4.1.12 Merrylands East Neighbourhood Centre Precinct

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 4.1.12.1).

This section is to be read in conjunction with other relevant parts of the Parramatta *DCP 2011*, *the Parramatta LEP 2011, State Environmental Planning Policy* (SEPP) *No 65—Design Quality of Residential Apartment Development,* and the *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 *Parramatta DCP 2011*, 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.

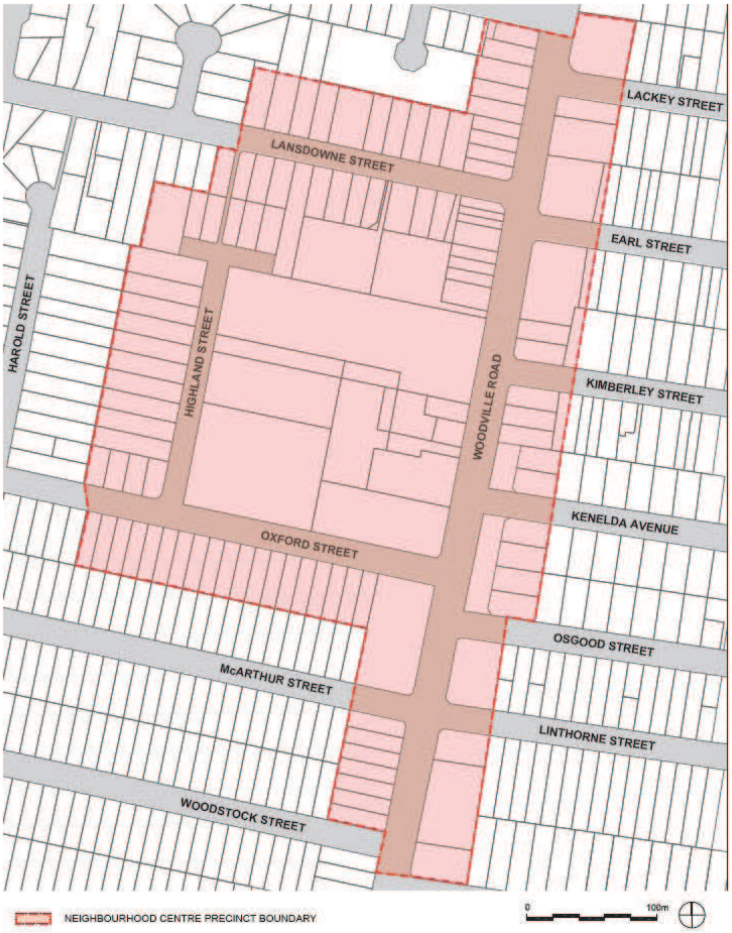

Figure 4.1.12.1
Merrylands East Neighbourhood Centre Precinct Map

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.

Objectives

In addition to general objectives listed in Section 4.1 Town and Neighbourhood Centres of this DCP, specific objectives of this precinct are identified below:

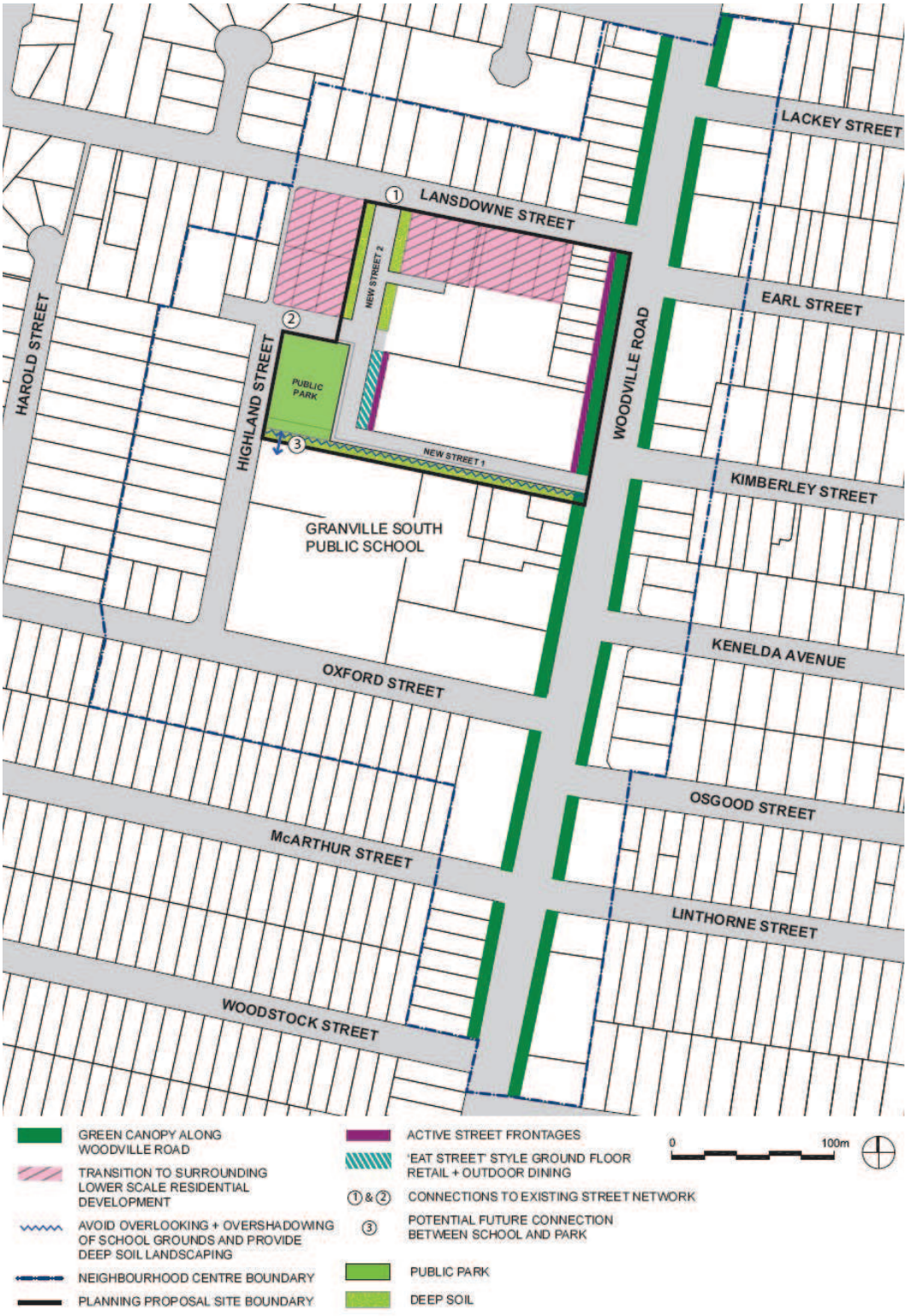

Figure 4.1.12.2
Precinct Principles

O.1 Ensure that future development does not prejudice the efficient delivery of future public transport solutions along Woodville Road.

O.2 Ensure development is setback to allow future road and carriageway widening.

O.3 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.

O.4 Ensure that the development provides for the greening of Woodville Road.

O.5 Development within the neighbourhood precinct is to be generally in accordance with Figure 4.1.12.2 Precinct Principles.

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, 246-264 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 4.1.12.3 Merrylands East Key Site (Woodville Road Planning Proposal).

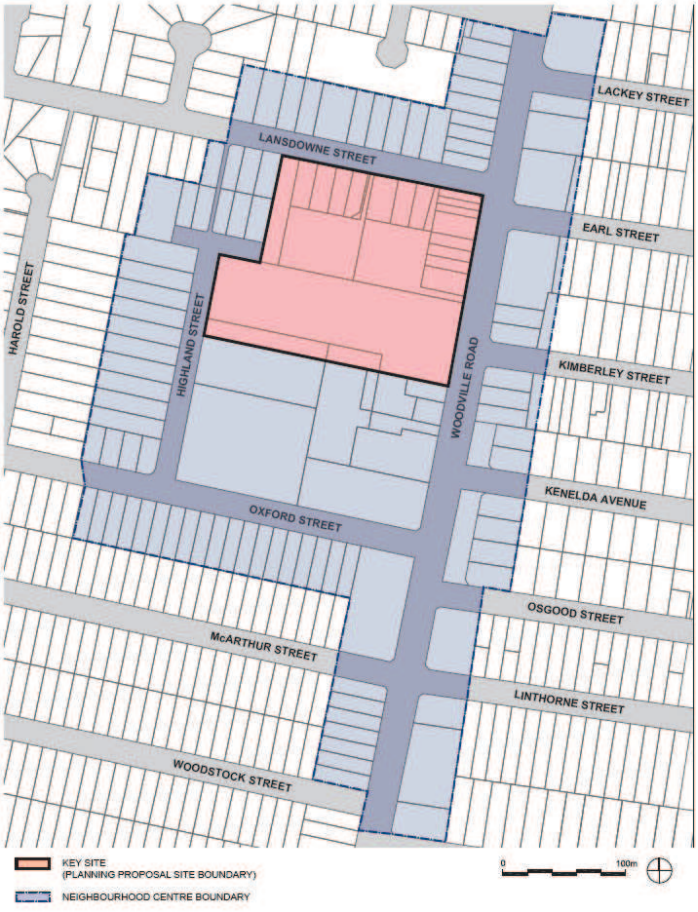

Figure 4.1.12.3
Merrylands East Key Site (Woodville Road Planning Proposal)

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.

Development Application Requirements

Refer to Cumberland Council's website (www.cumberland.nsw.gov.au) and Development Assessment Unit for development application requirements.

Controls

C.1 In addition to these standard requirements, all development applications are to provide:

- **A detailed traffic study**

Structure, Form and Density

Objectives

O.1 To define the desired structure, general form and density of development on the land.

O.2 To ensure the density of development on the land is suitable to its location, context and development capacity.

O.3 To facilitate the integration of the development of this key site with adjoining development and the neighbourhood centre precinct.

Design Principles

P.1 The development of the land is to establish a mixed-use centre, which will include a neighbourhood park and enhanced connectivity (pedestrian and visual) within and with adjoining development.

P.2 The development of the land is to 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.

P.3 The development of the land is to allow for a diversity of dwelling types and apartment sizes.

Controls

C.1 Development is to be in accordance with Figure 4.1.12.4 Site Structure and Land Use Plan.

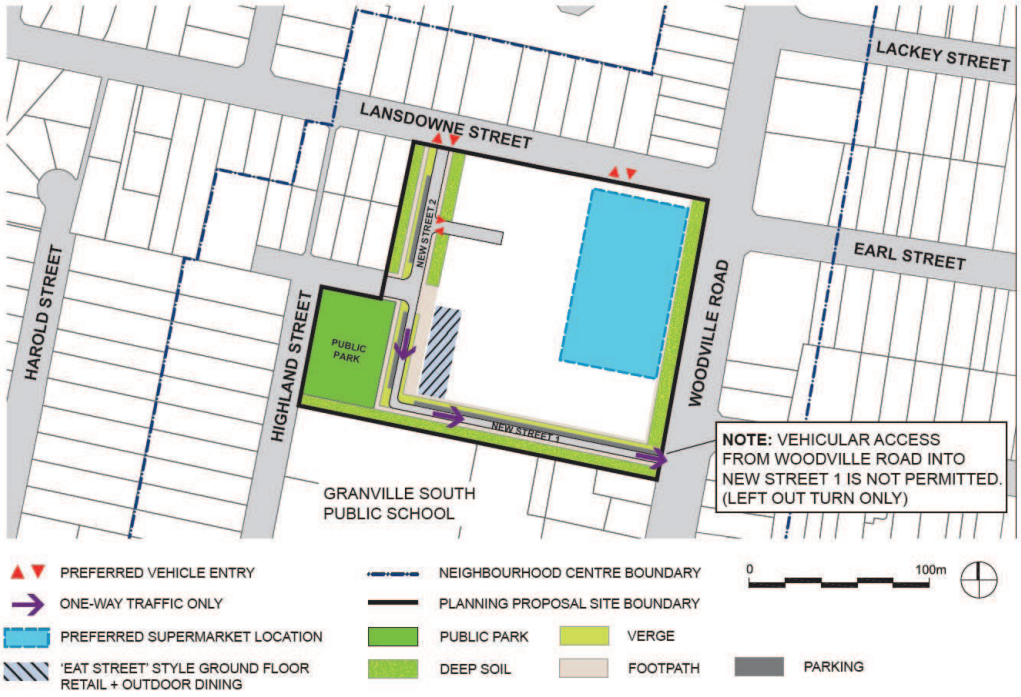

Figure 4.1.12.4
Site Structure and Land Use Plan

C.2 New Street 1 and New Street 2 (Refer Fig 4.1.12.4) 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.

C.3 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.

C.4 The ground floor and first floor of the proposed development on the key site are to be non-residential.

Lot Consolidation and Minimum Street Frontage

Objectives

O.1 To avoid isolating an adjoining site or sites, and facilitate the efficient delivery of infrastructure.

O.2 To assist in the delivery of well-designed built forms and streetscapes.

Design Principles

P.1 Development must be delivered in suitably sized and configured development parcels that facilitate the delivery of infrastructure.

P.2 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

C.1 Lots shall have a minimum street frontage as shown in Table 4.1.12.a

Table 4.1.12.a: Minimum Street Frontage

Street	MINIMUM STREET FRONTAGE	INTENTION
Woodville Road	30m	To encourage the consolidation of land and development of suitable building forms.
Lansdowne Street	20m	
Highland Street	20m	

C.2 Development must be designed and planned in relation to the development parcels as shown in Figure 4.1.12.5 Preferred Lot Consolidation unless it can be demonstrated that lot amalgamation cannot be achieved.

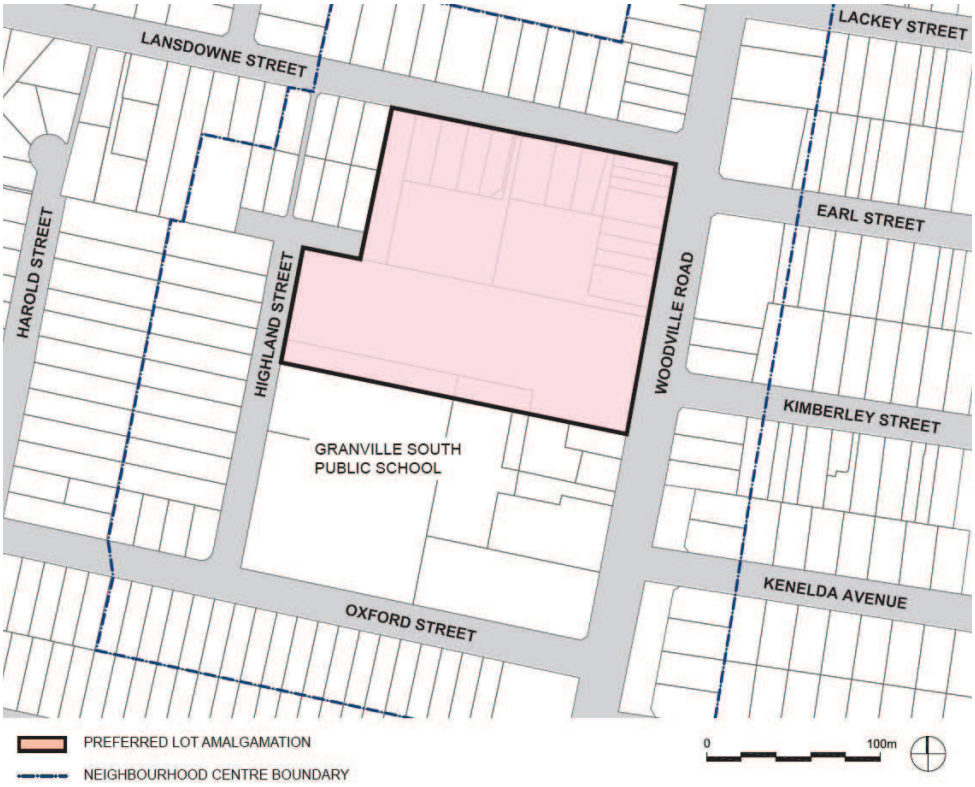

Figure 4.1.12.5
Preferred Lot Consolidation

C.3 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.

C.4 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.**

Building Heights

Design Principles

P.1 Distribute building heights within the key site to reinforce the site structure and achieve a height transition to adjoining development.

P.2 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

C.1 Development shall not impact on solar access or create overshadowing of the playground or sporting fields of the Granville South Public School.

C.2 The height of buildings is to be generally in accordance with Figure 4.1.12.6 Building Heights and all requirements of the ADG, particularly building separation.

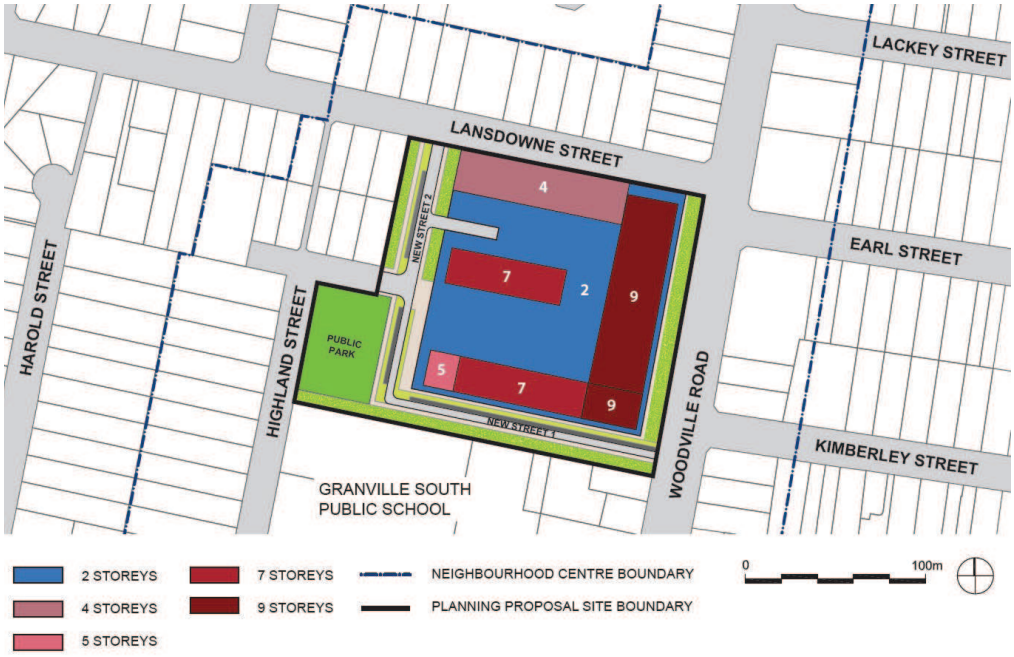

Figure 4.1.12.6
Building Heights (to be read in conjunction with Figure 4.1.12.7 Setbacks)

Setbacks

Objectives

O.1 To ensure that development does not limit the provision of public transport options or improvements on Woodville Road.

O.2 To ensure that development relates to the street hierarchy, and contributes to a suitable scale and street character.

O.3 To establish the new roads identified in the Site Structure Plan and Land Use Plan (Figure 4.1.12.4).

O.4 To maintain the amenity of Granville South Public School by minimising overshadowing and overlooking of the school grounds.

Design Principles

P.1 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 4.1.12.10).

P.2 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.

P.3 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

C.1 Minimum setbacks are to be in accordance with Figure 4.1.12.7 Setbacks (Please refer to Figures 4.1.12.8 to 4.1.12.15 for details).

C.2 Unless otherwise identified, street setbacks are to be in alignment with the predominant existing street setbacks for each street within the neighbourhood precinct.

C.3 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 4.1.12.15.

C.4 A deep soil setback of 10m must be provided on the eastern boundary of the site along Woodville Road as per Figure 4.1.12.4 Site Structure and Land Use Plan and Figure 4.1.12.10 Woodville Road Setbacks (Section B-B).

C.5 A deep soil setback of 6.5m is to be provided on the southern boundary of the site along New Street 1 as per Figure 4.1.12.4 Site Structure and Land Use Plan and Figure 4.1.12.11 New Street 1 Setbacks (Section C-C).

C.6 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) is to be provided as per Figure 4.1.12.4 Site Structure and Land Use Plan and Figure 4.1.12.13 New Street 2 Setbacks – Northern End (Section E-E).

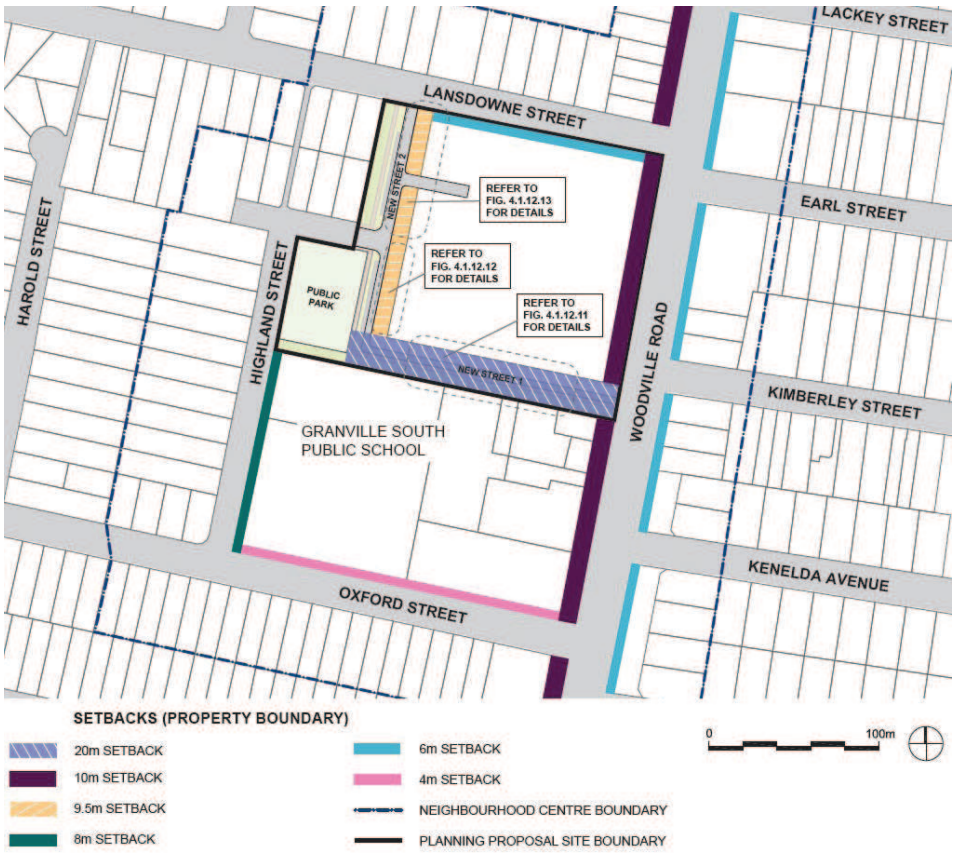

Figure 4.1.12.7
Setbacks

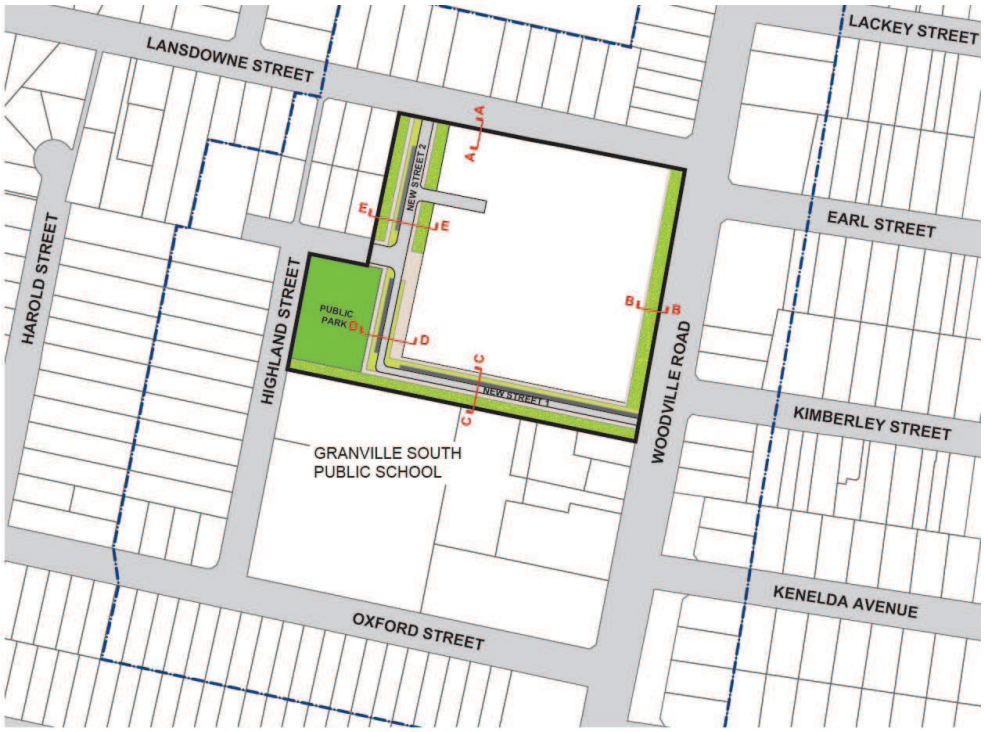

Figure 4.1.12.8
Sections

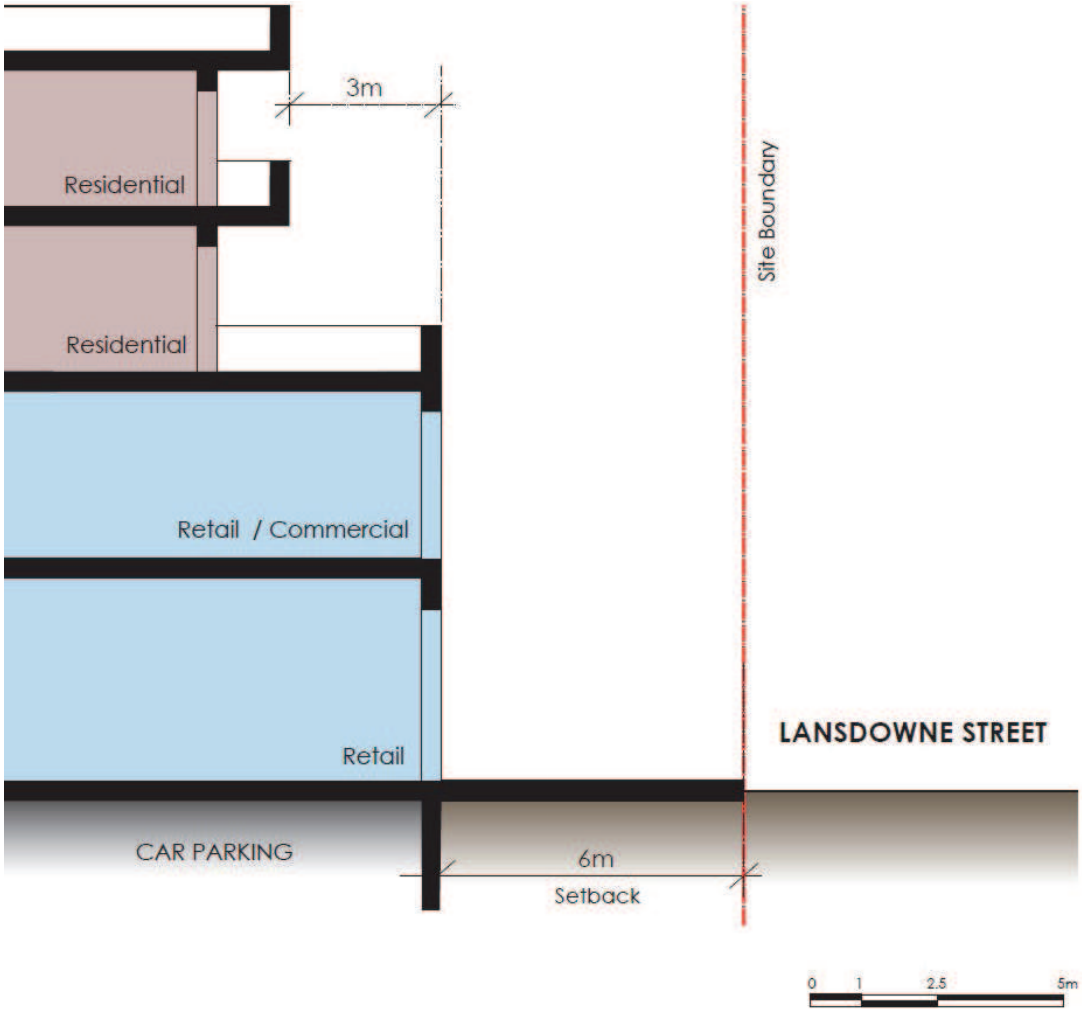

Figure 4.1.12.9
Lansdowne Street Setback - Section A-A

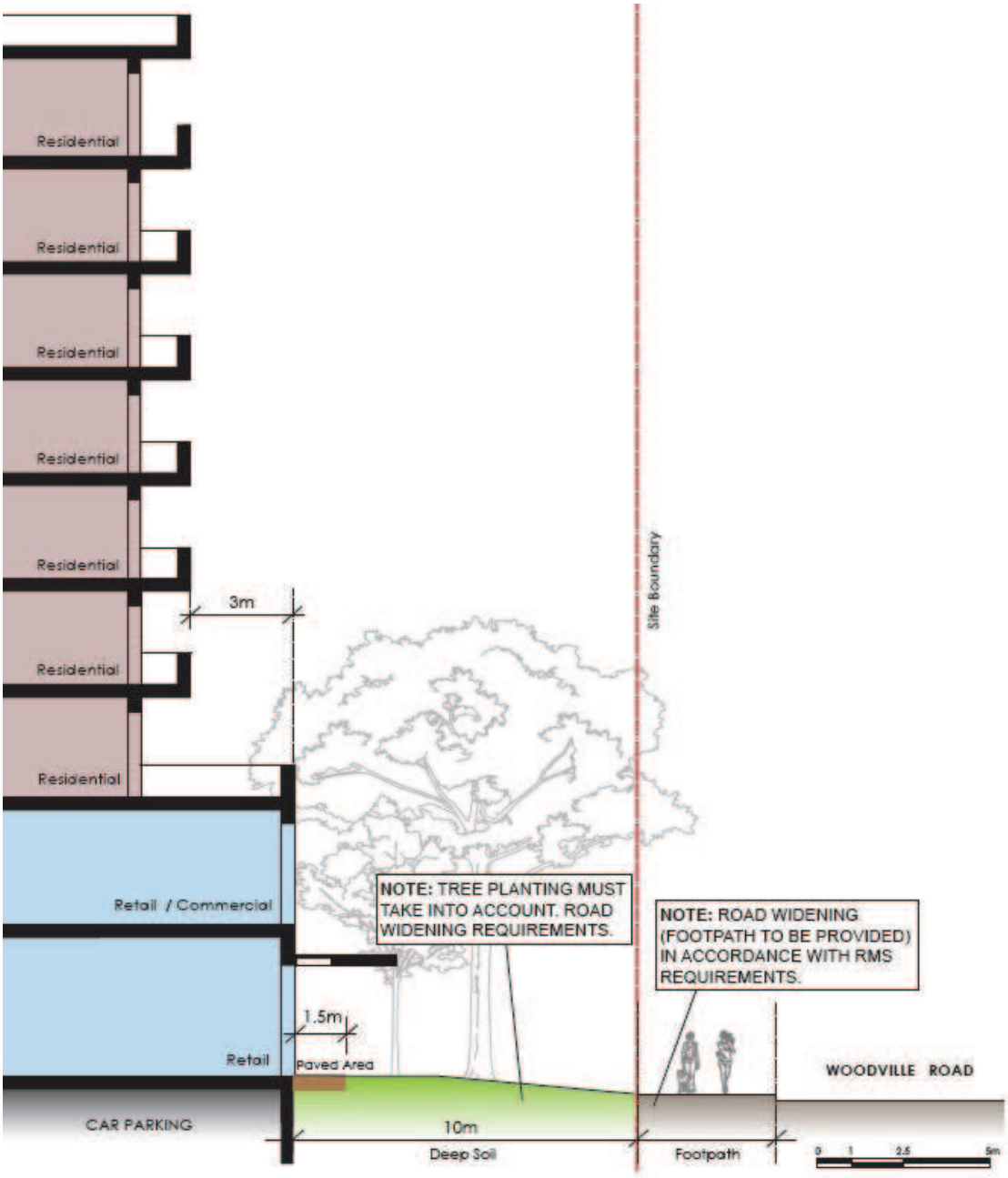

Figure 4.1.12.10
Woodville Road Setbacks (Section B-B)

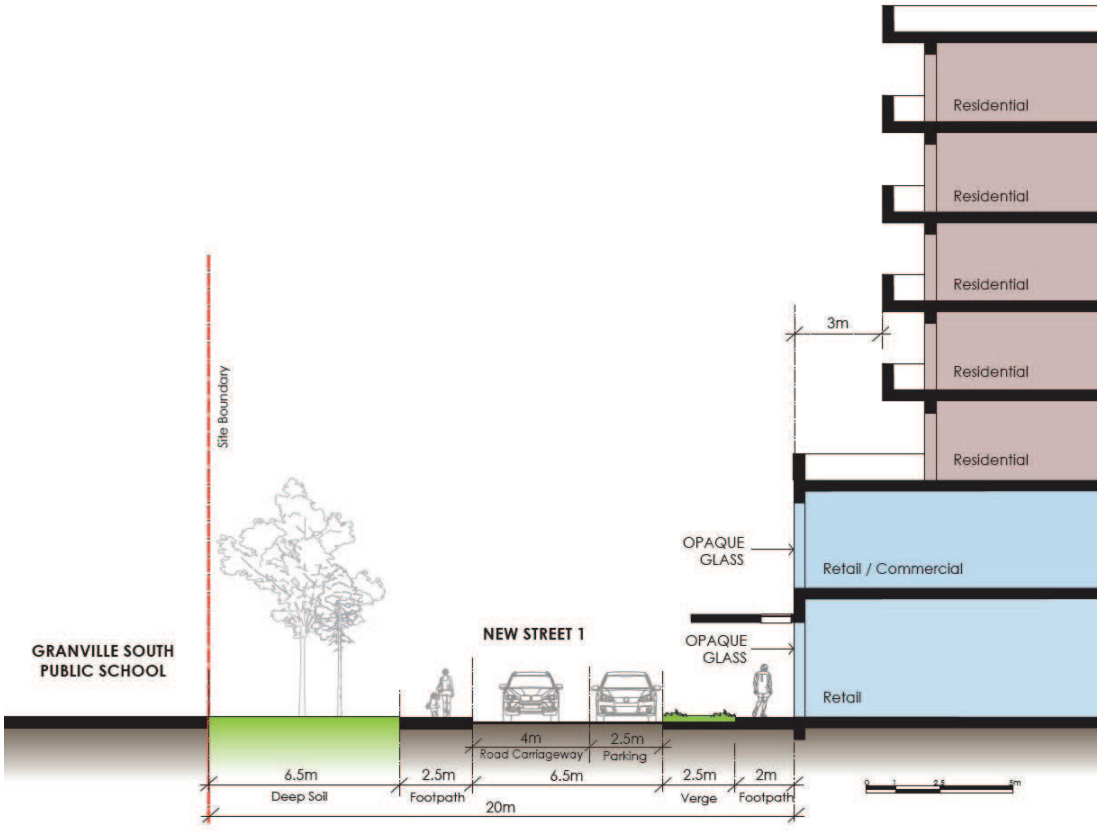

Figure 4.1.12.11
New Street 1 Setbacks (Section C-C)

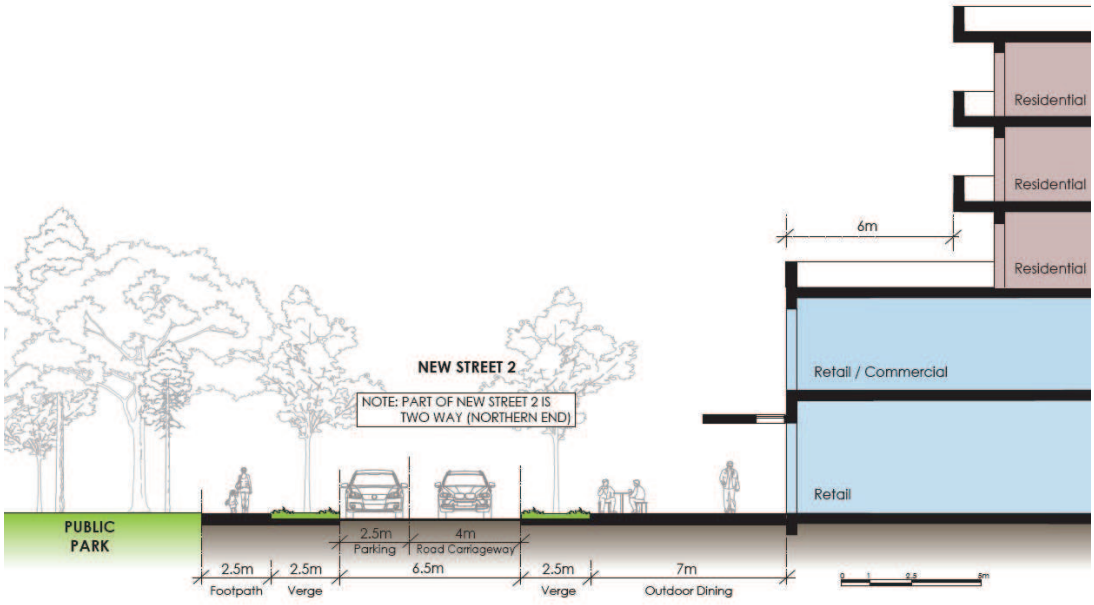

Figure 4.1.12.12
New Street 2 Setbacks – Southern End (Section D-D

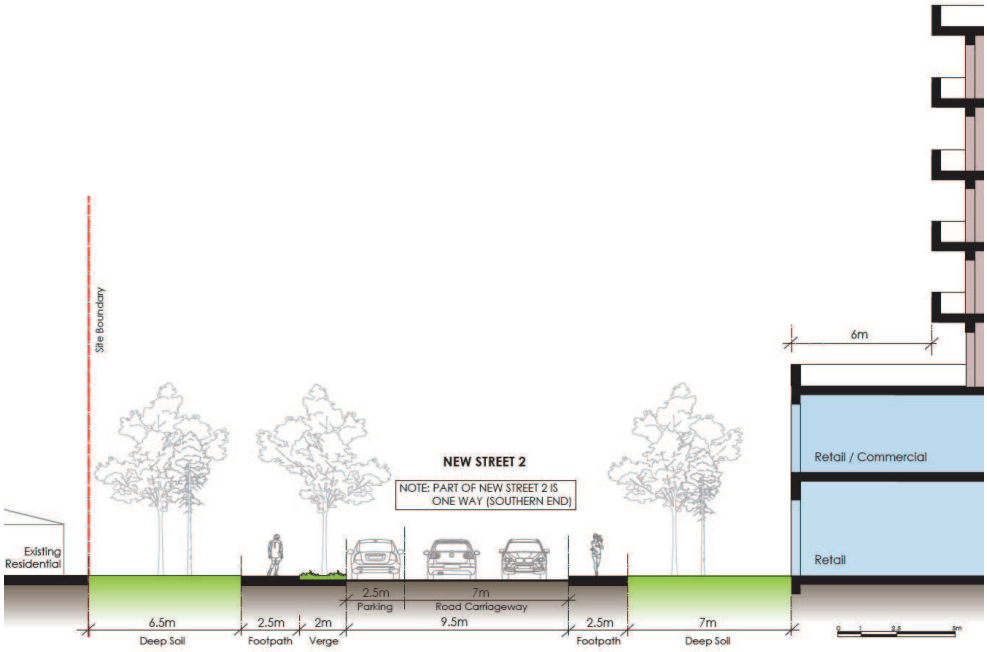

Figure 4.1.12.13
New Street 2 Setbacks – Northern End (Section E-E)

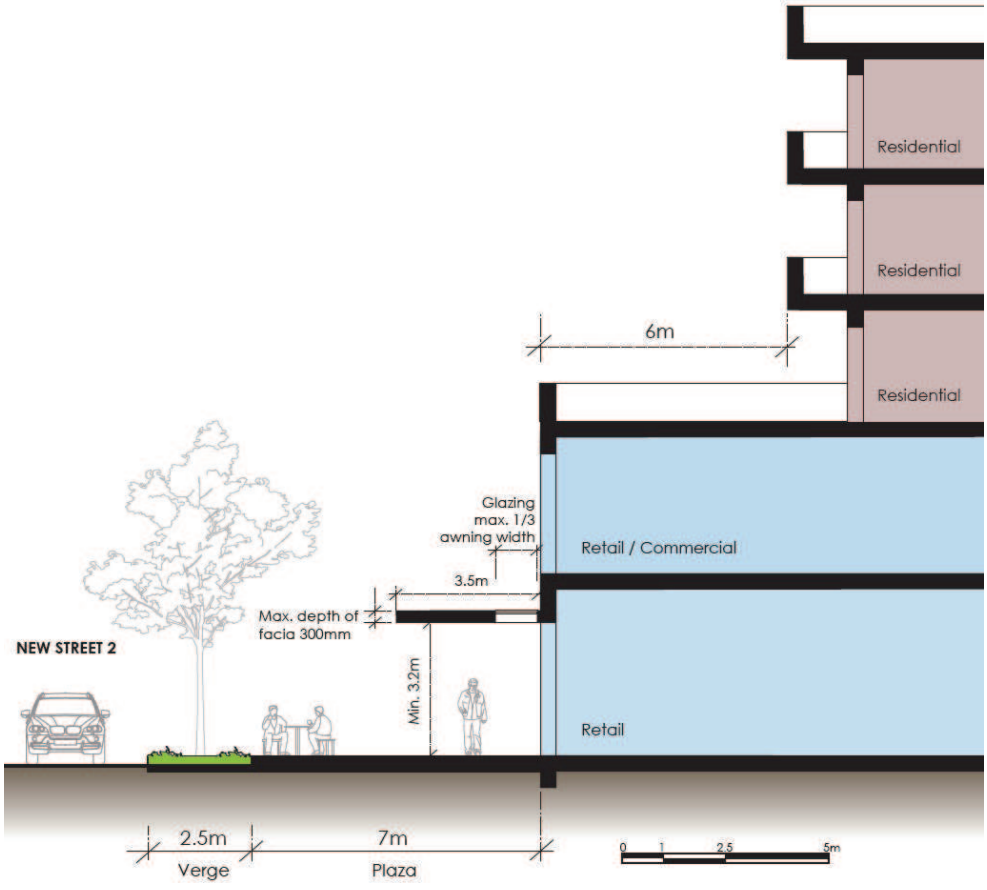

Figure 4.1.12.14
New Street 2 Southern End Detail

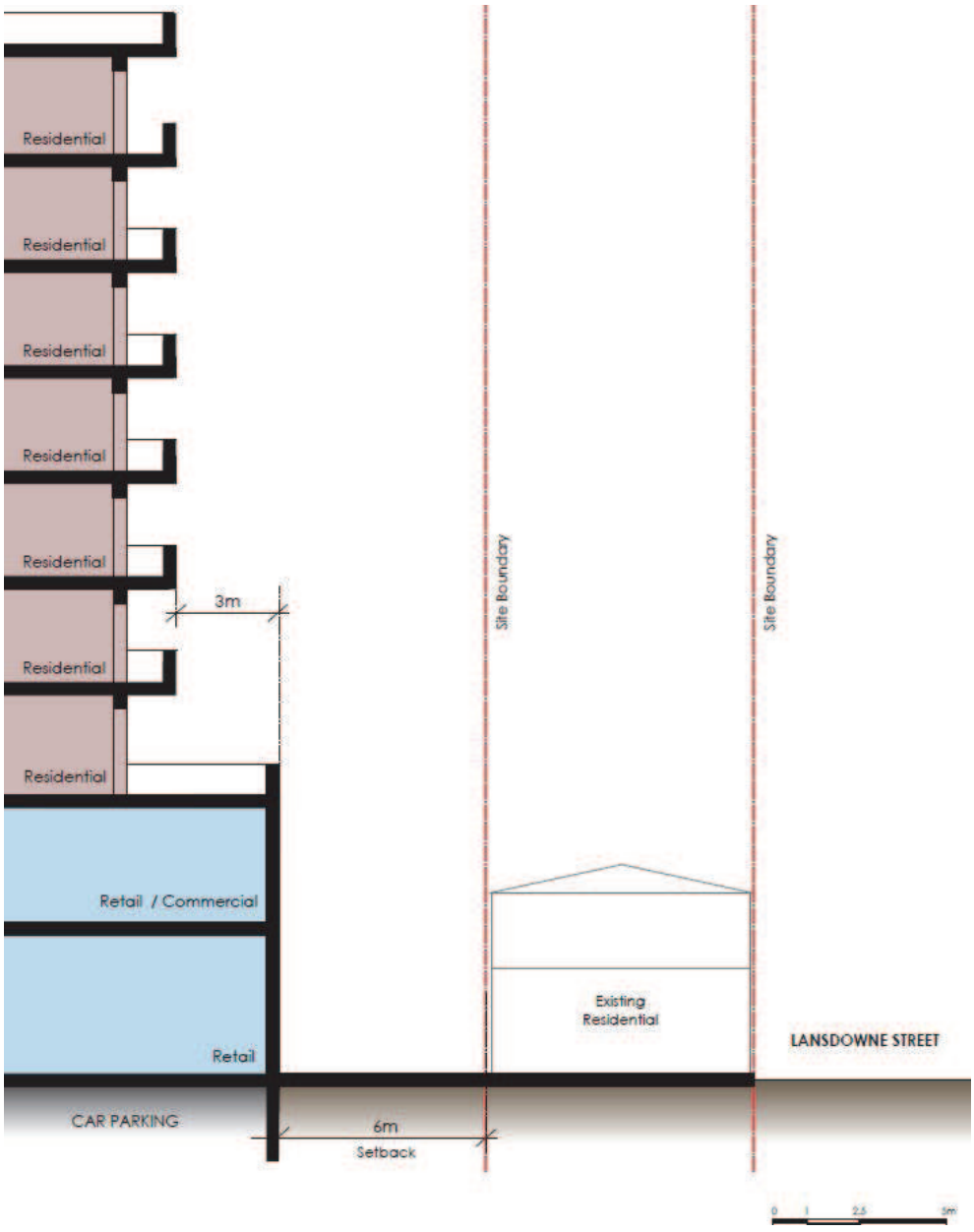

Figure 4.1.12.15
Setback if key site not developed as a single, consolidated lot

New Roads

Controls

C.1 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 4.1.12.11 New Street 1 Setbacks (Section C-C).

C.2 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 4.1.12.12 New Street 2 Setbacks – Southern End (Section D-D).

C.3 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 4.1.12.13 New Street 2 Setbacks – Northern End (Section E-E).

Landscape and Open Space

Objectives

O.1 To ensure that a high quality public neighbourhood park is provided.

O.2 To ensure that the public domain is integrated with existing and potential future public domain and open spaces within the neighbourhood centre precinct.

O.3 To ensure the neighbourhood park has a sense of place and to establish it as the focal point of the neighbourhood precinct.

O.4 To 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.

O.5 To integrate the management of stormwater into the design of public open spaces.

O.6 To integrate public art to create a more visually interesting and culturally diverse public domain.

Design Principles

P.1 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.

P.2 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.

P.3 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.

P.4 Vehicular movements through the neighbourhood park are to be generally restricted except for emergency vehicles, servicing and special events.

P.5 Useable and sustainable green space at ground level, podium level, and roof top gardens are to be provided and integrated with building design.

P.6 Vertical gardens are encouraged, where possible.

Controls

C.1 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 4.1.12.4);**
- **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;**
- **indicate how street trees and other planting arrangements are to be provided on all new streets to Council's specifications.**

C.2 Development proposing outdoor dining must comply with Council's Outdoor Dining Policy and Guidelines.

C.3 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 4.1.12.4 Site Structure and Land Use Plan. A concept plan is to be provided with the lodgement of the first DA for the Site.

C.4 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.

C.5 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;**
- **be dedicated to Council and Council engineers are to be consulted prior to the design of all internal roads within the precinct.**

C.6 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.

C.7 All elements are to be vandal and graffiti resistant.

C.8 Design of the public domain is to be integrated with stormwater management.

C.9 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.

C.10 Wintergardens are to be provided fronting Woodville Road. The area of the wintergardens is to be excluded from the GFA for FSR calculations.

Building Elements, Architectural Diversity and Articulation

Objectives

O.1 To ensure the building design contributes to street, public domain and residential amenity.

O.2 To reduce visual bulk and scale, add visual interest and avoid "boxlike" designs.

O.3 To achieve architectural diversity and add visual interest.

O.4 To ensure that development enhances and contributes to the streetscape and desired future character of the neighbourhood.

Design Principles

P.1 Buildings are to be designed to deliver high quality architecture through the use of faced articulation, materials selection and use of vertical gardens where appropriate.

P.2 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

C.1 To minimise perceived building bulk and monotony, the building façade should have unique architectural expressions while still maintaining cohesion.

C.2 The maximum linear length of any residential building component is to be 65m.

C.3 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 4.1.12.16)**
- **have a building separation of minimum 6m for the full height of the building**
- **have their own distinctive architectural character**

C.4 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. Where possible, building breaks are to be aligned with streets and lanes in the surrounding area or proposed streets and lanes.

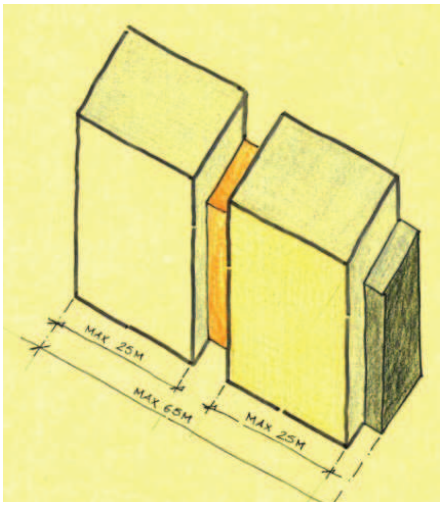

Figure 4.1.12.16
Building Articulation / Maximum Building Length

C.5 The southern façade of the proposed development adjoining the school must be designed to maintain the visual privacy of the school.

Active Street Frontage

Objectives

O.1 To enhance pedestrian safety, security and amenity around and within the commercial premises.

O.2 To improve the amenity of the public domain by encouraging pedestrian activity.

O.3 To support the economic viability of the street.

Controls

C.1 To provide active street frontage at ground floor level as per Figure 4.1.12.17.

C.2 Except for the southern façade, clear glazing is to be provided, and reflective, tinted or obscured window coverings should be avoided.

C.3 A minimum of 80% of the building facades with active street frontage and street address at ground level are to be transparent.

C.4 Opaque glass should be provided along the southern building façade, to prevent overlooking of the school.

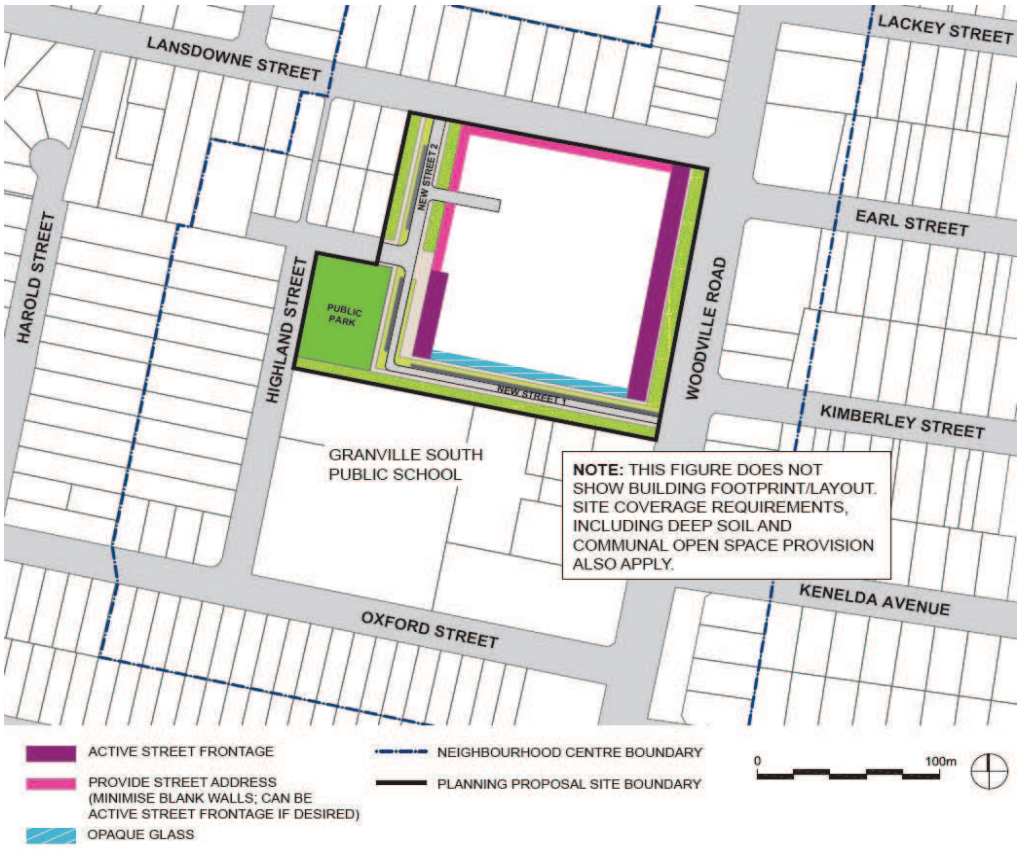

Figure 4.1.12.17
Street Activation

Awnings and Canopies

Objectives

O.1 To increase pedestrian amenity by the provision of weather protection.

O.2 To visually unify the mixed-use development.

Controls

C.1 Awnings are to be provided to the full extent along Woodville Road, the southern boundary and the outdoor dining area.

C.2 All awnings should be a minimum width of 3.5m (Refer Figure 4.1.12.14).

C.3 Incorporate glazing/transparent material in the awning to allow solar access.

Street Wall Height

Objectives

O.1 To provide street edge that reinforces the proposed uses and is consistent with the existing character of the area.

O.2 To ensure the building height at street level is of human scale.

O.3 To establish a clear presence of the retail and commercial uses, and increase visibility of these uses at ground floor level.

Controls

C.1 Street wall height for the mixed-use development should be two storeys with an upper level setback.

Upper Level Setback

Objectives

O.1 To minimise adverse wind impact on the pedestrian environment.

O.2 To maximise the solar access onto the public domain.

O.3 To ensure that the podium and buildings above create a human scale and pedestrian friendly environment.

Controls

C.1 The buildings above the podium are to be setback in accordance with Figures 4.1.12.10 to 4.1.12.14.

Traffic Management and Parking

Objectives

O.1 To manage traffic impacts and ensure that development does not unreasonably impact on the traffic conditions on Woodville Road and local roads.

O.2 To 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.

O.3 To ensure vehicle entries and loading bay entries do not compromise pedestrian safety.

O.4 To increase the use of active transport and reduce vehicle use.

Controls

C.1 A detailed traffic study will be submitted with any Development Application for the site or part thereof. It will:

- **a. identify and address traffic generation issues associated with the overall development of the site,**
- **b. include modelling of the Lansdowne Street/Woodville Road and Oxford Street/ Woodville Road intersections as a network and not as individual intersections,**
- **c. 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,**

C.2 The traffic study is to comply with the Roads and Maritime Services *Traffic Modelling Guidelines (2013)*.

C.3 Ensure any site vehicle access points are located to avoid conflict with pedestrians and vehicles accessing the school.

C.4 The loading bay entry should be located on Lansdowne Street and separated from vehicular entry into the mixed-use development.

C.5 No driveway vehicle access from Woodville Road is permitted.

C.6 Left-out exit from New Street 1 only permitted onto Woodville Road.

C.7 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.

Contamination

Objectives

O.1 To ensure that the changes of land use will not increase the risk to public health or the environment.

O.2 To ensure that any remediation to the land will not increase the risk to the users of the adjoining school and surrounding residential development.

O.3 To link decisions about the development of land within the information available about contamination.

Design Principles

P.1 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

C.1 All contamination arrangements are to be in accordance with Section 2.12.4 of this DCP.

Air Quality

Objectives

O.1 To ensure that development fronting Woodville Road provides an acceptable level of air quality for the users and occupants.

O.2 To encourage the inclusion of wintergardens along development fronting Woodville Road.

O.3 To 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.

Design Principles

P.1 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.

P.2 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.

P.3 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.

P.4 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

C.1 Air quality must be considered early in the design process for development fronting Woodville Road.

C.2 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).

Noise and Vibration

Objectives

O.1 To ensure appropriate measures are taken to ensure noise and vibration is managed for development facing Woodville Road.

O.2 To 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.

O.3 To 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.

Design Principles

P.1 To ensure the following LAeq levels are not exceeded for residential development:

- In any bedroom in the building: 35dB(A) at any time 10pm – 7am
- Anywhere else in the building (other than a garage, kitchen, bathroom or hallways): 40dB(A) at any time.

Controls

C.1 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.

C.2 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.

C.3 Consideration is required for the demolition/remediation/construction noise and vibration intrusion of the proposed development on the neighbourhood school and properties.

C.4 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).**

C.5 Construction management plans are to be prepared prior to the commencement of any construction on site.