

Part

**N**

# **Transitway Station Precinct Controls**

Holroyd Development  
Control Plan 2013

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## Transitway

### Introduction

This Part of Holroyd Development Control Plan 2013 provides a framework that will guide future development along the Liverpool to Parramatta Transitway and in particular, the Mays Hill, Finlayson and Sherwood Precincts.

### Where this Plan applies

This Part of DCP 2013 applies to all development within the Transitway Precincts of Mays Hill, Finlayson and Sherwood as shown in Figures 1-3.

### Relationship to other parts

Part N of Holroyd DCP 2013 shall be read in conjunction with the following Parts of Holroyd DCP 2013, which contain Objectives and Development Controls that relate to development in this Part:

- Part A - General Controls
- Part B - Residential Controls
- Part C - Business, Shop Top Housing and Mixed Use Development Controls
- Part E - Public Participation
- Part F - Advertising and signage
- Part H - Heritage and Conservation Controls
- Part J - Child Care Centre Controls

Definitions



Figure 1- Mays Hill Transitway Precinct



Figure 2- Finlayson Transitway Precinct



Figure 3- Sherwood Transitway Precinct

## I. Mays Hill Transitway Precinct

### Desired Future Character Statement

The desired future character for Mays Hill is an active, urban area which makes full use of its proximity to public transport and services, as well the Parramatta Central Business District.

A mix of uses and good pedestrian access will encourage a fuller utilisation of the interface along the Great Western Highway. Taller buildings along the highway will include retail and commercial uses at the ground level, near the Transitway station, to promote an active and safe public domain. Residential development above will offer convenient access to the Transitway station and precinct. A new laneway between Burnett Street and Robilliard Street will improve permeability, and allow for rear lane access.

Away from the highway, a transition between higher and lower density dwellings will occur. The surrounding streets will be more domestic in scale that easily accesses the shops and services of Mays Hill and the extensive open space. The opportunity for social interaction, provided by buildings directly addressing streets, will promote a sense of community.

Existing character, where desirable, will be kept, but a greater range of housing choice will be provided through the construction of medium density dwellings. Well designed buildings will contribute to the public domain. Site consolidation will allow more usable open space to be incorporated into new developments.

### Objectives

01. To create an active urban area with a wide range of services and mixed uses in close proximity to public transport by:
  - mix of uses and good pedestrian access along the interface of the Great Western Highway; and
  - allowing taller buildings along the highway that include retail and commercial uses at ground level; and
  - creating a sense of community through retaining the domestic scale in the areas adjacent to the highway; and
  - consolidating sites to allow for more usable open space.
02. To ensure development responds to:
  - Site opportunities and constraints; and
  - The need for concentrated activity, building height and building mass on the highway, while retaining a suburban feel to the adjacent blocks; and
  - The need for high quality building and design.
03. To ensure buildings in the Mays Hill Transitway Station Precinct, regardless of its use or type, are of a quality design, such that the design:
  - Responds and contributes to its context being the key natural and built features of the area; and
  - Provides an appropriate scale in terms of the bulk and height that suits the scale of the street and the surrounding buildings; and
  - Achieves an appropriate built form for the site and the building's purpose, in terms of building alignments, proportions, building type and the manipulation of building elements; and

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- Has a density appropriate for the site and its context, in terms of floor space yields (or numbers of units or residents); and
  - Makes efficient use of natural resources, energy and water through the building's full life cycle, including construction; and
  - Recognise that together landscape and buildings operate as an integrated and sustainable system, resulting in greater aesthetic quality and amenity for both occupants and the adjoining public domain; and
  - Provides amenity through the physical, spatial and environmental quality of the development; and
  - Optimises safety and security, both internal to the development and for the public domain; and
  - Responds to the social context and needs for the local community in terms of lifestyles, affordability, and access to social facilities; and
  - Provides quality aesthetics that
    - Require an appropriate composition of building elements, textures, materials and colours; and
    - Reflect the use, internal design and structure of the development.
  - Permits appropriate access to the development that doesn't compromise the safety or disrupt the transitway network.
- O4.** Promote the principles of ecologically sustainable development.
- O5.** To ensure flexible floor plates are provided to allow for mixed uses at ground floor level fronting primary streets.
- O6.** Maintain retail, commercial and community activity at street and ground floor level to deliver an active enterprise corridor and encourage commercial office space or other suitable non-residential uses at the first floor level of development.

## I.1. Site Consolidation and Frontage

### Objectives

01. To ensure all sites provide the required minimum frontage to adequately provide for basement car parking;
02. To ensure all sites achieve the required minimum width to allow for a site configuration that permits a consistent character and landscaped open space to the rear of sites;
03. To ensure any site amalgamation pattern does not restrict the development opportunity of any adjoining site or the ability of adjoining sites to provide basement carparking or rear open space;
04. To ensure future redevelopment results in quality streetscapes, amenity, and appropriate passive surveillance, landscape and open space.
05. To require a more continuous building form along the Great Western Highway.
06. To ensure vehicular access for properties facing the Great Western Highway is provided from secondary streets or laneways.

### Development Controls

- C1. Amalgamation of lots in accordance with Figure 4 (a) and (b) is required for redevelopment.
- C2. Land locking of adjoining sites is not permitted. Properties shall be amalgamated to ensure the minimum frontage is obtainable without reducing the developability of adjacent properties.
- C3. Notwithstanding C1, the minimum lot frontage for all development fronting the Great Western Highway shall be 45 metres.

Note: Minimum frontage requirements are located in Parts B and C of this DCP.

- C4. 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 Valuers Institute, and
  - Evidence that a reasonable offer has been made to the owners(s) of the affected sites to purchase and valuation reports.
- C5. Alternative consolidation patterns may be considered by Council if it can be demonstrated that development controls can be satisfied on the land and adjoining properties.
- C6. 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, including achieving the required vehicular access, basement parking and built form.

## Transitway

Note:

- Potential value can include, (but is not limited to) the land locked site developed jointly with adjoining properties, or on its own, under Holroyd LEP 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 lodgment of the development application.



Figure 4(a)- Lot amalgamation plan - north

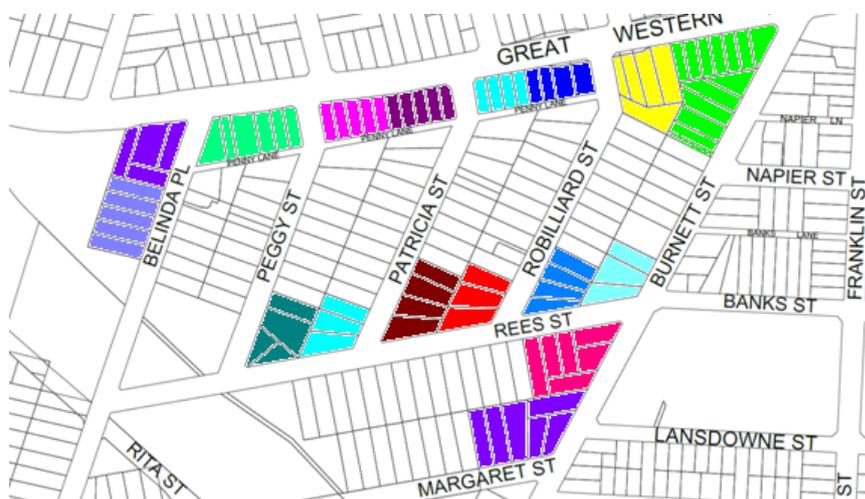


Figure 4(b)-Lot amalgamation plan - south

## I.2. Private Accessway, Laneways and Vehicular Access

### Objectives

- O1. To ensure buildings fronting the Great Western Highway have vehicular access from the rear or side of the property to improve vehicular and pedestrian traffic flow, pedestrian safety, site functionality and reduce impacts on the wider network.
- O2. To ensure secondary vehicular access is created, where necessary, to mitigate amenity and access constraints currently affecting or likely to affect the Mays Hill Transitway Precinct.
- O3. To ensure all developments are able to obtain the required vehicular access and future developability of sites is not restricted.
- O4. To ensure sites utilise existing access ways from the rear of the property for vehicular access and parking.
- O5. To mitigate any impacts of vehicular traffic on residences and the adjoining precinct.
- O6. To minimise the visual impact of vehicle entrances to basement car parking through good design and use of site slope and side setbacks, where appropriate.
- O7. To allow improved circulation space for pedestrians and future residents within the precinct and ensure the creation of clear and direct pedestrian connections.

### Development Controls

- C1. Vehicular access to properties fronting the Great Western Highway and those within the B6 zone on Burnett Street and Robilliard Street must be provided from the rear or side, via laneways or secondary roads.
- C2. Vehicular entry points shall be located away from intersections.
- C3. Vehicular access from the Great Western Highway is not permitted from properties identified on Figure 5 and access must be provided from the rear or side via laneways or secondary roads.
- C4. An 8 metre connecting laneway is required in accordance with Figure 6 for the redevelopment of properties bounded by the Great Western Highway, Burnett Street and Robilliard Street.
- C5. A 6 metre wide vehicular accessway shall be provided from Good Street in accordance with Figure 7.
- C6. A pedestrian link shall be provided from Joyner Street that connects with the vehicular access from Good Street in accordance with Figure 7.
- C7. A pedestrian link shall be provided between Telfer Place and the Great Western Highway in accordance with Figure 7a.
- C8. Laneways shall be treated as shared spaces to provide unimpeded access from apartments to common facilities and open space.
- C9. Refer to Part B and Part C this DCP to ensure that any relevant objectives and controls for vehicular access are complied with.

Transitway



Figure 5 - Properties where vehicular access is not permitted from the Great Western Highway or Burnett Street



Figure 6- Proposed Laneway

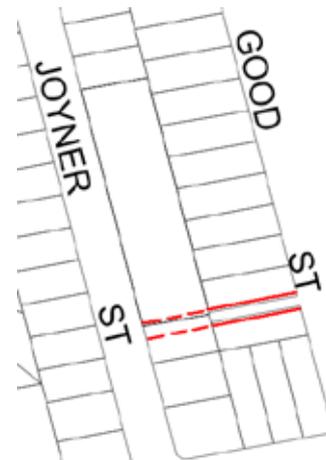


Figure 7 - Proposed vehicular accessway and pedestrian link

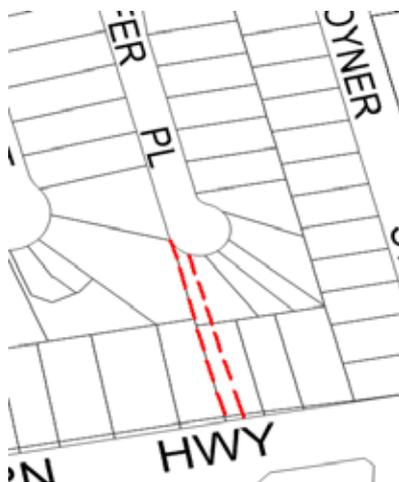


Figure 7a - Proposed pedestrian link

**Transitway**

**1.3. Building Height**

**Objectives**

- 01. To require an appropriate scale relationship between building heights and street width.
- 02. To ensure the appropriate management of overshadowing, access to sunlight and privacy.
- 03. To enable flexibility of uses by implementing higher floor to ceiling heights within buildings for the ground and first floors.
- 04. To reduce the visual impact of buildings on the public domain.
- 05. To allow activation of the street edge on primary roads.

**Development Controls**

- C1. The maximum height for development within the Mays Hill Transitway Precinct is detailed within the Holroyd Local Environmental Plan 2013, as a written statement and associated maps.
- C2. The maximum building storey limits are detailed in Figures 8 and 9.
- C3. Street wall heights, setbacks and minimum floor to ceiling heights are referenced in Parts B and C of this DCP.



Figure 8- Building Heights- North



Figure 9- Building Heights- South

**Legend**

	— 2 storeys
	— 3 storeys
	— 4 storeys
	— 5 storeys
	— 6 storeys
	— 7 storeys
	— 8 storeys

Transitway

### 1.4. Building Setbacks

#### Objectives

- 01. To create a clear threshold by providing a transition between public and private space.
- 02. To establish the desired spatial proportions of the street.
- 03. To ensure a continuous built edge within commercial and mixed use development for activation of the street edge is achieved.
- 04. To ensure visual and acoustic privacy for residential development is enabled
- 05. To ensure a landscaped setback character for residential development is retained.
- 06. To ensure setbacks that respond appropriately to the building separation requirements are achieved.

#### Development Controls

- C1. Setbacks shall be in accordance with Figures 10 & 11.  
 Note: Road widening requirements detailed in Section 1.5 of this Part may apply in certain locations.
- C2. A 4 metre setback is required for properties fronting the Great Western Highway between Joyner Street and Good Street to allow for mixed use development to occur and sufficient space for landscaping.
- C3. The residential component of developments fronting the Great Western Highway between Burnett Street and Robilliard Street shall have a setback of 1 metre for all levels above the first floor.
- C4. Buildings facing the Great Western Highway are to be built to the boundary of adjoining properties to form a continuous street edge.

**Note:** Side and rear setbacks and building separation, unless indicated otherwise in Figure 10 & 11, are to be in accordance with setbacks indicated in Part B or Part C of this plan.

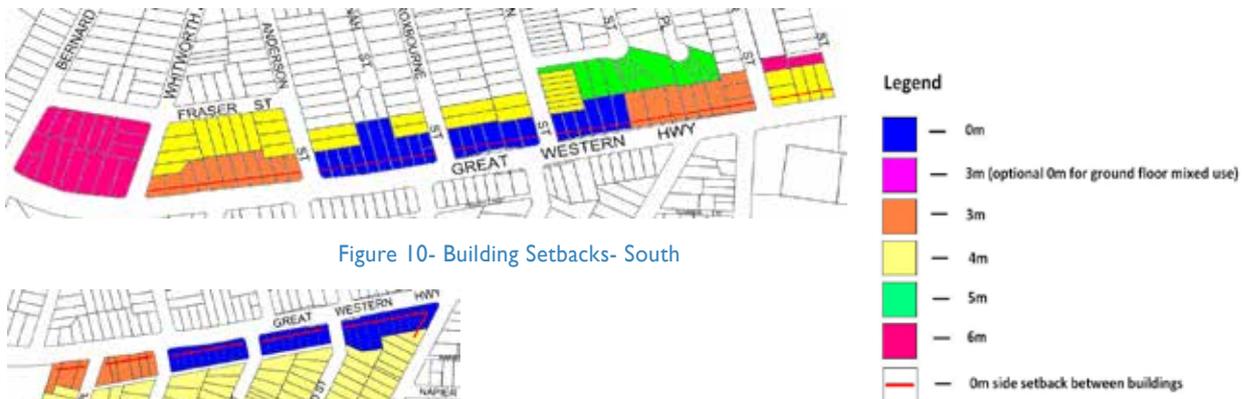


Figure 10- Building Setbacks- South



Figure 11- Building Setbacks- North

## 1.5 Site Design and Appearance

### Objectives

- O1. To require development in Good Street to be orientated across the amalgamated sites.
- O2. To ensure building design incorporates the use design solutions suitable to the location.
- O3. To ensure the articulation of buildings creates a desirable street presentation.

### Development Controls

- C1. Developments shall be oriented to front boundaries.
- C2. Development on properties 84-88 Great Western Highway shall incorporate high quality, innovative and sustainable design solutions to emphasise and represent their gateway location.
- C3. Vertical articulation and a break in the building facade is required above the fourth storey for buildings exceeding 25 metres in length.

## Transitway

### 1.6 Road Widening

#### Objectives

01. To ensure a minimum width of 5.5 metres from the kerb to the property boundary is reserved for the purpose of pedestrian facilities.
02. To ensure an adequate amount of land is identified for the purpose of future road widening.
03. To ensure adequate land is provided for the provision of safe pedestrian and cycling facilities.
04. To achieve a more consistent carriageway width along the Great Western Highway.
05. To provide wider carriageways and footpaths to cater for the increase in vehicular and pedestrian traffic.

#### Development Controls

- C1. Road widening is required along both sides of the Great Western Highway to result in a footpath width of 5.5 metres from the kerb to the property boundary as indicated in Figure 12.
- C2. Properties located behind the Transitway stops shall have a 4 metre separation between the rear of the bus shelter and the building line to allow for the continuation of the shared pedestrian/cycle footpath.

Note: The 5.5 metre wide setback shall allow for a shared footpath consisting of the following dimensions:

- A 1.5 metre verge from the kerb
- A 2.5 metre shared path
- A 1.5 metre distance from the shared path to the building line

Note: The amount of land required to meet the minimum 5.5 metre reserve is variable and will depend on each individual property's existing setback.



Figure 12 - Properties subject to the 5.5 metre footpath widening reserve

## 2. Finlayson Transitway Station Precinct

### Desired Future Character Statement

Finlayson station will be a better integrated part of the precinct as higher density residential development occurs in close proximity to the station. The pedestrian experience will be improved through increased ground floor activity on the Highway and a sense of connectivity between the two parts of the precinct created through consistent setbacks and streetscaping.

The precinct will continue to serve neighbourhood needs and passing trade captured by the existing highway uses. The existing commercial area will be expanded, creating an activity zone that includes the Transitway station. A variety of uses at ground level will create a safe and animated environment. Taller buildings will be placed to take advantage of a topography which will minimise their impact. Lower buildings will provide a transition between the precinct and adjoining low rise dwellings and heritage areas.

Site consolidation will allow ample communal open space to be offered to residents. Visitors and residents will enjoy a pedestrian network that is pleasant convenient while access to nearby parks will be improved.

### Objectives

01. To focus new development around the existing commercial precinct of the Finlayson Transitway Station, that shall consist of:
  - Where permissible, retail and commercial uses, at ground floor fronting the Great Western Highway, and
  - Appropriate residential development around the commercial core, and
  - Facilitating appropriate scale and size of development.
02. Any proposed development in the Finlayson Transitway Precinct responds to:
  - Site opportunities and constraints, and
  - The need for high quality building design
03. Any proposed building in the Finlayson Transitway Station Precinct, regardless of its use or type, being of a quality design, such that the design:
  - Responds and contributes to its context, being the key natural and built features of the area, and
  - Provides an appropriate scale in terms of the bulk and height that suits the scale of the street and the surrounding buildings, and
  - Achieves an appropriate built form for the site and the building's purpose, in terms of building alignments, proportions, building type and the manipulation of building elements, and
  - Has a density appropriate for the site and its context, in terms of floor space yields (or numbers of units or residents, and
  - Makes efficient use of natural resources, energy and water throughout the building's full life cycle, including construction, and
  - Recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in greater aesthetic quality and amenity for both occupants and the adjoining public domain, and
  - Provides amenity through the physical, spatial and environmental quality of the development, and

## Transitway

- Optimises safety and security, both internal to the development and for the public domain, and
  - Responds to the social context and needs of the local community in terms of lifestyles, affordability, and access to social facilities, and
  - Provides quality aesthetics that:
    - Require an appropriate composition of building elements, textures, materials and colours, and
    - Reflect the use, internal design and structure of the development.
  - All development within the Finlayson Transitway Station Precinct shall be undertaken in a way that promotes the principles of ecologically sustainable development.
04. To ensure any development adjoining a heritage item does not adversely impact upon the heritage item and/or heritage conservation area.
  05. All development within the Finlayson Transitway Station Precinct shall be undertaken in a way that promotes the principles of ecologically sustainable development.
  06. Maintain retail, commercial and community activity at street and ground floor level to deliver an active enterprise corridor and encourage commercial office space or other suitable non-residential uses at the first floor level of development.
  07. To encourage mixed use development along the enterprise corridor and local business centre.

### 2.1. Site consolidation

#### Objectives

01. To ensure all sites achieve the required minimum width to adequately provide for basement car parking;
02. To 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;
03. To ensure any site amalgamation pattern does not restrict the development opportunity of any adjoining site or the ability of adjoining sites to provide basement carparking or rear open space;
04. To encourage a more continuous building form;

#### Development Controls

- C1. Amalgamation of lots in accordance with Figure 13 is required for redevelopment.
- C2. The minimum lot frontage for all development in Finlayson shall be 30 metres.
- C3. 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 Valuers Institute, and;

## Transitway

- Evidence that a reasonable offer has been made to the owners(s) of the affected sites to purchase and valuation reports.
- C4.** Alternative consolidation patterns may be considered by Council if it can be demonstrated that development controls can be satisfied on the land and adjoining properties.
- C5.** 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, including achieving the required vehicular access, basement parking and built form.
- C6.** 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.
- C7.** Properties not identified in Figure 13 shall redevelop in accordance with the development controls detailed in Part C of this DCP.

## Note:

- Potential value can include, (but is not limited to) the land locked site developed jointly with adjoining properties, or on its own, under Holroyd LEP 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 lodgment of the development application.

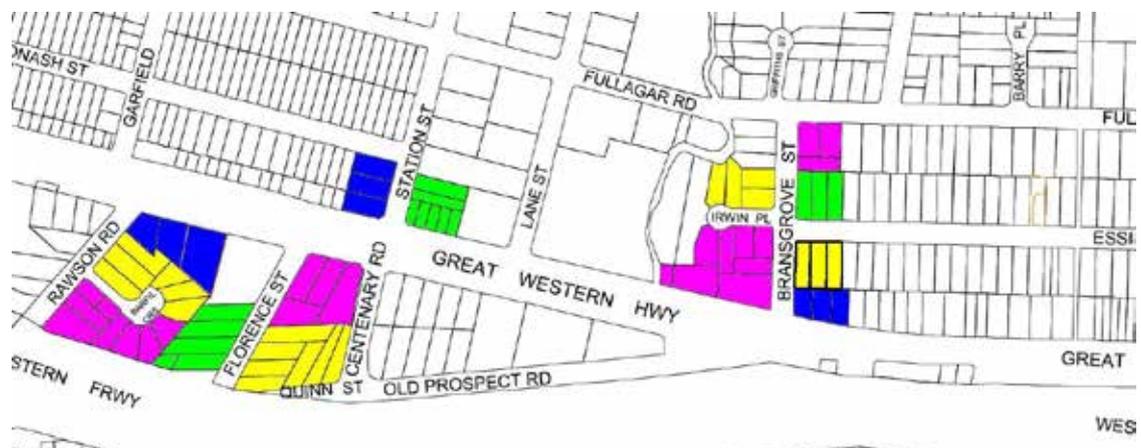


Figure 13- Lot Amalgamation Plan

## 2.2. Private Accessway, Land Dedication and Vehicular Entries

### Objectives

01. To require buildings fronting primary roads to have vehicular access from the rear or side of the property.
02. To ensure sites utilise existing access ways from the rear of the property for vehicular access and parking.
03. To create secondary vehicular access where necessary to mitigate amenity and access constraints.
04. To create clear and direct pedestrian connections.
05. To allow improved circulation space for pedestrians and future residents within the precinct.

### Development Controls

- C1. A 12 metre connecting laneway between Rawson Road and Florence Street is required in accordance with Figure 14.
- C2. A 15 metre connecting laneway between Florence Street and Quinn Street is required in accordance with Figure 14.
- C3. A pedestrian link is required between Chelmsford Road and Centenary Road as identified in Figure 14a.
- C4. Where buildings front the Great Western Highway and Centenary Road, vehicular access must be provided from the rear or side, via laneways or secondary roads.
- C5. Refer to Part B and Part C of Holroyd Development Control Plan 2013 to ensure that any relevant objectives and controls for vehicular access are complied with.

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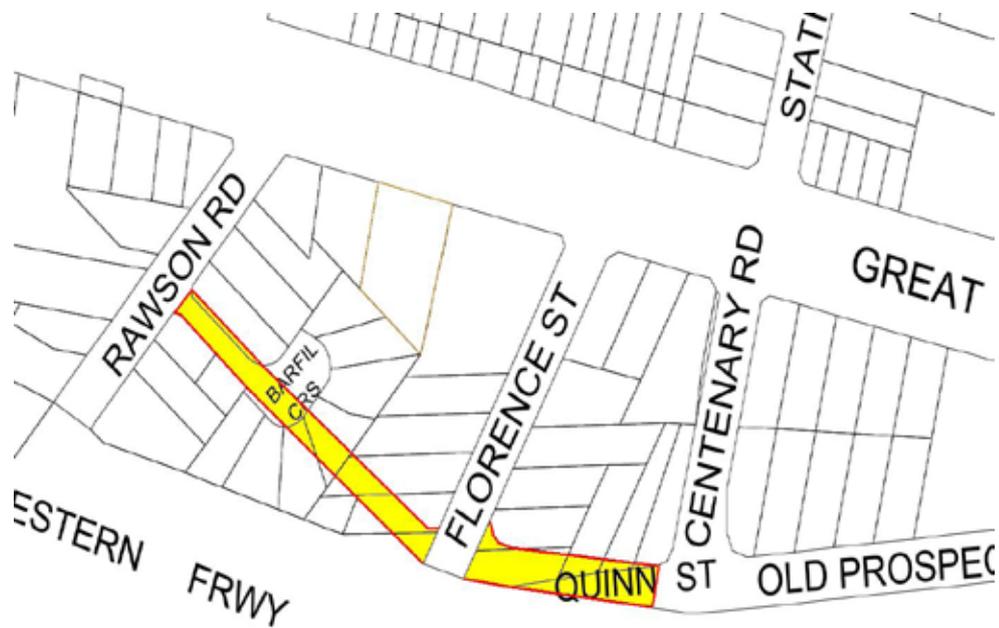


Figure 14- Proposed Laneways



Figure 14a- Proposed pedestrian link

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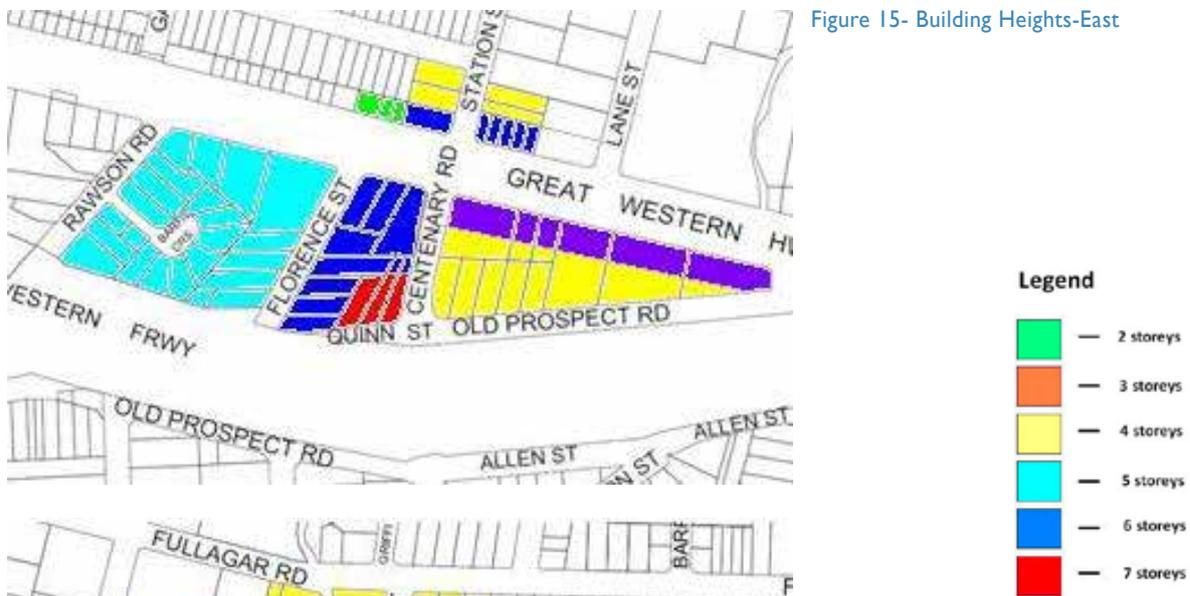
### 2.3. Building Height

#### Objectives

- 01. To require an appropriate scale relationship between building heights and street width.
- 02. To ensure the appropriate management of overshadowing, access to sunlight and privacy.
- 03. To enable flexibility of uses by implementing higher floor to ceiling heights within buildings for the ground and first floors.
- 04. To reduce the visual impact of buildings on the public domain.
- 05. To allow activation of the street edge on primary roads.

#### Development Controls

- C1. The maximum height for development within the Finlayson Transitway Precinct is detailed within the Holroyd Local Environmental Plan 2013, as a written statement and associated maps.
- C2. The maximum building storey limits are detailed in Figures 15 and 16.
- C3. Street wall height, setbacks and minimum floor to ceiling heights are referenced in Parts B and C of this DCP.



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## 2.4. Building Setbacks

### Objectives

- 01. To create a clear threshold by providing a transition between public and private space.
- 02. To establish the desired spatial proportions of the street.
- 03. To require a continuous built edge within commercial and mixed use development for activation of the street edge.
- 04. To enable visual and acoustic privacy for residential development.
- 05. To require setbacks which appropriately respond to the building separation requirements.
- 06. To retain a landscaped setback character for residential development.

### Development Controls

- C1. Setbacks shall be in accordance with Figures 17 and 18.
- C2. Development along the Great Western Highway between:
  - South - Rawson Road and Centenary Road
  - South - Centenary Road, Old Prospect Road and Great Western Highway
  - North - Land Street and Bransgrove Street
  - North - Intersection of Station Street and Great Western Highway (east and west); shall be built to the boundary to form a continuous street edge.

Note: Front, side and rear setbacks, unless indicated otherwise in Figures 17 and 18 are to be in accordance with setbacks indicated in Part B or Part C of this plan.



Figure 17- Setbacks- North

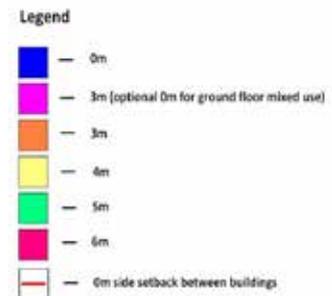


Figure 18- Building Setbacks-South

### 3. Sherwood Transitway Station Precinct

#### Desired Future Character Statement

Sherwood will become a compact mixed use centre. It will retain the feel of a neighbourhood, but higher density residential development will increase housing choice and maximise the use of the transitway precinct and station. Site consolidation and redevelopment will rationalise land use and define the precinct.

Higher residential densities will be centred around the Transitway station. More consistent setbacks and more attractive built form will define the street edges and increase residential amenity.

New laneways will increase permeability for pedestrians. The compact form of Sherwood will encourage walking. Services will be available in close proximity to the Transitway station, convenient for time-poor commuters.

Early planning for a supermarket will encourage its integration into the area. "Sleeving" the supermarket and other large plate facilities will promote activity around it, creating a safe and interesting environment for pedestrians.

#### Objectives

01. To create an active and vibrant mixed use, transit oriented village by:
  - Allowing active retail uses to front Sherwood Road, and
  - Where permitted, providing the opportunity for appropriate commercial activity, and
  - Prioritising pedestrians throughout the business core of the precinct, and
  - Facilitating appropriate scale and size of development.
02. Improvement of vehicular and pedestrian traffic flow in the precinct by:
  - Restricting vehicular egress and ingress to buildings on Sherwood Road and Merrylands Road, and
  - Where necessary, the creation of new street connections, and
  - The creation of clear and direct pedestrian through site links in the business core of the Precinct, and
  - Enabling clear and direct pedestrian accessibility to the Sherwood Transitway station.
03. Any proposed development responds to:
  - Site opportunities and constraints, and
  - The prominence of the intersection of Sherwood and Merrylands Roads, and
  - The need for high quality building design.
04. Any proposed building in the Sherwood Transitway Station Precinct, regardless of its use or type, being of a quality design, such that the design:
  - Responds and contributes to its context, being the key natural and built features of the area, and
  - Provides an appropriate scale in terms of the bulk and height that suits the scale of the street and the surrounding buildings, and
  - Achieves an appropriate built form for the site and the buildings purpose, in terms of building alignments, proportions, building type and the manipulation of building elements, and
  - Has a density appropriate for the site and its context, in terms of floor space yields (or numbers of units or residents), and
  - Makes efficient use of natural resources, energy and water throughout the building's full life

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- cycle, including construction, and
  - Recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in greater aesthetic quality and amenity for both occupants and the adjoining public domain, and
  - Provides amenity through the physical, spatial and environmental quality of the development, and
  - Optimises safety and security, both internal to the development and for the public domain, and
  - Responds to the social context and needs of the local community in terms of lifestyles, affordability, and access to social facilities, and
  - Provides quality aesthetics that:
    - Require an appropriate composition of building elements, textures, materials and colours, and
    - Reflect the use, internal design and structure of the development
- O5.** All development within the Sherwood Transitway Station Precinct shall be undertaken in a way that promotes the principles of ecologically sustainable development.
- O6.** Maintain retail, commercial and community activity at street and ground floor level to deliver an active enterprise corridor and encourage commercial office space or other suitable non-residential uses at the first floor level of development

### 3.1. Site Consolidation

#### Objectives

01. To ensure all sites provide the required minimum frontage to adequately provide for basement car parking;
02. To 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 the site;
03. To ensure any site amalgamation pattern does not restrict the development opportunity of any adjoining site or the ability of adjoining sites to provide basement carparking or rear open space;
04. To establish fine grain shopfronts along primary retail streets.

#### Development Controls

- C1. Amalgamation of lots in accordance with Figure 19 is required for redevelopment
- C2. The minimum lot frontage for all development in the Sherwood Precinct shall be 30 metres.
- C3. 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
  - properties. There are to be undertaken by two independent valuers registered with the Australian Institute of Values, and;
  - Evidence that a reasonable offer has been made to the owner(s) of the affected sites to purchase and valuation reports.
- C4. 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 part of Holroyd DCP 2013, including achieving the required vehicular access, basement parking and built form.
- C5. 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.

#### Note:

- Potential value can include, (but is not limited to) the land locked site developed jointly with adjoining properties, or on its own, under Holroyd LEP 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 lodgment of the development application.

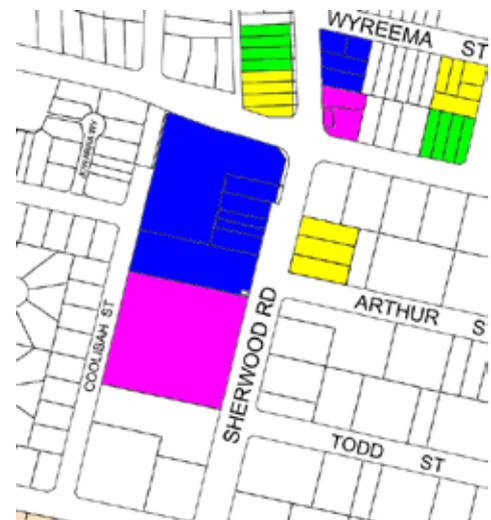


Figure 19- Lot Amalgamation Plan

## Transitway

### 3.2. Private access ways, vehicular entries and land dedication

#### Objectives

01. To require buildings fronting primary roads to locate vehicular access at the rear of the property.
02. To ensure sites utilise existing access ways from the rear of the property for vehicular access and parking.
03. To mitigate any impacts of vehicular traffic on residences and the adjoining precinct.
04. To allow improved circulation space for pedestrians and future residents within the precinct.
05. To ensure pedestrian connections have sufficient width to allow for outdoor dining in commercial areas.

#### Development Controls

- C1. Where possible, buildings fronting Sherwood, Centenary or Merrylands Roads, must be provide vehicular access from the rear or side, via laneways or secondary roads.
- C2. Dedication of land at all corners of the intersection of Sherwood Road and Merrylands Road and Centenary Road for public domain improvements is required in accordance with Figure 20 for development.
- C3. A 12 metre connecting laneway between Merrylands Road and Coolibah Street is required in accordance with Figure 20.
- C4. Refer to Part B and Part C of Holroyd Development Control Plan 2013 to ensure that any relevant objectives and controls for vehicular access are complied with.

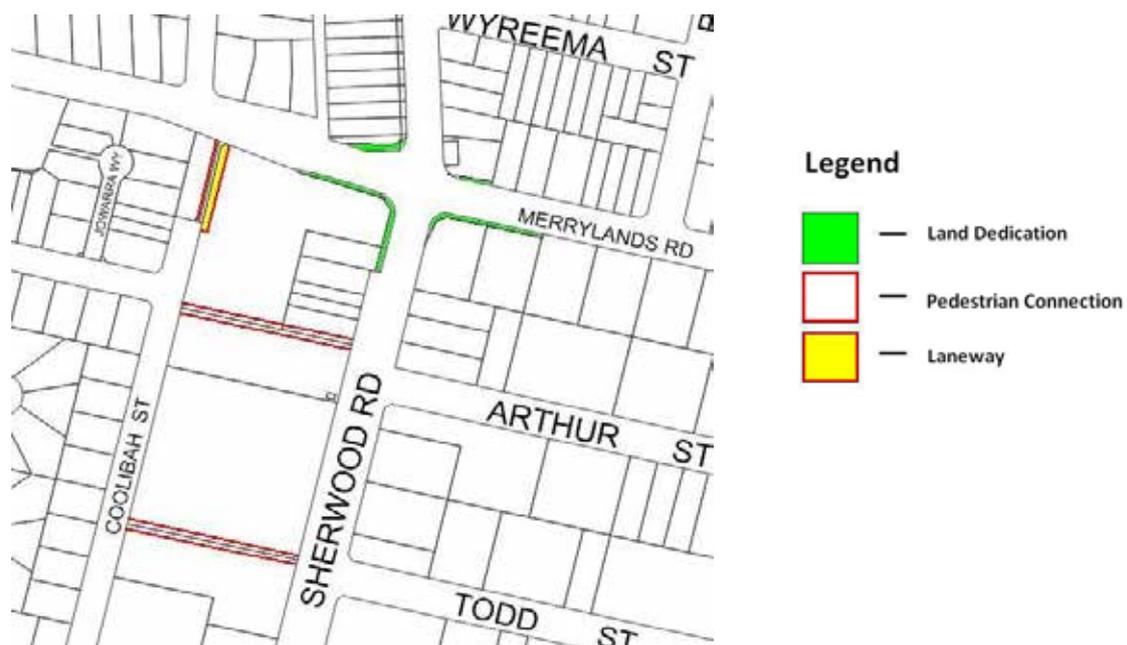


Figure 20- Proposed laneways and land dedications

## Transitway

### 3.3. Building Height

#### Objectives

01. To ensure an appropriate scale relationship between building height and street width.
02. To ensure the appropriate management of overshadowing, access to sunlight and privacy.
03. To enable flexibility of uses by implementing higher floor to ceiling heights within buildings for the ground and first floors.
04. To reduce the visual impact of buildings on the public domain.
05. To allow activation of the street edge on primary road.

#### Development Controls

- C1. The maximum height for development within the Sherwood Transitway Precinct is detailed within the Holroyd Local Environmental Plan 2013, as a written statement and associated maps.
- C2. The maximum building storey limits are detailed in Figure 21.
- C3. Street wall height, setbacks and minimum floor to ceiling heights are referenced in Parts B and C of this DCP.



Figure 21- Building Heights

### 3.4. Building Setbacks and Separation

#### Objectives

01. To create a clear threshold by providing a transition between public and private space.
02. To establish the desired spatial proportions of the street.
03. To require a continuous built edge within commercial and mixed use development for activation of the street edge.
04. To retain a landscaped setback character for residential development.
05. To require setbacks which appropriately respond to the building separation requirements.

#### Development Controls

- C1. Setbacks shall be in accordance with Figure 22.
- C2. Development along Sherwood Road is to be built to the boundary of adjoining properties to form a continuous street edge.

Note: Side setbacks, unless indicated otherwise in Figure 22 are to be in accordance with setbacks indicated in Part B or Part C of this plan.



Figure 22- Setbacks