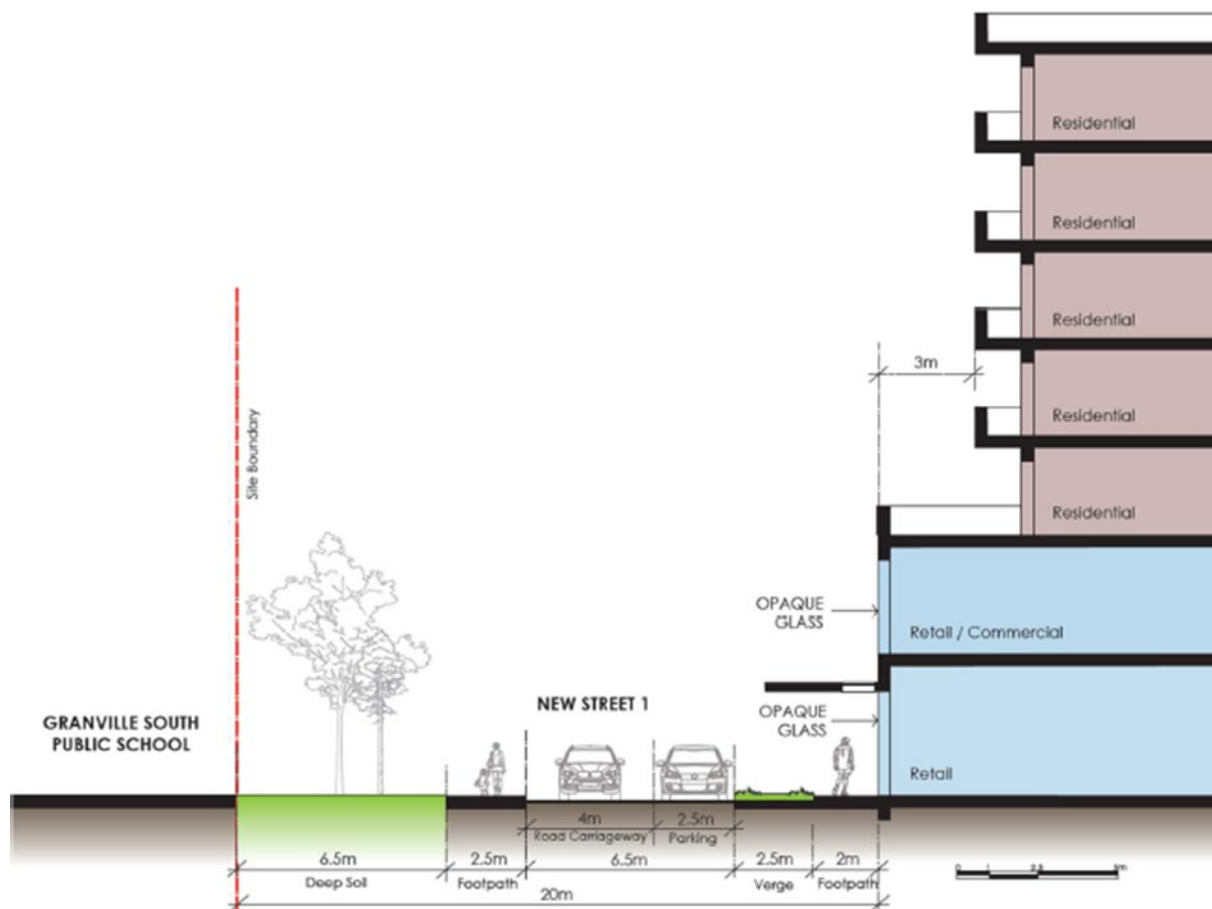


Figure 11: New Street 1 Setbacks - Section C-C

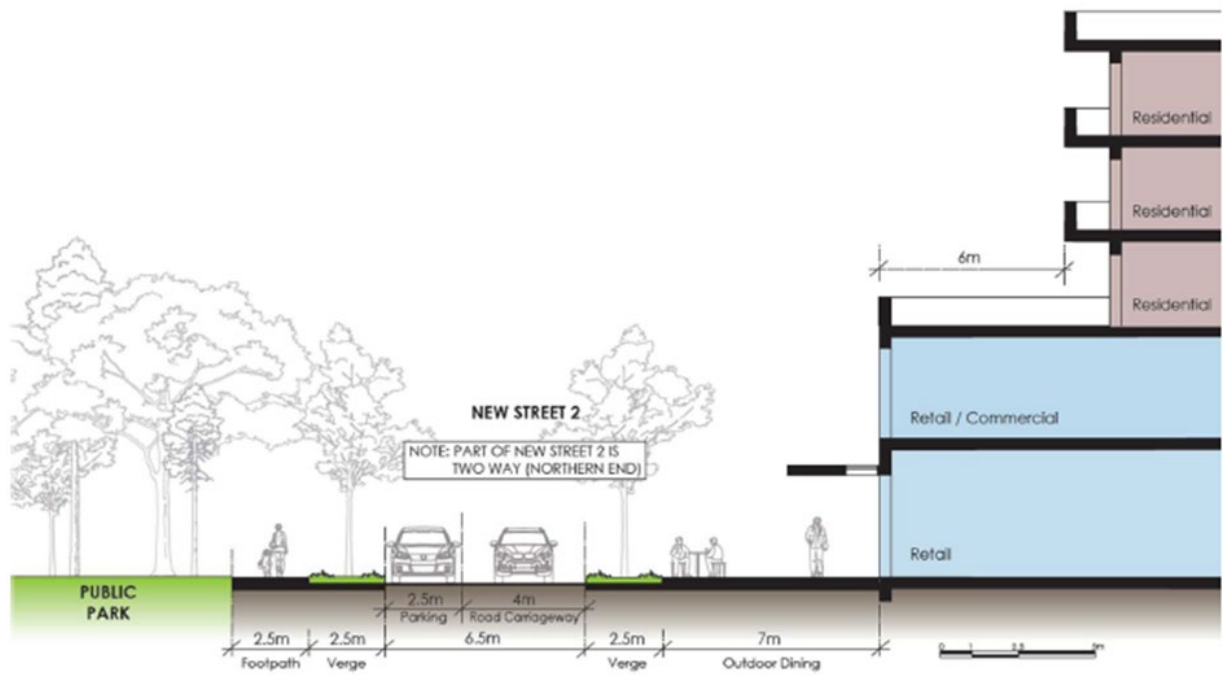


Figure 12: New Street 2 Setbacks - Southern End - Section D-D



Figure 13: New Street 2 - Northern End - Section E-E

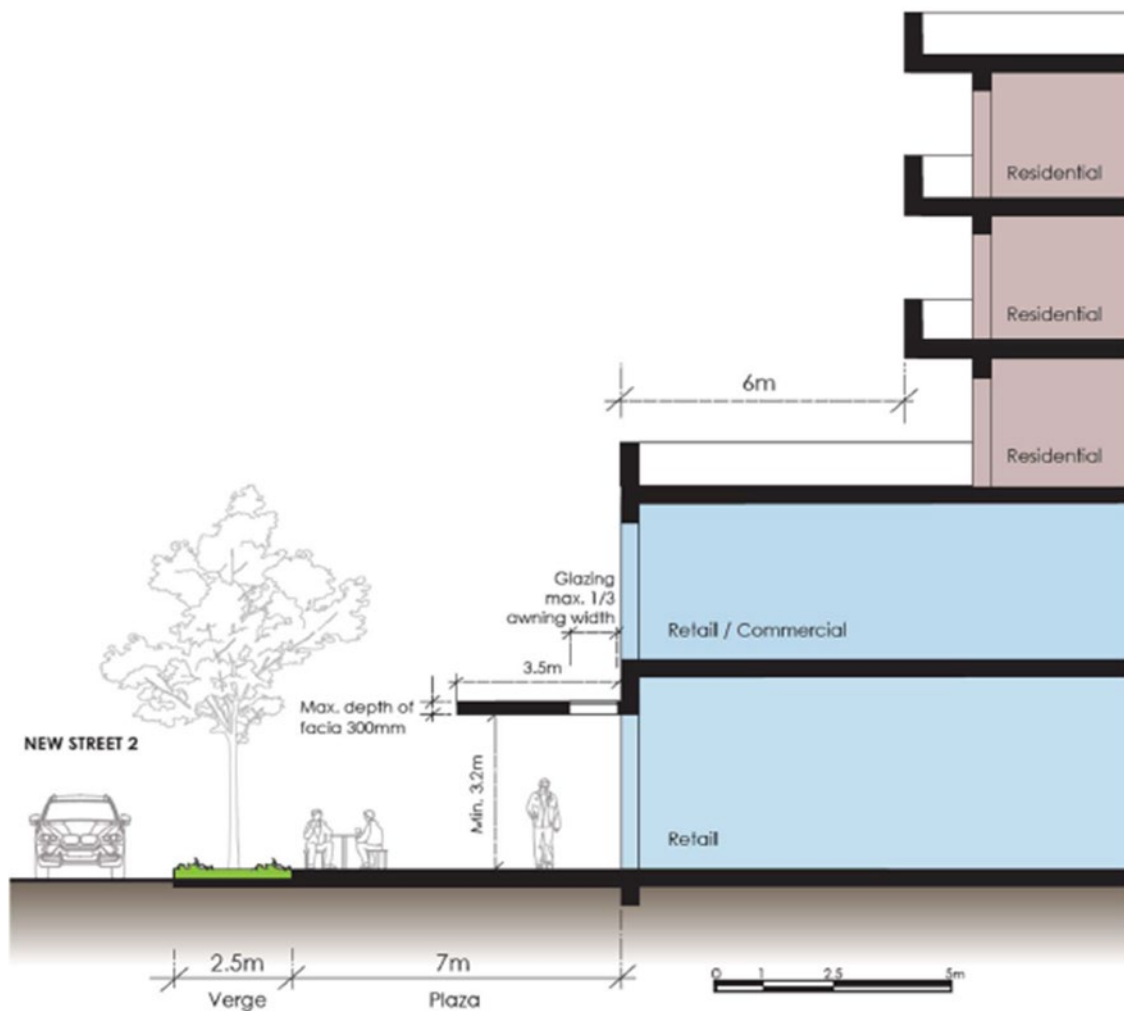


Figure 14: New Street 2 Southern End Detail

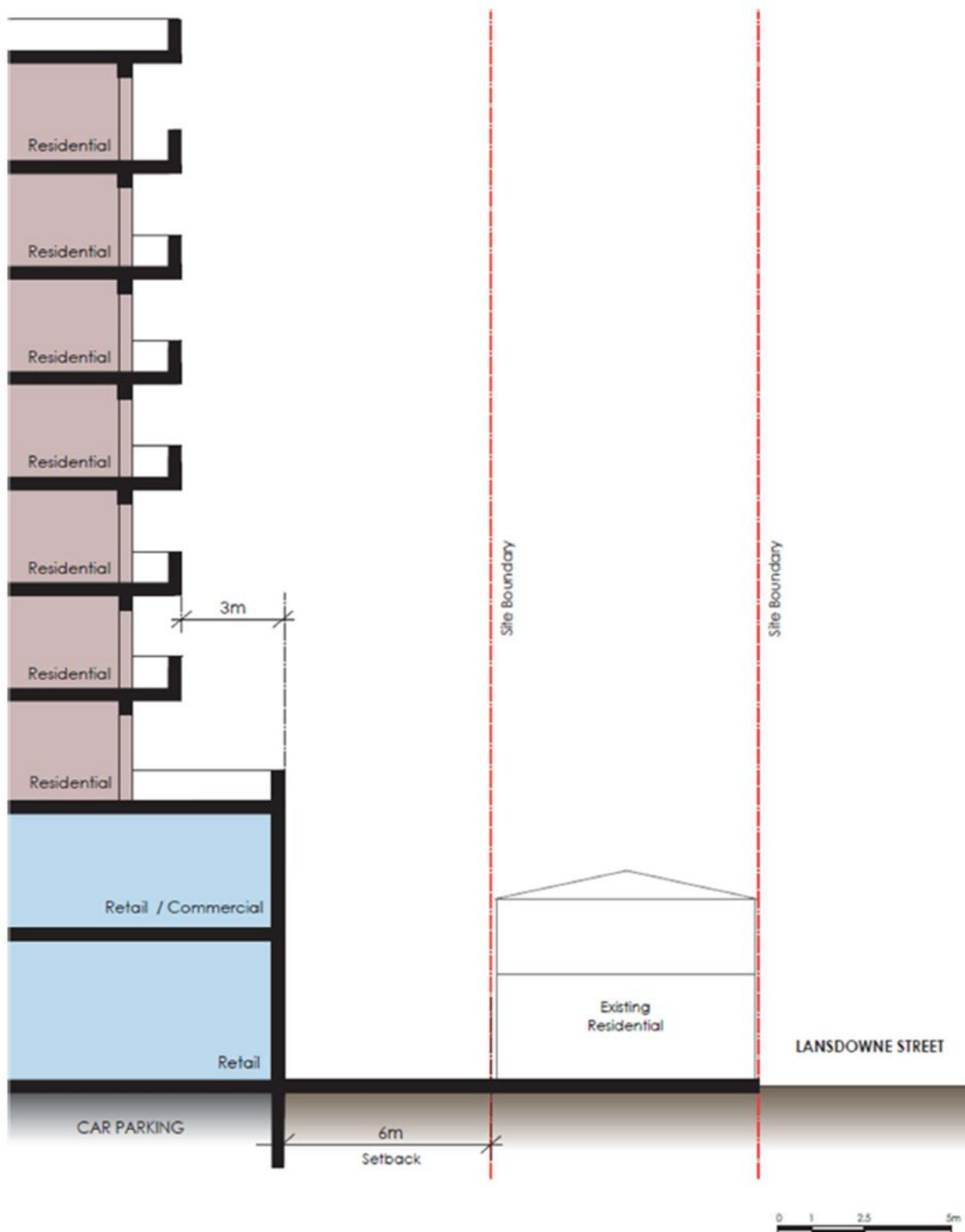


Figure 15: Setback if key site not developed as a single, consolidated lot

## 2.6 New roads

### Controls

- C1. A 4m wide one-way road carriageway must be provided on New Street 1 with a 2.5m wide pedestrian footpath on the southern side. On the northern side, a 2.5m wide parking bay, a 2.5m wide verge, and a 2m wide pedestrian footpath should be provided as per Figure 11 New Street 1 Setbacks (Section C-C).
- C2. A 4m wide one-way road carriageway must be provided on the southern end of New Street 2 (south of the street connecting to Highland Street) with a 2.5m wide pedestrian footpath, a 2.5m verge, and a 2.5m wide parking bay on the western side. On the eastern side, a 2.5m wide verge and a 7m wide outdoor dining area should be provided as per Figure 12 New Street 2 Setbacks – Southern End (Section D-D).
- C3. A 7m wide two-way road carriageway must be provided on the northern end of New Street 2 (north of the street connecting to Highland Street) with a 2.5m wide pedestrian footpath, a 2m verge and a 2.5m wide parking bay on the western side. On the eastern side, a 2.5m pedestrian footpath should be provided as per Figure 13 New Street 2 Setbacks – Northern End (Section E-E).

## 2.7 Landscape and open space

### Objectives

- O1. Ensure that a high quality public neighbourhood park is provided.
- O2. Ensure that the public domain is integrated with existing and potential future public domain and open spaces within the neighbourhood centre precinct.
- O3. Ensure the neighbourhood park has a sense of place and to establish it as the focal point of the neighbourhood precinct.
- O4. Achieve a variety of spaces that are inclusive of particular needs and desires of key community groups such as children, young people, older people, people on low incomes and people with a disability.
- O5. Integrate the management of stormwater into the design of public open spaces.
- O6. Integrate public art to create a more visually interesting and culturally diverse public domain.
- O7. Public open space to be designed to include clear, accessible, safe and convenient linkages to the surrounding streets and community, inside and outside the neighbourhood precinct.
- O8. Landscaping and choice of materials is to respond to the character of each space and is to unite and relate to other spaces throughout the neighbourhood precinct.
- O9. The design of open space is to be of the highest quality with suitable landscaping, well integrated public art and appropriately varied soft and hard surface design.
- O10. Vehicular movements through the neighbourhood park are to be generally restricted except for emergency vehicles, servicing and special events.
- O11. Useable and sustainable green space at ground level, podium level, and roof top gardens are to be provided and integrated with building design.

O12. Vertical gardens are encouraged, where possible.

### Controls

- C1. A public domain concept plan for the development of the site or any part thereof is to be provided with the first Development Application for the land. The plan must:
  - provide for deep soil planting zones (Refer Figure 4);
  - show how a high amenity public domain will be achieved on the site and on Woodville Road;
  - provide an indicative landscape design, including details and indicative costs for street furniture, street trees, landscaping works, materials and utilities; and
  - indicate how street trees and other planting arrangements are to be provided on all new streets to Council's specifications.
- C2. Development proposing outdoor dining must comply with Council's Outdoor Dining Policy and Guidelines.
- C3. A fully embellished neighbourhood park not less than 2,000 square metres is to be provided, to a design approved by Council and located as shown in Figure 4 Site Structure and Land Use Plan. A concept plan is to be provided with the lodgement of the first DA for the Site.
- C4. A minimum of 85% of the neighbourhood park is to be deep soil zone, and the total area of the neighbourhood park is to be excluded from all deep soil calculations associated with private development.
- C5. The neighbourhood park is to:
  - provide the primary green public open space to act as the heart of the neighbourhood precinct;
  - provide for primarily soft landscaping and deep soil planting including mature plants;
  - avoid basement parking beneath the neighbourhood park;
  - provide both passive and active recreation spaces;
  - be landscaped to include native trees;
  - provide a safe play area for children which is to be visually and physically connected to the main park area;
  - include play elements integrated into the landscape design and enable informal play; and
  - be dedicated to Council and Council engineers are to be consulted prior to the design of all internal roads within the precinct.
- C6. Medium sized tree planting (a minimum 6-8 metres mature height at 7 – 10 m centre-to-centre) with an understorey of shrubs (1.5m – 3m) and ground cover must be provided along the boundary on the southern side (adjacent the school). The medium sized tree planting within a deep soil zone is to be incorporated at the southern end of the park.
- C7. All elements are to be vandal and graffiti resistant.
- C8. Design of the public domain is to be integrated with stormwater management.
- C9. All internal roads not in Council's ownership must be maintained at all times. Note: Council will not accept dedication of roads with basement parking underneath.
- C10. Wintergardens are to be provided fronting Woodville Road. The area of the wintergardens is to be excluded from the GFA for FSR calculations.

## 2.8 Building elements, architectural diversity and articulation

### Objectives

Ensure the building design contributes to street, public domain and residential amenity.

- O1. Reduce visual bulk and scale, add visual interest and avoid “boxlike” designs.
- O2. Achieve architectural diversity and add visual interest.
- O3. Ensure that development enhances and contributes to the streetscape and desired future character of the neighbourhood.
- O4. Buildings are to be designed to deliver high quality architecture through the use of facaded articulation, materials selection and use of vertical gardens where appropriate.
- O5. Building design is to include horizontal and vertical architectural elements to articulate the facades and minimize building bulk and mass, which frame public spaces and contribute to or define the public domain.

### Controls

- C1. Minimise perceived building bulk and monotony, the building façade should have unique architectural expressions while still maintaining cohesion.
- C2. The maximum linear length of any building is to be 65m.
- C3. Buildings in excess of 45m long must be designed as at least two distinct ‘building components’ which are to:
  - not exceed 25m in length with a preferred length of 20m (Refer Figure 16);
  - have a building separation of minimum 6m for the full height of the building; and
  - have their own distinctive architectural character.
- C4. Full height gaps are to be provided between buildings consistent with the building separation provisions of the *Apartment Design Guide* (ADG) for solar access and visual connections.
- C5. Where possible, building breaks are to be aligned with streets and lanes in the surrounding area or proposed streets and lanes.
- C6. The southern façade of the proposed development adjoining the school must be designed to maintain the visual privacy of the school.

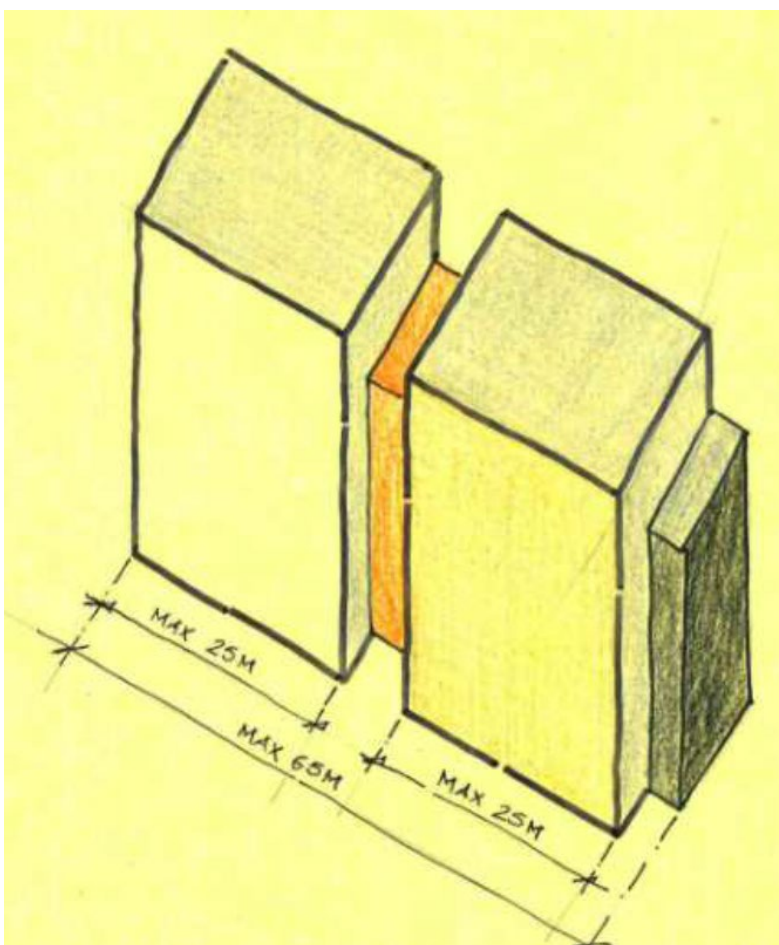


Figure 16: Building Articulation / Maximum Building Length

## 2.9 Active street frontage

### Objectives

- O1. Enhance pedestrian safety, security and amenity around and within the commercial premises.
- O2. Improve the amenity of the public domain by encouraging pedestrian activity.
- O3. Support the economic viability of the street.

### Controls

- C1. Provide active street frontage at ground floor level as per Figure 17.
- C2. Except for the southern façade, clear glazing is to be provided, and reflective, tinted or obscured window coverings should be avoided.
- C3. A minimum of 80% of the building facades with active street frontage and street address at ground level are to be transparent.
- C4. Opaque glass should be provided along the southern building façade.



Figure 17: Street Activation

## 2.10 Awnings and canopies

### Objectives

- O1. Increase pedestrian amenity by the provision of weather protection.
- O2. Visually unify the mixed-use development.

### Controls

- C1. Awnings are to be provided to the full extent along Woodville Road, the southern boundary and the outdoor dining area.
- C2. All awnings should be a minimum width of 3.5m (Refer Figure 14).
- C3. Incorporate glazing/transparent material in the awning to allow solar access.

## **2.11 Street wall height**

### **Objectives**

- O1. Provide street edge that reinforces the proposed uses and is consistent with the existing character of the area.
- O2. Ensure the building height at street level is of human scale.
- O3. Establish a clear presence of the retail and commercial uses, and increase visibility of these uses at ground floor level.

### **Control**

- C1. Street wall height for the mixed-use development should be two storeys (minimum 8.2m and maximum 10m) with an upper level setback.

## **2.12 Upper level setback**

### **Objectives**

- O1. Minimise adverse wind impact on the pedestrian environment.
- O2. Maximise the solar access onto the public domain.
- O3. Ensure that the podium and buildings above create a human scale and pedestrian friendly environment.

### **Controls**

- C1. The buildings above the podium are to be setback in accordance with Figure 9 to Figure 15.

## **2.13 Traffic management and parking**

### **Objectives**

- O1. Manage traffic impacts and ensure that development does not unreasonably impact on the traffic conditions on Woodville Road and local roads.
- O2. Ensure suitable parking and traffic management arrangements are identified prior to development of the land, and are used to inform the preparation of Development Applications.
- O3. Ensure vehicle entries and loading bay entries do not compromise pedestrian safety.
- O4. Increase the use of active transport and reduce vehicle use.

### **Controls**

- C1. A detailed traffic study will be submitted with any Development Application for the site or part thereof. It will:
  - identify and address traffic generation issues associated with the overall development of the site;
  - include modelling of the Lansdowne Street/Woodville Road and Oxford Street/Woodville Road intersections as a network and not as individual intersections; and

- include modelling of the priority control for the intersection of Lansdowne Street and the internal street and determine whether a roundabout is required at that intersection.
- C2. The traffic study is to comply with the Roads and Maritime Services Traffic Modelling Guidelines (2013).
  - C3. Ensure any site vehicle access points are located to avoid conflict with pedestrians and vehicles accessing the school.
  - C4. The loading bay entry should be located on Lansdowne Street and separated from vehicular entry into the mixed-use development.
  - C5. No driveway vehicle access from Woodville Road is permitted.
  - C6. Left-out exit from New Street 1 only permitted onto Woodville Road.
  - C7. A travel plan will be submitted with any Development Application for the site or part thereof to reduce car trips and encourage the use of sustainable transport.

## 2.14 Contamination

### Objectives

- O1. Ensure that the changes of land use will not increase the risk to public health or the environment.
- O2. Ensure that any remediation to the land will not increase the risk to the users of the adjoining school and surrounding residential development.
- O3. Link decisions about the development of land within the information available about contamination.
- O4. A remedial action plan for the development of the site or any part thereof is to be provided with the first Development Application for the land. The plan must be prepared in accordance with the NSW Environment Protection Authority Guidelines *Contaminated Sites: Guidelines for Consultants Reporting on Contaminated Sites (1997a)* and the *National Environment Protection (Assessment of Site Contamination) Measure (2013 Amendment)*.

### Controls

- C1. All contamination arrangements are to be in accordance with Part C and Part G of this DCP.

## 2.15 Air quality

### Objectives

- O1. Ensure that development fronting Woodville Road provides an acceptable level of air quality for the users and occupants.
- O2. Encourage the inclusion of wintergardens along development fronting Woodville Road.
- O3. Ensure that demolition and construction in the neighbourhood centre does not adversely impact the air quality for users of the adjoining school and surrounding residential development.

- O4. Reduce the formation of urban canyons to avoid motor vehicle air transmissions and other pollutants from becoming trapped and ensure dispersion. Appropriate setbacks on the upper stories of multi-level buildings can help to avoid urban canyons.
- O5. Consider building siting and orientation to incorporate an appropriate separation between sensitive land uses and the road. The location of living areas, outdoor space and bedrooms, and other sensitive uses (such as childcare centres) must be as far as practicable from the major source of air pollution.
- O6. Ventilation design and open-able windows should be considered in the design of development located adjacent to roadway emission sources. When the use of mechanical ventilation is proposed, the air intakes must be sited as far as practicable from the major source of air pollution.
- O7. Use vegetative screens, barriers or earth mounds where appropriate to assist in maintaining local ambient air amenity. Landscaping has the added benefit of improving aesthetics and minimising visual intrusion from an adjacent roadway.

#### **Controls**

- C1. Air quality must be considered early in the design process for development fronting Woodville Road.
- C2. Air quality design considerations must be based on the above design principles and as per the NSW Department of Planning *Development Near Rail Corridors and Busy Roads – Interim Guideline (2008)*.

## **2.16 Noise and vibration**

#### **Objectives**

- O1. Ensure appropriate measures are taken to ensure noise and vibration is managed for development facing Woodville Road.
- O2. Ensure noise emissions from the development including but not limited to proposed mechanical plant, air conditioners, automatic roller doors, ventilation plant for the underground car park) are minimised.
- O3. Ensure noise emissions during the demolition, remediation of land and construction of the development is managed to minimise impact on the adjoining school and nearby residential development.
- O4. Ensure the following LAeq levels are not exceeded for residential development:
  - in any bedroom in the building: 35dB(A) at any time 10pm – 7am; and
  - anywhere else in the building (other than a garage, kitchen, bathroom or hallways): 40dB(A) at any time.

#### **Controls**

- C1. An acoustic report is to be prepared by an appropriately qualified acoustic consultant having the technical eligibility criteria required for membership of the Association of Australian Acoustical Consultants (AAAC) and/or grade membership of the Australian Acoustical Society (AAS). The report is to consider noise intrusion from the road and measures to ensure compliance with the SEPP (Infrastructure) 2007.
- C2. The report must also consider noise emissions from the development including but not limited to proposed mechanical plant (air conditioners, automatic roller doors, ventilation

plant for the underground car park), and access and egress to loading and car parking areas.

- C3. Consideration is required for the demolition/remediation/construction noise and vibration intrusion of the proposed development on the neighbourhood school and properties.
- C4. The acoustic report must be prepared in accordance with the *Noise Policy of Industry (2017)*, *NSW Government Department of Planning Development Near Rail Corridors and Busy Roads – Interim Guidelines (2008)*, and the *NSW Environment Protection Authority Interim Construction Noise Guideline (2009)*.
- C5. Construction management plans are to be prepared prior to the commencement of any construction on site.

This page has been left intentionally blank.



CUMBERLAND  
CITY COUNCIL

# PART F2-11

## PENDLE HILL TOWN CENTRE

This page has been left intentionally blank.

## 1. Introduction

### 1.1 Land to which this Part applies

This Part applies to all development on land shown in Figure 1.



Figure 1: Pendle Hill Town Centre.

## 2. Objectives and controls

### 2.1 Site consolidation

#### Objectives

- O1. Ensure all sites achieve the required minimum width to adequately provide for basement car parking.
- O2. Minimise vehicular and pedestrian conflicts throughout the town centre through the appropriate location and number of vehicular access points.
- O3. Ensure all sites achieve the required minimum width to allow for a site configuration that permits a consistent landscaped open space to the rear of sites.
- O4. Ensure any site amalgamation pattern does not restrict the development opportunity of any adjoining site or the ability of adjoining sites to provide basement car parking or rear open space.
- O5. Establish fine grain shopfronts along primary retail streets within the town centre.
- O6. Ensure new developments do not reduce the opportunity for the development of adjoining properties to develop in accordance with this DCP and adversely impact on the economic viability of development in accordance with s79C of the *Environmental Planning and Assessment Act 1979*.

### Controls

- C1. The minimum lot frontage requirements for all development within a Business zone is located in Part C.
- C2. The minimum lot frontage requirements for all development within a Residential zone is located in Part B.
- C3. Notwithstanding the above, development within Business zones located on Pendle Way, between Stapleton and Joyce Street, and on Joyce Street are to provide a fine grain retail shopfront character.

## 2.2 Rear laneways, land dedication, access, vehicular entries and pedestrian access

### Objectives

- O1. Require the provision of rear access ways on properties for private and service vehicle access, in order to reduce vehicular and pedestrian conflict and provide greater amenity to future residents.
- O2. Require buildings fronting primary roads to have vehicular access from the rear of the property in order to reduce vehicular and pedestrian conflict and create a safe retail environment.
- O3. Require all sites with existing access ways from the rear of the property to be used for vehicular access and parking.
- O4. Mitigate any impacts of vehicular traffic on adjoining residences.
- O5. Allow improved circulation space for pedestrians and future residents within the precinct.
- O6. Limit or prohibit vehicular access from primary street frontages.

### Controls

- C1. Where new development has access available off existing or proposed laneways, vehicular access must be provided from that laneway.
- C2. A minimum 4 metre wide, 4 metre high pedestrian accessway must be maintained and dedicated for public access as part of any redevelopment of the site as per Figure 2.

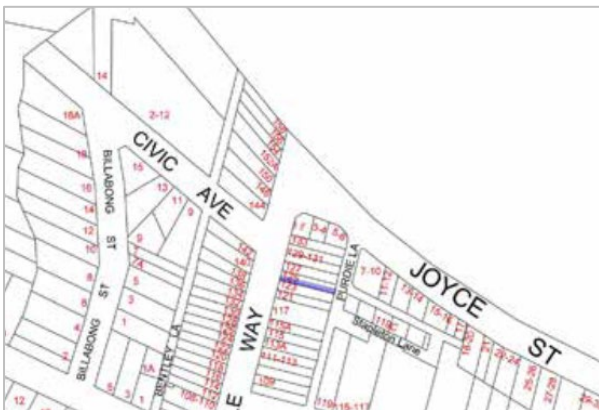


Figure 2: Proposed pedestrian access

## 2.3 Building height

### Objectives

- O1. Require an appropriate scale relationship between building heights and street width.
- O2. Ensure the appropriate management of overshadowing, access to sunlight and privacy.
- O3. Enable flexibility of used by implementing higher floor to ceiling heights within buildings for the ground and first floors.
- O4. Allow activation of the street edge on primary roads.
- O5. Allow for reasonable daylight access to other development and the public domain.

### Controls

- C1. The maximum height for development within the Pendle Hill Town Centre is detailed within *Cumberland Local Environmental Plan 2021*.
- C2. The maximum building storey limits within the Pendle Hill Town Centre is detailed in Figure 3.
- C3. The minimum floor to ceiling height requirements are located in Part B and C.
- C4. The prominence of street corners shall be reinforced by concentrating the tallest portion of the building on the corner in relation to the overall building height and predominant street wall height.



Figure 3: Building height

## 2.4 Building setbacks, separation and street presentation

### Objectives

- O1. Require suitable definition of the public domain and public spaces.
- O2. Require a continuous built edge within commercial and mixed use development for activation of the street edge.
- O3. Retain a landscaped setback character for residential development.
- O4. Ensure setbacks respond to the building separation requirements.
- O5. Reduce the visual impact of buildings on the public domain.

### Controls

- C1. All front setbacks shall be in accordance with Figure 4.
- C2. Where a 0 metre setback is permitted, buildings shall form a continuous street edge.
- C3. Rear and side setbacks (unless indicated otherwise in Figure 4) are to be in accordance with setbacks indicated in Part B or Part C of this DCP.
- C4. Notwithstanding the above, a 6 metre setback is required to R2 low density residential lots between Gilba Road and Macklin Street.
- C5. Residential development shall correspond to building depth and separation requirements in Part B.
- C6. Developments shall present and address the street.
- C7. Sites with corner lots shall present and articulate to both street frontages.
- C8. Where sites are adjacent to Civic Park, development shall be orientated to address the park.



Figure 4: Front setback and side setbacks

This page has been left intentionally blank.



CUMBERLAND  
CITY COUNCIL

# PART F2-12

## SOUTH GRANVILLE

This page has been left intentionally blank.

## 1. Desired Future Character

The South Granville Precinct will be centred around Delwood shops. There will be opportunities for expansion of retail and business uses along Blaxcell Street with shop top housing above. A mix of residential housing in the form of residential flat buildings, multi dwelling housing and shop top housing will be provided close to bus services, recreation areas, shops and other services.

Future development of the centre will provide an improved interface to the existing laneway behind the Delwood Street shops while maintaining pedestrian and vehicular access. Pedestrian safety will be enhanced by designing buildings that have passive surveillance of laneways, pedestrian links, public open spaces and other elements of the public domain.

The heritage character of the Delwood shops will be preserved and new development will be designed to respect and preserve the significance and contribution of heritage to the character and identity of the precinct. Public and private housing will blend in character and will have a transition in scale from higher density to lower density housing areas.



Figure 1: South Granville Precinct Map

## 2. Objectives and Controls

### Objectives

- O1. Ensure that new development provides an interface to existing parks, laneways and streets.
- O2. Ensure that new development responds well to existing heritage items.

### 2.1 Pedestrian connections and laneways

#### Objectives

Refer to section 2. Objectives above.

#### Controls

- C1. New pedestrian connections should be provided in accordance with Figure 2. Where a development provides for public access connections, a variation to Council's floor space ratio control may be considered subject to compliance with objectives.
- C2. New pedestrian links are to improve through block connections and permeability of the centre and increase connections to the retail centre and to existing public open spaces surrounding the centre. A new pedestrian laneway is to be provided to William Lamb Park (opposite Delwood Street shops) to encourage an interface between the park and development to the north.
- C3. New pedestrian links are to have a minimum width of 3 metres, being consistent in width for its full length.

### 2.2 Setbacks

#### Objectives

Refer to section 2. Objectives above.

#### Controls

- C1. Building setbacks are to be in accordance with Figure 2 and any additional controls set out below:
  - the nil setback shown to any street on Figure 2 applies to the first 2 storeys of development. Additional storeys must be setback a minimum of 3 metres from the front boundary;
  - where a nil front setback is shown on Figure 2 development should have a nil side setback where it will not have a detrimental impact upon adjoining development, to achieve a continuous street edge;
  - building setbacks to existing laneways should be designed to promote activation of the laneway while still allowing for the servicing needs of development;
  - where the B1 Neighbourhood Centre zone adjoins a residential zone side and rear setbacks must be suitably treated to protect and enhance the amenity of residential development; and
  - sites which have frontage to Blaxcell and Delwood Streets should provide address to these streets as the primary frontage.



Figure 2: Building setbacks, laneways and pedestrian links

## 2.3 Development adjoining William Lamb Park (opposite Delwood shops)

### Objectives

Refer to section 2. Objectives above.

### Control

- C1. Development adjoining William Lamb Park is to provide a direct interface to the park. Redevelopment of the site is to address the key principles below:
- development must be oriented toward the park as well as adjoining streets with entrances, windows and balconies facing the street and park, ensuring passive surveillance of the park;
  - development is to emphasise the south eastern and south western corners of the site that adjoin the park through appropriate building articulation and corner treatment;

- the 3 metre setback area to the park is to be utilised to interface with the park. It is desired that this space be utilised as private open space with pedestrian gates opening directly onto the park; and
- fencing between the site and the park is to be a maximum height of 1.2 metres and is to be designed to encourage passive surveillance.

This page has been left intentionally blank.



CUMBERLAND  
CITY COUNCIL

# PART F2-13

## TOONGABBIE TOWN CENTRE

This page has been left intentionally blank.

## 1. Introduction

### 1.1 Land to which this Part applies

This Part applies to all development on land shown in Figure 1.



Figure 1: Toongabbie Town Centre

## 2. Objectives and controls

### 2.1 Site Consolidation

#### Objectives

- O1. Ensure all sites achieve the required minimum width to adequately provide for basement car parking.
- O2. Minimise vehicular and pedestrian conflicts throughout the town centre through the appropriate location and number of vehicular access points.
- O3. Require the provision of laneways to enable access of secondary streets for better vehicular circulation and to reduce pedestrian vehicular conflict.
- O4. Enable better circulation and vehicular amenity on for high density residential development.
- O5. Ensure all sites achieve the required minimum width to allow for a site configuration that permits a consistent landscaped open space to the rear of sites.
- O6. Ensure any site amalgamation pattern does not restrict the development opportunity of any adjoining site or the ability of adjoining sites to provide basement car parking or rear open space.
- O7. Establish fine grain shopfronts along primary retail streets within the town centre.

- O8. Ensure new developments do not reduce the opportunity for the development of adjoining properties to develop in accordance with this DCP and adversely impact on the economic viability of development in accordance with s79C of the *Environmental Planning and Assessment Act 1979*.

**Controls**

- C1. The amalgamation of lots in accordance with Figure 5 is required for development to meet the objectives and desired future character contained within this DCP within the Toongabbie Town Centre.
- C2. The minimum lot frontage requirements for all development within a Business zone is located in Part C.
- C3. The minimum lot frontage requirements for all development within a Residential zone is in Part B.
- C4. Notwithstanding the above, development within Business zones located on Aurelia Street are to provide a fine grain retail shopfront character.
- C5. In instances where amalgamation cannot be achieved, the following information must be submitted with any development application:
- Two written valuations indicating the value of the remaining sites that were to be developed in conjunction with the applicants properties. These are to be undertaken by two independent valuers registered with the Australian Institute of Valuers, and;
  - Evidence that a reasonable offer has been made to the owner(s) of the affected sites to purchase and valuation reports.
    - Potential value can include, (but is not limited to) the land locked site developed jointly with adjoining properties, or on its own, under the *Cumberland LEP 2021* and this plan.
    - A reasonable offer shall be a fair market value, and include for all expenses that would be incurred by the owner in the sale of the land locked site.
  - Council will accept as documentary evidence a copy of a written offer delivered by registered mail to the affected owner(s) and dated no more than 3 months prior to the date of lodgement of the development application.
- C6. Where amalgamation (as required) is not achieved, the applicants must show that the remaining sites, which are not included in the consolidation, and the proposed development site, will still be able to achieve the development outcome prescribed in this DCP, including achieving the required vehicular access, basement parking and built form.
- C7. Sites must not be left such that they are physically unable to develop in accordance with the prescribed built form outcomes outlined in this DCP.



Figure 2: Toongabbie site consolidation

## 2.2 Rear laneways, land dedication, access and vehicular entries

### Objectives

- O1. Require the provision of rear access ways on properties for private and service vehicle access in order to reduce vehicular and pedestrian conflict and provide greater amenity to future residents.
- O2. Require buildings fronting primary roads to have vehicular access from the rear of the property in order to reduce vehicular and pedestrian conflict and create a safe retail environment.
- O3. Require all sites with existing access ways from the rear of the property to be used for vehicular access and parking.
- O4. Mitigate any impacts of vehicular traffic on adjoining residences.
- O5. Allow improved circulation space for pedestrians and future residents within the precinct.
- O6. Limit or prohibit vehicular access from primary street frontages.

### Controls

- C1. Where new development has access available off existing or proposed laneways, vehicular access must be provided from the laneway.
- C2. An 8 metre laneway between Junia Avenue and Aurelia Street is to be provided as shown in Figure 3.
- C3. Land shall be dedicated to Council to finalise the completion of proposed Cox Lane as shown in Figure 3.
- C4. An 8 metre laneway between Aurelia Street and Toongabbie Road is to be provided as shown in Figure 3.
- C5. An 8 metre laneway between Linden Street and Harvey Street is to be provided as shown in Figure 3.

- C6. The existing footpath and verge in Linden Street (Figure 3) shall be reduced to 3.5 metres, with the residual land used to widen the existing carriageway.



Figure 3: Proposed Laneways

## 2.3 Building height

### Objectives

- O1. Require an appropriate scale relationship between building heights and street width.
- O2. Ensure the appropriate management of overshadowing, access to sunlight and privacy.
- O3. Enable flexibility of used by implementing higher floor to ceiling heights within buildings for the ground and first floors.
- O4. Allow activation of the street edge on primary roads.
- O5. Allow for reasonable daylight access to other development and the public domain.

### Controls

- C1. The maximum height for development within the Toongabbie Town Centre is detailed within *Cumberland Local Environmental Plan 2021*.
- C2. The maximum building storey limits within the Toongabbie Town Centre is detailed in Figure 4.
- C3. The minimum floor to ceiling height requirement are located in Part B and C.
- C4. The prominence of street corners shall be reinforced by concentrating the tallest portion of the building on the corner in relation to the overall building height and predominant street wall height.



## 2.4 Building setbacks, separation and street presentation

### Objectives

- O1. Require suitable definition of the public domain and public spaces.
- O2. Require a continuous built edge within commercial and mixed use development for activation of the street edge.
- O3. Retain a landscaped setback character for residential development.
- O4. Ensure setbacks respond to the building separation requirements.
- O5. Reduce the visual impact of buildings on the public domain.

### Controls

- C1. All front setbacks shall be in accordance with Figure 5.
- C2. Where a 0 metre setback is permitted, buildings shall form a continuous street edge.
- C3. Rear and side setbacks (unless indicated otherwise in Figure 5) are to be in accordance with setbacks indicated in Part B or Part C of this DCP.
- C4. Residential development shall correspond to building depth and separation requirements in Part B.
- C5. Development shall present and address the street.
- C6. Sites with corner lots shall present and articulate to both street frontages.

- C7. Where sites are adjacent to Portico Park, development shall primarily be orientated to address the park.



Figure 5: Front and zero side setbacks

This page has been left intentionally blank.



CUMBERLAND  
CITY COUNCIL

# PART F2-14

## WENWORTHVILLE TOWN CENTRE

This page has been left intentionally blank.

# 1. Introduction

## 1.1 Introduction

The Wentworthville Centre (the Centre) is one of Cumberland City's larger commercial centres, located close to Westmead Health and Education Precinct and the Parramatta CBD. Following receipt of funding from the NSW Government's Planning Reform Fund Program, Council prepared the *Wentworthville Planning and Place Making Strategy* (the Strategy) to guide the redevelopment and revitalisation of the Centre.

The Strategy was adopted by Council in August 2016 and was the culmination of specialist studies into Urban Design and Built Form Modelling; Economic Feasibility; Traffic and Transport Modelling; a Place Audit and community and stakeholder workshops. The Strategy's vision is to create:

*A progressive, colourful, vibrant and engaging local centre that is comfortable and well connected to the surrounding area and facilities. Wentworthville Centre will be a great place to live and shop; to stay.*

The aims and objectives of the Strategy are reflected in this document as well as amendments to *Cumberland LEP 2021* to amend the height and floor space ratio controls within the Centre. The intention of the Strategy is to introduce greater flexibility as a means of encouraging the Centre's revitalisation as well as promote Wentworthville as a health and education precinct supportive to Westmead. The controls provide increased opportunities to achieve bonus commercial floor space in addition to the introduction of design excellence provisions. Required infrastructure and public domain works will also be implemented, commensurate with a renewed and expanded Centre.

## 1.2 Land to which this Part applies

This Part applies to all development on land identified within the Centre as shown in Figure 1, with the exception of 42-44 Dunmore Street and 108 Station Street, Wentworthville, both of which are the subject of separate site specific planning controls.

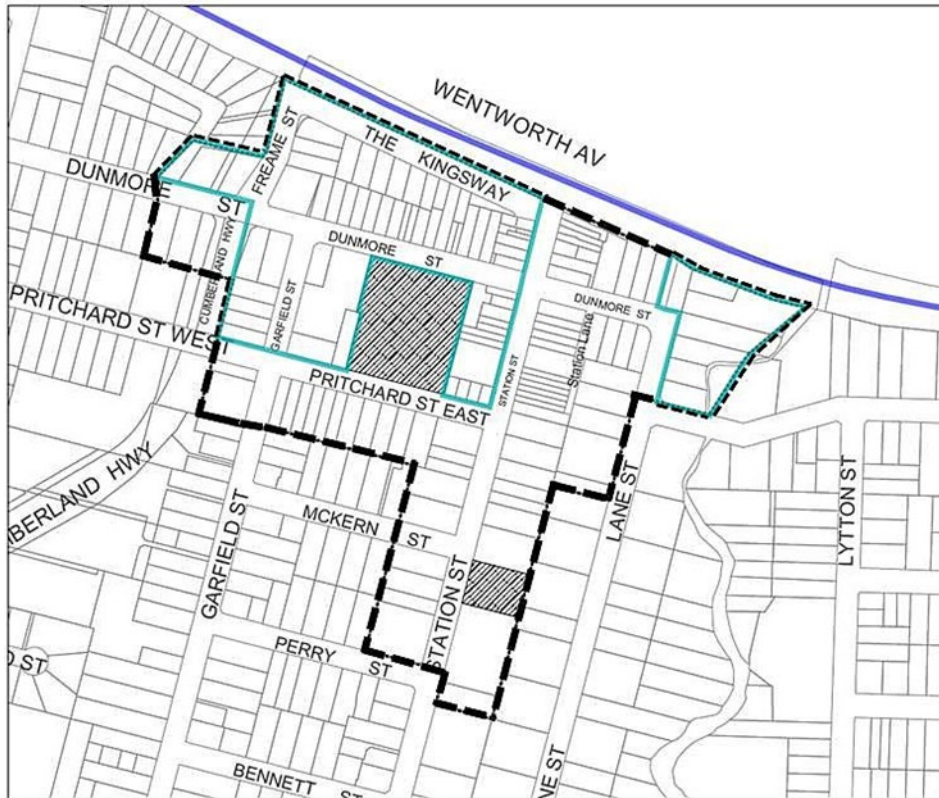


Figure 1: Land covered by this Part

### 1.3 Relationship to other parts of Cumberland DCP 2021

This Part shall be read in conjunction with the following parts of *Cumberland DCP 2021*, which contain objectives and controls that relate to development in this Part: -

Part A – Introduction and General Controls

Part B – Development in Residential Zones

Part C – Development in Business Zones

Part E – Other Land Use Development Controls

Part G – Miscellaneous Development Controls

In addition to this Part, SEPP 65 and the NSW *Apartment Design Guide* (ADG) must be taken into account when preparing a development application.

Where there is an inconsistency between this Part and provisions contained elsewhere in *Cumberland DCP 2021*, the provisions of this Part shall prevail to the extent of the inconsistency.

### 1.4 Aims and purpose

The purpose of this Part is to articulate the detailed built form controls outlined in the Strategy and the desired future character for a revitalised Centre. The key aims of this Part are to:

- develop a strong individual identity for the Centre through a vibrant mix of retail, commercial and residential developments;

- ensure buildings are designed to maximise appropriate amenity outcomes for the Centre and modernise the village atmosphere;
- create and maintain new public domain areas to be used and enjoyed by the general community for recreation, living and working;
- improve vehicular circulation, traffic movements and laneway networks through and around the Centre;
- create a pedestrian friendly Centre by improving connectivity, circulation, amenity and safety; and
- respect heritage elements of the Centre.

## 1.5 Structure plan

The key elements of the preferred built form for the Centre contained in the adopted *Wentworthville Planning and Place Making Strategy*, are:-

- for selected sites fronting the northern side of Dunmore Street, street wall heights are designed to maintain solar access to the proposed linear street plaza during times of peak usage;
- a mix of strategically located towers with base heights ranging from 12 to 16 storeys (41 – 53m – excluding bonuses) in close proximity to the Wentworthville Railway Station;
- street wall heights across the majority of the Centre are designed to maintain well-proportioned and human scale streetscape, whilst modernising the village atmosphere of the Centre;
- additional building heights and floor space permitted where a public benefit is to be provided e.g. public open space and pedestrian linkages;
- floor space bonus incentives to secure public benefits and design excellence;
- an articulated skyline that reinforces the Centre with increased height located away from surrounding residential neighbourhoods;
- limit overshadowing of residential areas and public open spaces;
- solar access controls to achieve a high-quality public domain;
- create new public domain spaces and through site links to enhance pedestrian connectivity and amenity; and
- manage vehicular traffic within the Centre and extend and improve laneway networks.

# 2. Objectives and controls

## 2.1 Site amalgamation

Site amalgamation is required for all properties north of Dunmore Street bounded by Dunmore Street, Station Street, The Kingsway and Cumberland Highway (Freame Street) as a means of achieving high quality buildings, onsite parking, solar access and public benefits such as through site links. The area is commonly referred to as the Dunmore Street North Precinct. Refer to Figure 2 and Table 1 for sites subject to amalgamation.

### Objectives

- O1. Deliver the preferred built form for the Centre that provides workable building footprints to encourage the Centre's revitalisation.
- O2. Ensure site dimensions allow for the achievement of an appropriate built form that meets the objectives of the Centre including solar access and connectivity outcomes.

O3. Prevent sites becoming isolated and unable to be developed in accordance with the *Cumberland DCP 2021*.

O4. Facilitate solar access and through site links in specific locations.

**Controls**

C1. Site amalgamation of properties north of Dunmore Street bounded by Dunmore Street, Station Street, The Kingsway and Cumberland Highway (Freame Street) is to be carried out in accordance with Figure 2 and Table 1.

C2. In instances where amalgamation cannot be achieved, the following information must be submitted with any development application:

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

C3. Where amalgamation (as required) is not achieved, the applicants must show that the remaining sites, which are not included in the consolidation, and the proposed development site, will still be able to achieve the development outcome prescribed in this DCP, including achieving the required vehicular access, basement parking, built form, solar access and connectivity outcomes.



Figure 2: Site amalgamation plan - Dunmore Street North Precinct

Table 2: Site amalgamation - property description

Amalgamated Site No.	Lot	DP	Address - Wentworthville	Site Area m <sup>2</sup>
<b>1</b>	15	9296	6 Freame Street	586.19
	16	9296	8 Freame Street	524.38
	9	264288	10 Freame Street	665.26
	22A	306494	23 The Kingsway	482.53
	21A	306494	24 The Kingsway	515.88
	20A	306494	25 The Kingsway	532.33
	19A	306494	26 The Kingsway	561.31
	18A	306494	27 The Kingsway	578.37
				<b>4446.25 m<sup>2</sup></b>
<b>2</b>	1	1075217	73-75 Dunmore Street	<b>1290.90 m<sup>2</sup></b>
<b>3</b>	8	9296	63 Dunmore Street	370.62
	9	9296	63 Dunmore Street	387.13
	10	9296	63 Dunmore Street	402.23
	11	9296	67 Dunmore Street	421.30
	4	368587	71 Dunmore Street	472.93
	B	388555	71 Dunmore Street	50.93
				<b>2105.14 m<sup>2</sup></b>
<b>4</b>	2	530178	53 Dunmore Street	196.78
	1	530178	55 Dunmore Street	167.55
	6	9296	57-59 Dunmore Street	358.70
	7	9296	61 Dunmore Street	387.18
				<b>1110.21 m<sup>2</sup></b>
<b>5</b>	2	9296	41 Dunmore Street	597.82
	6	703262	45 Dunmore Street	329.74
	4	9296	49-51 Dunmore Street	343.53
	5	703262	15 The Kingsway	251.79
	25	9296	22 The Kingsway	337.99
				<b>1860.87m<sup>2</sup></b>

## 2.2 Minimum Lot Frontage

### Objectives

- O1. Ensure development is carried out on sites that are sufficient in frontage in order to provide adequate vehicular access and car parking and improved built form outcome.
- O2. Avoid the creation of smaller, isolated sites that cannot be separately developed.
- O3. Ensure developments are compatible with both the established character and desired future amenity of the Centre and appropriate to the FSR and maximum height controls.

### Control

- C1. The minimum site frontage width for properties not required to be amalgamated under Section 2.1 is:
  - up to 3 storeys – 20m;
  - 4-8 storeys – 26m; and
  - 9 storeys and greater – 32m.

### Built Form

The following controls generally reflect the adopted *Wentworthville Planning and Place Making Strategy*.

## 2.3 Design Excellence

The following controls are provided for reference purposes and should be read in conjunction with relevant statutory provisions contained in the LEP for the Centre.

### Objectives

- O1. Cumberland City Council is committed to ensuring all major developments deliver the highest standard of architectural and urban design. Design excellence is a tool whereby the objectives of the Centre can be achieved by encouraging:-
  - high quality, diverse and innovative design; and
  - development that by virtue of its location, individually and collectively contributes to the urban design context of the Wentworthville Centre.

### Controls

- C1. Design excellence applies only to land within the boundaries of the Design Excellence Map that permits development greater than 30m in height. Refer to Figure 3. *Cumberland City Design Excellence Guidelines* provide further details on relevant criteria and procedures when seeking an incentive bonus in building height of up to an additional 10% and additional floor space ratio of up to 0.5:1.

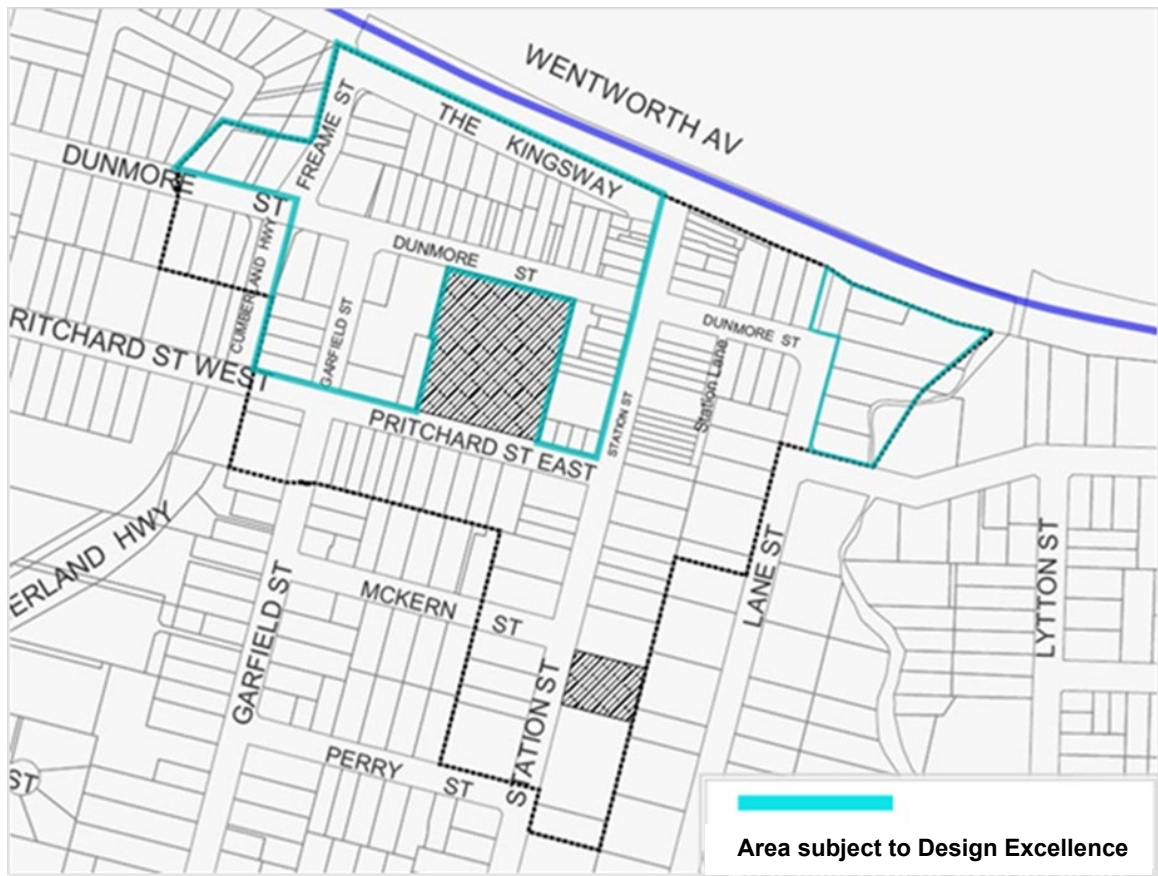


Figure 3: Design excellence map

## 2.4 Building Height

### Objectives

- O1. Deliver a built form that provides a height transition from lower scale on the fringe of the Centre to higher scale in the Centre's core and clustering buildings of similar height.
- O2. Ensure the scale of the built form provides for a legible Centre with spatial definition and transition between spaces.
- O3. Achieve appropriate management of visual impact, overshadowing, access to sunlight and privacy.

### Controls

- C1. The maximum building height for development within the Wentworthville Town Centre is expressed in metres within the relevant Local Environmental Plan as a written statement and associated maps.
- C2. Each storey shall comprise a minimum floor to ceiling height as defined in the NSW *Apartment Design Guide*.
- C3. Refer to Section 3 of this Part for further details on varying height controls for sites within certain precinct areas which require design outcomes based on their specific location within the Centre.

## 2.5 Building Setbacks

### Objectives

- O1. Enhance the character of the Centre through consistent and uniform alignment of building facades and streetscape.
- O2. Reinforce strong definition of streets and public spaces in the Centre.
- O3. Provide a transition in built form to the lower scale residential areas adjoining the Centre.

### Controls

- C1. All developments are to provide and maintain building setbacks in accordance with Figure 4.



Figure 4: Building setbacks

## **2.6 Primary and Secondary Active Frontages**

### **Objectives**

- O1. Provide for a vibrant, pedestrian focused Centre with active frontages that enliven the vitality of streets through the orientation and design of ground floor entries and shopfronts.
- O2. Contribute to a safe environment for pedestrians and residents through both passive and active surveillance.
- O3. Maintain the established character of fine grain frontages at ground level.
- O4. Ensure vehicular access and car parking does not impact on character and function of active frontages.

### **Controls**

- C1. Continuous ground level active uses must be provided along primary active frontages as shown on Figure 5.
- C2. Primary active frontages include but not limited to:
  - retail and commercial shopfronts;
  - food and drink premises including restaurants and cafes;
  - entrances to public buildings or commercial building foyers; and
  - customer service areas and receptions (where visible from the street).
- C3. Maximise the use of entries, transparent glazing and display windows to encourage visual engagement. Blank walls, roller shutters and the use of dark or obscured glass are not permitted.
- C4. Restaurants, cafes and the like are encouraged to consider providing openable shopfronts.
- C5. Continuous awnings are to be provided on all primary active frontages.
- C6. Vehicular access and parking are not encouraged on primary active frontages where alternate access points are available.
- C7. Secondary active frontages are preferred locations for vehicle access, car parking, plant and service areas, docks, secondary entrances and the like.

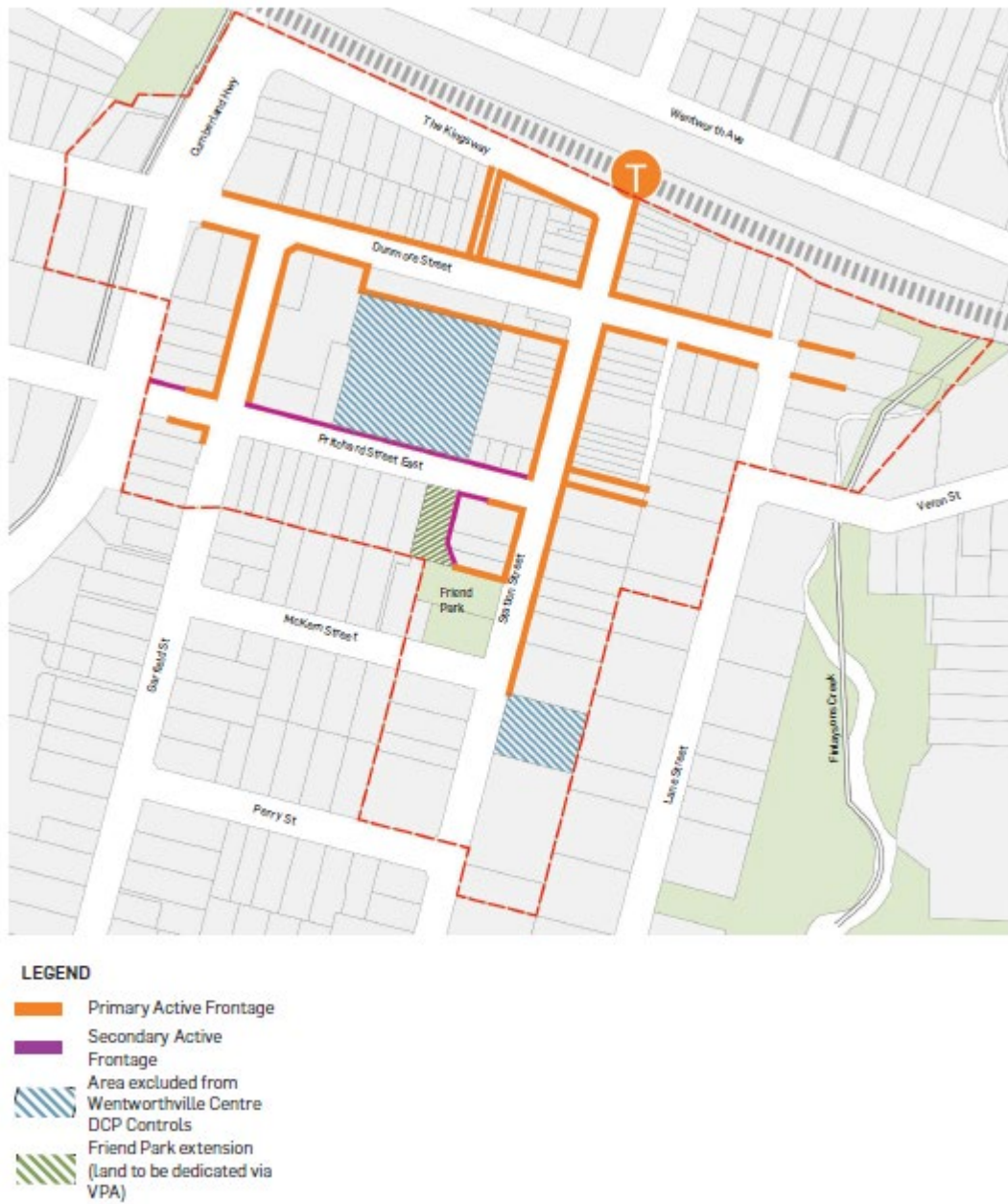


Figure 5: Active frontages

Note: Vehicle access is proposed off Station Street, which is a Primary Active Frontage for 'Pritchard Street and Station Street Precinct' only.

## 2.7 Street Wall Heights

### Objectives

- O1. Ensure building heights at street level are well proportioned and maintain a human scale.
- O2. Facilitate a consistent street wall height throughout the Centre.

- O3. Maintain adequate sunlight access to the Dunmore Street plaza through lower street wall heights on selected sites to the north of Dunmore Street.
- O4. Provide prominence to the street level, establish a clear presence for retail and increase the visibility and marketability of ground floor space.
- O5. Respect heritage elements within the Centre.

#### **Controls**

- C8. The nominated street wall height applies to a site's street frontage.
- C9. A street wall height (podium) of 20m (5 storeys) applies across the Centre with the exception of the following locations.

#### Amalgamated Sites 4,5,6,7

Selected sites north of Dunmore Street to facilitate solar access to the public plaza. A street wall height of 17m (4 storeys) applies to amalgamated sites 4, 5, 6 and 7 north of Dunmore Street as shown in Figure 6.

Refer to Figure 2 and Table 1 for addresses of sites affected.

#### Amalgamated Sites 6, 7 and 2-8 Station Street

A street wall height of 11m (2 storeys) applies to The Kingsway street frontage of Amalgamated Sites 6 and 7 together and Nos. 2 – 8 Station Street to preserve the existing traditional and heritage shopfront pattern. Refer to Figure 6.

Refer to Figure 2 and Table 1 for addresses of sites affected.

## **2.8 Upper Level Setbacks**

#### **Objectives**

- O1. Create well-proportioned and human scale streets.
- O2. Reduce the visual impact of upper storeys.
- O3. Support building separation requirements and facilitate built form articulation.
- O4. Maintain adequate sunlight access to the Dunmore Street plaza at times of peak usage.

#### **Control**

- C1. A 3m upper level setback applies across the Centre for buildings above 20m (5 storeys) with the exception of the following location.

#### Amalgamated Sites 4,5,6,7

A 6m upper level setback applies to Amalgamated Sites 4, 5, 6 and 7 north of Dunmore Street to facilitate solar access to the public plaza during core lunchtime periods. Refer to Figure 6.



## 2.9 Building Facade Design

The design and detailing of building facades can have a major impact on the appearance and bulk of a building. High quality facades are a balanced composition of building elements, textures, materials and colour that collectively strengthens the character of the Centre and the continuity of streetscape.

### Objectives

- O1. Building facades to provide visual interest and articulation while respecting the traditional character of the Centre.
- O2. Building facades are to be designed to reinforce and promote a sense of safety and security.
- O3. Building facades are to meet the aims and objectives of the NSW *Apartment Design Guide* (ADG).

### Controls

- C1. Building facades should be well resolved with an appropriate scale and proportion to the streetscape and human scale. Design solutions may include:
  - well composed horizontal and vertical elements;
  - elements that are proportional and arranged in patterns;
  - public artwork or treatments to exterior blank walls; and
  - grouping of floors or elements such as balconies and windows on taller buildings.
- C2. Building entries should be clearly defined
- C3. Corner buildings are given visual prominence through a change in articulation, materials or colour, roof expression or changes in height and are to comply with Part C of *Cumberland DCP 2021*.

## 2.10 Solar Access

Adequate solar access is to be maintained to key public domain areas within the Centre. New developments are to be sensitively designed to provide adequate daylight access for the enjoyment of Centre residents and visitors.

### Objectives

- O1. Ensure adequate solar access is maintained to the Dunmore Street Plaza during core lunchtime hours in mid-winter.
- O2. Ensure other key public domain areas receive adequate solar access to preserve the amenity and enjoyment of these spaces.

### Controls

- C1. Buildings to the north of Dunmore Street must maintain solar access to a minimum of 50% of the Dunmore Street Plaza at ground level between the hours of 12:00pm and 2:00pm on the 21st June. Tower elements must be slender in the east-west direction to minimise the duration of overshadowing impacts on the plaza.
- C2. Redevelopment of sites to the north of Friend Park must maintain 3 hours of direct sunlight to minimum 50% of Friend Park on 21st June between 11:00am and 3:00pm.

- C3. Buildings to the north of the proposed Civic Hub/Library Precinct plaza on land at 2-14 Lane Street must be designed to maintain 3 hours of direct sunlight to minimum 50% of the plaza area on 21st June between 11:00am and 3:00pm. Refer to Section 3.7 of this Part for location of proposed plaza.

## **2.11 Awnings**

### **Objectives**

- O1. Maintain a consistent streetscape and provide visual interest through a continuous awning theme.
- O2. Locate awnings to provide for weather protection and the safety and security of pedestrians.
- O3. Design awnings to accommodate the provision of street tree planting and furniture location.

### **Controls**

- C1. Continuous awnings are to be provided on all primary active frontages.
- C2. Compliance with Part C of this DCP for relevant awning controls.

## **2.12 Fine Grain Shopfront**

### **Objectives**

- O1. Reinforce the predominant historic pattern and character of shopfronts within the Centre and express the building typology in future building façade designs.
- O2. Accentuate the pedestrian scale and create well-proportioned streetscapes.
- O3. Respect heritage elements within the Centre.

### **Controls**

- C1. Development located on Dunmore Street (between Cumberland Highway and Lane Street) and Station Street (between Pritchard St East and The Kingsway) is to provide a fine grain retail shop front character by:
- ensuring ground floor frontages provide for active non-residential uses with at-grade pedestrian access; and
  - minimal use of blank walls with frontages divided into discrete sections to maintain a fine grain, human-scale appearance.
- C2. Where development adjoins a laneway or through site link, ground level uses should be designed to provide a direct interface to that adjoining laneway or a through site link.

### 3. Special Precincts

The following describes planning controls for selected key precincts within the Centre that require specific design outcomes. Typical sections and diagrams illustrate applicable controls such as street setbacks, split heights, street wall height, podium setback, laneways and through-site links for the following nominated locations: -

- Dunmore Street North Precinct comprising:
  - 63-71 Dunmore Street (Amalgamated Site 3 – refer Table 1)
  - 41-51 Dunmore Street and 15 and 22 The Kingsway (Amalgamated Site 5 – refer Table 1)
  - 1-19 Station Street and Lot E The Kingsway (Amalgamated Site 7 – refer Table 1)
- Station Street and Lane Street Precinct
- Pritchard Street East Precinct
- Pritchard Street and Station Street Precinct (Refer to Part 3.4 for Site Specific Controls)

#### 3.1 Dunmore Street North Precinct

As discussed in Section 2.1 of this Part, site amalgamation is required for properties within the Dunmore Street North Precinct bounded by Dunmore Street, Station Street, The Kingsway and Cumberland Highway as shown in Figure 2 and Table 1.

The following diagrams describe typical controls for selected Amalgamated Sites 3, 5 and 7. The sections typically illustrate split heights, locations where through site links are to be provided and the desired building envelope to maintain solar access to the Dunmore Street Plaza.

##### Amalgamated Site 3

Amalgamated Site 3 comprises properties 63 – 71 Dunmore Street, which includes the heritage listed Post Office site. This land is subject to varying heights and floor space ratios across the site, includes formalisation of an existing through site link alongside the heritage building and the building envelope is dictated by the need to maintain solar access to the plaza.

The above design elements are typically illustrated in Figures 7 and 8.

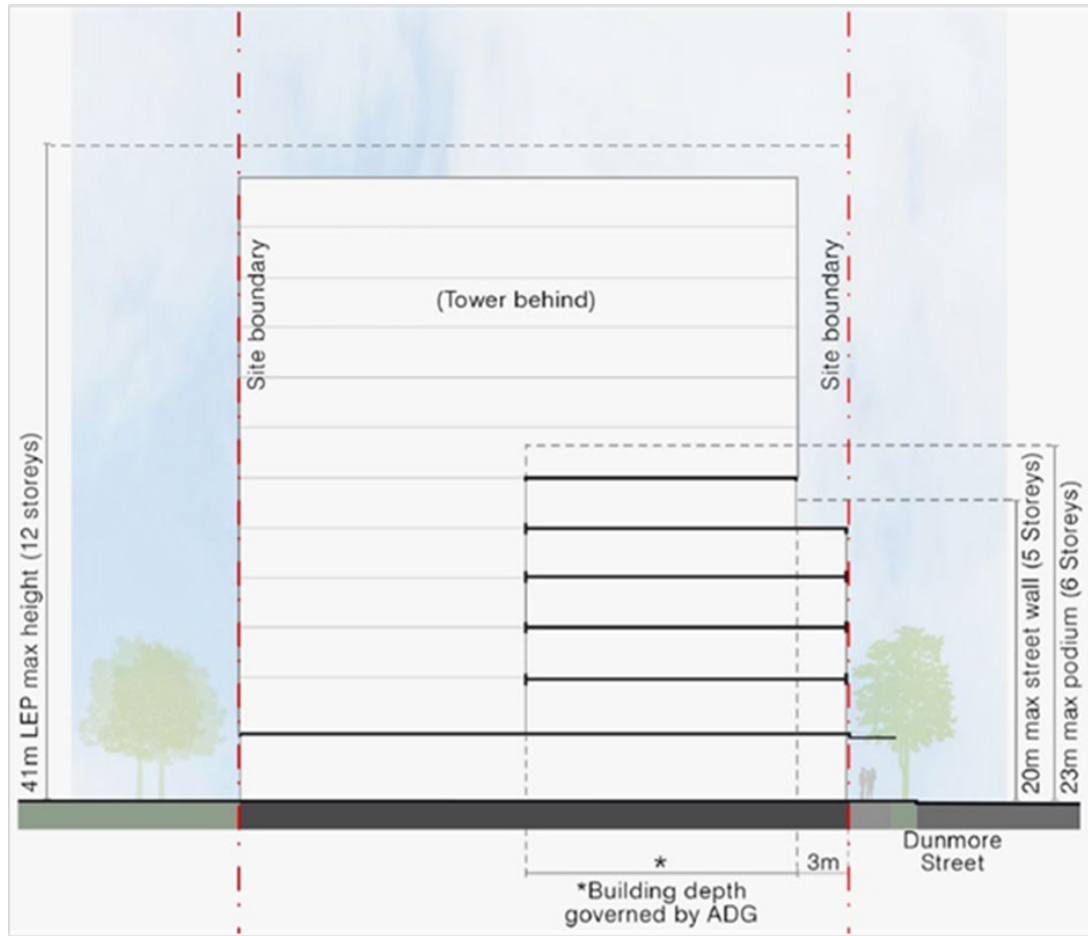


Figure 7: Amalgamated Site 3 - Typical North-South section

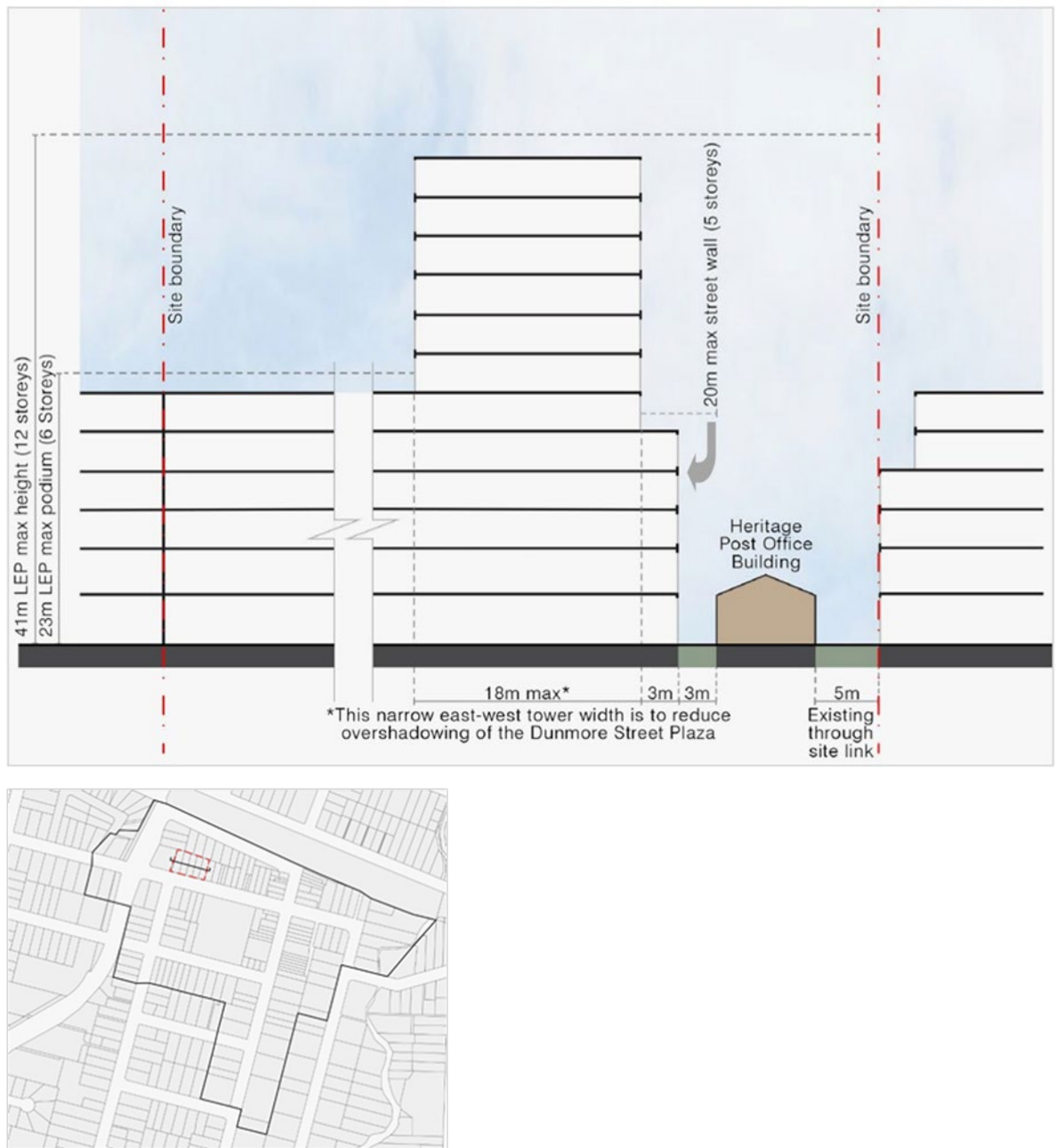


Figure 8: Amalgamated Site 3 - Typical East-West section

### Amalgamated Site 5

Amalgamated Site 5 comprises properties 41 – 51 Dunmore Street, 15 and 22 The Kingsway, Wentworthville. This land is subject to varying heights across the site and includes formalisation of an existing through site link at 41 Dunmore Street and the building envelope is dictated by the need to maintain solar access to the plaza.

The above design elements are typically illustrated in Figures 9 and 10.

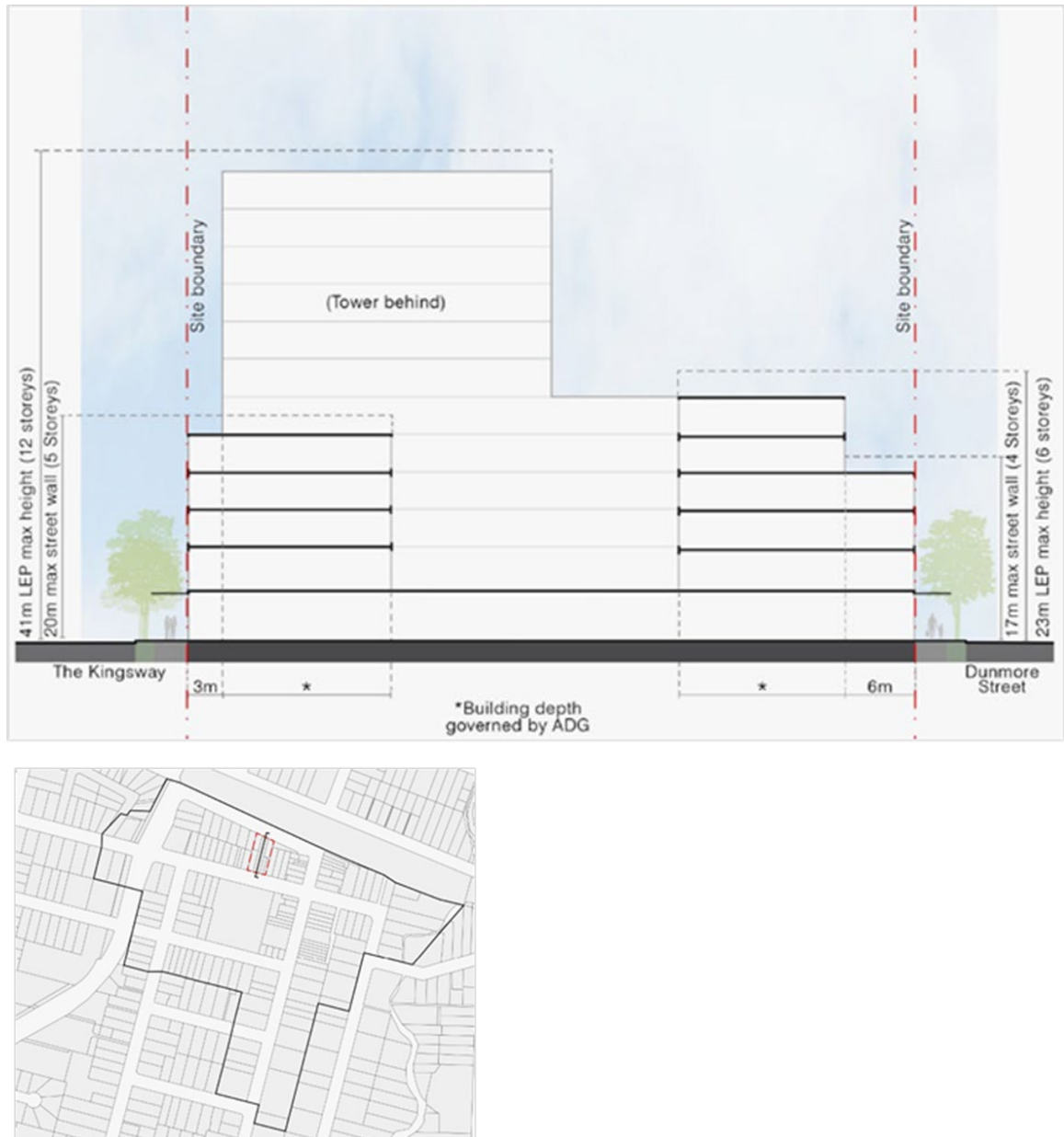


Figure 9: Amalgamated Site 5 - typical North South section



Figure 10: Amalgamated site 5 - typical East West section

### Amalgamated Site 7

Amalgamated Site 7 comprises properties 1-9 and 13-19 Station Street, and Lot E, The Kingsway, Wentworthville. This land is subject to a building envelope that is required to maintain solar access to the plaza and a two storey street edge along the Kingsway frontage to respect the existing shopfront character of The Kingsway.

The above design elements are typically illustrated in Figure 11.



Figure 11: Amalgamated site 7 - typical North South section

### 3.2 Station Street East and Lane Street Precinct

The Station Street East/Lane Street Precinct is affected by the extension and widening of Station Lane. Its location on the fringe of the Centre, adjoining a medium density residential area to the east, also necessitates a sensitive transition in building height across each site. Typical building heights are to range from 20 – 30m (5 – 8 storeys) across sites. The sites affected by proposed widening and extension of Station Lane are identified in Section 3.4 and Figure 14. Required building setbacks to Station Lane are detailed in Figure 4.



Figure 12: Station Street East / Lane Street Precinct - typical east west section

### 3.3 Pritchard Street East Precinct

The Pritchard Street East Precinct comprises 8-18 Pritchard Street, adjoining a low density residential area to the south which necessitates a sensitive transition in building height and scale. As shown in Figure 13 building heights range from 17 - 23m (4 – 6 storeys) with a 6m front setback and an 8m landscaped rear setback. The split height controls are reflected in the applicable LEP Height of Buildings Map for the Centre.

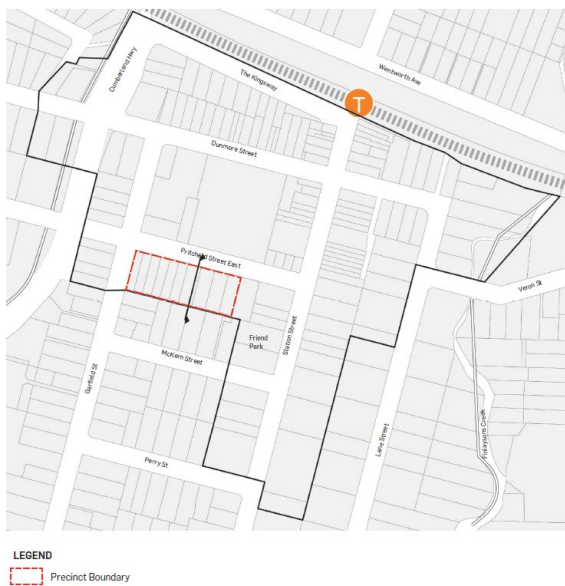
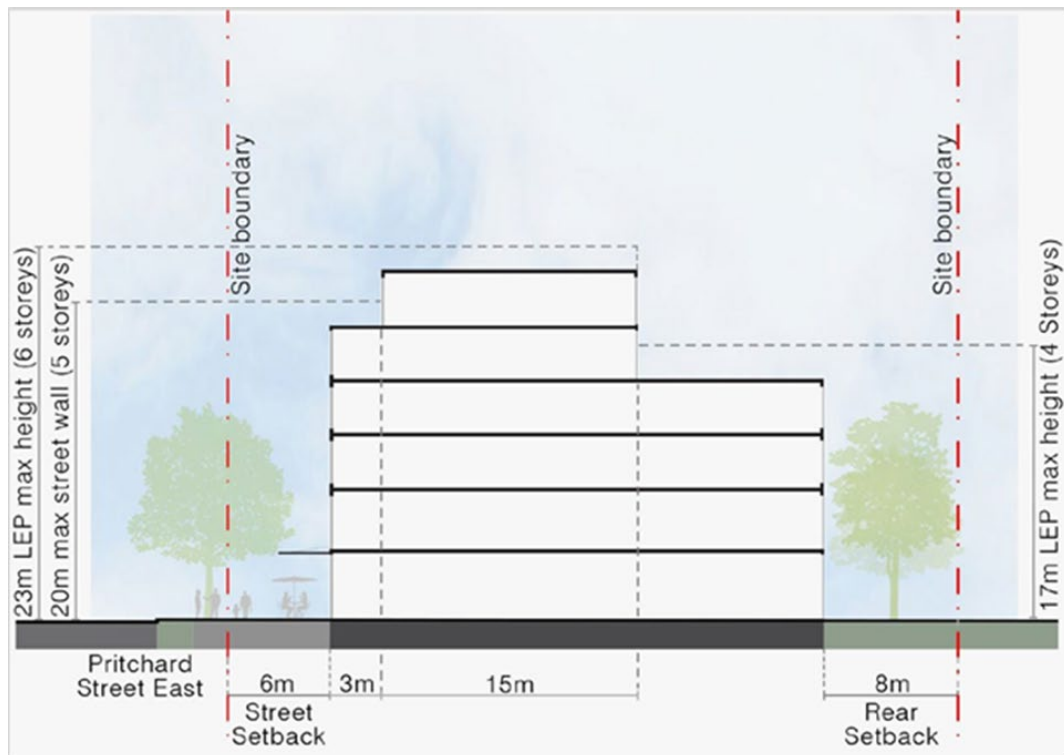
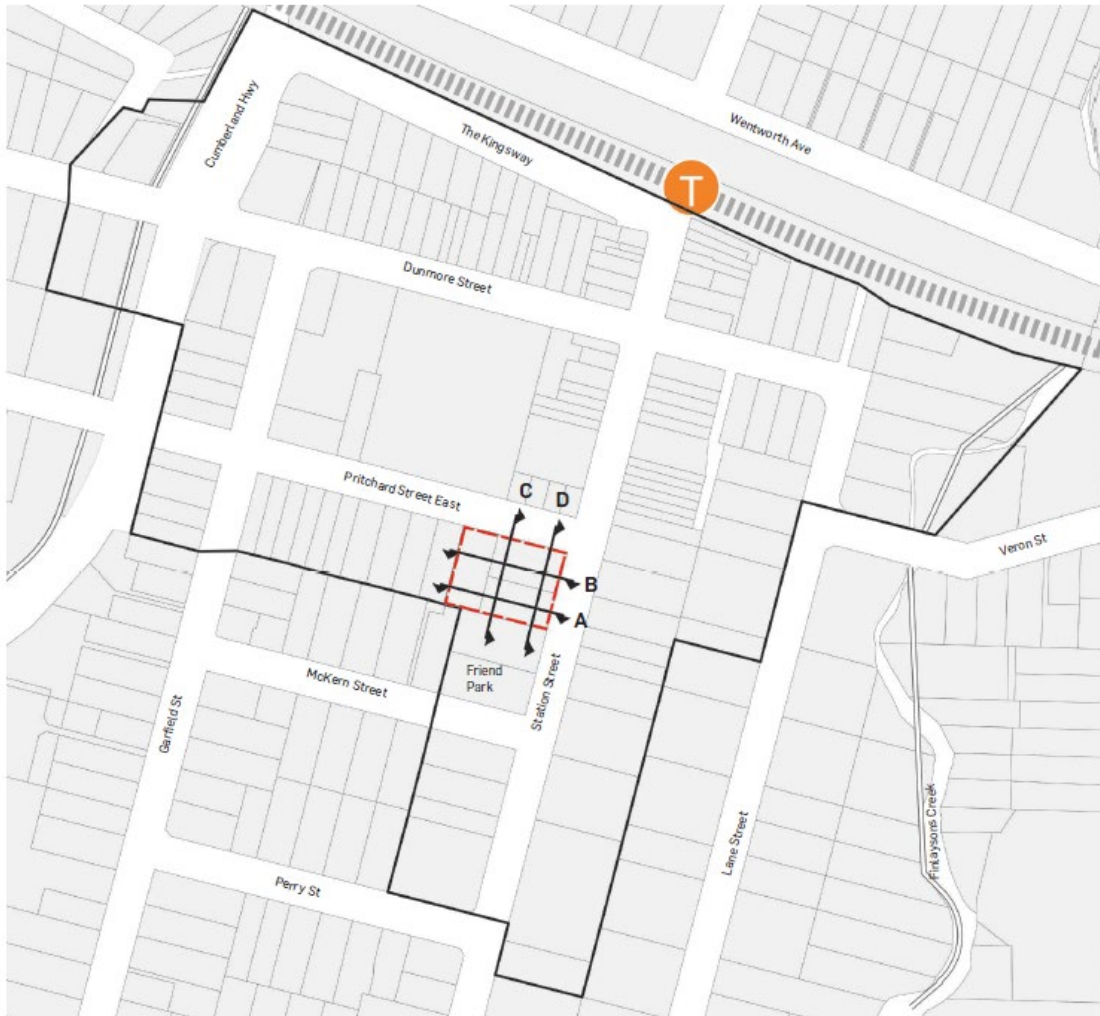


Figure 13: Pritchard Street East - typical North South section

### 3.4 Pritchard Street and Station Street Precinct

The Pritchard Street and Station Street Precinct comprises 55-57 Station Street and 6 Pritchard Street East, as shown in Figure 14. The site forms a key corner site within the Wentworthville Town Centre and adjoins the existing Friend Park to the south.



#### LEGEND

 Precinct Boundary

Figure 14: Pritchard Street and Station Street Precinct

## **Objectives**

- O1. To facilitate the redevelopment of the site to achieve a high quality mixed use development outcome that acts as an arrival marker for the town centre.
- O2. To ensure that the height, bulk and scale of the built form results in a slender tower form and is of a high level of urban design and architectural quality.
- O3. To improve the permeability of the centre for pedestrians, including the provision of an extension to Friend Park and a through – site link, connecting Friend Park with the Wentworthville Mall.
- O4. To ensure adequate direct solar access to Friend Park (both existing and the extension) for the amenity of and enjoyment by users throughout the year.
- O5. To provide for casual surveillance and activation of the Park through provision of active frontages and compatible uses
- O6. To protect the amenity of the Park through provision of a landscaping that will provide privacy, reduce acoustic emissions and improve the interface and visual outcomes between the Site (buildings) and the Park.
- O7. To enhance local biodiversity through the planting of diverse native plant species.

## **Controls**

### **3.4.1 Solar Access**

- C1. To maintain 3 hours of direct sunlight to a minimum 50% of Friend Park (existing and extension) between 11.00am and 3.00pm on 21st June.

### **3.4.2 Building Heights**

- C1. As shown in Figure 15, the maximum height of the building is not to exceed:
  - i. 11 storeys plus plant and lift overruns.
  - ii. 5 storeys at the western extent along Pritchard Street East.
  - iii. 1 storey in the south western corner fronting the Friend Park Extension.

Note: Due to level changes across the site, the ground level includes double height spaces and mezzanine level. This is defined as 1 (one) storey.



Figure 15: Plan showing maximum building height in storeys.

### 3.4.3 Building Setbacks

C1. Minimum setbacks and built-to-lines must be provided as follows:

**Ground Floor Setbacks** as shown in **Figure 16** include the following:

- i. 4m setback to Station Street;
- ii. 6m street setback to the western section of Pritchard Street East;
- iii. Zero metre to 1 metre setback for the eastern section of Pritchard Street East;
- iv. 2 metre setback to Friend Park; and
- v. 0m setback to Friend Park extension.

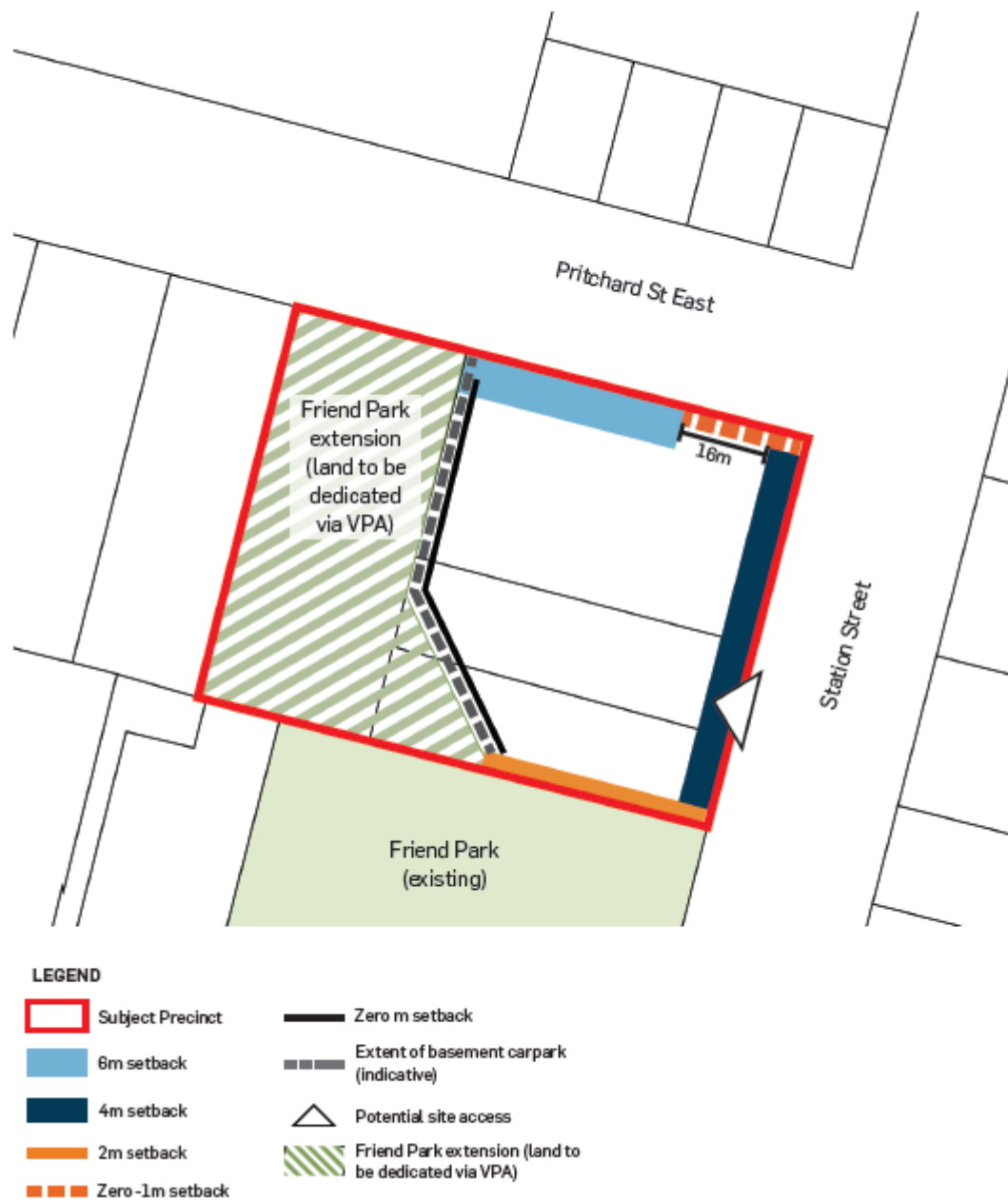


Figure 16: Plan showing ground floor building setbacks.

### 3.4.4 Street Wall and Upper-level Setbacks

C1. **Street wall setbacks** as shown in **Figure 17** include the following:

- i. Minimum zero metre setbacks to Station Street and Pritchard Street East.
- ii. 2 metre setback to existing Friend Park.



Figure 17: Plan showing street wall setbacks.

## C2. Upper Level Setbacks

- i. The building above the street wall is to maintain a minimum 3 metre setback from the 5th storey along Station Street and Pritchard Street East.
- ii. The building above the street wall is to maintain a minimum 2 metre setback to Friend Park (existing).
- iii. The building above the 5th storey street wall is to maintain a minimum 10 metre setback to the Friend Park extension.

The above setbacks are further illustrated by Figures 18 to 23.

### 3.4.5 Built Form and Park Interface

- C1. Use variation in appropriate materials and neutral /subdued colours for those building walls facing the Park.
- C2. Where possible incorporate exterior green walls into the building/s for those walls facing the Park.

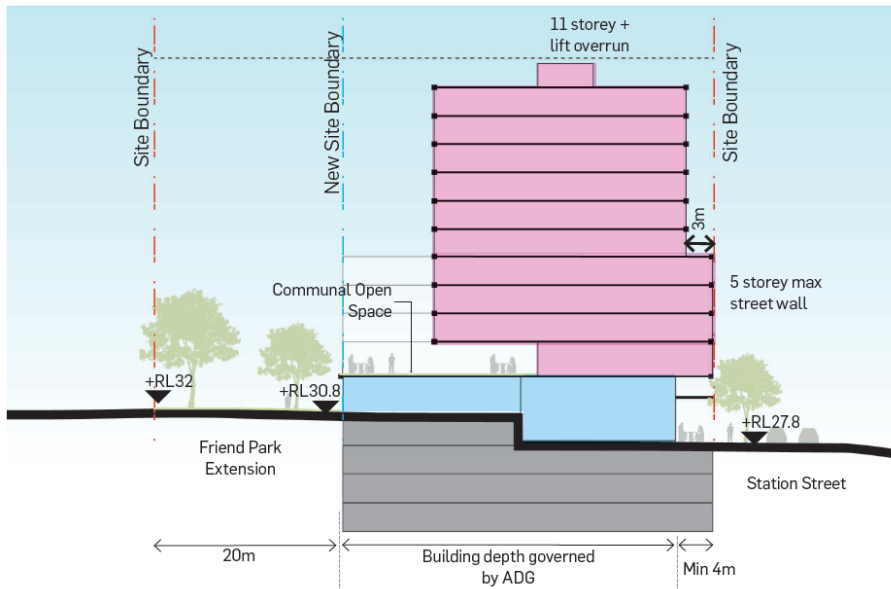


Figure 18: Section A-A through corner of Pritchard Street and Station Street Precinct (typical east-west podium section)

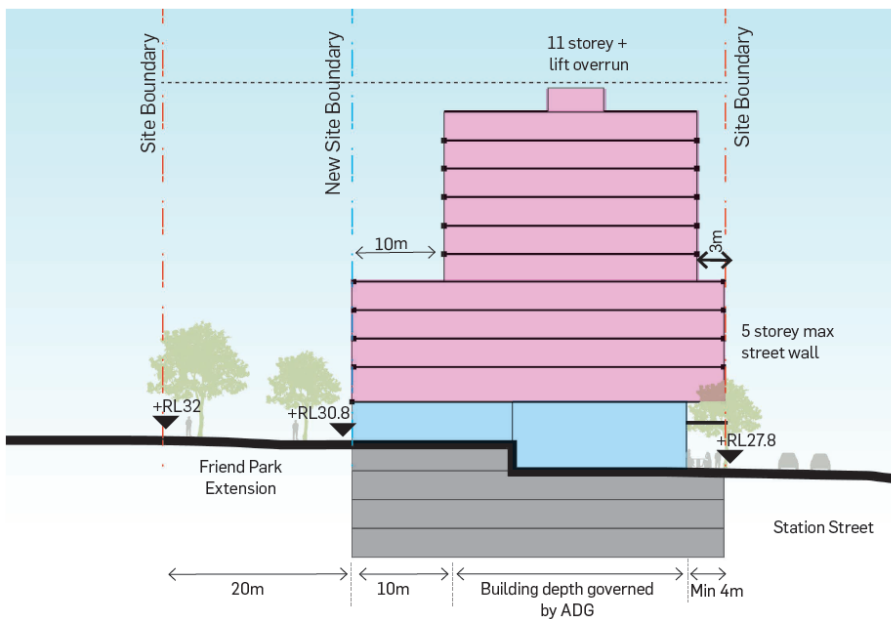


Figure 19: Section B-B through corner of Pritchard Street and Station Street Precinct (typical east-west tower section)

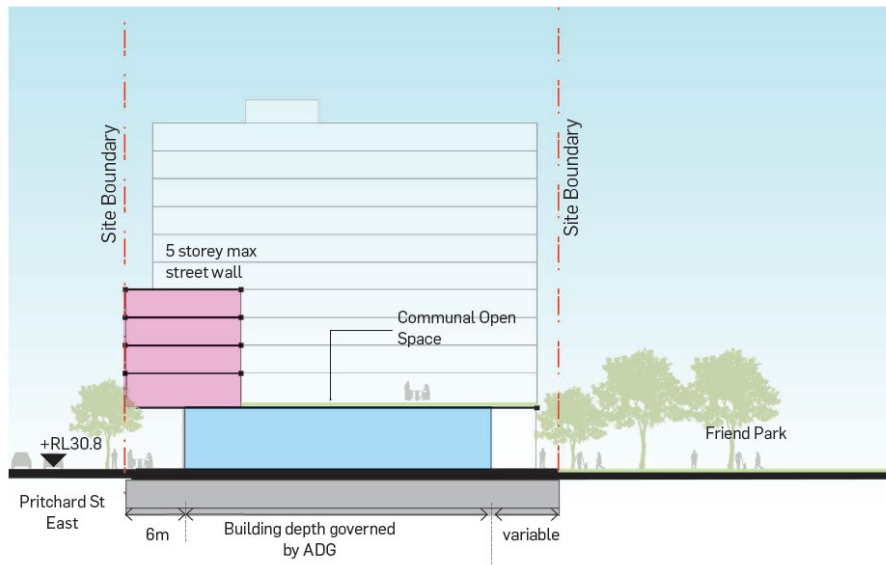


Figure 20: Section C-C through corner of Pritchard Street and Station Street Precinct (typical north – south podium section)

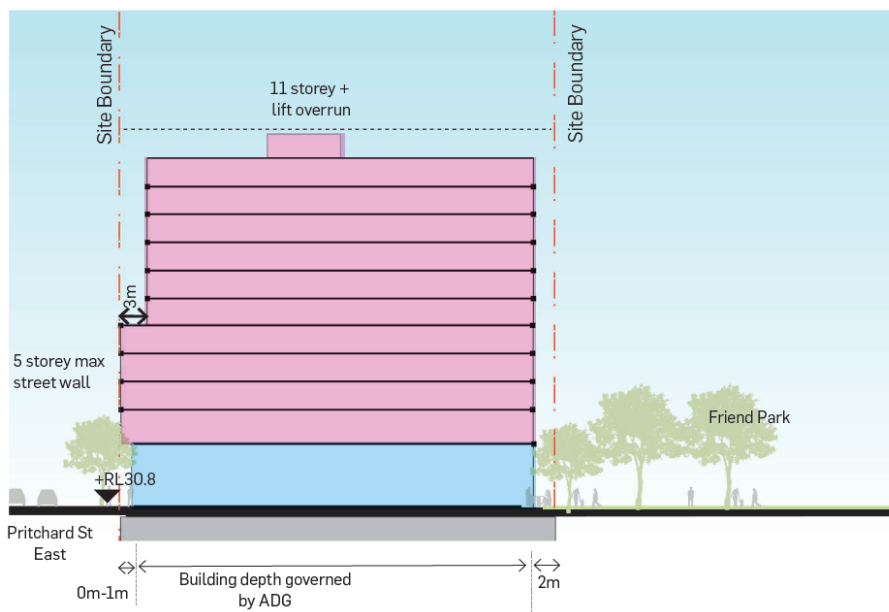


Figure 21: Section D-D through corner of Pritchard Street and Station Street Precinct (typical north – south tower section)

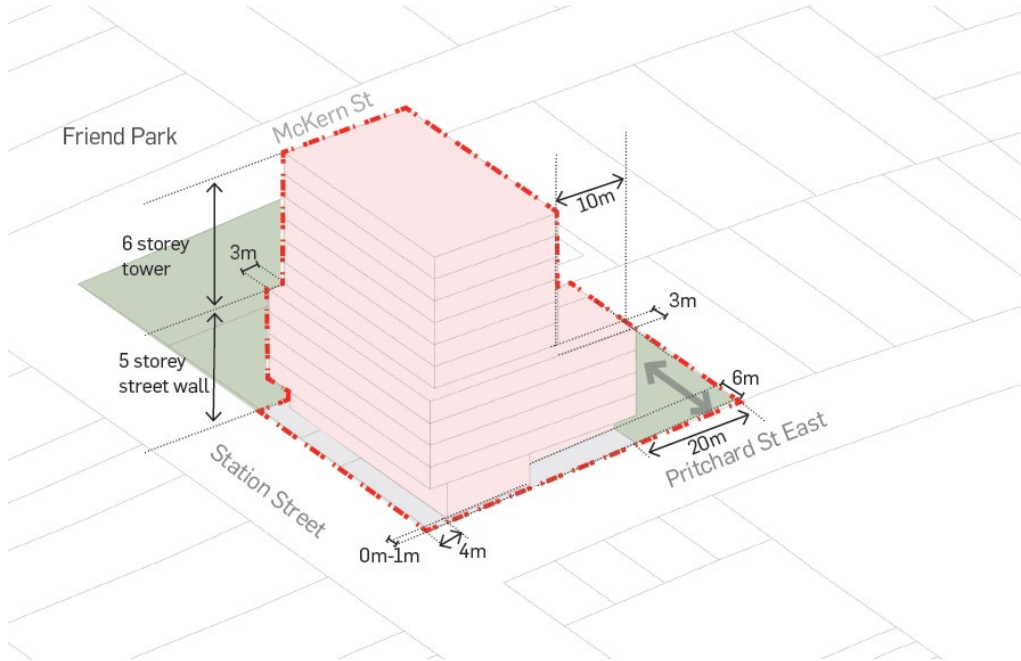


Figure 22: Corner of Pritchard Street and Station Street Precinct (3D Conceptual Diagram north – south section)

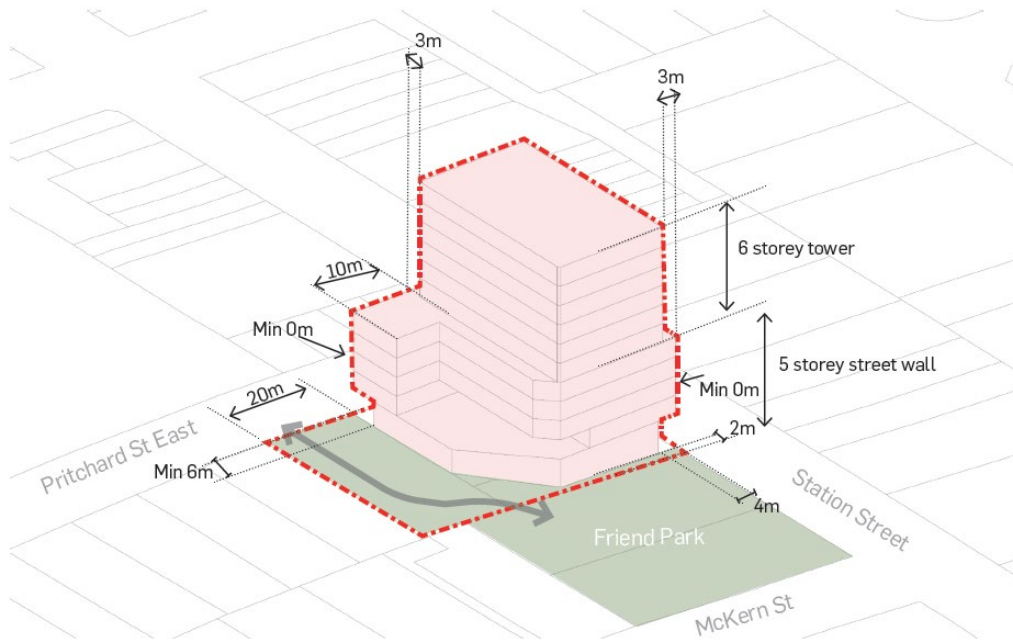


Figure 23: Corner of Pritchard Street and Station Street Precinct (3D Conceptual Diagram east – west section)

### 3.5 Vehicular Access and Laneways

#### Objectives

- O1. Provide improved, safe, and efficient vehicular access and circulation throughout the Centre.
- O2. Create a safe and active pedestrian focus for the Centre along street frontages.
- O3. Minimise impact of vehicular access on streetscape amenity and pedestrian safety.
- O4. Implement traffic management measures to reduce through traffic on Dunmore Street and enhance pedestrian amenity on Dunmore Street between Garfield and Station Streets.

#### Controls

- C1. Vehicular access is discouraged on primary active frontages as identified in Figure 5.
- C2. Vehicular access to 53-71 Dunmore Street is to be provided via a formalised existing service lane over The Kingsway car park – refer to Figure 24.
- C3. Maintain existing vehicular access to 73-75 Dunmore Street with the option to utilise alternative vehicular access from the rear service lane across The Kingsway car park.
- C4. Widen and extend Station Lane for vehicle access over adjoining properties as identified in Table 2 and Figure 24.
- C5. Development is not to preclude the delivery of the main street bypass as identified in Figure 24.

*Table 2: Properties affected by widening and extension of Station Lane*

Sites Affected	Control	Land to be dedicated for road widening
8 Dunmore Street and 40-50 Station Street	Widen the existing Station Lane by dedicating approximately 2m of land along the western side boundary of 8 Dunmore St and eastern rear boundary of 40-50 Station Street.  The final width of the lane is to be 8m including a footpath.	Yes
32-38 Station Street	Widen the existing Station Lane by dedicating approximately 0-2m of land along the eastern rear boundary.  The final width of the lane is to be 8m including a footpath.	Yes
56 – 82 Station Street and 86-96 Station Street	Extend the existing Station Lane (to the south) by dedicating 8m of land along the eastern rear boundary.	Yes



Figure 24: Vehicular access - proposed and extended

### 3.6 Parking

#### Objectives

- O1. Provide sufficient car parking within the Centre to meet expected demand while minimising impacts on the surrounding road network.
- O2. Minimise traffic congestion in the Centre.
- O3. Ensure off-street parking facilities and access does not interfere with traffic flow and safety in adjacent streets or endanger pedestrian traffic on or off the site.
- O4. Encourage cycling as an alternative form of transport.

## Controls

- C1. On-site car parking rates for all land uses with the exception of Commercial Premises are to be provided in accordance with Part G of the *Cumberland DCP 2021*.
- C2. On-site car parking rates for Commercial Premises are 1 space per 50 sqm of gross leasable floor area.
- C3. Bicycle parking is to be provided in accordance with Part G3 of the *Cumberland DCP 2021*.

## 3.7 Pedestrian Connectivity and Amenity

Several pedestrian through site links have been identified in order to improve pedestrian accessibility and movement throughout the Centre. Of five locations identified, three existing thoroughfares are to be improved and enhanced as part of future redevelopment. The link locations are identified below.

### Objectives

- O1. Improve the connectivity and pedestrian amenity throughout the Centre.
- O2. Create a safe, active and friendly pedestrian environment.
- O3. Provide direct and accessible through site pedestrian links that improve the legibility of the Centre.

### Controls

- C1. All through site links must:
  - provide a functionally and visually continuous pedestrian link with a clear line of sight for the purpose of surveillance and accessibility;
  - ensure pedestrian safety and the security of adjacent businesses is maintained at all times;
  - be publicly available at all times and be well lit for the safety of users; and
  - incorporate active frontages where possible.
- C2. Through site links are to be provided in future redevelopment proposals on sites described in Controls C3 to C7 below and as shown in Figure 25.
- C3. Dunmore Street - The Kingsway (Amalgamated Site 5)
  - transformation of an existing arcade within Amalgamated Site 5 into a 6m wide open air pedestrian link with shopfronts, dining opportunities and appropriate lighting to create safe pedestrian access between the Wentworthville Rail Station and Dunmore Street / Plaza;
  - the preferred location for the through site link is through 41 Dunmore Street which is to be incorporated into future Development Applications for this site; and
  - this link must maintain an easily identifiable continuous pedestrian link with the redevelopment of 42 - 44 Dunmore Street (Wentworthville Mall) site.
- C4. Dunmore Street - The Kingsway Car Park (Amalgamated Site 3)
  - formalisation of the existing through site link adjoining the heritage listed Post Office at 63 Dunmore Street (within amalgamated site 3) as part of the site's future development; and
  - designs are to consider a connected outdoor public space in conjunction with the adaptive reuse of the old post office.

- C5. Pritchard Street and Station Street Precinct - Friend Park (6 Pritchard St)
- future redevelopment of 6 Pritchard Street is to include a new through site pedestrian link connecting Friend Park through to Pritchard Street East to facilitate direct access between the park and the main shopping area. The pedestrian link is to be a minimum 3.5m in width and must not exceed 6.0 metres in width.
- C6. Station Street - Lane Street (56 Station St)
- formalisation of the existing through site link at 56 Station Street adjoining the Wentworthville Hotel to improve pedestrian access between Station Street and Lane Street car park. The pedestrian link is to be a minimum 3.5m in width.
- C7. Civic Hub/Library Precinct (2-14 Lane St)
- create a new pedestrian access link from Dunmore Street to Veron Street Park, through a future new Library and Civic Hub at 2-14 Lane Street. Detailed design of the plaza link is to be determined by future design concepts for the precinct.

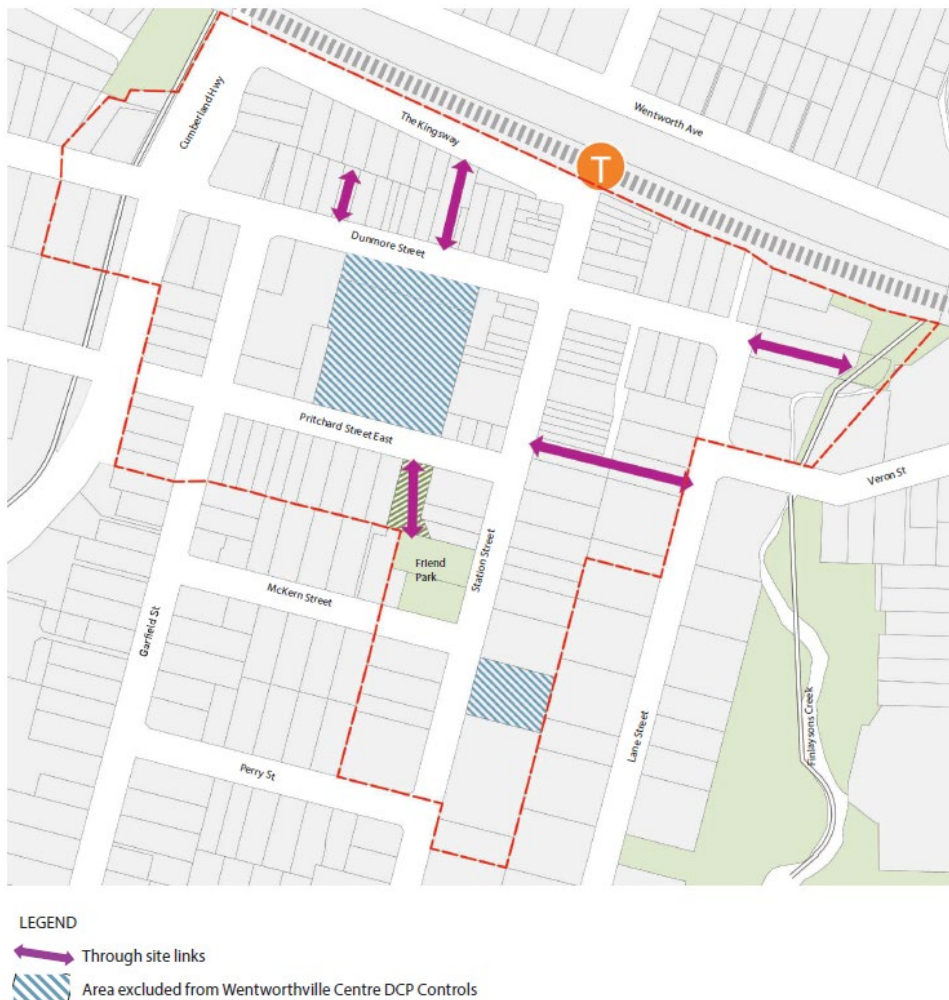


Figure 25: Pedestrian connectivity and amenity

### 3.8 Public Domain

The following controls are to be read in conjunction with the *Wentworthville Public Domain Strategy and Landscape Strategy*.

#### Objectives

- O1. Provide publicly accessible integrated open space to cater for informal gatherings and recreational purposes.
- O2. Ensure publicly accessible open space has appropriate levels of sunlight, shade, air circulation and safety.

#### Controls

- C1. Create three new public places as shown in Figure 26 and described in Controls C2 to C4 below.

#### C2. Dunmore Street Plaza

Included in the redevelopment of 42-44 Dunmore Street (Wentworthville Mall Site) is the construction of a Plaza along the southern side of Dunmore Street. In compliance with the Wentworthville Strategy's Structure Plan this plaza is to be extended in an easterly direction over No. 21 Station Street. This will:-

- require a dedicated continuous strip of land 8m in depth from the existing footpath boundary extending the full length of the site at 21 Station St along the Dunmore Street frontage;
- be a paved urban plaza with the flexibility to cater for a range of informal uses, functioning as a promenade and including distinct zones for outdoor dining, public seating/gathering and public art;
- include zones for unobstructed pedestrian movement, outdoor dining and street furniture such as seating, lighting and rubbish bins;
- allow for temporary uses such as markets, stalls and outdoor music;
- include adequate landscaping with large soil volumes capable of sustaining tree planting;
- include extensive, co-ordinated street tree planting;
- be an active frontage to promote street activation; and
- be open air with no permanent buildings or structures over the plaza with the exception of awnings.

Refer to Figure 27 for a concept image of the Plaza.

#### C3. Dunmore Street - The Kingsway (Amalgamated Site 5)

- provision of a 6m wide open air pedestrian through site link over Amalgamated Site 5 with shopfronts, dining opportunities and appropriate lighting to create safe pedestrian access between the Wentworthville Rail Station and Dunmore Street and its Plaza; and
- this area is also identified as a new formalised pedestrian through site link (Refer to Section 3, C3)

Refer to Figure 28 for a concept image of the pedestrian link.

#### C4. Civic Hub/Library (2-14 Lane St)

An open air public plaza is to be provided at the eastern end of Dunmore Street coupled with the creation of a new future Library and Civic Hub at 2-14 Lane Street.

Refer to Figure 29 for a typical concept image of the Plaza.



Figure 26: Proposed public places



Figure 27: Proposed new Dunmore Street Plaza (concept image only)



*Figure 28: Proposed new pedestrian through site link between Dunmore Street and Plaza and The Kingsway (concept image only)*



*Figure 29: Proposed new open plaza - Civic Hub / Library Precinct*

### 3.9 Green walls and planting on structures

Planting on structures such as roofs, podiums and basement car parks can improve urban amenity as well as reduce direct energy use and stormwater runoff. Planting includes roof top gardens, green walls and planter boxes.

#### Objectives

- O1. Encourage the 'greening' of sites through vegetation planting of external areas and promote renewable energy initiatives.
- O2. Improve the aesthetic features of a building's facade and roofscape.
- O3. Reduce environmental impact over the life cycle of a building and the necessity for mechanical heating and cooling.

#### Controls

- C1. Structures are to be adequately designed with regard to soil weight, appropriate draining and irrigation systems.
- C2. Plant species are to be suited to local site conditions including seasonal changes and be drought and wind tolerance.
- C3. A landscape maintenance plan is to be submitted with the development application and include reference to the proposed irrigation and drainage systems.
- C4. Structures incorporating green walls should be integrated into the overall design of the building including the building facade.
- C5. Minimum soil standards for plant types and sizes are to adhere to Table 5, Part 4P of the NSW *Apartment Design Guide* (ADG).
- C6. The planting design should (where applicable) allow for access and ease of movement from within the development and minimise overlooking of neighbouring properties through use of passive screening or planting.

### 3.10 Safety by Design

#### Objectives

- O1. Ensure new developments are designed to incorporate safety elements that reduce opportunities for crime and enhance the community perceptions of safety and security.
- O2. Ensure building and place design is guided by the *Crime Prevention through Environmental Design* (CPTED principles).
- O3. Provide pedestrians with direct and well used traffic routes with good night lighting.
- O4. Ensure there is adequate lighting and signage to provide a safe pedestrian environment.

#### Controls

- C1. Compliance with *Cumberland DCP 2021* Part C – Safety and Security.

This page has been left intentionally blank.



CUMBERLAND  
CITY COUNCIL

# **PART F2-15**

## **WENTWORTHVILLE MALL SITE – 42 – 44 DUNMORE STREET**

This page has been left intentionally blank.

## 1. Introduction

### 1.1 Land to which this Part applies

This Part applies to land at 42-44 Dunmore Street, Wentworthville (Wentworthville Mall site), being identified as Lot 11 DP746514, as shown in Figure 1.



Figure 1: Land to which this Part applies

## 2. Vision

### 2.1 Vision

The purpose of these development controls is to establish a detailed planning and design framework to guide the redevelopment of the site.

The vision for the site is that it will make a positive contribution to the renewal of the Wentworthville centre as a progressive, colourful, vibrant and engaging local centre that is well-connected to the surrounding area and is a great place to live and visit.

### 2.2 Structure Plan

The vision and objectives for the site as identified above are spatially expressed in the Structure Plan (Figure 2). Where variations to the structure plan are proposed, the development application is to demonstrate how the vision and objectives have been achieved



Figure 2: Structure plan

### 3. Objectives and controls

#### 3.1 General

##### Objectives

- O1. Establish a landmark, mixed use and transit-oriented heart for the town centre that signifies the importance of Wentworthville within the Cumberland City centres hierarchy
- O2. Deliver new housing that activates and enlivens the centre
- O3. Contribute to the creation of a distinct sense of place for the centre that acknowledges its past and embraces its future as a vibrant, urban location
- O4. Reinforce the role of Dunmore Street as the centre's main street
- O5. Strengthen the retail and employment role of the centre
- O6. Increase the supply and choice of housing for the community in a high-density environment
- O7. Improve the permeability of the centre for pedestrians, including the provision of a through-site link between Dunmore Street and Prichard Street
- O8. Provide publicly accessible open space that allows for informal gathering, interaction and recreation
- O9. Ensure a high level of urban design and architectural quality.

### 3.2 Circulation and access

#### Objectives

- O1. Provide a new pedestrian link between Dunmore Street and Pritchard Street East to improve pedestrian permeability and promote activation along Pritchard Street East.
- O2. Provide for convenient, safe and attractive pedestrian connection between Dunmore Street and Pritchard Street.
- O3. Promote shop activation by enabling an arcade-style development layout.

#### Controls

- C1. Development includes a through-site link as shown in Figure 3.
- C2. The through-site link:
  - provides a functionally and visually continuous pedestrian link between Dunmore and Pritchard Streets;
  - has a minimum width of 5m or 2 x 2.5m where stairs and a ramp are required to ensure universal access or where the gradient requires;
  - is integrated with the on-site plaza spaces; and
  - includes mechanisms to enable negotiation of any gradient changes for mobility impaired persons in accordance with relevant legislation.
- C3. The through-site link is open to the sky except for that part closest to Pritchard Street which passes under the Pritchard Street street-wall for a maximum distance of 25m and has a minimum vertical clearance of 9m
- C4. The through-site link is open to the public at all times.



Figure 3: Circulation and access

### 3.3 Open space

#### Objectives

- O1. Provide an integrated series of well-designed and publicly accessible urban plazas that cater for informal gathering, interaction and recreation.
- O2. Ensure publicly accessible open space has appropriate levels of sunlight, shade, air circulation and safety.
- O3. Design public open space to improve the environmental performance of the site and the overall town centre, including for stormwater management, biodiversity and reducing the urban heat island effect.

#### Controls

- C1. Public open space is located generally in accordance with Figure 4 and includes the following key spaces:
  - Dunmore Street plaza
  - Northern plaza
  - Central plaza
  - Southern plaza
- C2. The Dunmore Street Plaza:
  - comprises a continuous strip of land having a depth of 8m from the existing footpath boundary along the site's Dunmore Street frontage (to be dedicated to Council);
  - is a paved, urban plaza that has the flexibility to cater for a range of informal uses, functioning as a promenade and including space for outdoor dining, public seating/gathering and public art;
  - includes zones for unobstructed through pedestrian movement, outdoor dining and street furniture such as seating, lighting and rubbish bins;
  - allows for temporary uses such as markets, stalls and outdoor music;
  - does not include permanent structures, ensuring an open and flexible space;
  - includes large soil volumes capable of sustaining trees;
  - includes adequate landscaping and tree planting;
  - includes extensive, co-ordinated street tree planting; and
  - is bordered by active frontages

Note: basement car parking for the development may be located beneath the plaza
- C3. The Northern Plaza:
  - has a minimum width of 20m;
  - includes the establishment of an easement for public open space at the front of the northern plaza having an area of approximately. 200sqm with a minimum width of 12m. Embellishment of this open space is to a specification and finish to be agreed with Council;
  - is a paved, urban plaza that has the flexibility to cater for a range of informal uses;
  - is visually and physically integrated with the Dunmore Street Plaza, including consistent paving and street furniture;
  - enables a clear line of sight to be gained between Dunmore Street and the supermarket;
  - facilitates the convenient movement of people between Dunmore Street, the supermarket and the southern part of the site;

- maximises the visual exposure of the supermarket façade;
- is bordered by active frontages;
- provides a connection to the Southern Plaza that is visually unobtrusive and complies with relevant legislation/standards; and
- is publicly accessible at all times.

C4. The Central / Southern Plaza:

- has a minimum width of 20m;
  - provides for informal gathering and seating;
  - accommodates uses that are compatible with adjoining residential uses;
  - may be either paved or a combination of paving and grassed areas;
  - includes raised planting beds and tree planting;
- Note: as the plaza is located on a podium, deep soil areas are not possible
- manages any gradient change with Pritchard Street with stairs, as well as a visually unobtrusive complies with disability legislation;
  - incorporates stairs and visually unobtrusive disabled access to address any change in gradient;
  - is bordered by active uses and / or residential uses that have a high level of engagement with the plaza in accordance with the relevant provisions of this DCP;
  - is publicly accessible at all times;
  - is designed in accordance with CPTED principles’;
  - incorporates lighting that ensures adequate night-time illumination for safety and security without any light spill or glare to adjoining dwellings; and
  - considers the acoustic environment to ensure noise does not create a nuisance for adjoining dwellings.

C5. Public open space is designed and constructed in accordance with a Landscape and Public Domain Plan to be prepared between the site owner and Council, and approved by Council.



Figure 4: Public open space



Figure 5: Dunmore Street plaza – precedent images



Figure 6: Northern plaza – precedent images

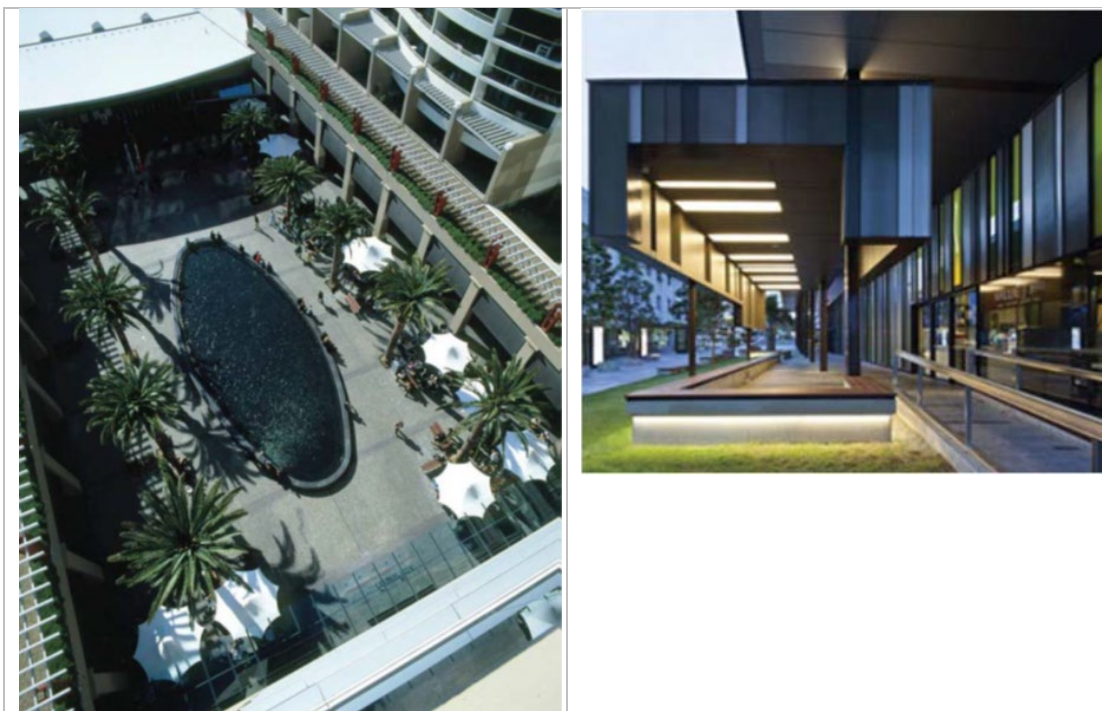


Figure 7: Southern plaza – precedent images

### 3.4 Public art

#### Objective

- O1. Provide opportunities for public art that strengthens the identity and amenity of the centre.

#### Controls

- C1. A Public art plan is prepared that identifies the location and type of public art to be provided within the site.
- C2. Public art is sensitively placed and designed to form part of cohesive public domain outcome, and does not overwhelm the public domain due to bulk, height, colour or other aspect.
- C3. Public art is located in places of high visibility including Dunmore Street Plaza.



Figure 8: Public art– precedent image (Source: Wentworthville Story Schemes and Dreams (project artist – Graham Chalcraft))



Figure 9: Public art– precedent image (Source: Wentworthville Story Schemes and Dreams (project artist – Graham Chalcraft))

### **3.5 Land use**

#### **Objectives**

- O1. Strengthen the role of Wentworthville as a vibrant, mixed use town centre that contains a range of complementary business, retail and higher density residential uses.
- O2. Encourage uses that extend activity within the town centre into the early evening and weekend.

#### **Controls**

- C1. Development includes a full-line supermarket having a minimum gross floor area of 4,000sqm.
- C2. Development includes a minimum of 4,400sqm gross floor area of Commercial Premises above ground level.
- C3. The following uses are encouraged at the ground floor (Dunmore Street Plaza and Northern Plaza level):
  - café;
  - restaurant; and
  - small bar.
- C4. The following uses are encouraged at the first floor (Southern Plaza level):
  - office premises; and
  - medical centre.

### **3.6 Building height**

#### **Objectives**

- O1. Establish a visual landmark that reinforces the site as the heart of the centre and signifies the importance of the centre within the Cumberland City urban form and centres hierarchy.
- O2. Transition building height downwards from north to south across the site.
- O3. Provide for a human scale, mid-rise street wall along the Pritchard Street site frontage.

#### **Controls**

- C1. Building height is generally in accordance with Figure 10 and:
  - creates two landmark towers at the Dunmore Street frontage of the site; and
  - creates a continuous street wall building at the Pritchard Street frontage of the site that is of a lower height than the Dunmore Street towers
- C2. The maximum street wall height fronting Dunmore Street and Pritchard Street is five storeys, with a podium level setback of 3m.
- C3. The maximum street wall height fronting the through-site link is 7 storeys.



Figure 10: Building height

### 3.7 Setbacks and building separation

#### Objective

- O1. Achieve setbacks from site boundaries and separation between buildings on the site and on adjoining sites that:
- activates and engages with the adjoining public domain;
  - is consistent with an urban centre character;
  - provides for high levels of amenity to the public domain and dwellings, including through adequate solar access, natural ventilation and air circulation; and visual and acoustic privacy; and
  - reduces the appearance of density and building bulk and scale

#### Controls

- C4. Development is setback from Dunmore and Pritchard Streets in accordance with Figure 11.
- C5. Non-residential development may be built to side boundaries.



Figure 11: Setbacks and active frontages

### 3.8 Built form

#### Objectives

- O1. Built form is designed to:
- define the public domain;
  - reduce the appearance of building bulk and scale when viewed from the public domain and provide visual interest; and
  - activate and engage with the adjoining public domain.

#### Controls

- C1. Building setbacks are in accordance with Figure 11.
- C2. Building facades feature articulation within a cohesive overall composition through the use of design measures such as:
- recessed and / or projecting balconies;
  - slots;
  - large windows and other openings;
  - sun control devices such as eaves, louvres and screens;
  - privacy screens;
  - blades or fins;
  - elements of a more lightweight material than the main structural framing; and

- balustrades to balconies that have a more lightweight appearance than masonry such as glass or metal.
- C3. Buildings are designed to have their main living areas and adjoining private open space oriented to and directly overlook the public domain.
- C4. Built form is in accordance with Figure 12 - 14.

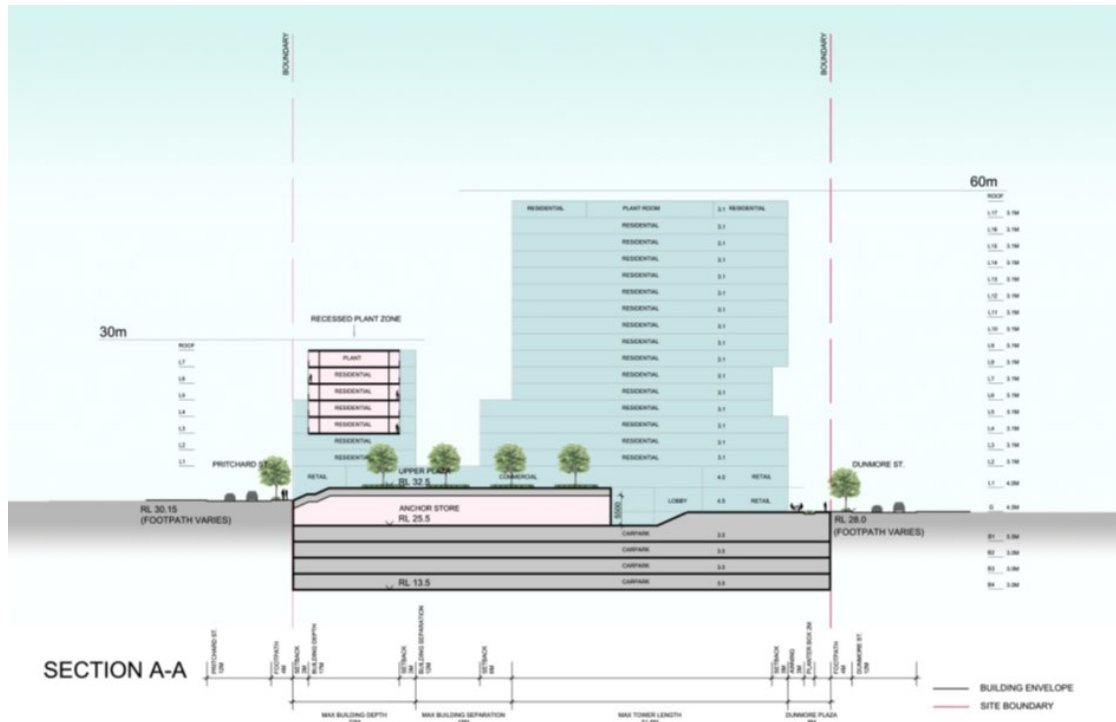
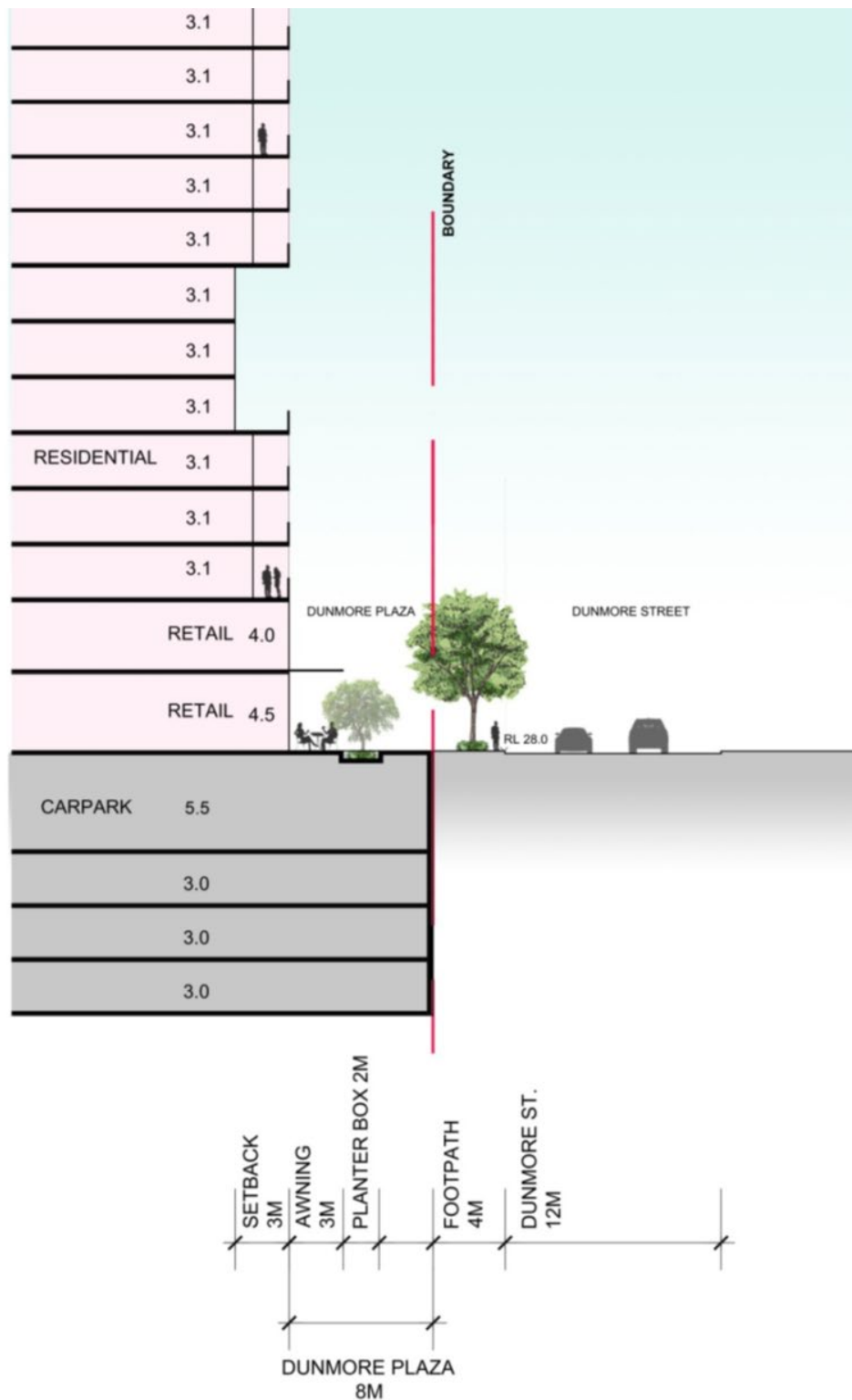


Figure 12: Section/elevation of through-site link



## SECTION B-B

Figure 11: detail section of Dunmore Plaza

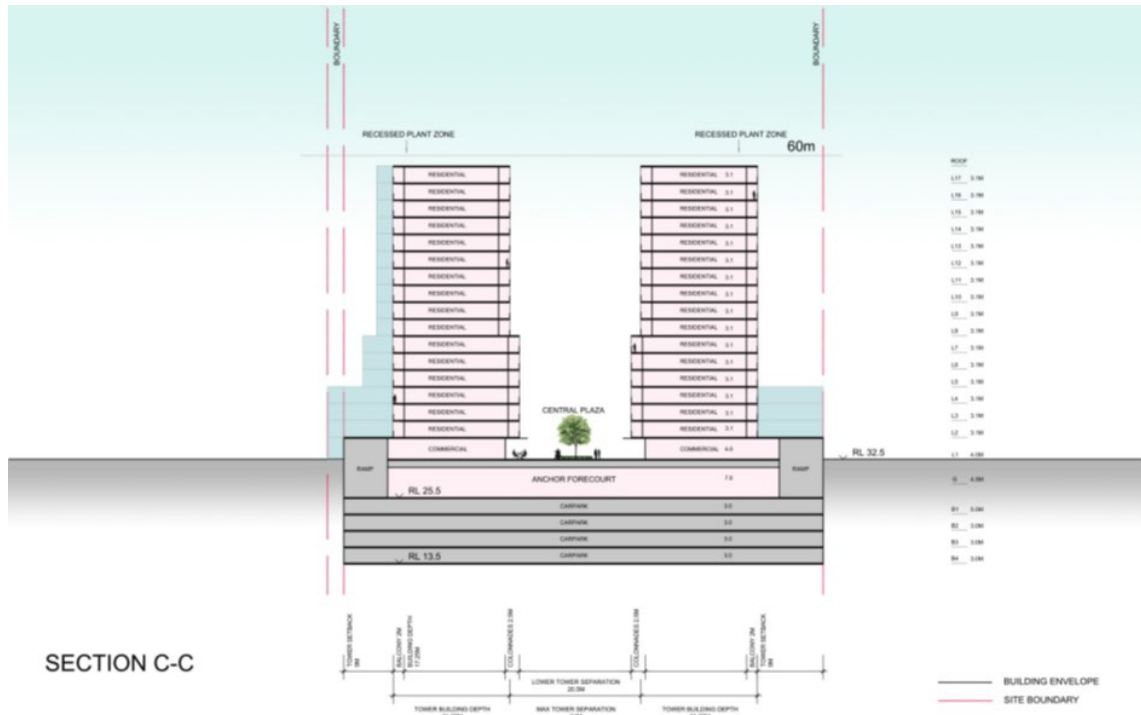


Figure 14: section/elevation east-west through site

### 3.9 Ground floor treatment

#### Objective

- O1. Ensure development activates and engages with the public domain.

#### Controls

- C1. Development includes an active frontage to Dunmore Street as shown in Figure 11.
- C2. Building foyers:
- are not permitted fronting Dunmore Street;
  - are minimised in width; and
  - have a minimum of 75% of their street facing edge as transparent glass.
- C3. Non-residential uses at the ground floor:
- have a maximum width facing Dunmore Street of 10m;
  - maximise the proportion of their façade that includes transparent glass;
  - where possible, enables areas of highest activity to be readily visible from the adjoining public domain; and
  - where possible, incorporate openable elements that facilitate interaction between indoor and outdoor space, in particular where outdoor dining is provided.
- C4. Continuous awnings are provided along the Dunmore Street and Pritchard Street frontages of the site and have a:
- minimum depth of 1.5m;
  - minimum vertical clearance of 3m; and
  - simple, contemporary design.

- C5. Blank walls are not permitted where they:
  - are greater than 5m in length where facing Dunmore Street; and
  - are greater than 10m in all other locations.
- C6. Roller shutters or bars are not permitted where active frontages are required in accordance with Figure 11.
- C7. Setbacks are:
  - a minimum of 1.5m from the edge of the public domain to the outermost project of the building; and
  - a minimum of 4m from the edge of the public domain to the glass line enclosing internal space.
- C8. The area between the public domain and the glass line enclosing internal space has a minimum 25% of soft landscaping such as garden beds and turf.  
 Note: as these areas are located on a podium and have small dimensions, deep soil areas are not appropriate.
- C9. The maximum height difference between the adjoining public domain and the private landscaped open space is 1m.
- C10. Ground floor dwellings are to have individual entries accessed from the adjoining public domain.
- C11. Where a site boundary fence is included it has a maximum height of 1.2m from the height of the adjoining public domain.
- C12. Screening vegetation is not to be provided within the private landscaped open space forward of the glass line enclosing the internal space, except where alongside boundaries.
- C13. The main living areas of ground floor dwellings are to be located and oriented to directly face the adjoining public domain.
- C14. The extent of the ground floor façade enclosed by transparent glass is to be maximised.

### **3.10 Towers**

#### **Objective**

- O1. Locate and design towers to reduce the appearance of building bulk and scale and provide visual interest.

#### **Controls**

- C1. Towers are located at the Dunmore Street frontage of the site.
- C2. Towers are inflected away from the Northern and Southern Plazas to direct views outwards.
- C3. Towers fronting Dunmore Street are angled to facilitate solar access to living rooms and balconies located on their east-facing facades.
- C4. Buildings are sited with their long axis aligned north-south.

- C5. Towers fronting Dunmore Street are articulated into three visually distinct but cohesive components:
  - base element;
  - intermediate element; and
  - upper tower element
- C6. The base element:
  - is generally three storeys in height;
  - has a zero setback to the public domain; and
  - includes awning or canopies adjoining the public domain.
- C7. The intermediate element:
  - provides a transition between the base and upper tower element; and
  - where fronting Dunmore Street, is setback at least 3m from the outermost projection of the preceding floor to provide a visual break to the verticality of the towers.
- C8. The upper tower element:
  - presents a slender form to Dunmore Street;
  - has a zero setback to the public domain;
  - is articulated through the use of slots along its side facades; and
  - incorporates a visually interesting roof form that screens plant and other mechanical utility devices.

### **3.11 Transport, access and parking**

#### **Objectives**

- O1. Vehicle access, manoeuvring and parking is provided in a co-ordinated way, minimises visual impact on the streetscape and does not impede the convenient and safe movement of pedestrians.
- O2. The transport demand generated by development is managed in a sustainable manner.
- O3. On-site car parking is provided at a rate that balances the need to provide for the convenience needs of residents and visitors with encouraging more sustainable forms of movement such as public transport, car-sharing, walking and cycling for commuter and recreational trips.

#### **Controls**

- C1. On-site car parking is provided in basement form.
- C2. On site car parking in basement form may be located under the Dunmore Street plaza to the edge of the original site boundary.
- C3. On-site car parking rates for Commercial Premises is 1 space per 50sqm of gross lettable floor area.
- C4. All development applications are to include a 'Transport Impact Study' addressing the potential impact of the development on surrounding movement systems, where the proposed development comprises: a. non-residential development of more than 1,000m<sup>2</sup> GFA; b. residential development of 100 or more new dwellings; or c. likely to generate significant traffic impacts according to the consent authority.

The development application is to include a site-wide 'Green Travel Plan' to outline initiatives for walking, cycling and the use of public transport. The Green Travel Plan

should address different transport needs and patterns for residential and non-residential uses. Where relevant, initiatives are to be implemented prior to the issue of an Occupation Certificate.

All development applications are to include a 'Transport Access Guide', and a strategy for its future availability to residents, employees and visitors, where the proposed development comprises:

- multi-dwelling housing; or
- non-residential development more than 1,000m<sup>2</sup> GFA.

- C5. Lockable on-site bicycle parking is provided for residential and non-residential uses.
- C6. End-of-trip facilities including showers and lockers must be provided to adequately service the number of bicycle parking spaces required for employees in commercial premises and are to be located close to the bicycle parking area, entry/exit points, and within an area of security camera surveillance.
- C7. 24hour, publicly accessible parking spaces within the site for car-share vehicles is encouraged.
- Where a car share scheme operates locally, at least one car-share parking space for every 100 dwellings is provided within the residential parking area for the development.
- C8. Car-share parking spaces are included in the maximum number of visitor car parking spaces required for a development in the Part G of this DCP.
- C9. Car-share parking spaces must be publicly accessible at all times, conveniently located, adequately lit and identified with sign-posting and road marking.
- C10. Car-share spaces must comply with the relevant Australian Standard.
- C11. All car-share parking spaces are to be retained as common property by the Owners Corporation of the site. A covenant is to be registered with the strata plan advising of any car-share parking space. The covenant is to include provisions that the car-share parking space(s) cannot be revoked or modified without prior approval of Council.
- C12. Site access is generally in accordance with Figure 3 – Circulation and access.
- C13. Vehicular access to the site is obtained from Pritchard Street.

### **3.12 Environmental performance**

#### **Objectives**

- O1. Incorporate measures that enhance the environmental performance of the site and buildings.
- O2. Enhance local biodiversity.
- O3. Ensure that development does not result in an unacceptable impact on the public domain by way of wind generation.

Note: the acceptability of wind impacts depends on use. For example, people walking or window-shopping will tolerate higher wind speeds than those seated at an outdoor restaurant.

## Controls

- C1. Rain water is captured, stored and used for non-potable uses such as irrigation of landscaping.
- C2. Native planting is used as a key element of on-site landscaping, incorporating a diverse selection of locally indigenous plant species (robust, drought-tolerant species are preferred).
- Note: Species selection should consider appropriate species for an urban environment.
- C3. Where possible, buildings incorporate a dual water system that recycles grey water for toilet flushing and car washing.
- C4. Buildings incorporate an articulation zone of 450mm to north and west facades to enable integration of external screening and shading devices to maximise the comfort of those in northern and western facing apartments.
- C5. Lift lobbies preferably utilise natural lighting and ventilation.
- C6. The form and arrangement of towers shield the Dunmore Street Plaza and the Northern Plaza from direct westerly winds.
- C7. Towers are setback from the outer edge of lower levels where fronting the Northern and Southern Plazas to mitigate the impact of wind on the ground level public domain.
- C8. Wind mitigation measures such as awnings and landscaping are incorporated into the design of both street frontages and the plazas to mitigate any potential wind funnelling effects of northeasterly and southerly winds from the towers and:
- are integrated into the overall landscape design;
  - are visually appealing;
  - contribute to the overall character of the public domain;
  - are consistent with CPTED principles; and
  - ensure a high level of functionality for the public domain.
- C9. Wind mitigation measures are included in the design of communal recreation areas to ensure a high level of comfort, in particular for highly used areas.

This page has been left intentionally blank.



CUMBERLAND  
CITY COUNCIL

# **PART F2-16**

## **WENTWORTHVILLE - 108 STATION STREET**

This page has been left intentionally blank.

# 1. Introduction

## 1.1 Land to which this Part applies

This Part applies to development on land identified as 108 Station Street, Wentworthville, legally described as Lot B on DP410947, as shown in Figure 1.

The subject site is located within the Wentworthville Centre. The planning framework (*Wentworthville Centre Planning and Place Making Strategy*) for the urban renewal and economic revitalisation of the Wentworthville Centre is based on economic, traffic and urban design studies and was subject to community consultation.



Figure 1: 108 Station Street site boundary

This land comprises two key parts being:

- the development site; and
- the laneway which extends along the northern property boundary between Station Street and the rear property boundary.

Further details regarding the laneway are provided in Section 3.2.

In addition, any development controls developed for the Wentworthville Centre should be taken into consideration.

## 1.2 Purpose of this Part

The purpose of this Part is to set out a detailed planning and design framework to guide the redevelopment of the site.

This DCP is generally consistent with the *Wentworthville Centre Planning and Place Making Strategy*.

Where there is an inconsistency between this Part and provisions contained elsewhere in the DCP, the Site Specific Controls contained in this Part shall apply to the extent of the inconsistency.

## 2. Vision

The site will make a positive contribution to the renewal and status of the Wentworthville Centre as a progressive, colourful, vibrant and engaging local centre that is comfortable, well-connected to the surrounding area and facilities, and is a great place to live and visit.

## 3. Objectives and controls

### 3.1 General

#### Objectives

- O1. Facilitate the redevelopment of the site to achieve a high quality urban form and architectural quality.
- O2. Enable additional building height at certain portions of the site where the development provides for publicly accessible laneway.
- O3. Protect sunlight access to properties fronting Lane Street (south-east).
- O4. Deliver new housing that activates and enlivens the centre.
- O5. Increase the supply and choice of housing for the community in a high-density environment.

### 3.2 Access

#### Laneway

#### Objectives

- O1. Ensure that vehicular access and egress points are best located to reduce potential for conflict between pedestrians and vehicles.
- O2. Ensure the safe ingress and egress for vehicles using the laneway.
- O3. Ensure laneway design integrates with the ground floor uses of 108 Station Street and provide for pedestrian movement.

### Controls

- C1. The design layout and alignment of the new laneway is generally to be in accordance with Figure 2 and 3, subject to detailed design development in consultation with Council.
- C2. Vehicular access is to be generally in accordance with the locations shown on Figure 4.
- C3. The new laneway is to incorporate the following elements as a minimum requirement:
  - A total width of reservation = 6.6m;
  - 800mm out of property boundary, both sides to be set aside for services, lights as well as footpath; and
  - 2.5m travel lane width x 2.
- C4. Laneway alignment is to maintain clear sight-lines from each end.
- C5. All building vehicular access and egress points are subject to final Council approval.
- C6. All land within the new laneway reserve is to be dedicated to Council.



Figure 2: Plan - New Laneway Detail

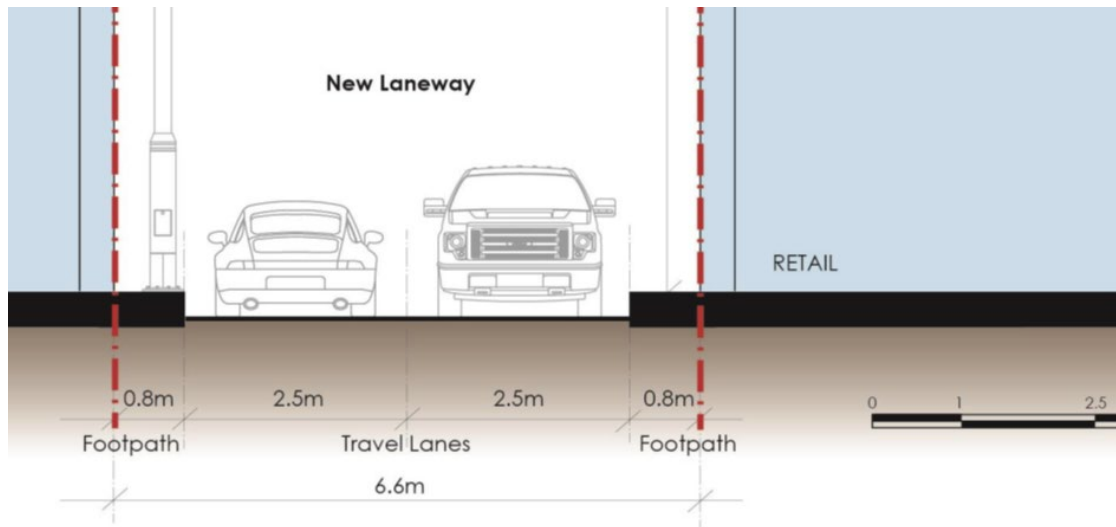


Figure 3: Typical Section - New Laneway Detail

### 3.3 Built form

#### Active street frontage

##### **Objectives**

- O1. Ensure that the non-residential character of Station Street is maintained.
- O2. Ensure that façade articulation and elements within the building setback areas facilitate an active street environment.
- O3. Encourage pedestrian movement within the Wentworthville Centre.
- O4. Enhance pedestrian safety, security and amenity around and within commercial premises.

##### **Controls**

#### General

- C1. Clear glazing is to be provided and reflective, tinted or obscured window coverings should be avoided.
- C2. Blank wall should be avoided and visual interest and interaction at street level should be provided.
- C3. The corner of Station Street and New Laneway should be emphasised through façade articulation and roof form.

#### Station Street

- C4. A minimum 90% of the building façade at ground level is to be transparent.
- C5. Continuous ground level active uses must be provided where primary active frontages are shown in Figure 4. Building must address Station Street.
- C6. Main entry to the building is to be located on Station Street.

- C7. Loading docks, vehicular access is not to be located where primary active frontage is shown in Figure 4.
- C8. The active uses may include shop fronts, cafes and restaurants and appropriate commercial uses such as gymnasium.
- C9. On sloping sites, the maximum level change between ground floor tenancies and the adjacent footpath is to be maximum 600mm. On flood prone land advice should be sought from Council's engineers.

New laneway

- C10. Frontage along the new laneway should be visually activated by incorporating clear glazing to minimum 90% of the façade at ground level.

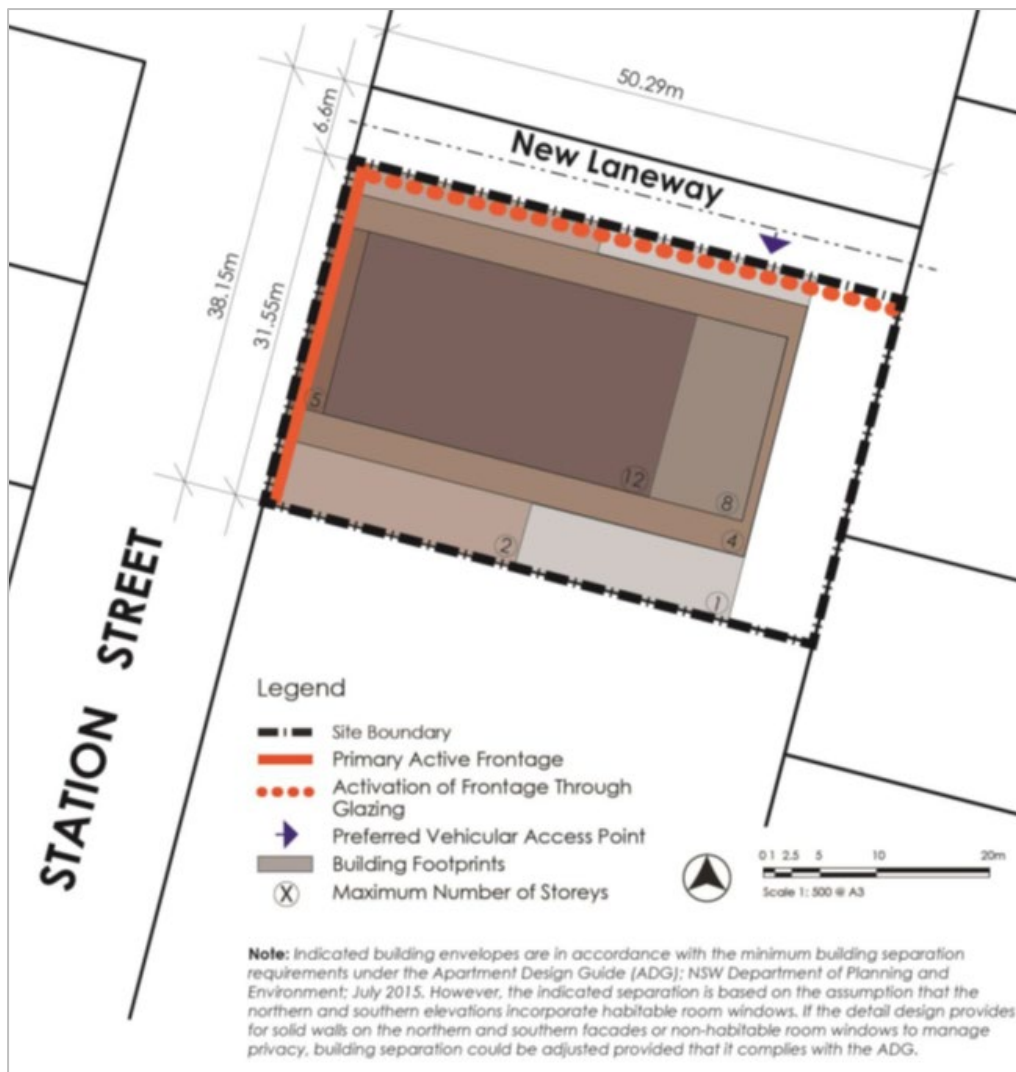


Figure 4: Active street frontage location

*Note: The building footprints indicated in Figure 4 represents Council's preferred building configuration.*

### 3.4 Street setbacks and build-to lines

#### Objectives

- O1. Enhance the character of Station Street and the Centre at large through consistent and uniform alignment of building facades.
- O2. Increase pedestrian amenity.
- O3. Provide deep soil zones and maintain mature/significant vegetation.
- O4. Contribute to the landscape character of the Centre.

#### Control

- C1. Minimum setbacks and build-to lines must be provided as shown in Figure 5, summarised as follows:
  - zero setbacks / build-to lines to Station Street, new laneway and southern boundary;
  - minimum 8m rear landscape setback;
  - underground parking is not permitted to encroach into the rear setback unless it can be demonstrated that the basement is designed to support mature trees and deep root planting;
  - awning, balconies, sun shading and screening elements can project forward of the street setback line; and
  - natural ground level is to be retained throughout the rear setback, where possible.

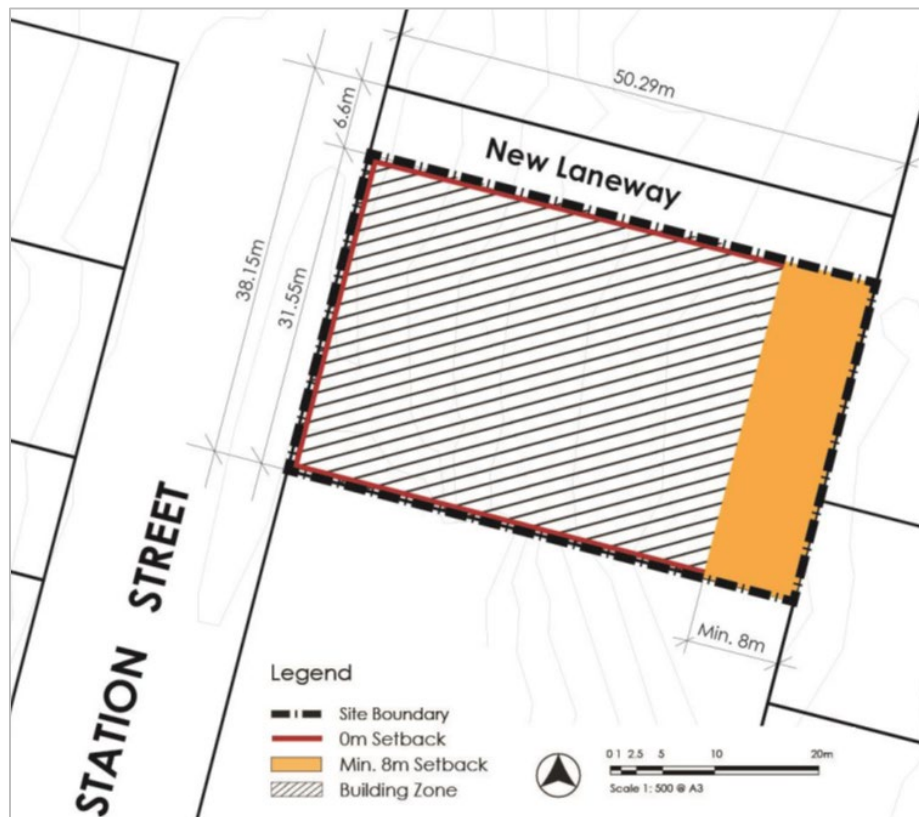


Figure 5: Plan - Street Setbacks

### 3.5 Street wall heights

#### Objectives

- O1. Provide street edges that reinforces and reflects the various uses and existing character in the Centre.
- O2. Ensure building heights at street level are at a human scale.
- O3. Facilitate a consistent street and laneway wall height throughout the Centre.
- O4. Provide prominence to the street level, establish a clear presence for retail and increase the visibility, marketability and utility of ground floor space.

#### Controls

- C1. Street wall height shall be 5 storeys along Station Street (Refer Figure 7) with upper level setback.
- C2. A maximum two storey street wall height is to be maintained along the new Laneway (Refer Figure 6) with upper level setback.

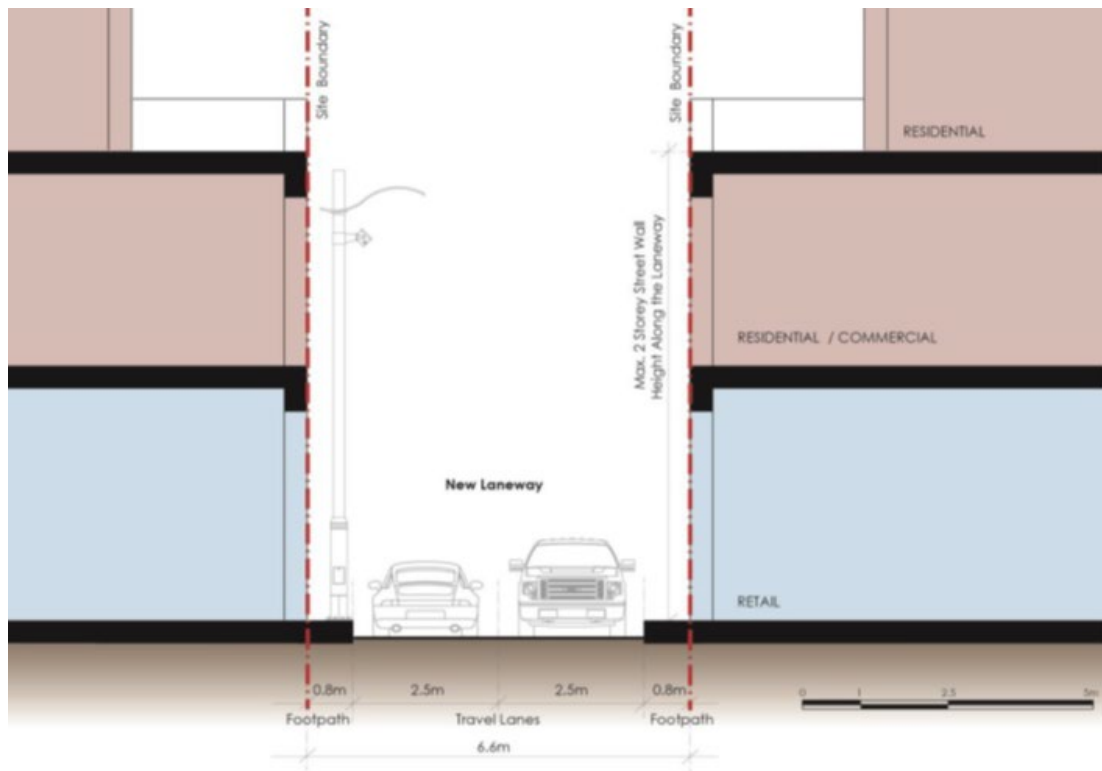


Figure 6: Street Wall Height - New Laneway – West

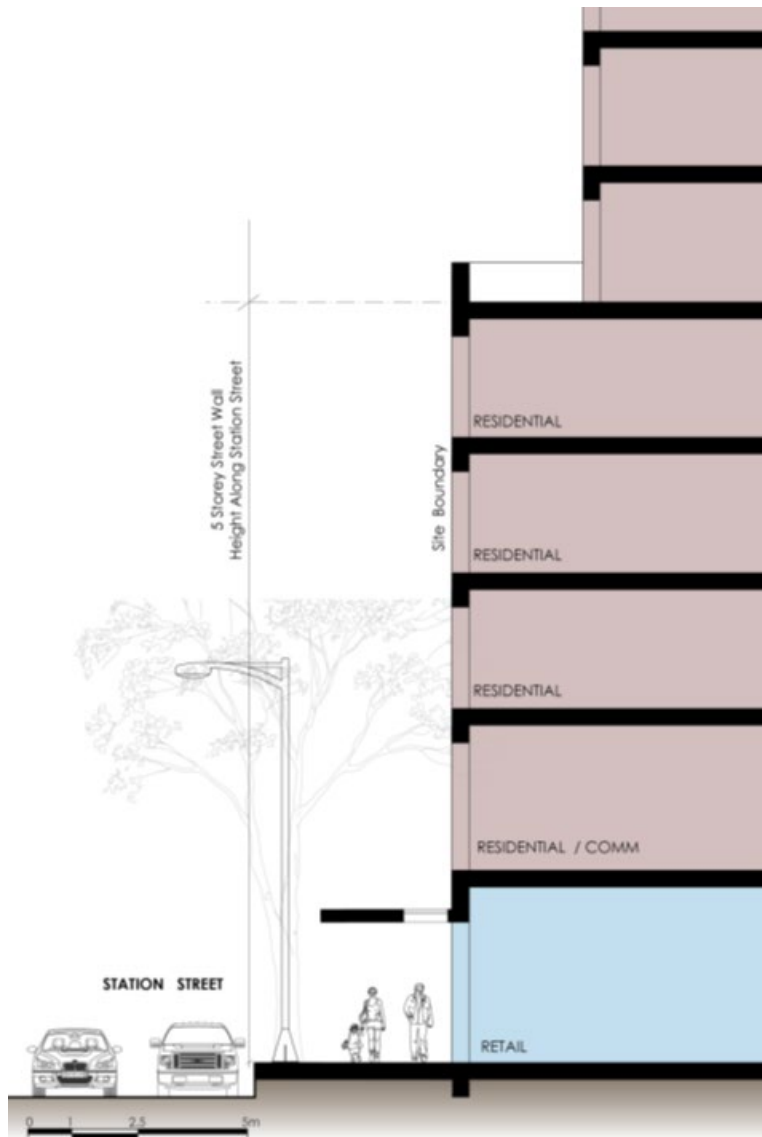


Figure 7: Street Wall Height - Station Street

### 3.6 Upper level setbacks

#### Objectives

- O1. Enable more efficient tower footprints by removing incremental stepping of facades.
- O2. Minimise adverse wind impacts on the pedestrian environment.
- O3. Maximise sunlight penetration into streets and surrounding buildings.
- O4. Ensure that the building is modulated and articulated to respond to streetscape, visual bulk and amenity issues.
- O5. Ensure that the podium above second storey fronting the new laneway is to be setback to create a human scale laneway to make the space walkable.

**Control**

- C1. The building above the street wall is to display a uniform 3m setback as shown on Figure 8 and 9.

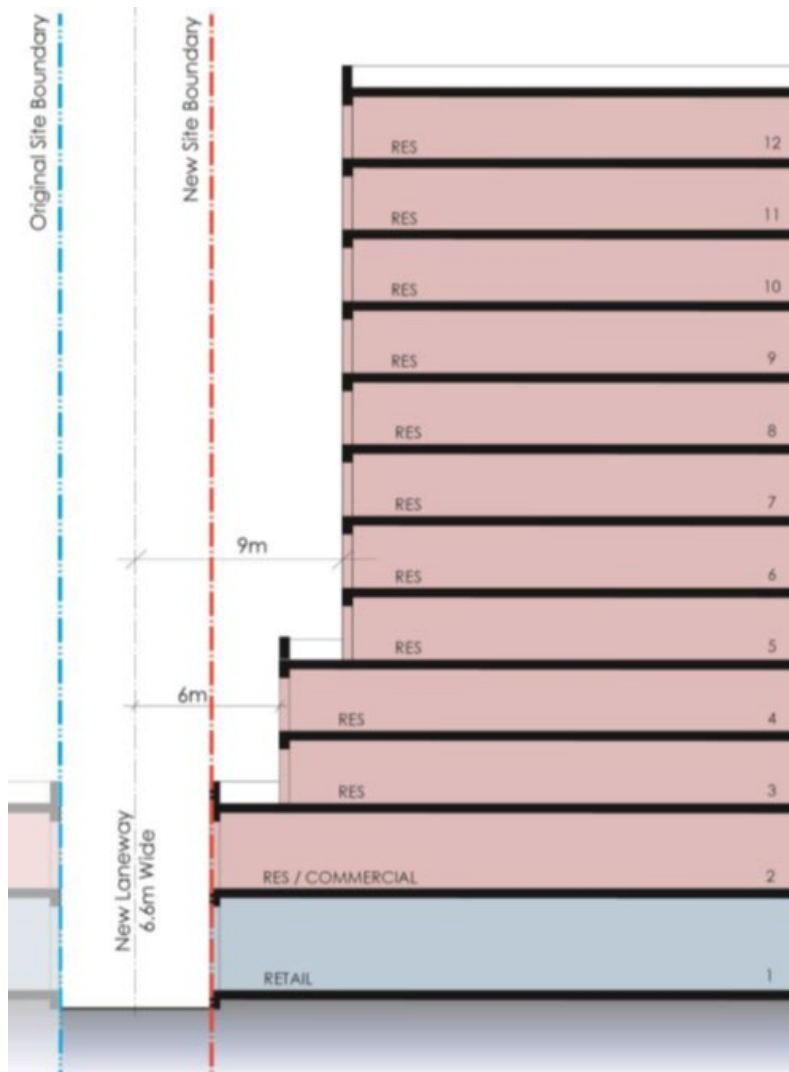


Figure 8: Upper Level Setbacks - New Laneway – West

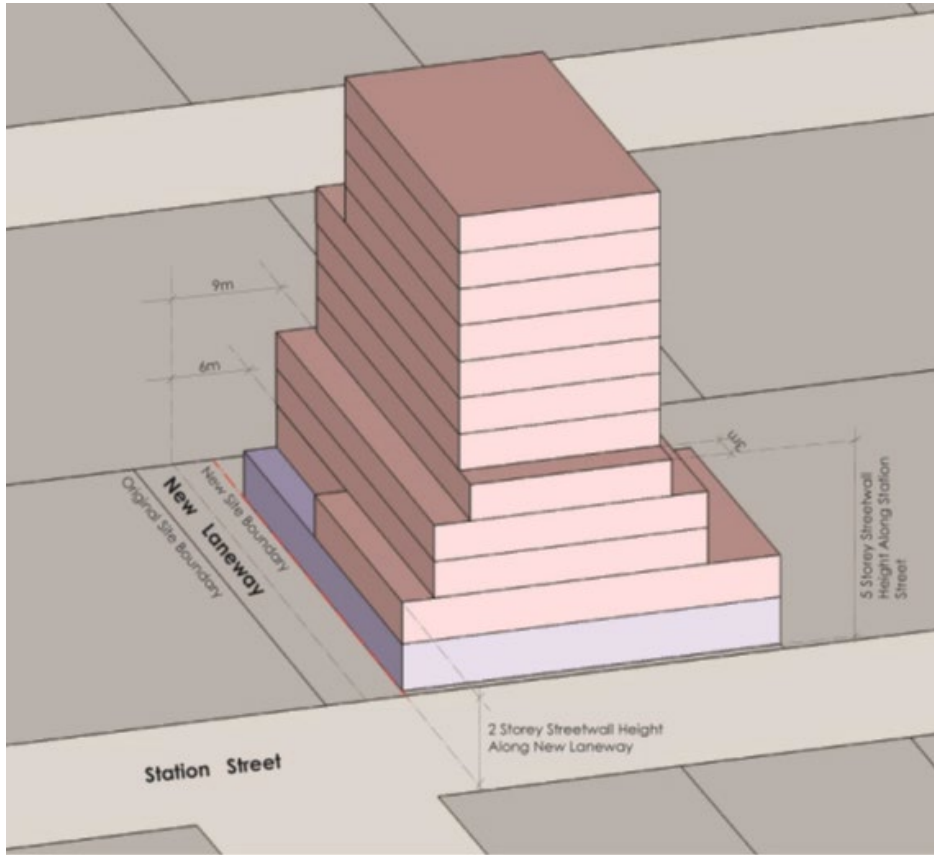


Figure 9: 3D Conceptual Block Model - Upper Level Setbacks - Station Street

### 3.7 Building bulk and design

#### Objectives

- O1. Minimise overshadowing as compact floor plates cast smaller and faster moving shadows.
- O2. Ensure that building is designed to reinforce the urban character of the locality.
- O3. Improve access to sky view and permit better views between buildings and through sites and contribute to a more attractive skyline.
- O4. Enhance energy efficiency and increase daylighting within buildings.
- O5. Create architectural interest and visually diminish the overall scale of the building mass.

#### Controls

- C1. Building Heights are to be provided in accordance with Figure 10.
- C2. Floor to ceiling heights are to be provided in accordance with the NSW *Apartment Design Guide* (ADG).
- C3. The floor plate of building above 8 storeys is not to exceed 500m<sup>2</sup>, unless it can be demonstrated that slender building form can be achieved through courtyards, atria, articulation or architectural devices.

- C4. Where office premises are proposed, all points on an office floor above podium should be no more than 15m from a source of daylight.
- C5. Façade design is to:
- Reflect and respond to the orientation of the site using elements such as sun shading and other passive environmental controls where appropriate;
  - Provide building articulation such as expressed vertical circulation, well designed roof form, shading devices etc;
  - Car parking entry doors are to be incorporated with the overall design of the façade;
  - Street corner locations are to be expressed by giving visual prominence to parts of the façade such as change in building material or colour, articulation or well-designed roof form; and
  - Roof form, building services and screening elements are to occur within the overall height controls.

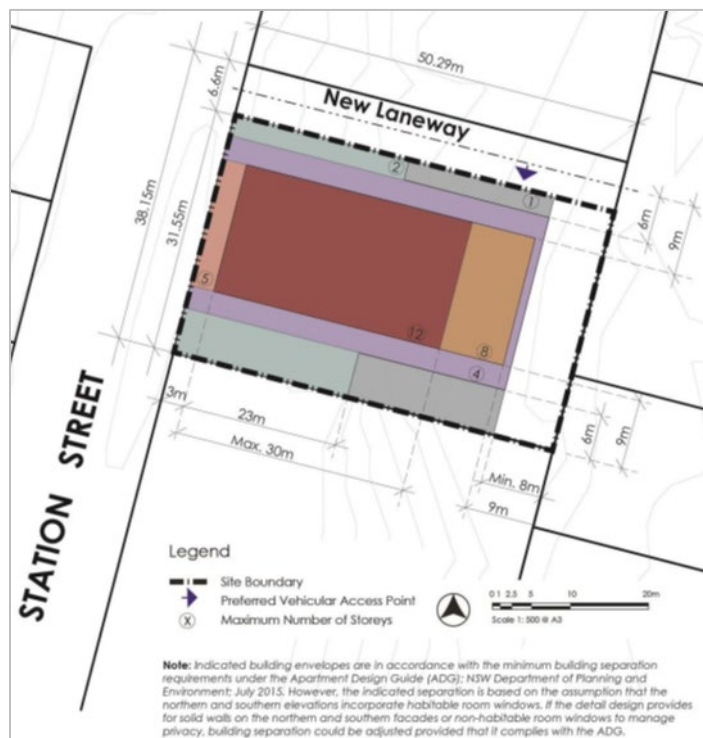


Figure 10: Building height

### 3.8 Awnings and canopies

#### Objectives

- O1. Increase pedestrian amenity by the provision of weather protection.
- O2. Visually unify the Centre.

#### Controls

- C1. Awnings are to be provided to the full extent of Station street frontage.
- C2. Awning along Station Street shall be minimum 3m deep (Refer Figure 11).

- C3. Explore possibility of incorporating glazing/transparent material in the awning to allow solar access.

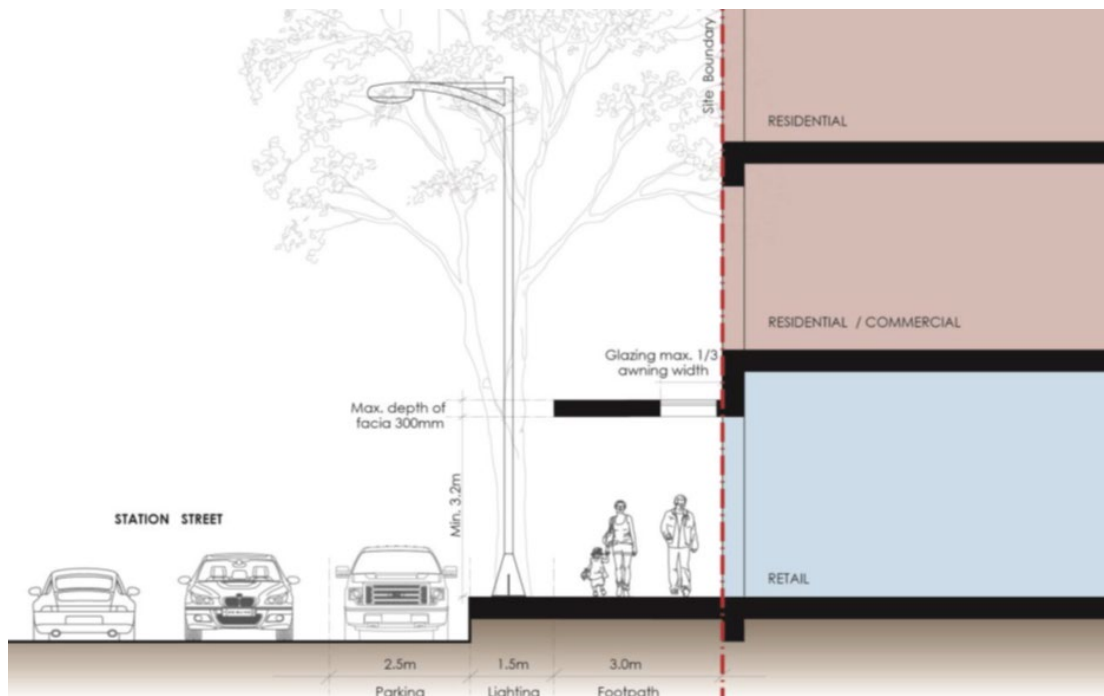


Figure 11: Public domain interface - Station Street

### 3.9 Building separation

#### Objectives

- O1. Allow solar access to buildings and communal areas.
- O2. Provide visual privacy between buildings.
- O3. Provide outlook from buildings.
- O4. Provide a visual break between buildings and reduce to the perceived bulk and scale of the built environment.

#### Controls

- C1. Provide building separation in accordance with the ADG.

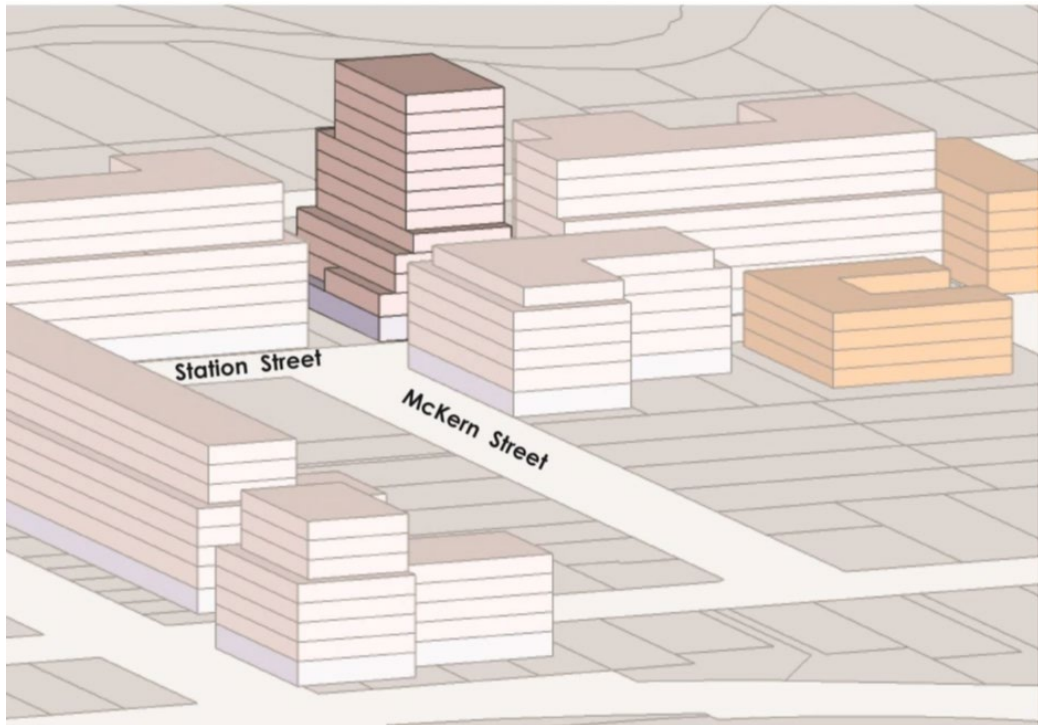


Figure 12: 3D Block Model Concept: view looking south east

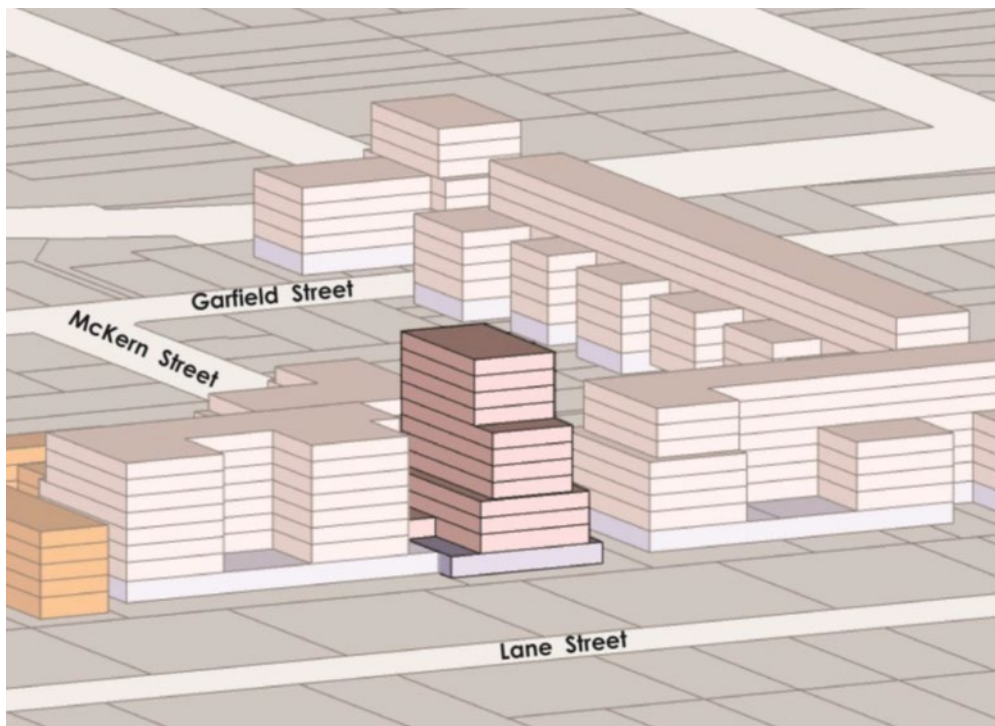


Figure 13: 3D Block Model Concept: view looking north west

### **3.10 Site planning**

#### Topography and building interface

##### **Objectives**

- O1. Ensure that buildings are connected to the street.
- O2. Ensure that building entry contributes positively to the streetscape and public domain.
- O3. Address level changes across street frontages, and between adjoining properties.
- O4. Reduce the impact of site levelling on adjacent properties, and future site development opportunities.

##### **Controls**

- C1. Level changes across sites are to be resolved within the building footprint:
  - where buildings are built to the street boundary, a level transition must be provided between the building and the adjacent footpath. This level must be maintained for a minimum depth of 10m into the building;
  - an accessible path of travel is to be provided from the street through the main entry door of the building;
  - where necessary, stairs and ramps are to be integrated with the landscape design; and
  - the maximum height of retaining walls within the rear setback is not to exceed 1.2m.

### **3.11 Site facilities**

Site facilities include loading areas, garbage areas, mail boxes, external storage areas, courier/service entries, and residential clothes drying facilities.

Site facilities are to be considered at an early stage of design development. This ensures that the impact of necessary site facilities on the public domain and adjacent properties can be minimised.

##### **Objectives**

- O1. Provide appropriate site facilities for retail, commercial and residential uses.
- O2. Minimise the impact of site facilities on the streetscape and public domain.
- O3. Provide adequate garbage and recycling areas to all developments.

##### **Control**

- C1. Please refer to Part C and G8 of this DCP for specific controls.

### **3.12 On-site parking**

##### **Objectives**

- O1. Encourage more sustainable forms of movement such as public transport, car-sharing, walking and cycling for all trips.
- O2. Encourage pedestrian activity.
- O3. Minimise visual impact of car parking on street and adjoining sites.

- O4. Provide resident and visitor car parking rates in accordance with those car parking rates as required under SEPP65.

**Controls**

- C1. Provide car parking for the commercial/retail premises at the rate of 1 space per 50m<sup>2</sup> of gross lettable floor space in accordance with the Wentworthville Centre Planning and Place Making Strategy.
- C2. Provide residential car parking at the rate specified in SEPP65, and in accordance with the *Guide to Traffic Generating Developments* (Roads and Maritime Services) or otherwise specified document.
- C3. Lockable on-site bicycle parking is to be provided for residential and non-residential uses.
- C4. Basement parking should be located directly under building footprint to maximise opportunities for deep soil planting unless the structure can be designed to support mature plants and deep root plants.
- C5. Along active frontage, basement parking must be located fully below the level of the footpath.

### **3.13 Landscaping**

**Objectives**

- O1. Create a high quality and appealing streetscape on Station Street that includes provision of street trees (plantings).
- O2. Protect the amenity of adjacent properties through provision of a landscape (vegetation) transition that will provide privacy, a visual and noise interruption between, and improve the interface between the site and the adjacent lower scale and density properties to the east.

**Controls**

- C1. The land within the rear setback is to include landscaping and deep soil planting. This landscaping is to have a width of min. 8m measured from the rear property boundary.
- C2. The rear setback area is to be landscaped using native planting. It should include a diverse selection of locally indigenous plant species which are robust and drought-tolerant.

### **3.14 Environmental performance**

**Objectives**

- O1. Reduce environmental impact over the life cycle of a building.
- O2. Reduce the necessity for mechanical heating and cooling.
- O3. Enhance local biodiversity through the planting of diverse native plant species.
- O4. Encourage the 'greening' of the site through vegetation planting of the buildings external areas including rooftop.
- O5. Promote renewable energy initiatives.

### **Controls**

- C1. Ensure rain water is captured, stored and used for non-potable uses such as irrigation of landscaping.
- C2. Native planting to be incorporated in on-site landscaping.
- C3. Where possible, incorporate a dual water system that recycles grey water for toilet flushing and car washing.
- C4. Consideration should be given to utilising roof space for developing roof gardens (green roof).
- C5. Where appropriate biowalls (green walls) should be incorporated in the design of buildings.

### **3.15 Roof garden (green roof) + biowall (green wall)**

#### **Objectives**

- O1. Add insulation to the façade.
- O2. Act as bio-filters and reduce the rate of stormwater runoff.
- O3. Reduce the destruction caused by UV rays, as well as be an aesthetic feature.

#### **Controls**

- C1. Provide a green and/or community garden on the roof of the building (Refer to Figure 14).
- C2. Where possible incorporate exterior and interior green walls (Refer to Figure 15).
- C3. The design of the green roof is to:
  - allow for access and ease of movement from within the development and from the roof garden; and
  - minimise overlooking of neighbouring properties through use of passive screening or planting.



Figure 14: Roof garden (source: [www.pinterest.com](http://www.pinterest.com))



Figure 15: Biowall (green wall) (source: [www.pinterest.com](http://www.pinterest.com))

This page has been left intentionally blank.