

This part of the document contains controls designed to guide/control development on all sites in the Neil Street Precinct. There are two levels of development controls that apply to all sites within the precinct. They are:

1. Primary development controls, and
2. Block by block controls

These have been explained further below.

#### **PRIMARY DEVELOPMENT CONTROLS**

These are controls which apply to ALL sites within the precinct, irrespective of the special/specific conditions and characteristics of each block. Primary development controls include the following:

- Building Height and Ceiling Height
- Building Depth
- Building Separation
- Articulation Zone
- Street Setbacks
- Side and Rear Setbacks
- Amalgamation and Resubdivision

#### **BLOCK BY BLOCK CONTROLS**

The block by block controls contain development controls that are SPECIFIC to each block. These block specific controls have been developed within consideration of both the primary development controls and the site specific constraints and opportunities for each block. The precinct has been divided into six blocks. These blocks have been determined by the new proposed subdivision pattern required under the DCP masterplan. Each block has controls which have been outlined in detail in this section of the DCP.

Development which seeks to vary the controls and guidelines for each block in this DCP requires justification in terms of the overarching vision and objectives established through the background analysis and structuring principles. The area of the swale, parks and roads is not to be built upon.

## PART 3 DEVELOPMENT CONTROLS

### 3.1 Primary development controls

#### 3.1.1 BUILDING HEIGHT + CEILING HEIGHT

Heights in the Neil Street Precinct will have a major impact on the physical and visual amenity. Controls in this DCP therefore address both the number of storeys permitted and the overall height of buildings in metres.

Storeys mean the number of habitable floors, including mezzanines, but not including non-habitable spaces within roofs or basements. The maximum floor level of the lowest habitable storey is 1.2 metres above ground level.

Maximum building height is measured vertically from ground level to the underside of the ceiling of the topmost floor and includes all habitable floors (storeys). It does not include the roof.

#### Objectives

- To ensure future development responds to the desired scale and character of the street and local area.
- To allow reasonable daylight access to all developments and the public domain.
- To encourage articulation of the facade of the building by variation in the ceiling heights of the various floors, ie higher ceiling height on the ground floor, lower ceiling height in the middle floor, and lowest ceiling height on the top floors, which gives the building a top, middle and base.
- To allow reasonable daylight access to all developments and the public domain.
- To cater for flexibility of use of the building.
- To allow for the need for habitable floors to be above the 1:100 year flood level (see Part 4.1.7 Flood Management).

#### Performance Criteria

- i. Developments are to be appropriately scaled to conform with the broader urban design principles on which the precinct is based.
- ii. Building heights are to achieve built form outcomes that reinforce quality urban and building design.
- iii. The heights (height controls) indicated by the colour of the building zone in the block by-block control diagrams, are to be complied with.
- iv. The prominence of certain street corners should 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 (eg higher buildings on the junction of Pitt and Neil Streets). The extent of the corner will be in accordance with the masterplan.
- v. The maximum allowable height in the precinct is 8 storeys.
- vi. Any on-grade car parking is defined as a storey.
- vii. A minimum of 2 consecutive hours of direct sun light is to be achieved between the hours of 11.30am and 2.30pm to a minimum of 75 per cent of public open space areas identified as parks under the DCP.
- viii. Minimum required *floor to finished ceiling heights* are as follows:

Ground floor of all buildings (irrespective of use)	- 3.5m
First floor of all buildings (irrespective of use)	- 3.3m
All retail/commercial floors	- 3.3m
All residential floors	- 2.7m
- ix. Maximum allowable building heights in metres, not including the 1.2 metres allowed for sub-basement car parking (calculated from each point on the boundary of the site to the underside of the ceiling of the topmost floor) are as follows:

1 storey	- 4m
2 storeys	- 7m
3 storeys	- 10m
4 storeys	- 13m
5 storeys	- 16m
6 storeys	- 19m
7 storeys	- 22m
8 storeys	- 25m

#### 3.1.2 BUILDING DEPTH

Building depth is the horizontal cross section dimension of a building.

building depth = building plan glass line to glass line depth + articulation zone depth

It generally refers to the dimension measured from front to back (from the street to the inside of the block). Where buildings are oriented differently, the depth will be the dimension of the shorter axis.

The depth of a building will have a significant impact on residential amenity for the building occupants. In general, narrow cross-section buildings have the potential for dual aspect apartments with natural ventilation and optimal daylight to internal spaces.

Building depth is related to building use. Mixed-use buildings may have wider commercial/retail floors combined with narrower residential floors.

Different site conditions will require different design solutions for building depth. For example, buildings on infill sites in urban areas may need to be more slender than residential flat buildings in more open settings. Shallow sites may also require slender buildings to protect the amenity of neighbouring uses.

#### Objectives

- To ensure that the bulk of the development is in scale with the existing or desired future context.
- To provide adequate amenity for building occupants in terms of sun access and natural ventilation.
- To provide for dual aspect apartments.

#### Performance Criteria

- i. Comply with maximum allowable building depths outlined in 3.2 Block by block controls.
- ii. Unless otherwise specified in block diagrams, the maximum allowable depth of ground and first floor of commercial buildings is 25m (max 23 m glassline to glassline)
- iii. Unless otherwise specified in block diagrams, the maximum allowable depth of second floor and above is 22 m including articulation zone (max 18m glassline to glassline)
- iv. Unless otherwise specified in block diagrams, the maximum allowable depth of ground and first floor of residential and mixed use buildings is 22m (max 18m glass line to glass line).

## PART 3 DEVELOPMENT CONTROLS

### 3.1 Primary development controls

#### 3.1.3 BUILDING SEPARATION

The spatial relationship of buildings is an important determinant of urban form. Building separation relates to urban form because it has to do with the legible scale of an area. Buildings which are too close together also create amenity problems inside the building, in the space between buildings and for neighbouring buildings. These problems include lack of visual and acoustic privacy, loss of daylight access to apartments and to private and shared open spaces, and wind effect for buildings over 5 storeys.

Building separation controls work in conjunction with height controls and controls for private/communal open space and deep soil zones. They are measured in metres, from balcony to balcony or from external wall to external wall.

##### Objectives

- To ensure that new development is scaled to support the desired area character with appropriate massing and spaces between buildings.
- To provide visual and acoustic privacy for existing and new residents.
- To control overshadowing of adjacent properties and private or shared open space.
- To allow for the provision of open space with appropriate size and proportion for recreational activities for building occupants.
- To provide deep soil zones for stormwater management and tree planting, where contextual and site conditions allow.

##### Performance Criteria

- i. Building separation is to increase in proportion to building height to ensure appropriate urban form, adequate amenity and privacy for building occupants.
- ii. The following building separation table is to be followed:

<i>Building heights</i>	<i>Building separation requirements</i>
up to four storeys/13 metres	12 metres between habitable rooms/ balconies 9 metres between habitable rooms/ balconies and non-habitable rooms 6 metres between non-habitable rooms
five to eight storeys/16-25 metres	18 metres between habitable rooms/ balconies 13 metres between habitable rooms/ balconies and non-habitable rooms 9 metres between non-habitable rooms

#### 3.1.4 ARTICULATION ZONE

'Articulation zones' allow for expression of entries to buildings, awnings, facade modulation, as well as private open space features such as courtyards at ground level and balconies, and other architectural elements to be incorporated into the building's facade. Articulation zones have been included within the building depth/zone indicated for buildings in the block-by-block controls. Articulation zones allow building expression to extend to the maximum allowable building depth, whilst maintaining the optimal depth of the plan to allow for maximum cross ventilation and natural light penetration.

#### Objectives

- To promote modelled building facades that contribute to the character of the street.
- To promote buildings of articulated design and massing, with usable private external spaces.
- To ensure buildings respond to environmental conditions such as noise, sun, breezes, privacy and views.
- To promote integration of building and private open space.

#### Performance Criteria

- i. All buildings are to be articulated to a minimum depth of 1m at the rear and the front, within the building zone.
- ii. Balconies may extend beyond the allowable building zone by a maximum of 600mm to the front and rear of the building, to further encourage facade modulation / articulation (but are not allowed to extend beyond property boundaries).

## PART 3 DEVELOPMENT CONTROLS

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### 3.1 Primary development controls

#### 3.1.5 STREET SETBACKS

Street setbacks establish the front building line. They help create the proportions of the street and can contribute to the public domain by enhancing streetscape character and the continuity of street facades. Street setbacks can also be used to enhance the setting for the building. They provide for landscape areas, entries to ground floor apartments and deep soil zones.

Street setbacks are measured from the street boundary to the outside edge of the building.

'Boundary' means lot boundary, as per the sections in Part 3.2, and refers to the proposed subdivision pattern rather than the existing land ownership pattern.

#### Objectives

- To establish the desired spatial proportions of the street and define the street edge.
- To create a clear threshold by providing a transition between public and private space.
- To assist in achieving visual privacy to apartments from the street.
- To create good quality entry spaces to lobbies, foyers or individual dwelling entrances.
- To allow an outlook to and surveillance of the street.
- To allow for street and landscape character through moving back front boundaries and creating extended open space.

#### Performance Criteria

- i. All development is to comply with the street setbacks outlined in 3.2 Block by block controls.

#### 3.1.6 SIDE AND REAR SETBACKS

Side and rear setbacks are important tools to ensure that the height and distance of the building from the boundaries maintains amenity of neighbouring sites and within the new development. Setbacks vary according to the building context and type.

Side and rear setbacks can be used to create usable land, which contributes to the amenity of the side and rear of the buildings through landscape design.

'Boundary' means lot boundary, as per the sections in Part 3.2, and refers to the proposed subdivision pattern rather than the existing land ownership pattern.

#### Objectives

Side Setbacks:

- To minimise the impact of development on light, air, sun, privacy, views and outlook for neighbouring properties, including future buildings.
- To retain or create a rhythm or pattern of development that positively defines the streetscape so that space is not just what is left over around the building form.
- To minimise the impact of noise and vibration from the railway on the eastern side of the precinct.

Rear setbacks:

- To maintain deep soil zones to maximise natural site drainage and protect the water table.
- To provide communal and private open space for residents.
- To maximise the opportunity to retain and reinforce mature vegetation.
- To optimise the use of land at the rear and surveillance of the street at the front.
- To maximise building separation to provide visual and acoustic privacy.

#### Performance Criteria

- i. All development must comply with:
  - The building separation requirements in Section 3.1.3; and
  - The side and rear setback requirements in the Block-by-Block controls in Section 3.2.
- ii. Where a block is being developed in stages, resulting in partial 'filling' of a building envelope, side setback controls are to reflect existing lot boundaries and should be a nil side setback.
- iii. Breaks in building envelopes are permissible except on Pitt Street, where a continuous street edge condition is envisaged, and must comply with building separation controls (see Part 3.1.3)

## PART 3 DEVELOPMENT CONTROLS

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### 3.1.7 AMALGAMATION AND RE-SUBDIVISION

In order to achieve the required positive development outcomes and maximum opportunity for the site, a comprehensive development approach is required. As this precinct currently exists, individual development outcomes would not sufficiently address the major constraints affecting the site, including flooding, contamination and traffic management. A consolidated approach for redevelopment may result in some sites bearing the costs and loss of development potential by providing the necessary infrastructure which is required for the development of the whole site

#### Objectives

- To achieve an integrated development outcome for the site

#### Performance Criteria

- i. The subdivision pattern is to be in accordance with the masterplan and the flood study and should not be varied.
- ii. Amalgamation of sites must not unduly impact on an adjoining site, causing that site to be landlocked and unable to achieve the development proposed in this DCP.

### 3.2 Block-by-block controls

The Neil Street Precinct has been divided into 6 blocks. Controls defining the urban form in these blocks have been outlined in this Section (Block by block controls). For each block, the permissible building envelope can be determined using the **Primary development controls** outlined in 3.1, in conjunction with the **Block by block controls** outlined in 3.2.



## PART 3 DEVELOPMENT CONTROLS

### 3.2.1 Block 1

Block 1 is currently bound by Holroyd Gardens on the north, Neil Street on the south, and Pitt Street on the west. Pitt Street is a significant street in the road hierarchy as an important connector between Parramatta and Merrylands. Block 1 benefits from its close proximity to Holroyd Gardens, which provides recreational opportunities and attractive views into the park. Commercial development within the mixed use precinct is to have active street frontages.

The proposed plan for the block shows the introduction of two new roads. New Road 1 (north) has been introduced on the eastern boundary, and Sheffield Street has been extended on the northern boundary of the block. These two new roads provide access to the block, provide for the overland flow path, and also create an address to any future development on the block. They also help in increasing the developable area on the site. Sheffield Street extension will provide the park (Holroyd Gardens) with an address, and will thereby increase its useability. There will be a southern gate to the park off Sheffield Street extension, which will open it up more to the public, and will also make the park feel more a part of the town centre than it is currently. Street tree planting on New Road 1 (north) helps emphasise the view corridor from the Merrylands transit interchange into the park (Holroyd Gardens). Developments fronting Sheffield Street Extension will promote passive surveillance of the park and will thus aid in improving its security.

A building height of 6 storeys is allowed on the block. A building height of 7 storeys is allowed on the corner of Neil and Pitt Streets. This has been allowed in order to emphasise this important Junction, as well as to reflect this important entry point into the Merrylands town centre from the north. The top two floors of buildings along Pitt Street (except for buildings on the corner of Pitt and Neil Streets) have been set back, in order to maintain a four-storey streetwall height. The buildings along Pitt Street have been set back 3m from the street, in keeping with the 'green' nature of Holroyd Gardens. This setback area will be landscaped, and will have tree planting. This also helps to give a distinction in the character of Pitt Street as one moves from the Neil Street Precinct, towards the heart of the town centre (ie Merrylands Road).

The building adjacent to Pitt Street should enable an active street frontage through the provision of ground floor commercial use.

A maximum building depth of 25m is allowed for retail/commercial floors (max 23m glassline to glassline). Residential building depths are maximum 18m (15m glassline to glassline) and 22m (18m glassline to glassline). See section drawings and written controls for details.

On-street parking has been provided on both sides of Sheffield Street Extension, which is an added attraction for people to use the park. On-street parking has also been provided on New Road 1 (north). On-site parking for future development is envisaged to be provided in basement/sub-basement floors, and/or at ground level (screened from the street by a skin of either residential or commercial/retail uses on the street frontage). This is explained in the section drawing provided.

Landscaping is to be provided on top of basement car parks. These will act as communal open spaces for the developments. Minimum required soil depths, etc, can be obtained from the performance criteria outlined in 4.1.5 Planting on Structures.

Deep soil zones are to be provided, as indicated in the building envelope plan. Car parking areas must not extend into deep soil zones.



Neil Street and Pitt Street intersection.



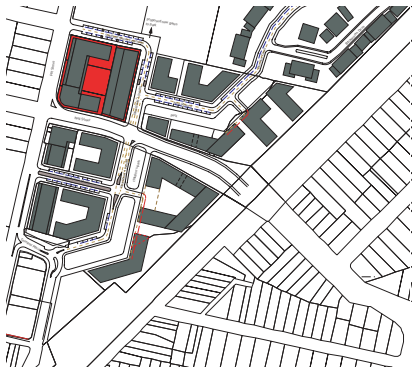
View from block 1 to Millmaster silos.



Medical Centre along Pitt Street.

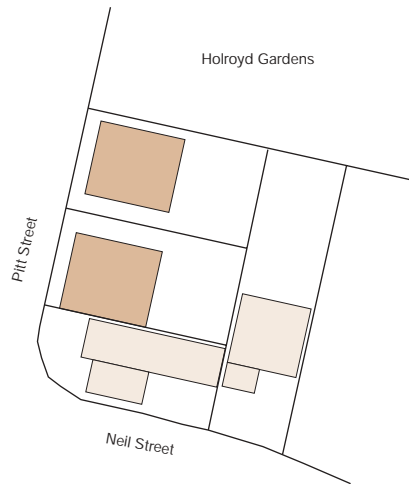


View from Medical centre site to Holroyd Gardens.

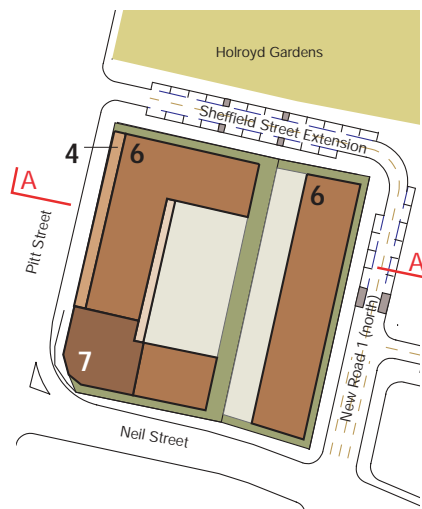


Block 1

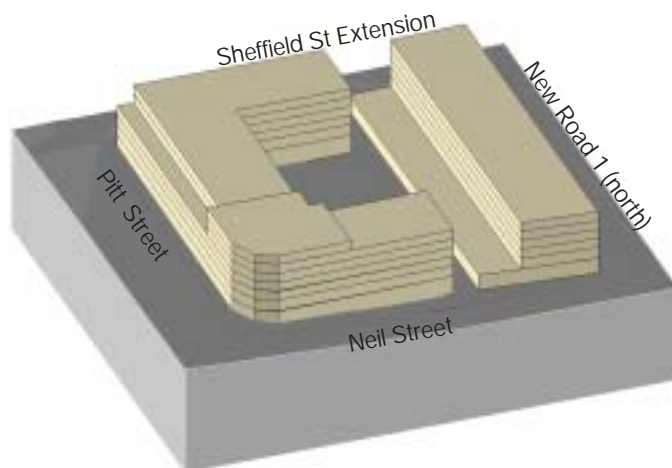
-  1 storey
-  2 storeys
-  3 storeys
-  4 storeys
-  5 storeys
-  6 storeys
-  7 storeys
-  8 storeys
-  envelope if amalgamation/land swap occurs
-  possible location of break in building
-  can be built over after 2 levels
-  swale
-  public open space
-  deep soil zone
-  planting on structure



Existing plan



Building envelope plan

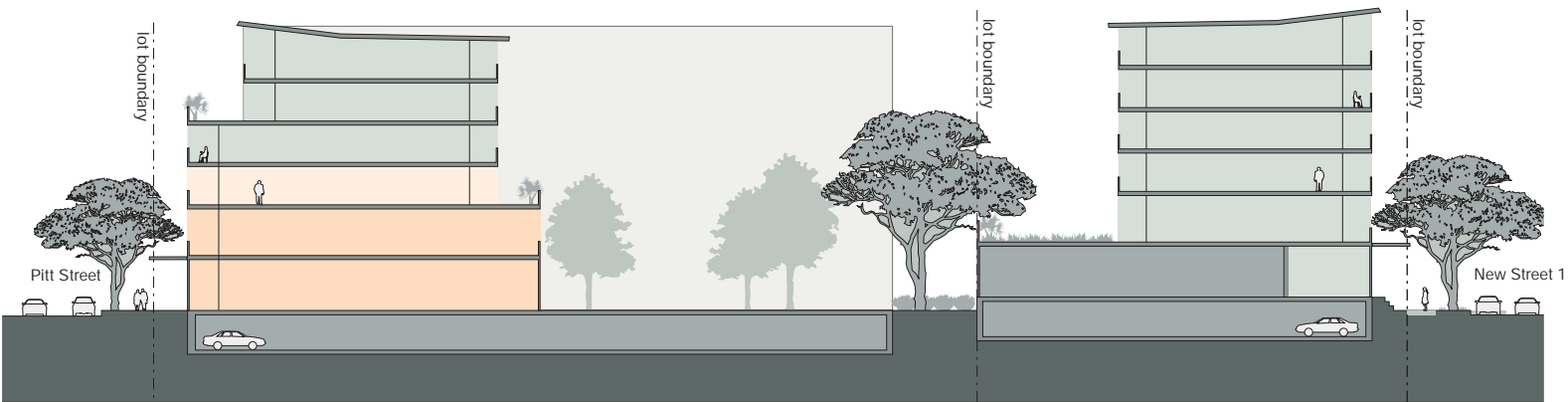
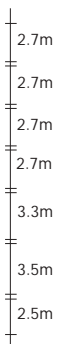


3D view of building envelopes

# PART 3 DEVELOPMENT CONTROLS

## 3.2.1 Block 1

Indicated dimensions show minimum required floor to finished ceiling heights



footpath	setback	4m	max 15m glass line to glass line (top 2 storeys)	3m	planting on structure	25m	deep soil zone	6m	10m	max 15m glass line to glass line	setback	footpath	verge
3.6m	3m		max 18m building depth (top 2 storeys)							max 18m building depth	2.5m	2m	2.5m
			max 18m glass line to glass line (middle 2 storeys)										
			max 22 building depth (middle 2 storeys)										
			max 23m glass line to glass line for commercial										
			max 25m building depth for commercial										

Section A-A



- residential
- residential/commercial
- retail/commercial
- parking
- public open space
- deep soil zone

## Controls

### BUILDING HEIGHT:

In general - max 6 storeys

On the corner of Pitt and Neil Streets - max 7 storeys to a maximum extent of 18 metres from the corner in each direction

### BUILDING USE:

Along Pitt Street and Neil Street:

Ground and first floor

- commercial office / retail

Second floor

- commercial office / retail or residential (depending on market demand)

All floors above second floor

- residential

Along New Road 1 (north) and Sheffield Street Extension:

All floors

- residential

### BUILDING DEPTH:

Commercial / retail on ground and first floors

- max 25m (max 23m glass line to glass line)

Commercial / retail on second floor

- max 22m (max 18m glass line to glass line)

Residential

- max 18m (max 15m glass line to glass line)

### SETBACK:

Street setback

Pitt Street

- min 3m

Neil Street and New Road 1 (north)

- min 2.5m

Rear setback

For lots fronting Pitt Street

- min 6m

For lots fronting New Road 1

- 0m

### DEEP SOIL ZONE + OPEN SPACE:

- Development is to comply with all open spaces, deep soil zones and planting on structures indicated in the building envelope plan and the section

## PART 3 DEVELOPMENT CONTROLS

### 3.2.2 Block 2

Block 2 is currently bound by Neil Street on the north, Gladstone Street on the south, and Pitt Street on the west. Pitt Street is an important connector road between Parramatta and Merrylands, and hence, is high on the hierarchy of roads. The proximity of Block 2 to the town centre and the transit interchange provides it with a high level of amenity. Commercial development within the mixed use precinct is to have active street frontages.

The proposed plan for the block shows the introduction of a new road, New Road 1 (south), on the eastern boundary of the block, with a public park adjacent to the road.

This new road and park area:

- provides access to the block
- provides an address to any future development on the block
- helps in increasing the developable area on the site
- helps to emphasise the view corridor from the Merrylands transit interchange into the park (Holroyd Gardens)
- contributes to flood management within the precinct
- provides a public park which improves the amenity of the area.

A building height of 6 storeys is allowed on the block. A building height of 7 storeys is allowed on the corner of Neil and Pitt Streets. This has been allowed in order to emphasise this important Junction, as well as to reflect this important entry point into the Merrylands town centre from the north. The top two floors of buildings along Pitt Street (except for buildings on the corner of Pitt and Neil Streets) have been set back, in order to maintain a four-storey streetwall height. The buildings along Pitt Street have been set back 3m from the street, in keeping with the green nature of Holroyd Gardens. This setback area will be landscaped, and will have tree planting. This also helps to give a distinction in character of Pitt Street as one moves from the Neil Street Precinct towards the heart of the town centre (ie Merrylands Road).

A maximum building depth of 25m is allowed for retail/commercial floors (max 23m glassline to glassline). Residential building depths are maximum 18m (15m glassline to glassline) and 22m (18m glassline to glassline). See section drawings and written controls for details.

On-street parking has been provided on both sides of Gladstone Street. On-site parking for future development is envisaged to be provided in basement/sub-basement floors, and/or at ground level (screened from the street by a skin of either residential or commercial/retail uses on the street frontage). This is better explained in the accompanying section.

A contamination pit may affect part of this block. Investigation is needed to determine the exact extent of the building envelopes.

Landscaping is to be provided on top of basement car parks. These will act as communal open spaces for the developments. Minimum required soil depths, etc, can be obtained from the performance criteria outlined in 4.1.5 Planting on Structures.

Deep soil zones are to be provided, as indicated in the building envelope plan. Car parking areas must not extend into deep soil zones.



View of block 2 from Pitt Street.



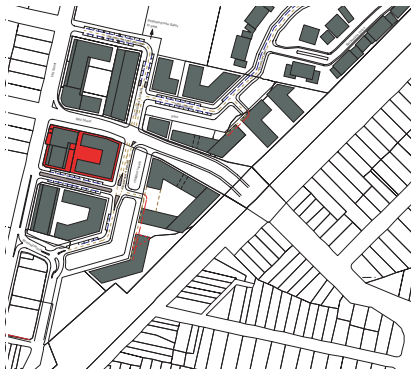
Gladstone Street looking north.



Building on Gladstone Street.



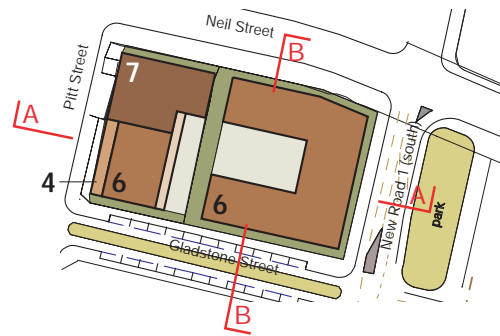
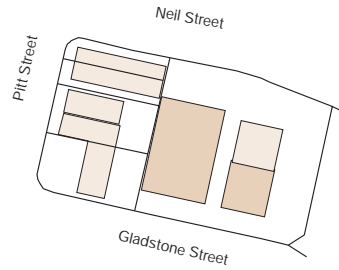
Gladstone Street cul-de-sac, looking towards the Rositano site and the Neil Street bridge.



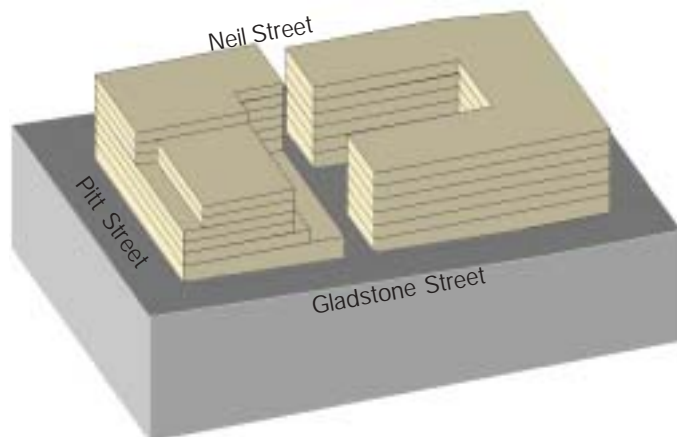
Block 2

-  1 storey
-  2 storeys
-  3 storeys
-  4 storeys
-  5 storeys
-  6 storeys
-  7 storeys
-  8 storeys
-  envelope if amalgamation/  
land swap occurs
-  possible location of break  
in building
-  can be built over  
after 2 levels
-  swale
-  public open space
-  deep soil zone
-  planting on structure

Existing plan



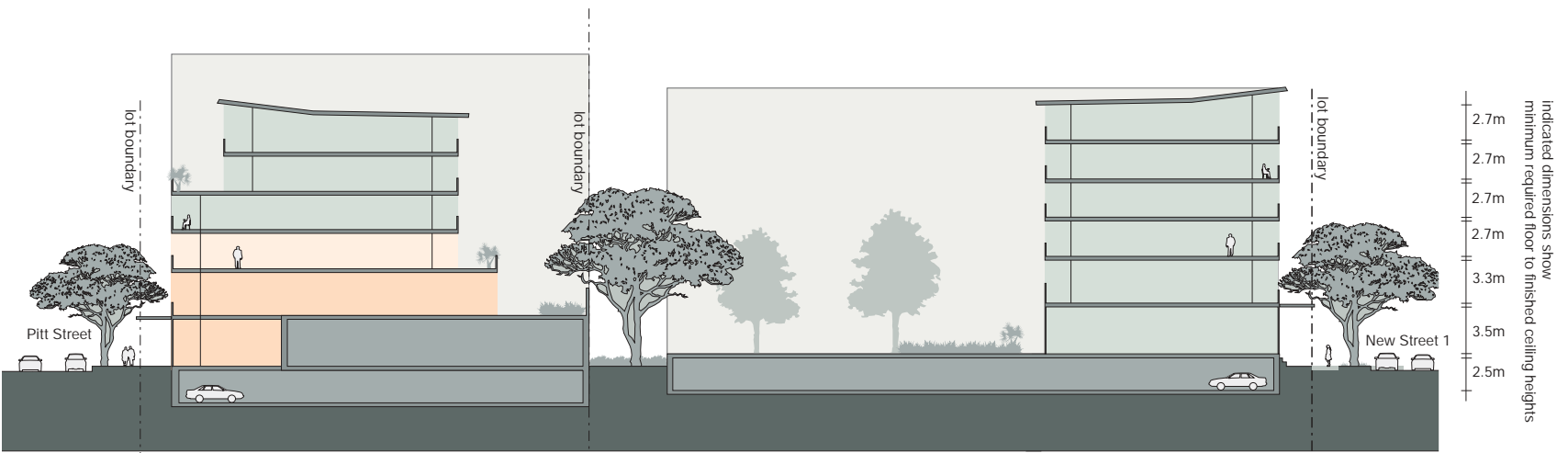
Building envelope plan



3D view of building envelopes

# PART 3 DEVELOPMENT CONTROLS

## 3.2.2 Block 2

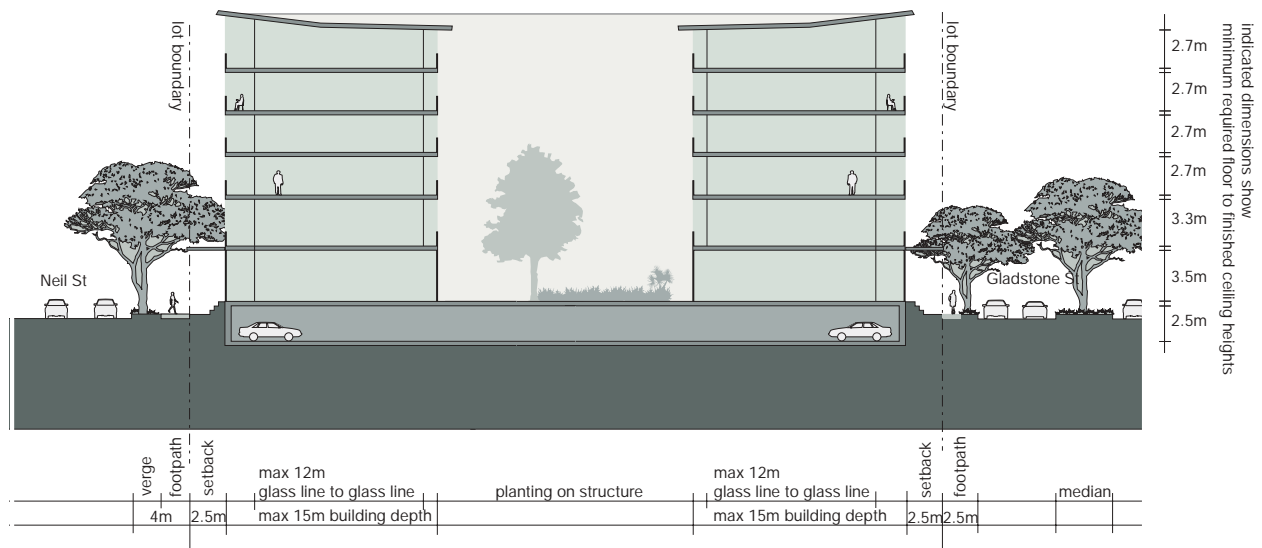


footpath	3.6m	setback	3m	4m	max 15m glass line to glass line (top 2 storeys)	3m	deep soil zone	6m	planting on structure	max 15m glass line to glass line	setback	2.5m	footpath	2m	verge	2.5m
					max 18m building depth (top 2 storeys)					max 18m building depth						
					max 18m glass line to glass line (middle 2 storeys)											
					max 22m building depth (middle 2 storeys)											
					max 23m glass line to glass line for commercial											
					max 25m building depth for commercial											

Section A-A



- residential
- residential/commercial
- retail/commercial
- parking
- public open space
- deep soil zone



Section B-B

## Controls

### BUILDING HEIGHT:

In general

- max 6 storeys

On the corner of Pitt and Neil Streets

- max 7 storeys

### BUILDING USE:

Along Pitt Street:

Ground and first floor

- commercial/retail

Second floor

- commercial/retail or residential (depending on market demand)

All floors above second floor

- residential

Along Neil Street, New Road 1 (south) and Gladstone Street:  
All floors

- residential

### BUILDING DEPTH:

Commercial/retail on ground and first floors

- max 25m (max 23m glass line to glass line)

Commercial/retail and residential on second and third floors

- max 22m (max 18m glass line to glass line)

Residential on top two floors

- max 18 (max 15m glass line to glass line)

### SETBACK:

Street setback

Pitt Street

- min 3m

Neil Street, New Road 1 (south) and Gladstone Street

- min 2.5m

Rear setback

For lots fronting Pitt Street

- 0m

For lots fronting New Road 1 (south)

- min 6m

### DEEP SOIL ZONE + OPEN SPACE:

- Development is to comply with all open spaces, deep soil zones and planting on structures indicated in the building envelope plan and the sections

## PART 3 DEVELOPMENT CONTROLS

### 3.2.3 Block 3

Block 3 is currently bound by Gladstone Street on the north, Terminal Place on the south, and Pitt Street on the west. Pitt Street is an important connector road between Parramatta and Merrylands. Block 3 is well located close to both the town centre and the transit interchange. The part of this block within the mixed use precinct is required to provide ground floor commercial uses with active frontages.

The proposed plan for the block shows the introduction of a new road, New Road 1 (south), on the eastern boundary of the block. This new road:

- provides access to the block
- provides an address to any future development on the block
- helps in increasing the developable area on the site
- helps to emphasise the view corridor from the Merrylands transit interchange into the park (Holroyd Gardens)
- contributes to flood management within the precinct.

A maximum building height of 6 stories is allowed on the block. The top two floors of buildings along Pitt Street have been set back, in order to maintain a four-storey streetwall height. The buildings along Pitt Street have been set back 3m from the street, in keeping with the 'green' nature of Holroyd Gardens. This setback area will be landscaped, and will have tree planting in it. This also helps to give a distinction in the character of Pitt Street as one moves from the Neil Street Precinct towards the heart of the town centre (ie Merrylands Road).

On Pitt Street, a maximum building depth of 25m (23m glassline to glassline) is allowed for retail/commercial floors (ground and first floor) and a depth of 15m (12m glassline to glassline) - 22m (18m glassline to glassline) for residential floors and for the commercial / mixed use second floor. (See section drawings and written controls for details of allowable building depths).

Building depths on Gladstone Street and the northern portion of New Road South are constrained by the shallowness of the block and the need for adequate building separation for sun access, privacy and open space for building users. These building depths are limited to 18 metres (max 15m glassline to glassline).

On-street parking has been provided on both sides of Gladstone Street, and on the western side of New Road 1 (south). On-site parking for future development is envisaged to be provided in basement/sub-basement floors, and/or at ground level (screened from the street by a skin of either residential or commercial/retail uses on the street frontage). This is better explained in the cross sections provided.

Landscaping is to be provided on top of basement/sub-basement car parks. These will act as communal open spaces for the developments. Minimum required soil depths for various plant and tree types, can be obtained from the performance criteria outlined in 4.1.5 Planting on Structures. Deep soil zones are to be provided, as indicated in the building envelope plan.



View of block 3 from Pitt Street.



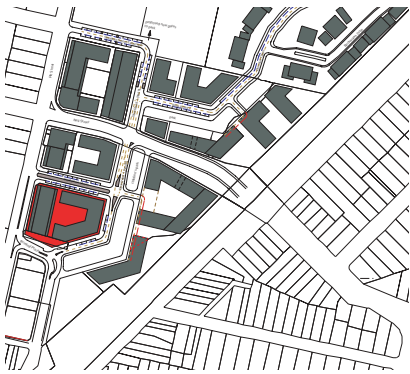
A'Beckett's creek, water flowing through an open culvert on the Rositano site.



Corner of Pitt Street and Terminal Place.

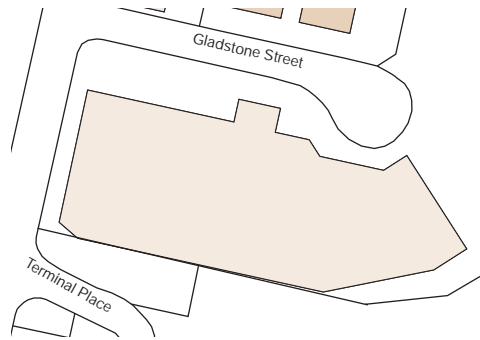


Terminal Place, looking towards the Merrylands transit interchange.

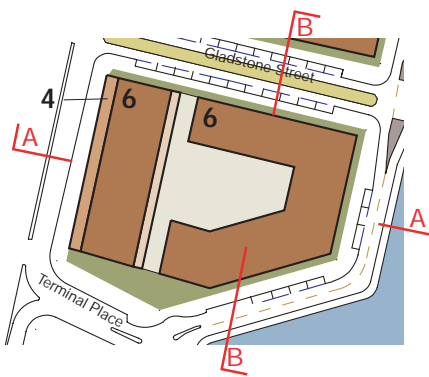


Block 3

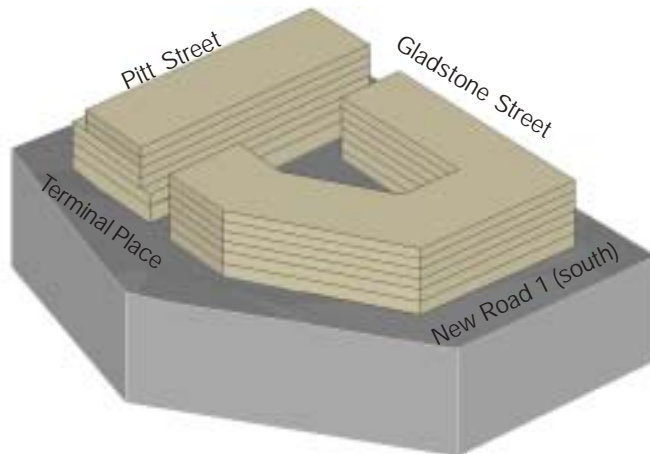
- 1 storey
- 2 storeys
- 3 storeys
- 4 storeys
- 5 storeys
- 6 storeys
- 7 storeys
- 8 storeys
- envelope if amalgamation/  
land swap occurs
- possible location of break  
in building
- can be built over  
after 2 levels
- swale
- public open space
- deep soil zone
- planting on structure



Existing plan



Building envelope plan

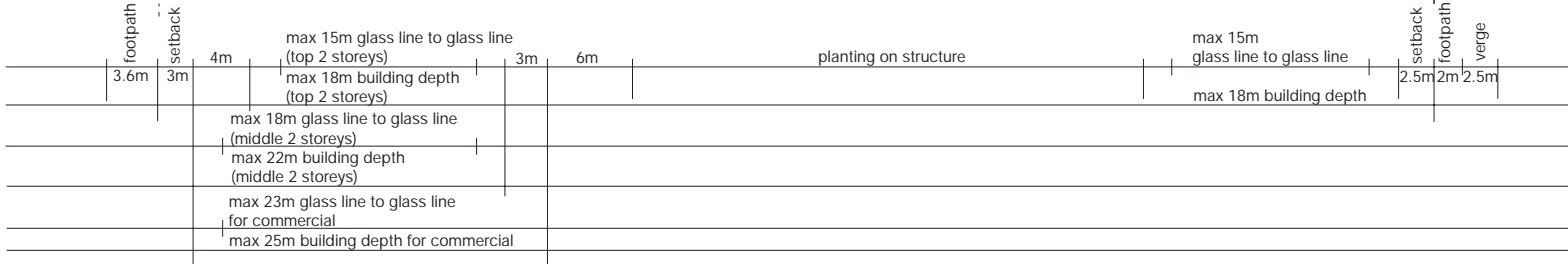


3D view of building envelopes



Indicated dimensions show  
minimum required floor to finished ceiling heights

2.7m  
2.7m  
2.7m  
2.7m  
3.3m  
3.5m  
2.5m

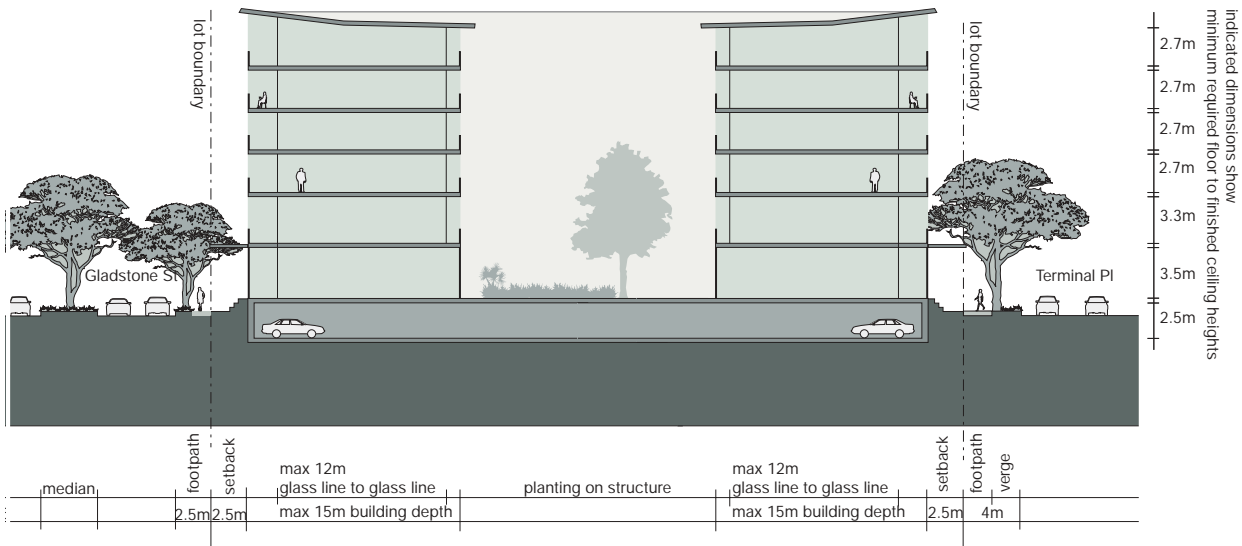


Section A-A



- residential
- residential/commercial
- retail/commercial
- parking
- public open space
- deep soil zone

PART 3 DEVELOPMENT CONTROLS  
3.2.3 Block 3



Section B-B

## Controls

### BUILDING HEIGHT:

- On all lots
- max 6 storeys

### BUILDING USE:

Allowable building uses are as follows:

Along Pitt Street:

- Ground and first floor
- commercial/retail/residential

Second floor

- commercial/retail or residential (depending on market demand)

All floors above second floor

- residential

Along New Road 1 (south) and Gladstone Street:

Ground and first floor

- commercial/retail/residential

All floors above first floor

- residential

### BUILDING DEPTH:

Commercial/retail on ground and first floors

- max 25m (max 23m glass line to glass line)

Commercial/retail and residential on all floors above first floor

- max 18m (max 15m glass line to glass line)

### SETBACK:

Street setback

Pitt Street

- min 3m

Terminal Place, New Road 1 (south) and Gladstone Street

- min 2.5m

Rear setback

- Comply with minimum rules of separation in 3.1.3 Building Separation

### DEEP SOIL ZONE + OPEN SPACE:

- Development is to comply with all open spaces, deep soil zones and planting on structures indicated in the building envelope plan and the sections

### OTHER CONTROLS:

- Any building along New Road 1 (south) is to follow the bend of the road (as shown in the building envelope plan) in order to reinforce the spatial quality of the road and also in order to directionally orient pedestrians and vehicles
- Buildings along Pitt Street are to create an active streetscape with commercial at ground level.

## PART 3 DEVELOPMENT CONTROLS

### 3.2.4 Block 4

Block 4 is currently bound by Neil Street on the north, Merrylands bus transit interchange on the south, and the railway on the east. The proximity of block 4 to the town centre and the transit interchange provides it with a high level of amenity.

The proposed plan for the block shows the introduction of a new road, New Road 1 (south), on the western boundary of the block, with a public park adjacent to the road. This new road and park area:

- provides access to the block
- provides an address to any future development on the block
- helps increase the developable area on the site
- helps to emphasise a view corridor from the Merrylands transit interchange into Holroyd Gardens
- contributes to flood management within the precinct
- provides a public park which improves the amenity of the area.

A building height of 6 storeys is allowed on the block. Higher built form is allowed along the railway (8 storeys), based on the following factors:

- the precinct is a high hazard flood zone due to which a 40m floodway is required through the middle of the site, which in turn results in a large loss of developable land from the site
- the existence of a 5.5m deep pit on the site means that pile foundation is required on part of the site, which in turn means higher development costs
- the location of the site parallel to the railway, and parallel to a road, means that there is minimal overshadowing of other developable sites

A maximum building depth of 18m (15m glassline to glassline) is allowed for residential floors (See sections and written controls for details on allowable building depths).

Development applications for buildings next to the railway line will be required to demonstrate how noise and vibration impacts will be managed.

On-street parking may be provided on internal/private roads within the site. These have not been indicated on the building envelope plan. On-site parking for future development is envisaged to be provided in basement/sub-basement floors, and/or at ground level (screened from the street by a skin of residential uses on the street frontage). This is better explained in the cross sections provided.

An underground culvert runs through the site. This constrains the location and design of basement and sub-basement car parking. Detailed investigation of the position and depth of the culvert is required before building envelopes may be finalised.

Landscaping is to be provided on top of basement/sub-basement car parks. These will act as communal open spaces for the developments. Minimum required soil depths for various plant and tree types, can be obtained from the performance criteria outlined in 4.1.5 Planting on Structures. Deep soil zones are to be provided, as indicated in the building envelope plan.

Access to the southernmost portion of Block 4 may be achieved directly off New Road 1 (south), subject to the detailed design of the swale.



View north from Block 4 to Neil Street which rises steeply as it reaches the Neil Street bridge. This berm acts as physical barrier between north and south of the Neil Street precinct.



Neil Street looking towards Neil Street bridge. Note the substantial tree planting on the southern side of Neil Street, and the absence of a footpath on the northern side.



View of block 4, looking south from Neil Street.

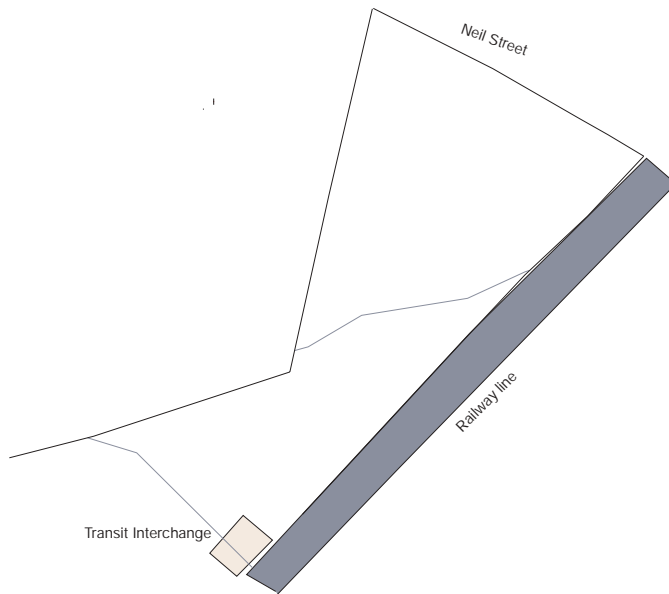


Part of block 4, which is currently being used as a car park, and is prone to flooding. The railway runs on the eastern side of block 4.

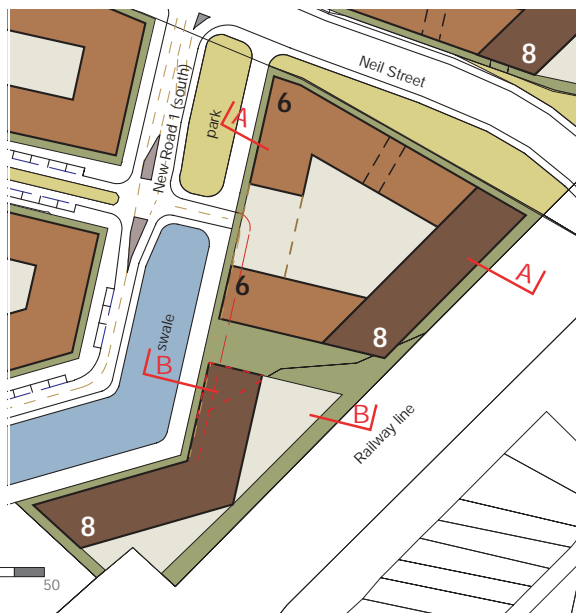


Block 4

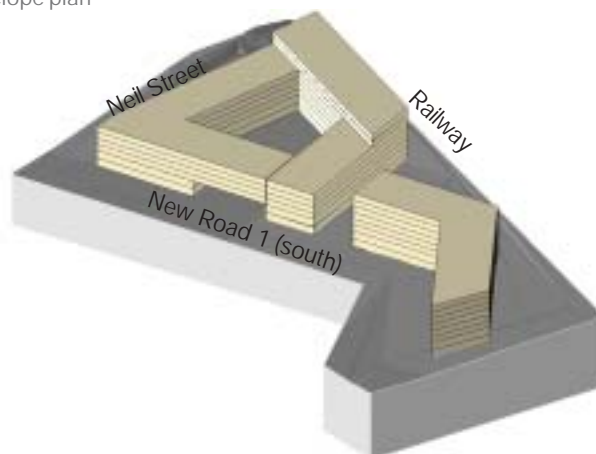
-  1 storey
-  2 storeys
-  3 storeys
-  4 storeys
-  5 storeys
-  6 storeys
-  7 storeys
-  8 storeys
-  envelope if amalgamation/land swap occurs
-  possible location of break in building
-  can be built over after 2 levels
-  swale
-  public open space
-  deep soil zone
-  planting on structure



Existing plan



Building envelope plan



3D view of building envelopes

# PART 3 DEVELOPMENT CONTROLS

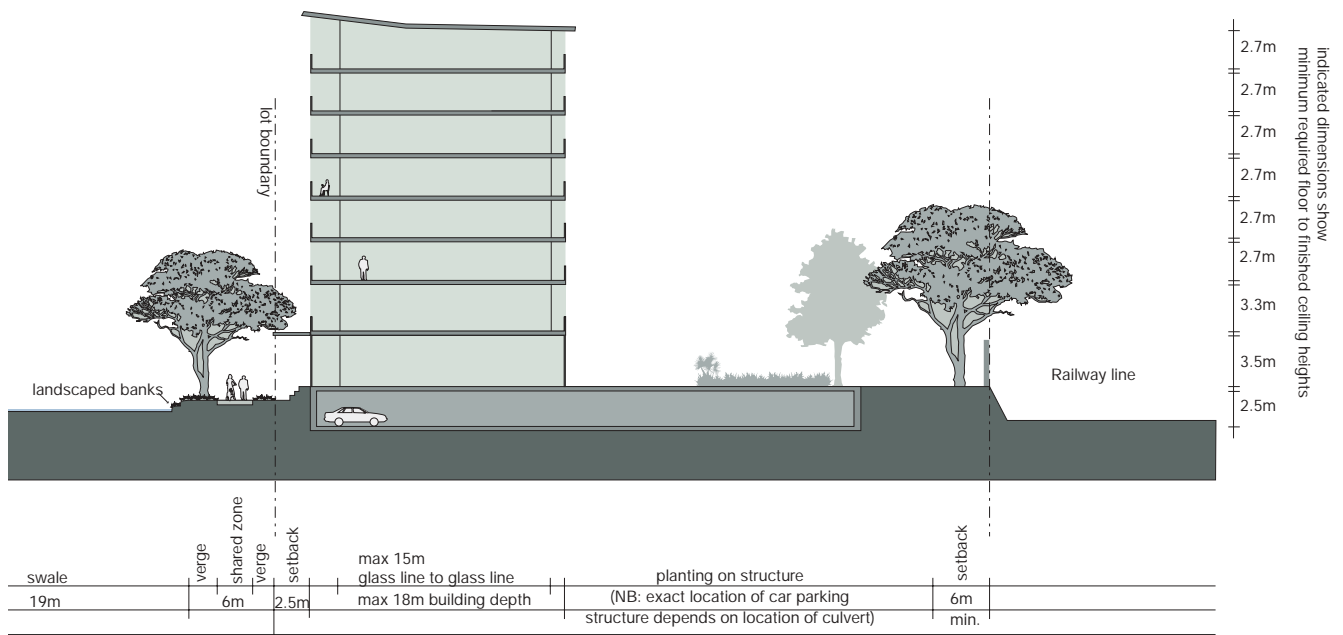
## 3.2.4 Block 4



Section A-A



- residential
- residential/commercial
- retail/commercial
- parking
- public open space
- deep soil zone



Section B-B

## Controls

### BUILDING HEIGHT:

- Parts of buildings along railway
  - max 8 storeys
- Other buildings
  - max 6 storeys

See building envelope plan for details

### BUILDING USE:

- Ground and first floor
  - commercial/retail/residential
- All floors above first floor
  - residential

### BUILDING DEPTH:

- All buildings
  - max 18m (max 15m glassline to glassline)

### SETBACK:

- Street setback
- Shared zone east of New Road 1 (south)
  - min 2.5m
- Side setback
  - From Merrylands Transit Interchange
    - min 3m
  - All other lots
    - Comply with masterplan
- Rear setback
  - From the railway
    - min 6m
  - For all other lots
    - Comply with minimum rules of separation in 3.1.3 Building Separation

### DEEP SOIL ZONE + OPEN SPACE:

- Development is to comply with all open spaces, deep soil zones and planting on structures indicated in the building envelope plan and the sections

### OTHER CONTROLS:

- Any building along New Road 1(south) is to follow the bend of the road (as shown in the building envelope plan) in order to reinforce the spatial quality of the road and also in order to directionally orient pedestrians and vehicles

## PART 3 DEVELOPMENT CONTROLS

### 3.2.5 Block 5

Block 5 is currently bound by the old brickworks site on the north, Neil St on the south, and the railway on the east. No.1 Neil Street (Millmaster site) is listed as a site of potential archaeological significance. On this site are located mill buildings and silos which are the only remnants of the industrial past of Merrylands. The proximity of Block 5 to the town centre, transport, and the park (Holroyd Gardens), provides it with a high level of amenity.

The proposed plan for the block shows the introduction of two new roads, New Road 1 (north), on the western boundary of the block, with a public park adjacent to the road, and New Road 2, on the northern boundary of the site. These new roads and park area:

- provide access to the block
- provide an address to any future development on the block
- help in increasing the developable area on the site
- increases connectivity between the Merrylands transit interchange and the park (Holroyd Gardens)
- provides a public park which improves the amenity of the area.

A building height of 6-8 storeys is allowed on the block. 8 storeys is allowed along the railway line due to the following factors:

- the precinct is a high hazard flood zone due to which a 40m floodway is required through the middle of the site, which in turn results in a large loss of developable land from the site which has to be compensated to some extent by a slightly higher built form
- the location of the site parallel/adjacent to the railway means that there is minimal overshadowing of other neighbouring developable sites

A maximum building depth of 18m (15m glassline to glassline) is allowed for residential floors (See section drawings and written controls for details on allowable building depths).

Development applications for buildings next to the railway line will be required to demonstrate how noise and vibration impacts will be managed. Buildings in this block adjacent to the railway line are required to be oriented perpendicular to, not parallel with, the railway line to minimise the area of building, and hence the number of apartments, impacted by railway noise and vibration.

On-street parking has been provided on New Road 2 and New Road 1 (north). On-street parking may also be provided on internal/private streets. These have not been indicated on the building envelope plan. On-site parking for future development is envisaged to be provided in basement/sub-basement floors, and/or at ground level (screened from the street by a skin of residential uses on the street frontage). This is better explained in the cross sections provided.

Landscaping is to be provided on top of basement/sub-basement car parks. These will act as communal open spaces for the developments. Minimum required soil depths for various plant and tree types can be obtained from the performance criteria outlined in 4.1.5 Planting on Structures. Deep soil zones are to be provided, as indicated in the building envelope plan. Future development on this block is to take maximum advantage of its view and close proximity to the park (Holroyd Gardens).

Building envelopes will be required to accommodate a 19m wide riparian corridor to ensure the retention of A'Becketts Creek. A portion of the creek is shown within the swale / park area and the location of the Creek is indicated on the plan diagram.



View north to Millmaster silos from Neil Street bridge.



Neil Street looking west, showing block 5 on the right hand side, with substantial tree growth on the street edge.




View east from Neil Street bridge.

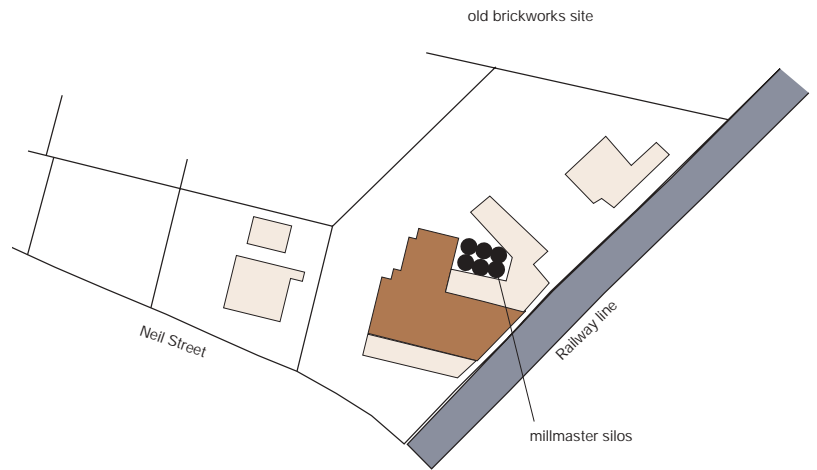


Neil Street looking east; Millmaster site on the left hand side, with substantial tree growth along the street edge.

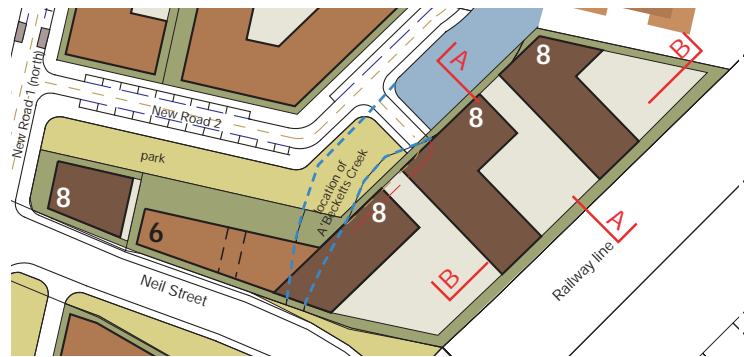


Block 5

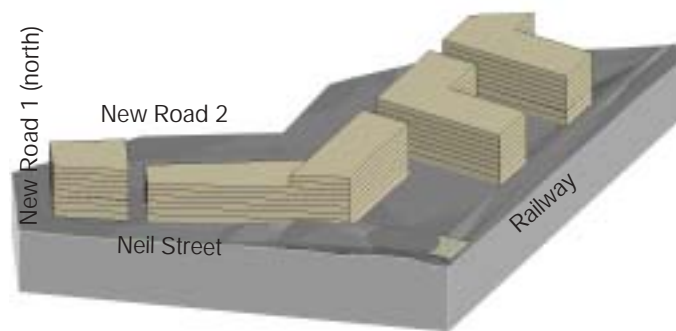
-  1 storey
-  2 storeys
-  3 storeys
-  4 storeys
-  5 storeys
-  6 storeys
-  7 storeys
-  8 storeys
-  envelope if amalgamation/land swap occurs
-  possible location of break in building
-  can be built over after 2 levels
-  swale
-  public open space
-  deep soil zone
-  planting on structure



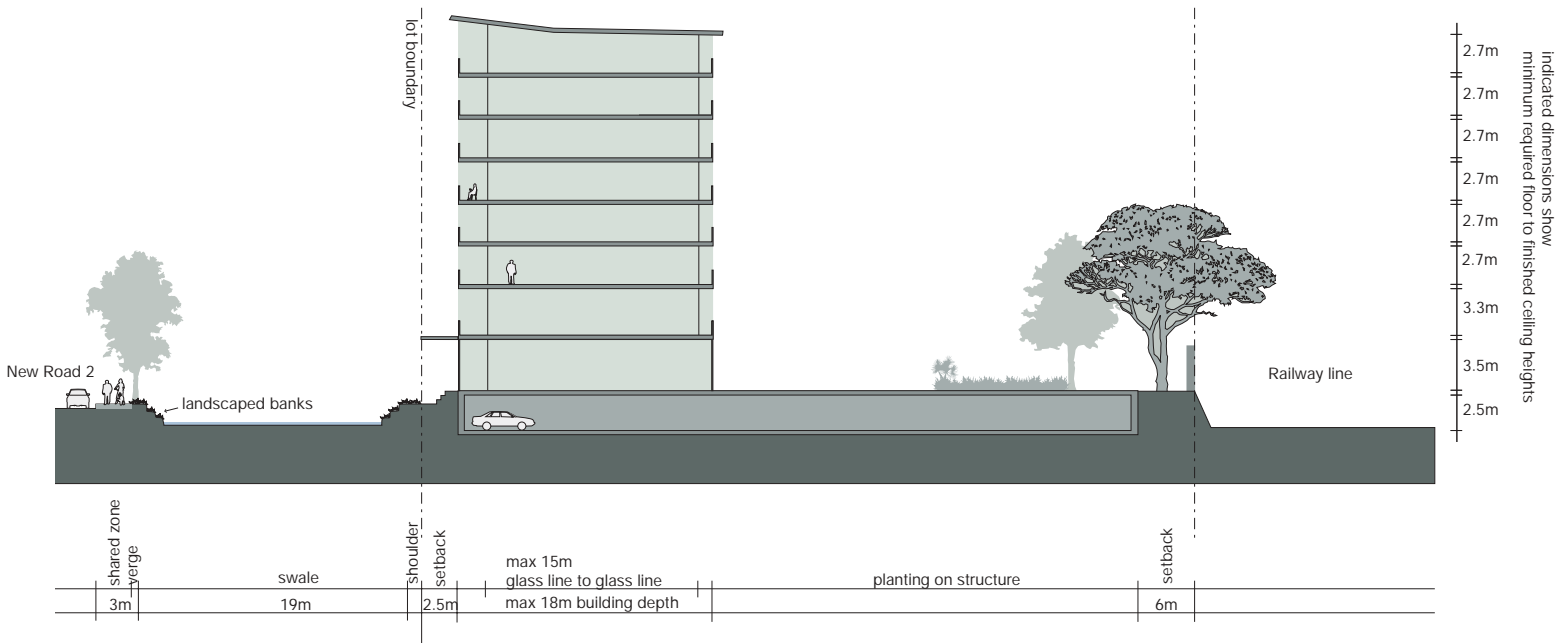
Existing plan



Proposed plan



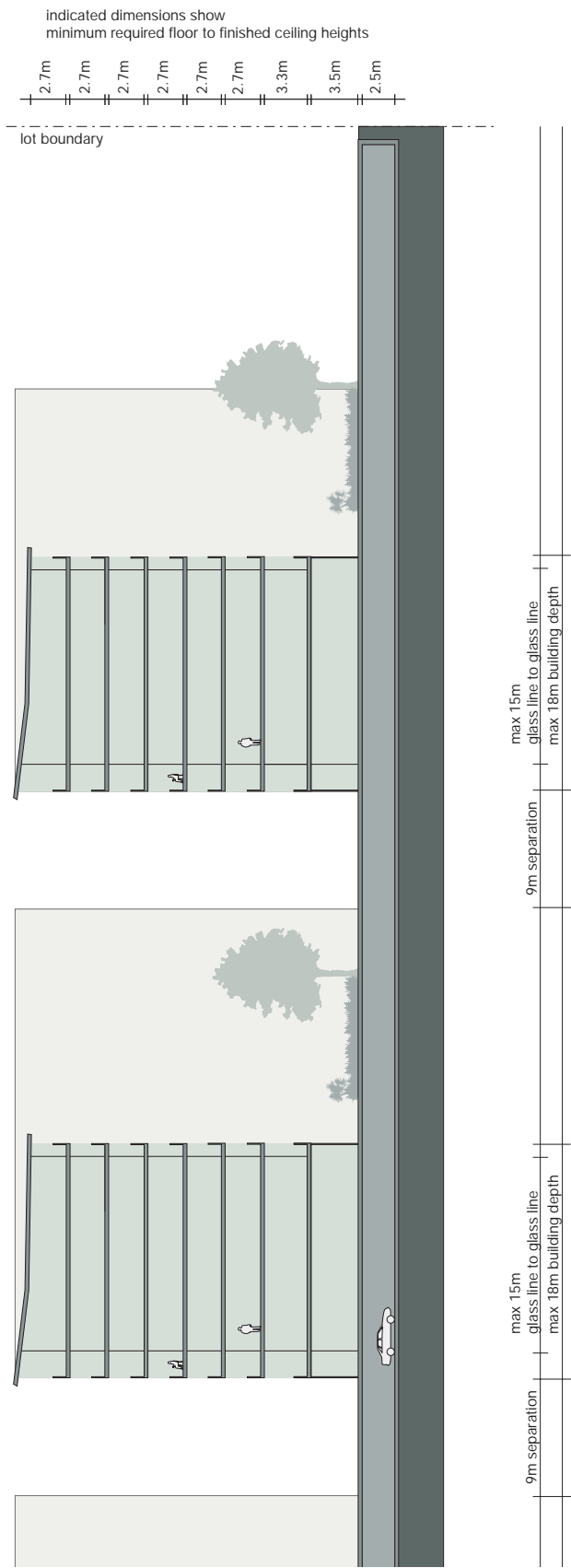
3D view of proposed envelopes



Section A-A



- residential
- residential/commercial
- retail/commercial
- parking
- public open space
- deep soil zone



### Controls

**BUILDING HEIGHT:**

- In general
- max 8 storeys
- Addressing the park
- max 6 storeys

**BUILDING USE:**

- Ground and first floor
- commercial/retail/residential
- All floors above first floor
- residential

**BUILDING DEPTH:**

- All buildings
- max 18m (max 15m glass line to glass line)

**SETBACK:**

- Street setback
- From New Road 1 (north)
- 7.5m (required to allow for 30m floodway)
- From eastern and southern boundary of park / swale
- min 2.5m
- Side setback
- On lots running parallel to the railway line
- comply with minimum rules of separation in 3.1.3 Building Separation
- From Holroyd Gardens on the north
- min 3m
- On all other lots
- comply with minimum rules of separation in 3.1.3 Building Separation
- Rear setback
- On lots running parallel to the railway line
- min 6m
- On other lots
- comply with minimum rules of separation in 3.1.3 Building Separation

**DEEP SOIL ZONE + OPEN SPACE:**

- Development is to comply with all open spaces, deep soil zones and planting on structures indicated in the building envelope plan and the sections

**OTHER CONTROLS:**

- A Heritage Impact Statement is to be submitted to Council prior to the approval of any Development Application on this block (see HLEP 1991)
- Any building along New Road 2 is to follow the bend of the road (as shown in the building envelope plan) in order to reinforce the spatial quality of the road and also in order to directionally orient pedestrians and vehicles

## PART 3 DEVELOPMENT CONTROLS

### 3.2.6 Block 6

Block 6 is currently bound by the old brickworks site and Holroyd Gardens on the north, and Neil Street on the south. The proximity of block 6 to the town centre, transport, and the park (Holroyd Gardens), provides it with a high level of amenity.

The proposed plan for the block shows the introduction of two new roads, New Road 1 (north), on the eastern boundary of the block, and New Road 2, on the southern boundary of the site. These new roads:

- provide access to the block
- provide an address to any future development on the block
- help in increasing the developable area on the site
- increases connectivity between the Merrylands transit interchange/Merrylands town centre and the park (Holroyd Gardens).

A maximum building height of 6 storeys is allowed on the block. A maximum building depth of 18m (15m glassline to glassline) is allowed for residential floors (See section drawings and written controls for details on allowable building depths).

On-street parking has been provided on New Road 2 and New Road 1 (north). On-site parking for future development is envisaged to be provided in basement/sub-basement floors, and/or at ground level (screened from the street by a skin of residential uses on the street frontage).

Landscaping is to be provided on top of basement/sub-basement car parks. These will act as communal open spaces for the developments. Minimum required soil depths for various plant and tree types, can be obtained from the performance criteria outlined in 4.1.5 Planting on Structures. Deep soil zones are to be provided, as indicated in the building envelope plan. Future development on this block is to take advantage of its view and close proximity to the park (Holroyd Gardens).

A contamination pit may affect part of this block. Investigation is needed to determine the exact extent of the building envelopes and car parks. On-grade car parking may be provided where contamination pit has been capped.



View east to Millmaster silos from block 6.



View of Millmaster silos (approximately 8 storeys high) from Neil Street bridge.



Neil Street looking east; Millmaster site on the left hand side, with substantial tree growth along the street edge.

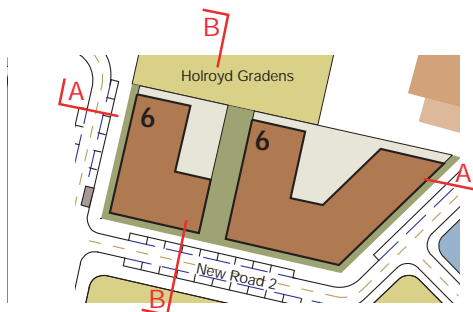


Block 6

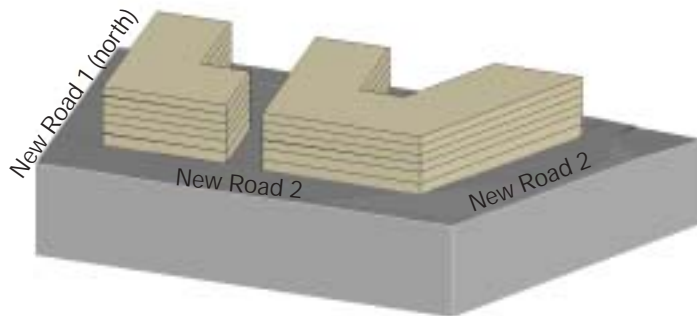
-  1 storey
-  2 storeys
-  3 storeys
-  4 storeys
-  5 storeys
-  6 storeys
-  7 storeys
-  8 storeys
-  envelope if amalgamation/  
land swap occurs
-  possible location of break  
in building
-  can be built over  
after 2 levels
-  swale
-  public open space
-  deep soil zone
-  planting on structure



Existing plan



Building envelope plan

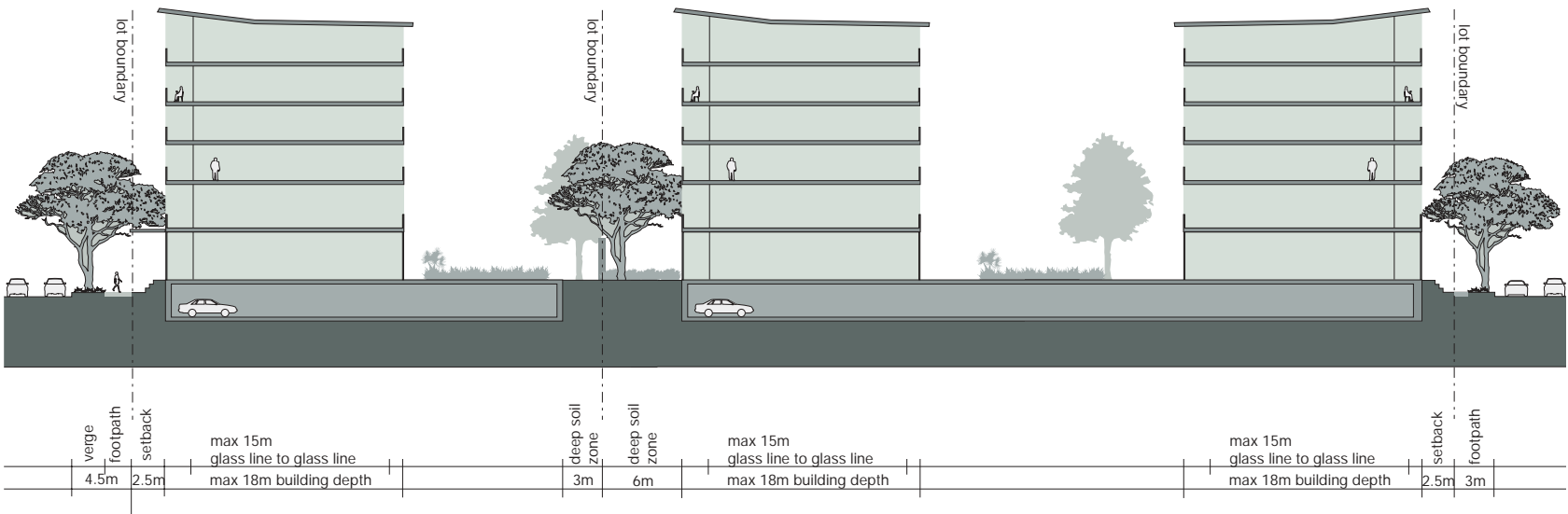
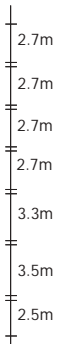


3D view of building envelopes

# PART 3 DEVELOPMENT CONTROLS

## 3.2.6 Block 6

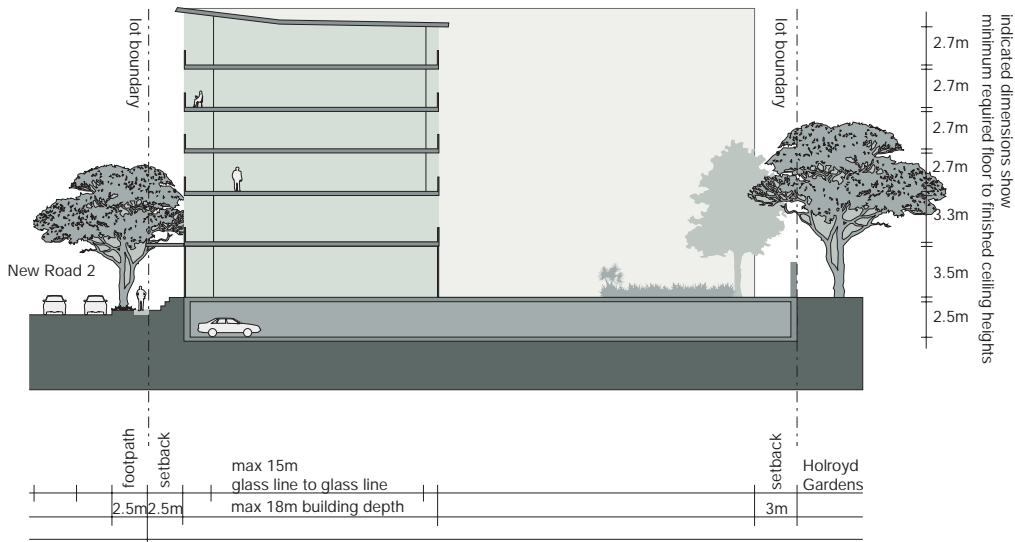
Indicated dimensions show minimum required floor to finished ceiling heights



Section A-A



- residential
- residential/commercial
- retail/commercial
- parking
- public open space
- deep soil zone



Section B-B

## Controls

### BUILDING HEIGHT:

- On all lots
- max 6 storeys

### BUILDING USE:

- Ground and first floor
- commercial/retail/residential
- All floors above first floor
- residential

### BUILDING DEPTH:

- All buildings
- max 18m (max 15m glass line to glass line)

### SETBACK:

- Street setback
- New Road 1, New Road 2
- min 2.5m
- Side setback
- On all lots
- comply with minimum rules of separation in 3.1.3 Building Separation
- Rear setback
- For lots fronting New Road 2
- min 3m
  - comply with minimum rules of separation in 3.1.3 Building Separation

### DEEP SOIL ZONE + OPEN SPACE:

- Development is to comply with all open spaces, deep soil zones and planting on structures indicated in the building envelope plan and the sections

### OTHER CONTROLS:

- Any building along New Road 2 is to follow the bend of the road (as shown in the building envelope plan) in order to reinforce the spatial quality of the road and also in order to directionally orient pedestrians and vehicles

## PART 3 DEVELOPMENT CONTROLS

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