CUMBERLAND CITY COUNCIL

PART F2-8 MERRYLANDS STATION AND MCFARLANE STREET PRECINCT

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1. Introduction

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

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

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

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

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

1.1 Land to which this Part applies

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

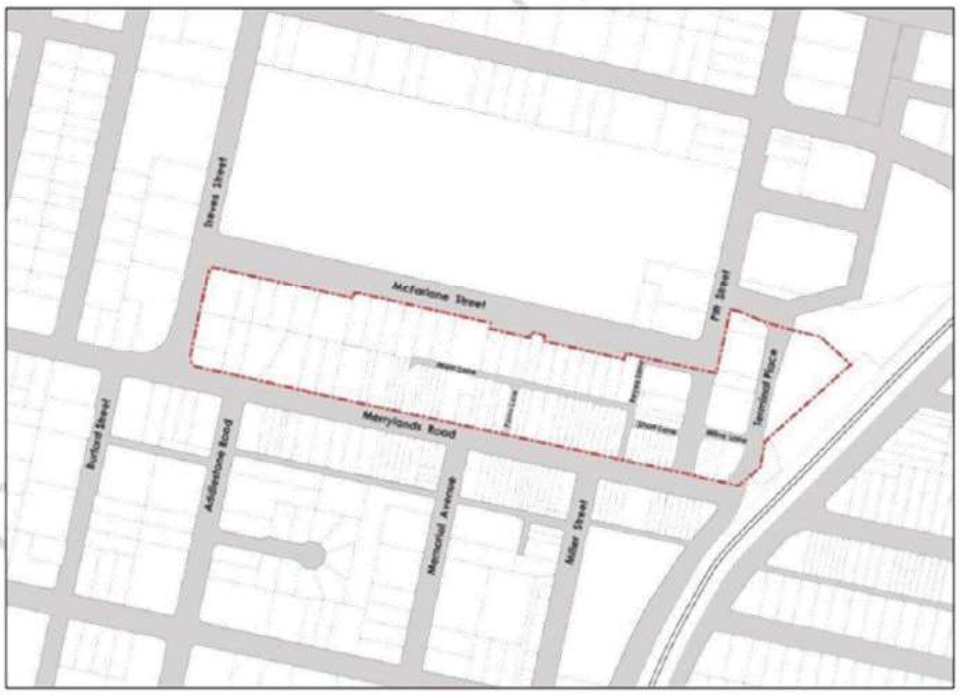


Figure 1: Merrylands Station and McFarlane Street Precinct boundary

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

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

Where there is an inconsistency between this document and provisions contained elsewhere in *Cumberland DCP 20XX* the Precinct Controls contained in this document shall apply to the extent of the inconsistency.

2. Objectives and controls

2.1 General

Objectives

O1. Develop a strong identity for the Merrylands Centre through a vibrant mix of retail, commercial and residential development.

O2. Achieve urban design strategies that acknowledge the role of Merrylands within the Cumberland City subregion.

O3. Strengthen the economic and employment status of Merrylands Centre and provide increased growth capacity within Merrylands.

O4. Renew and revitalise the Merrylands Centre catering for a diverse community.

O5. Ensure buildings are designed to maximise appropriate amenity outcomes for the Precinct.

O6. Create a centralised public domain and open space area as a focal point for the Precinct.

O7. Improve pedestrian and vehicular traffic movement throughout the Centre.

O8. Encourage a more pedestrian friendly streetscape on McFarlane Street and Merrylands Road.

2.2 Urban context analysis

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

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

2.2.1 Movement

Objectives

O1. Encourage the primary movement corridors around the Centre along Merrylands Road, Treves Street, Neil Street and Pitt Street with Merrylands Road to be a primary pedestrian route.

O2. Establish a pedestrian focus along McFarlane Street with particular emphasis on the proposed new Civic Square.

O3. Create secondary connection points extending south from Merrylands Road through the Centre to neighbouring residential areas.

O4. Extend the existing laneway network in the Centre and around the proposed Civic Square to improve permeability through the Centre. Refer Figure 2.

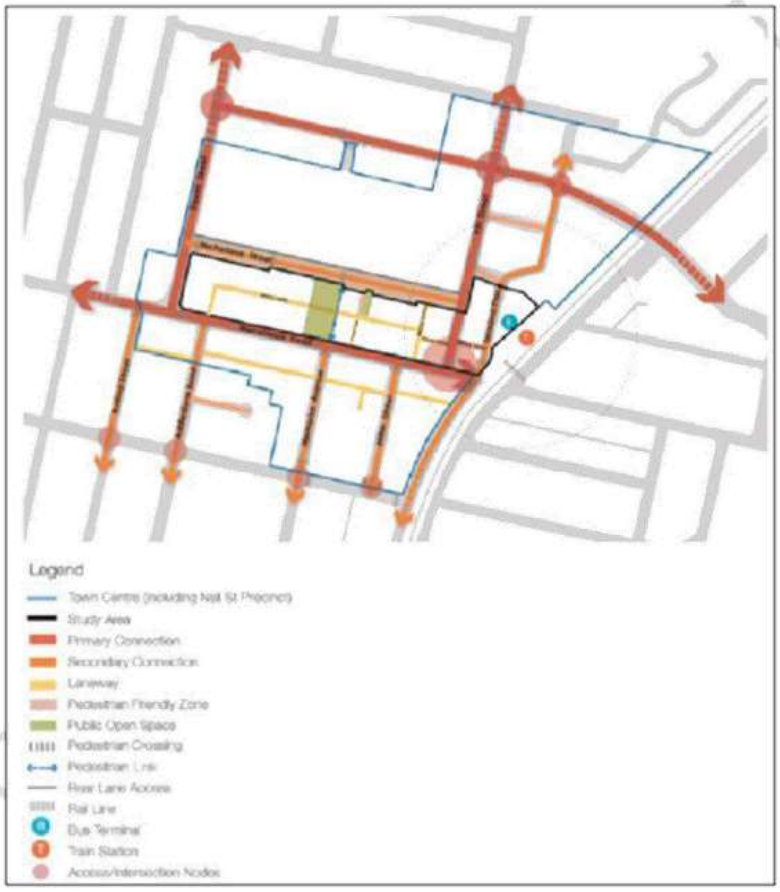


Figure 2: Movement principles

2.2.2 Open space

Objectives

O1. Create a new Civic Square as the primary public open space for the Centre.

O2. Reinforce the green streetscape character of McFarlane Street, Merrylands Road, Memorial Avenue, Pitt Street, and Neil Street.

O3. Establish a secondary green link through north-south laneways, between Merrylands Road and MacFarlane Street. Refer Figure 3.

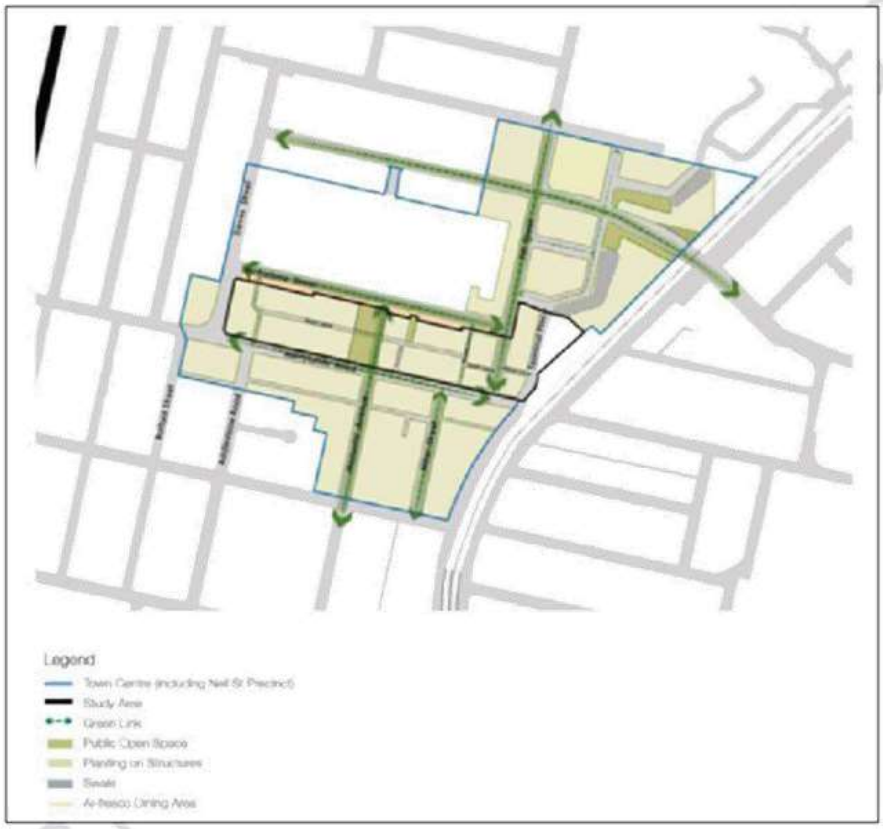


Figure 3: Open space principles

2.2.3 Land use and activity

Objectives

O1. Merrylands Road to remain the primary retail street of the Centre.

O2. McFarlane Street to become the 'Eat Street' of Merrylands, reinforced by a pedestrian-friendly character, interface with the Stockland Mall and linking Merrylands Road via the proposed Civic Square and laneway network.

O3. Treves Street and Pitt Street to serve as the secondary retail streets, intersecting with Merrylands Road and McFarlane Street. Refer Figure 4.

Figure 4: Land use and activity principles

2.2.4 Height and density

Objectives

O1. Maintain a transition of height from the Precinct to the surrounding residential neighbourhoods; and

O2. Focus height and density around strategic sites such as Merrylands Road/Pitt Street location and the landmark Civic Square. Refer Figure 5.

Figure 5: Height and density principles

2.3 Access network

2.3.1 Street network

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

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

Objectives

O1. Maintain and improve the Centre's lane way network and encourage the creation of new lanes and connections.

O2. Enhance the climatic conditions and amenity of the laneway to encourage more intensive pedestrian use and social activity.

O3. Encourage activity, vitality and interaction between public laneways and adjacent uses.

O4. Protect and where possible create views along lanes that provide a visual link to other streets and lanes in the pedestrian network, or which terminate at notable buildings or landmarks.

O5. Recognise lanes that provide for essential servicing and vehicular access and to ensure that new development does not adversely affect or impede the operation of these functions.

Controls

C1. Provide new laneways in accordance with Figure 6.

C2. Existing laneways are to be widened in accordance with Figure 6.

C3. Vehicular access to buildings fronting Merrylands Road and McFarlane Street must be provided via laneways (Refer Figure 7).

C4. Lanes are not to be covered, but awnings may be permitted on buildings facing lanes up to a maximum of 30% of each frontage.

C5. Widening of Merrylands Road – 0.5m on either side.

2.3.2 Connectivity

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

- Arcade between Pitt Street and Terminal Place.

Objectives

O1. Provide safe, direct, accessible and attractive through block pedestrian routes that improve the legibility of the Centre.

O2. Ensure arcades are accessible, continuous, well lit, safe and supported by active retail uses.

Controls

C1. Provide new arcade (between Pitt Street and Terminal Place) in accordance with Figure 6.

C2. The arcade must:

- have a minimum width of 15m and height of 4m;
- provide a clear sight-line from one end to the other for surveillance and accessibility, in mid-block locations; and
- be designed to consider pedestrian safety and the security of adjacent businesses, particularly at night.

C3. Public use of through-site connection should be available at least between 7.00am to 7.00pm daily.

C4. Connections through foyers and shops are encouraged.

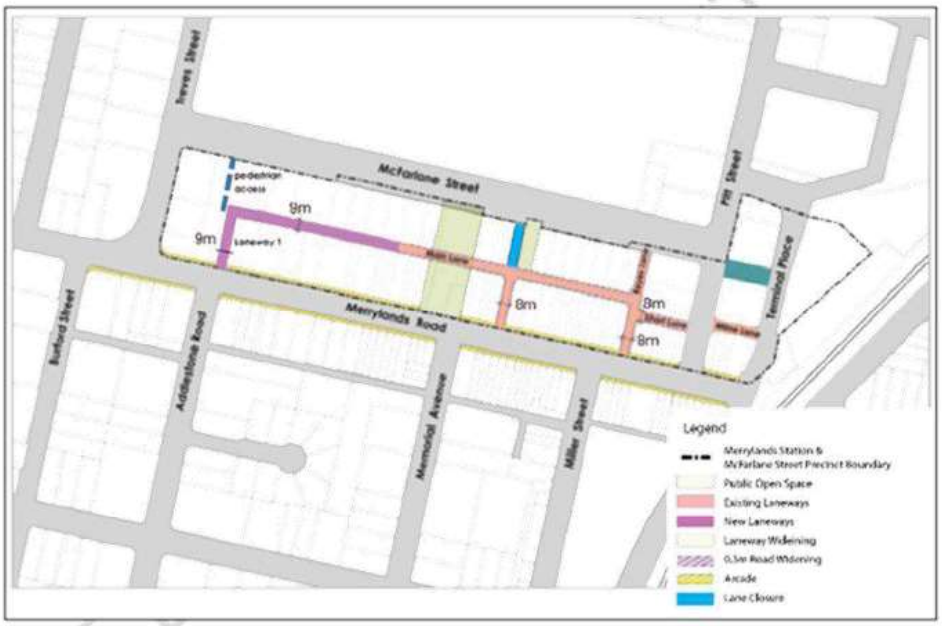


Figure 6: Laneways

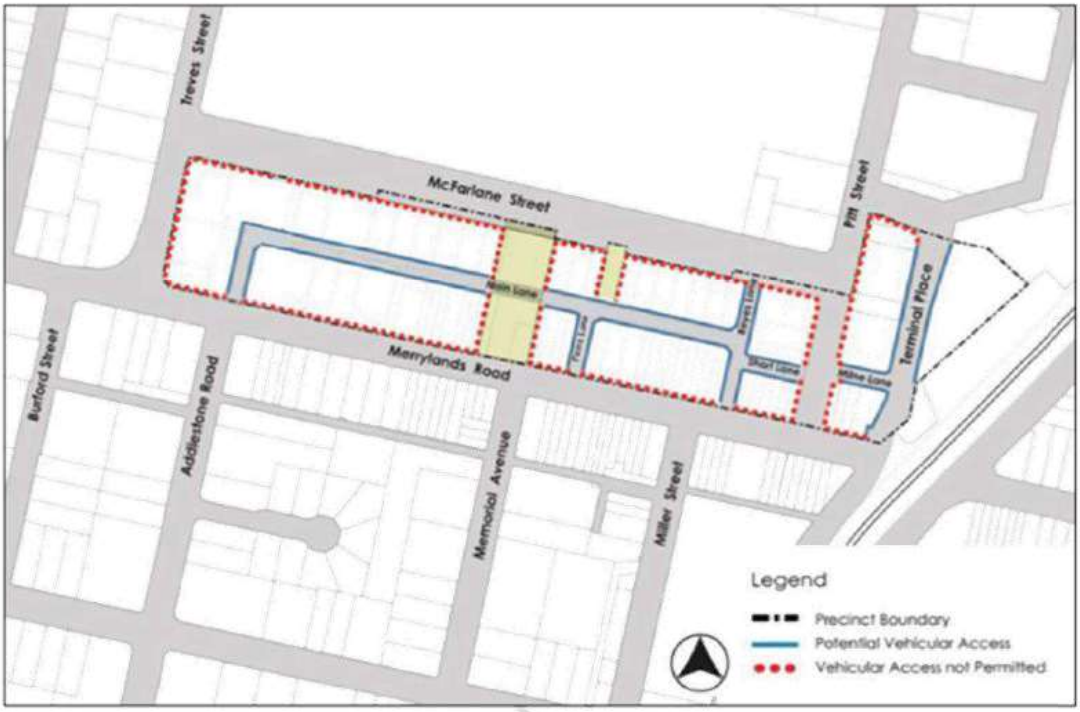
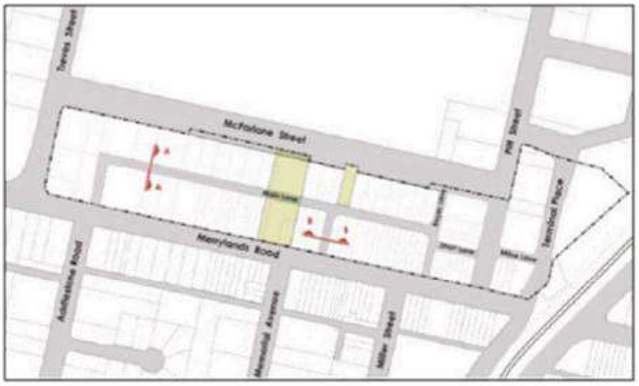
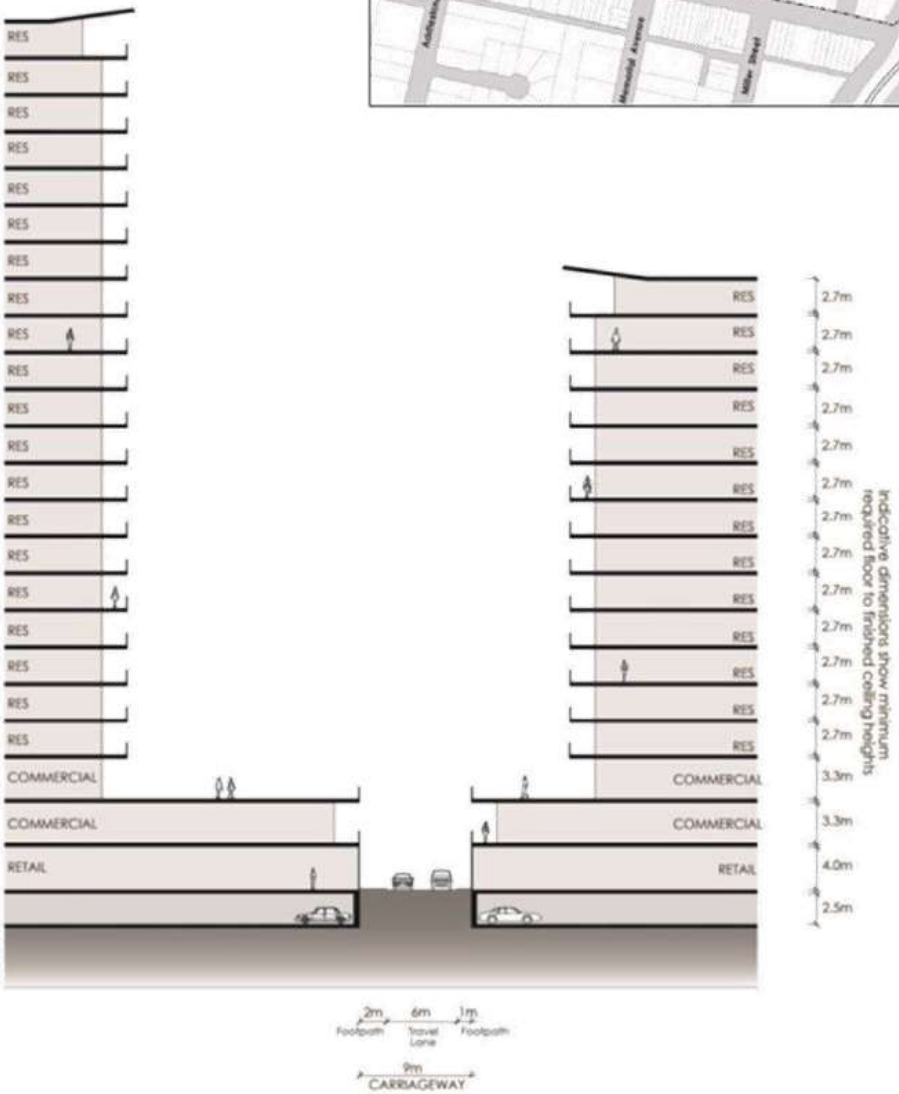


Figure 7: Vehicular access

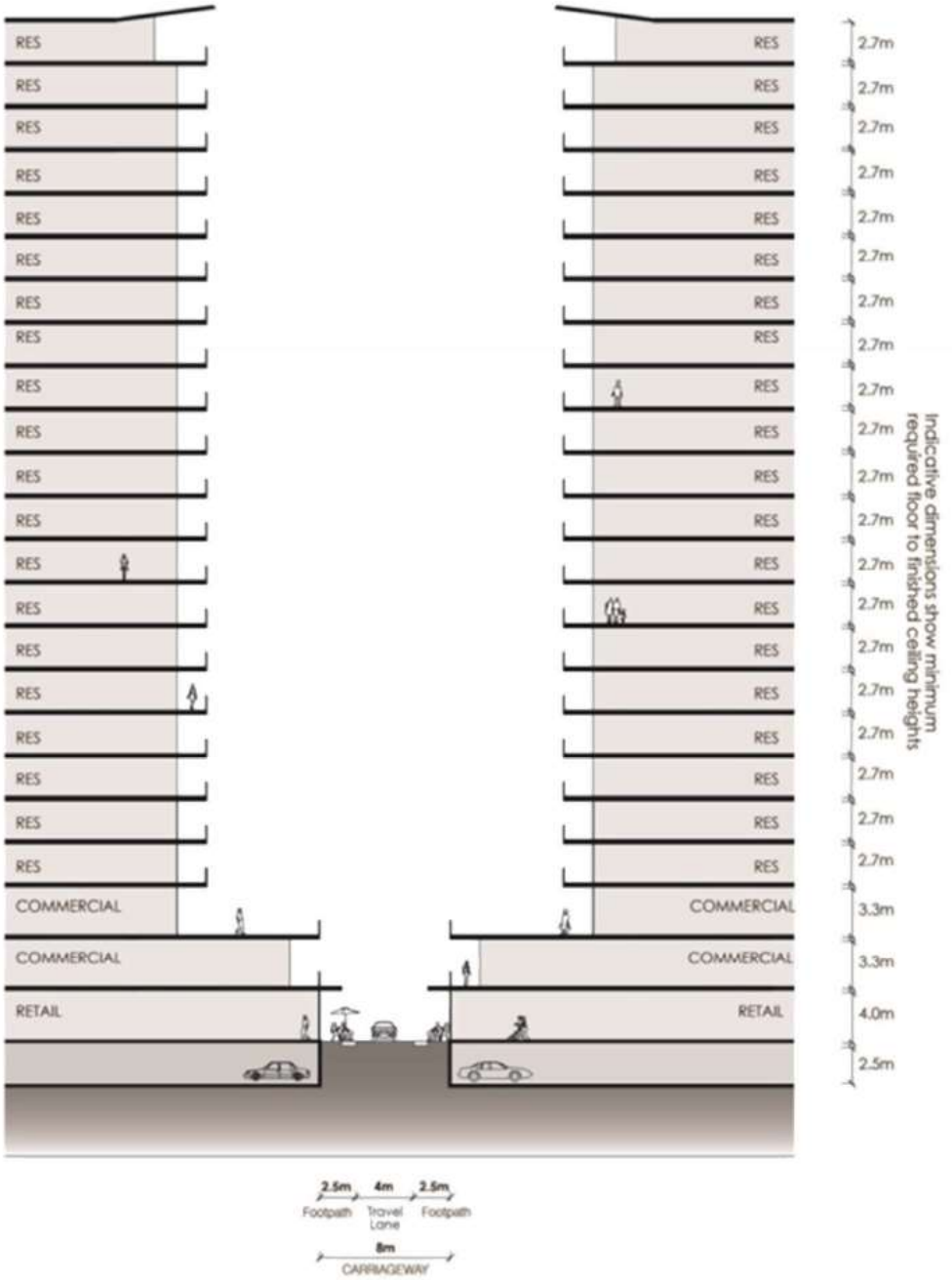
Section locations





Typical Section A-A

Figure 8A: Typical section A-A



Typical Section B-B

Figure 8B: Typical section B-B

2.4 Site amalgamation

Objectives

O1. Deliver the preferred built form option for the Precinct.

O2. Provide workable building footprints that encourages future development to meet the objectives for this Precinct.

O3. Ensure site dimensions allow for the achievement of appropriate building setbacks, separation and built form that meet the objectives for the Precinct.

O4. Prevent sites from becoming isolated and unable to be reasonably developed in accordance with the objectives of the applicable LEP and DCP.

Controls

C1. Site amalgamation for the purposes of development shall be determined in accordance with Figure 9 and Table 1.

C2. Sites must not be created that are physically unable to reasonably develop a building that achieves the maximum building height controls contained in *Cumberland LEP 20XX*.

Figure 9: Preferred Site Amalgamation Plan

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

2.5 Built form

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

Objectives

O1. Ensure building heights are rationalised by clustering buildings of a similar height.

O2. Ensure height limits enable the realisation of the maximum allowable floor space within a tall slender building form.

O3. Maintain solar access to the Civic Square during core hours of use.

O4. Ensure that sites to be developed maintain an adequate frontage.

O5. Ensure that the built form exhibits modulation and articulation.

O6. Introduce design excellence provisions to facilitate high quality design outcomes.

Figure 10: Built Form

2.6 Built form controls

The following controls have been informed by the *Building Height Review Study* (BHRS) 2016 and apply to all developments on sites in the Merrylands Station and McFarlane Street Precinct. This Section should be read in conjunction with the objectives and provisions of *Cumberland Development Control Plan (DCP) 20XX*. Part C and Part G of the DCP in particular contain planning controls that are applicable to development in this Precinct, with the exception of the development standards outlined below. Where there is an inconsistency between this document and provisions contained elsewhere in *Cumberland DCP 20XX*, this Section applies to the extent of the inconsistency.

2.6.1 Building height

Objectives

O1. Deliver a built form that provides a height transition from lower scale on the edges of the Precinct to higher scale in the Precinct core and clustering buildings of similar height.

O2. Ensure the scale of the built form provides for a legible centre.

O3. Enable the realisation of the maximum allowable floor space ratio.

O4. Achieve appropriate management of overshadowing, access to sunlight and privacy.

Controls

C1. Sites with the following maximum building height under Clause 4.3 of *Cumberland LEP 20XX* should comply with the maximum number of storeys in Figure 10 and Table 1 (excluding basement car parking).

C2. Each storey shall comprise a minimum floor to ceiling height as defined in the NSW *Apartment Design Guidelines* (July 2015).

Table 1: Amalgamated Site Descriptions and Maximum Height Control

Site No.	Lot	DP/SP	Street Address	Site Area m²	Maximum Height metres/storeys
1	1	DP 1094069	141-143 Merrylands Road	1,199	86m/26st
	2	DP 1094069	141-143 Merrylands Road		
	3C	DP 335075	139 Merrylands Road		
	1	DP 1135451	135-137 Merrylands Road		
2		SP 48251	254 Pitt Street	1,373	86m/26st
3	1	DP 501597	215 Pitt Street	2,108	86m/26st
	2	DP 501597	215 Pitt Street		
	2	DP 537031	229-239 Pitt Street		
	J	DP 10354	229-239 Pitt Street		
	1	DP 1079960	229-239 Pitt Street		
4	541	DP 633620	6 McFarlane Street	1,431	77m/23st
	552	DP 579491	4 McFarlane Street		
	56 Sec A	DP 7916	2 McFarlane Street		
5	150	DP 773769	14 McFarlane Street	1,827	77m/23st
	151	DP 812643	12 McFarlane Street		
	152	DP 631399	10 McFarlane Street		
		SP 20705 & SP 84614	8 McFarlane Street		
6		SP 54283	20 McFarlane Street	1,139	77m/23st
		SP 18367	18 McFarlane Street		
7	40, 41, 42 & 43 Sec A	DP 7916	28 – 36 McFarlane Street	5,422	105m/32st
	44	DP 7916	28 – 36 McFarlane Street		
	Pt 45 & 46 Sec A	DP 7916	28 – 36 McFarlane Street		
8	389	DP 657042	40 McFarlane Street	1,236	77m/23st
9a	5, 6, 7, 8, 9, 10	DP 244047	233- 249 Merrylands Road & 52-54 McFarlane Street	12,415	77m/23st
9b	12	DP 1178575			55m/16st
9c	22,25,26,27,28,29	Sec A, DP 7916			43m/12st
9d	10	DP 814298			55m/16st
9e	5	DP 17401			77m/23st
10	21C	DP 334937	231 Merrylands Road	1,911	77m/23st
	21D	DP 334937	229 Merrylands Road		
	21E	DP 334937	227 Merrylands Road		
	35	DP 604776	223 Merrylands Road		
	11	DP 1210565	221 Merrylands Road		
	18	DP 654417	219 Merrylands Road		
	18	DP 657045	215 Merrylands Road		
11	A	DP 384389	201 Merrylands Road	1,335	77m/23st
	1	DP 514251	197 Merrylands Road		

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

Note: *maximum building heights are defined in the Cumberland LEP 20XX. Where there is any inconsistency in terms of building heights and storeys, the Cumberland LEP 20XX and the Apartment Design Guide (ADG) prevail.*

2.6.2 Design Excellence Provisions

Objectives

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

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

O1. High quality, diverse and innovative design.

O2. Development that by virtue of its location, individually and collectively contributes to the urban design context of Merrylands Centre.

Controls

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

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

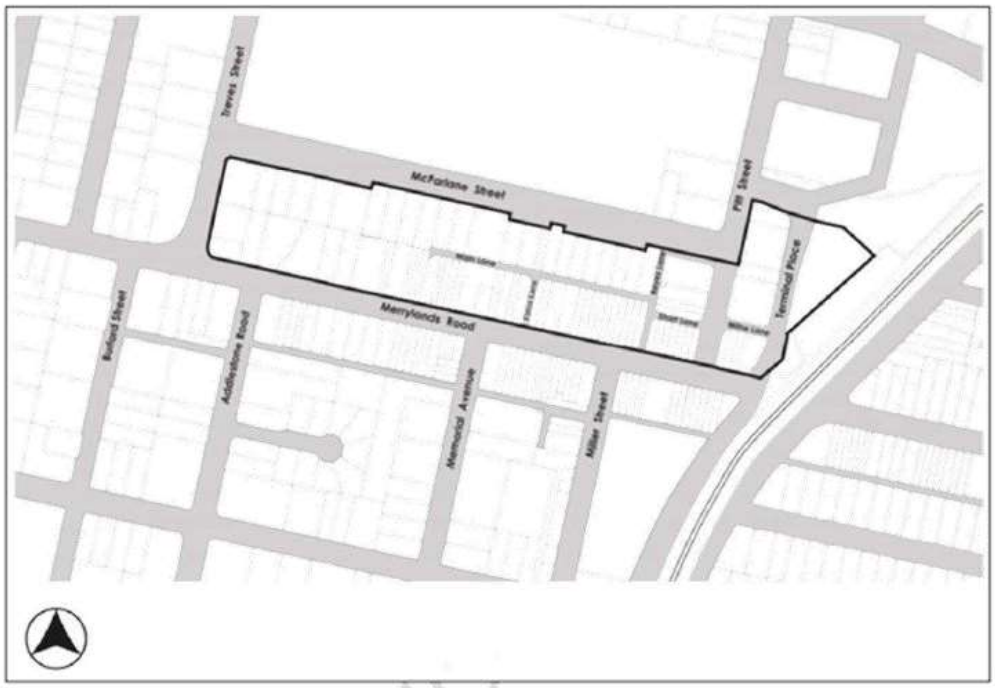


Figure 11: Design Excellence Map

2.6.3 Primary frontage requirements

Objectives

O1. Ensure buildings are of an adequate size to reasonably accommodate development, including vehicle access.

O2. Avoid the creation of smaller, isolated sites that cannot be separately developed.

Control

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

2.6.4 Building setbacks

Objectives

O1. Enhance the character of the Precinct through consistent and uniform alignment of building facades.

O2. Reinforce strong definition of streets and public spaces in the Centre Precinct.

Control

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

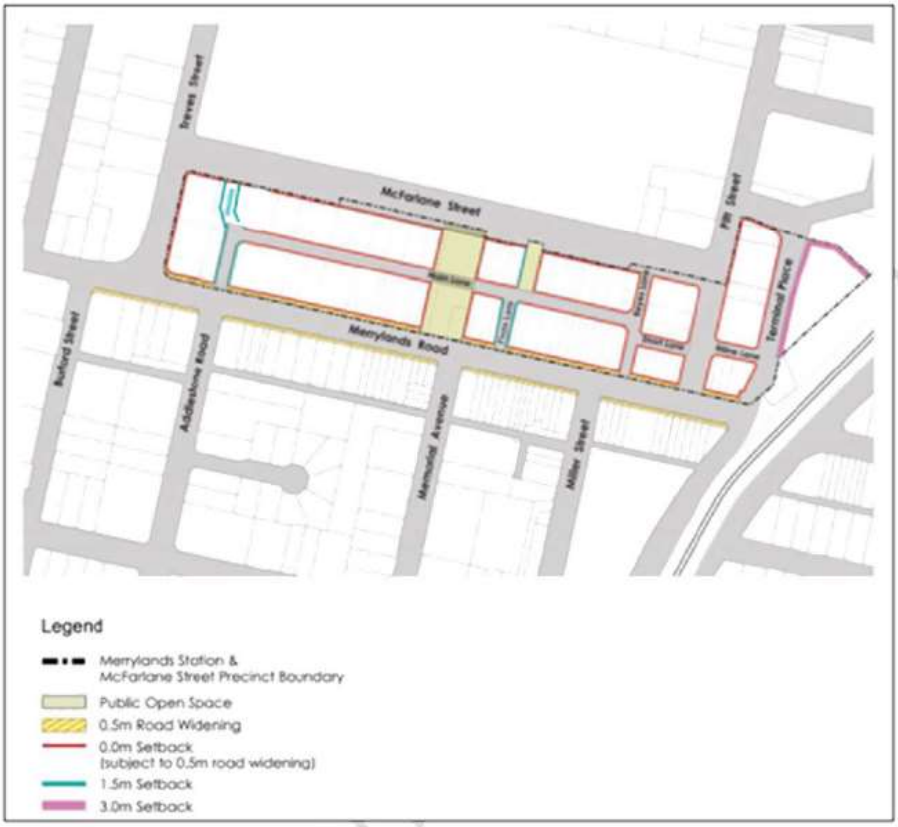


Figure 12: Building Setbacks

2.6.5 Street Wall Heights

Objectives

O1. Provide street edges that reinforce and reflects the various uses and existing character in the Precinct.

O2. Ensure building heights at street level are at a human scale.

O3. Facilitate a consistent street and laneway wall height throughout the Precinct.

O4. Provide prominence to the street level, establish a clear presence for retail and increase the visibility, marketability and utility of ground floor space.

Controls

C1. Street wall heights of buildings (podium) shall be 3 storeys.

C2. The 3-storey street wall height applies to a site's primary frontage.

C3. Where a site has frontage to a laneway, a maximum 2-storey street wall height is to be maintained. Refer Figure 13.

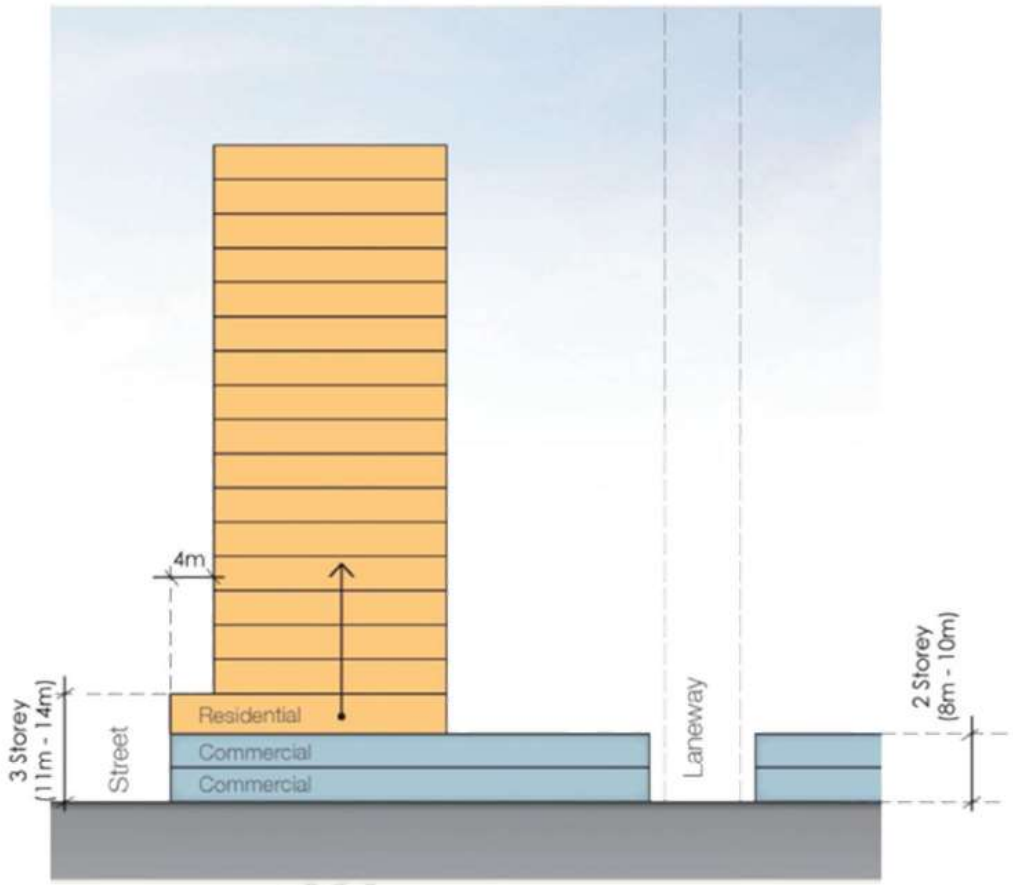


Figure 13: Street wall height and podium setback

2.6.6 Upper level street setbacks

Objectives

O1. Enable more efficient tower footprints by removing incremental stepping of facades.

O2. Minimise adverse wind impacts on the pedestrian environment.

O3. Maximise sunlight penetration into streets, public places and surrounding buildings.

O4. Ensure building modulation.

Control

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

2.6.7 Solar access to Civic Square

Objective

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

Control

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

2.6.8 Floor plates above podium

Objectives

O1. Minimise overshadowing as compact floor plates cast smaller and faster moving shadows.

O2. Improve access to sky view and permit better views between buildings and through sites and contribute to a more attractive skyline.

O3. Enhance energy efficiency and increase daylighting within buildings.

O4. Create architectural interest and visually diminish the overall scale of the building mass.

Controls

C1. Where office premises are proposed, all points on an office floor above podium should be no more than 15m from a source of daylight.

C2. The maximum horizontal length of any building above the podium shall not exceed 50m.

2.6.9 Awnings and colonnades

Objectives

O1. To increase pedestrian amenity by the provision of weather protection.

O2. Visually unify the Civic Square which otherwise is divided by the Main Lane.

Controls

Awnings

C1. Awnings are to be provided to the full extent of the street frontage of buildings in the locations nominated in Figure 14.

C2. Awnings along Merrylands and McFarlane Street shall be minimum 2.5m deep.

C3. Awnings if provided on laneways shall be retractable and only to be used in hours of operation.

Colonnades

C4. Provide colonnade/active frontage where shown in Figure 14.

C5. Provide colonnades with a preferred minimum soffit height of 4m.

C6. Provide under colonnade lighting to create a safe pedestrian environment at night.

C7. Colonnade shall have a minimum width to height ratio of 1.5:1.

C8. Activate the public domain, active ground level uses are required along the colonnade.

C9. Locate columns of colonnades along build-to lines, to reinforce the character of the public open space.

C10. Ensure that colonnade heights and depths are continuous along the length of the open space and are consistent with the neighbouring sites.

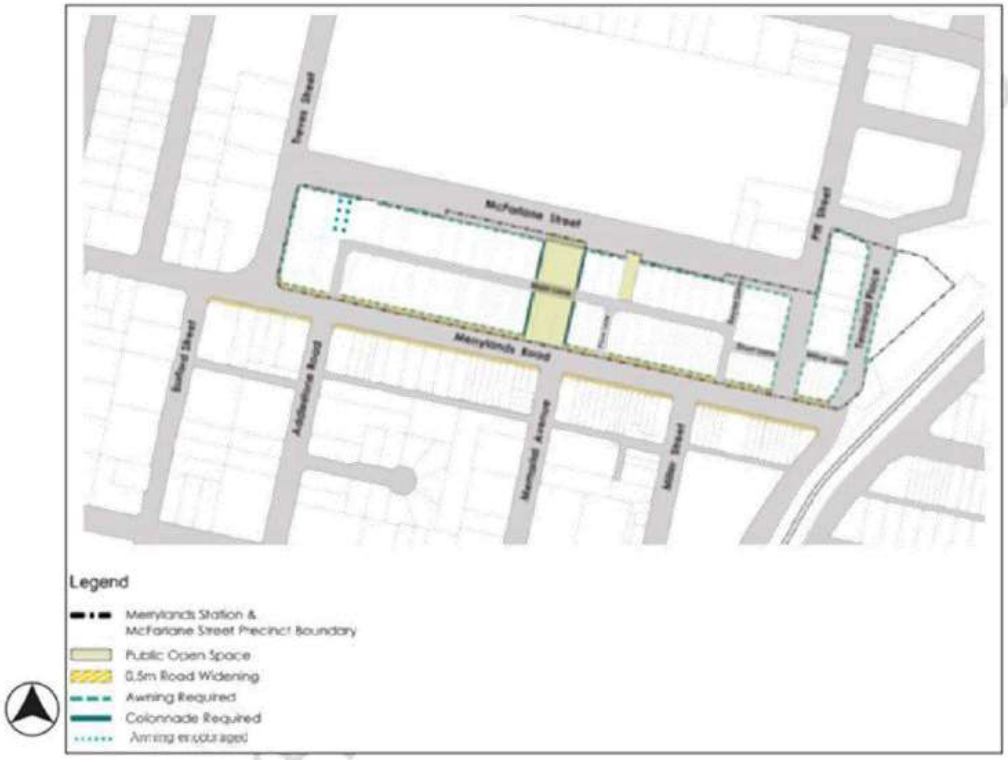


Figure 14: Awnings and Colonnades

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