



CUMBERLAND
CITY COUNCIL

PART F2-10

MERRYLANDS EAST

PRECINCT

~~NEIGHBOURHOOD~~ KEY

SITE CENTRE

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1. Introduction Desired Future Character

1.1 Land to which this Part applies

This part applies to all development on land defined as 244 and 264 Woodville Road, Merrylands and 2, 4, 6, 8-8a, 10, 12 and 14-16 Lansdowne Street and 19 Highland Street, Merrylands, as shown in Figure 1.

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

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

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



Figure 1: Merrylands East Neighbourhood Centre Precinct Map

1.2 Relationship to other parts of Cumberland DCP 2021

This Part shall be read in conjunction with the other Parts of Cumberland DCP 2021, which contain objectives and controls that relate to development in this Part.

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

In addition to this Part, SEPP (Housing) 2021 and the NSW Apartment Design Guide (ADG) must be taken into account when preparing a development application.

1.3 Purpose of this Part

The purpose of this Part is to articulate the detailed built form controls and the desired future character to guide the development of the key site.

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

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

Key Site

Description and Location

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

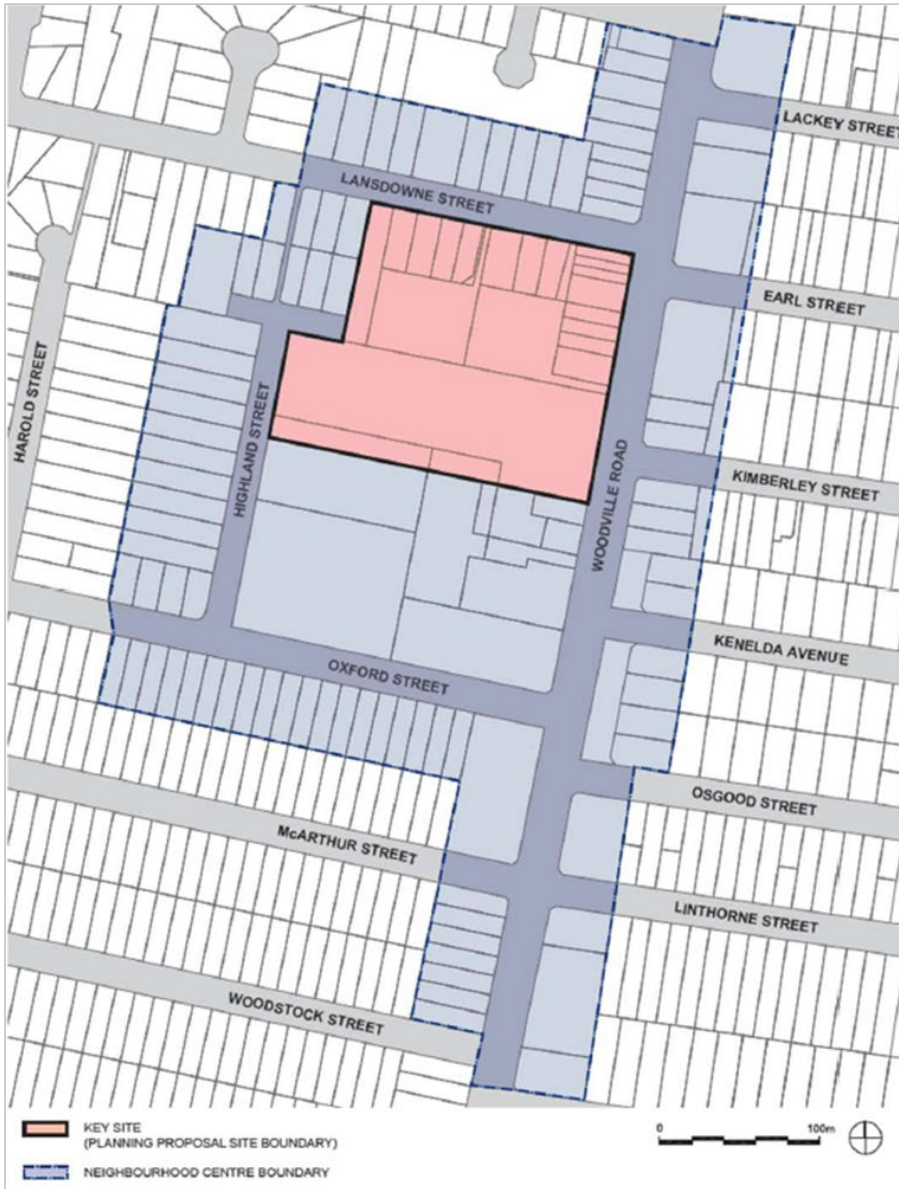


Figure 12: Merrylands East Key Site (Woodville Road Planning Proposal)

2. Vision and Desired Future Character

2.1 Vision

Desired Character

The site development of the land is to facilitate the establishment of a mixed-use development centre with public open space, retail and commercial uses anchored by a full line supermarket, and The site shall also contain 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.

2.2 Desired Future Character

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.

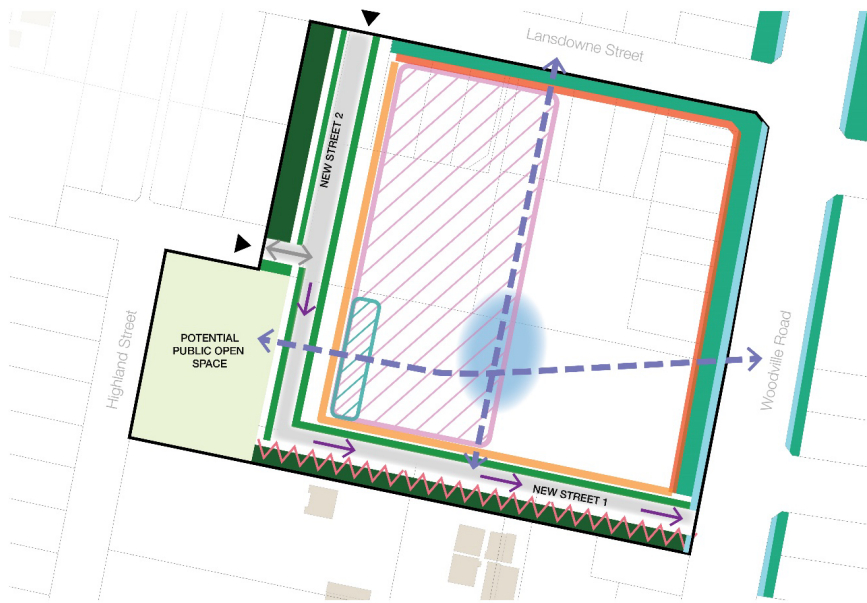
3. Objectives and Controls

Objectives

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

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Legend

- | | |
|--|--|
| Transition to surrounding lower scale residential development | Potential through site link |
| Active frontages -primary | Potential new street |
| Active frontages - secondary | Vehicular access |
| Potential 'eat street' style ground floor | Deep soil zone |
| Green canopy along Woodville Road and Lansdowne Street setback | Potential new or upgraded public space |
| Active Transport Link | Potential open air plaza |
| Avoid overlooking and overshadowing of school grounds | Heritage item |
| | Planning proposal site boundary |

Figure 23: Precinct principles

2.1 Development Application requirements

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

2.2 3.1 Structure, form and density

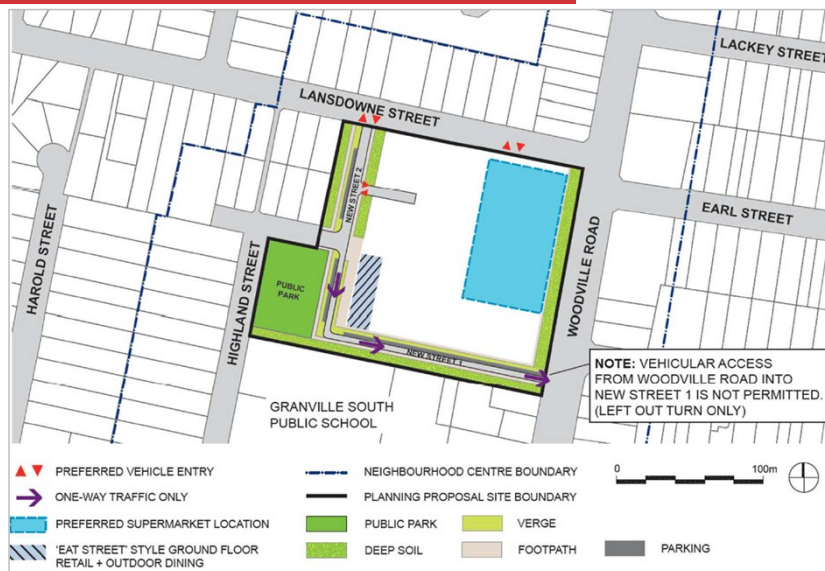
Objectives

- Q1. Define the desired structure, general form and density of development on the land.
- Q2. Ensure the density of development on the land is suitable to its location, context and development capacity.
- ~~Q3. Facilitate the integration of the development of this key site with adjoining development and the neighbourhood centre precinct.~~
- ~~Q4-Q3.~~ Establish a mixed-use centre, which will include a neighbourhood park and enhanced connectivity (pedestrian and visual) within the site and with adjoining development.
- ~~Q5. 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.~~
- ~~Q6. Allow for a diversity of dwelling types and apartment sizes.~~

Controls

- C1. Development is to be in accordance with Figure 34 Site Structure and Land Use Plan.

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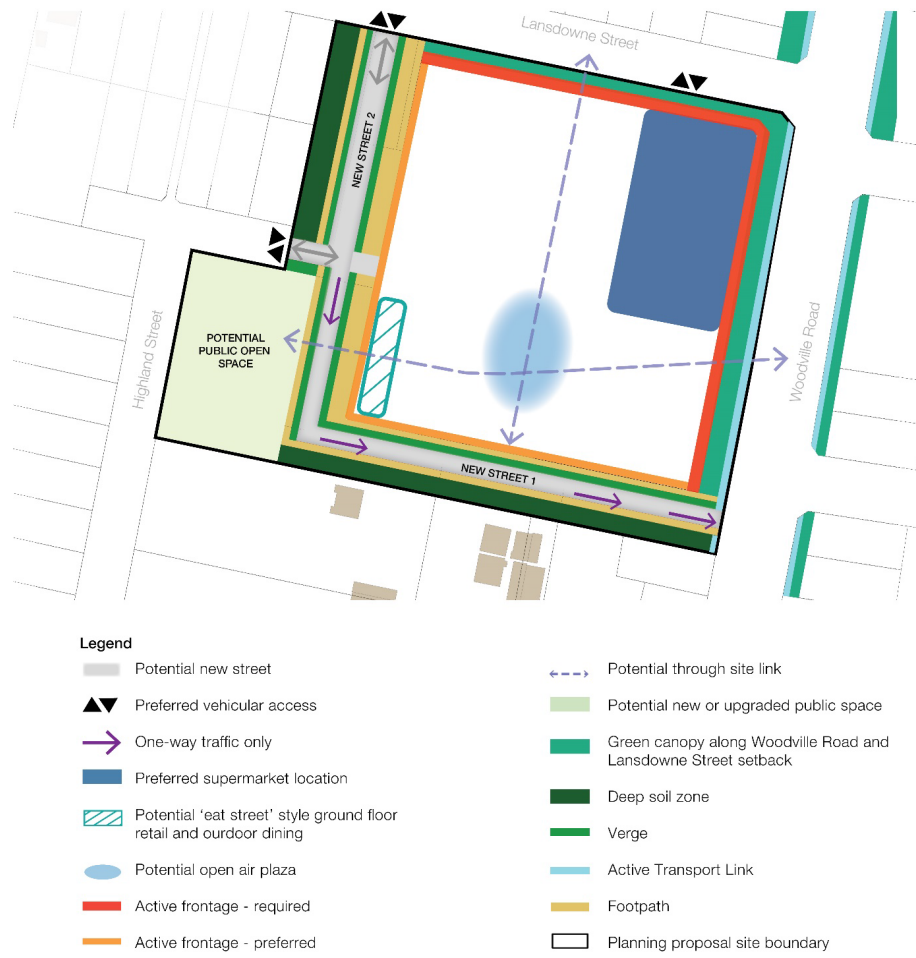


Figure 34: Site Structure and Land Use Plan

~~C2.~~ New Street 1 and New Street 2 (Refer Figure 4) must be constructed and delivered by the proponent as part of the development of the key site, in accordance with Council's engineering requirements, and at no cost to Council.

~~C3-C2.~~ New Street 1 and New Street 2 shall be provided in accordance with Figure 3 to aid movement around the site and to ~~are to~~ provide separation between future development and Granville South Public School to the south and neighbouring residential to the west.

~~C4-C3.~~ The ground floor and ~~first floor~~ of the proposed development on the key site must be non-residential.

~~C5-C4.~~ A minimum 3000m² publicly accessible public park shall be included as part of proposed development and must be constructed by the proponent and dedicated to Council as part of the development of the key site, in the location shown in Figure 3 above.

2.3 3.2 Lot consolidation and minimum street frontage

Objectives

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

Controls

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

~~C2.~~ Table 1: Minimum Street Frontage

Street	Minimum Street Frontage	Intention
Woodville Road	30m	To encourage the consolidation of land and development of suitable building forms.
Lansdowne Road	20m	
Highland Road	3 20m	

~~C3-C2.~~ Development must be designed and planned in relation to the development parcels as shown in Figure 4 ~~5 Preferred Lot Consolidation~~ unless it can be demonstrated that lot amalgamation cannot be achieved without isolating a lot or lots.

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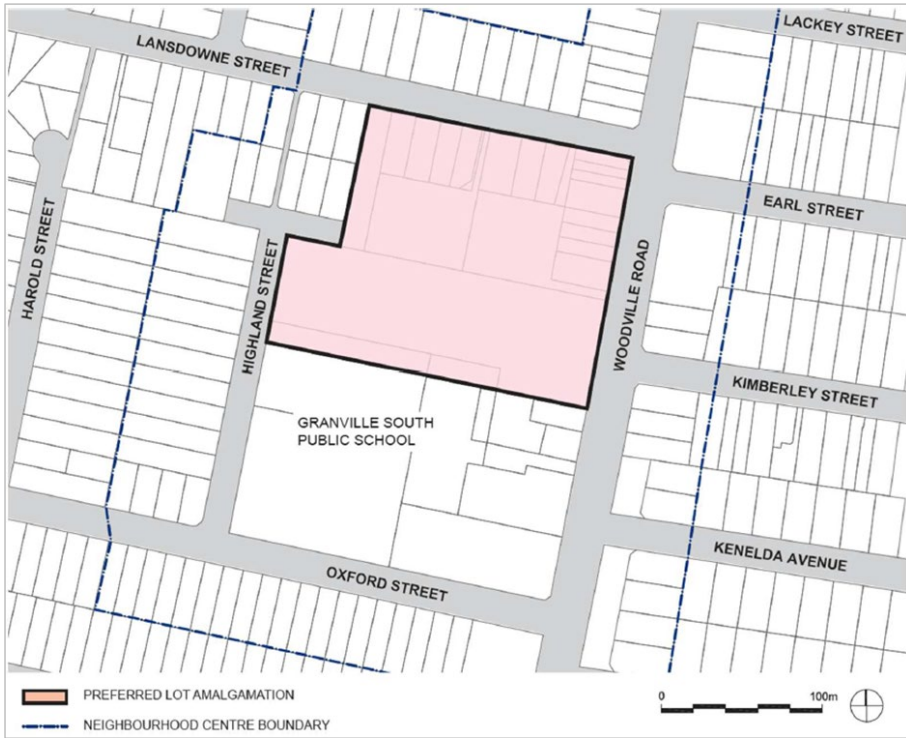


Figure 45: Preferred Lot Consolidation

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

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C4-C3. Where a development proposal results in an isolated site, applicants will be required to demonstrate that the development of the separate sites can be feasibly achieved, which will require:

- Provision of a feasible building envelope for the isolated site, indicating height, setbacks and site coverage (building and basement);
- Identification and assessment of the likely impacts the two developments will have on each other including solar access and visual and acoustic privacy; and
- Identification, assessment and mitigation of the impacts of the separate development of the isolated site or sites on the streetscape. This will require an applicant/s to document how the development of both sites respond to the character of the streetscape and achieve a suitable built form and satisfactory level of amenity including solar access and visual and acoustic privacy.

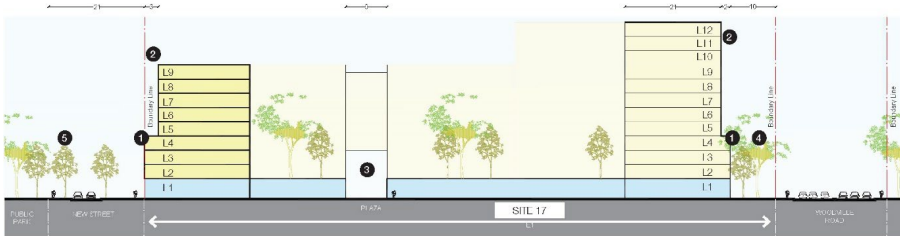


Figure 6: Through-site link Section 3-3

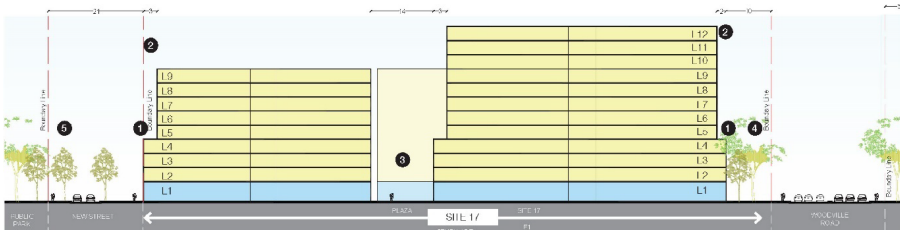


Figure 7: Through-site link Section 4-4

2.4 3.4 Building heights

Objectives

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

Controls

- C1. Development shall not impact on solar access or create overshadowing of the playground or sporting fields of the Granville South Public School.
- C2. The height of buildings is to be in accordance with Figures 86 and 9 Building Heights and all requirements of the ADG, particularly building separation and upper-level setbacks.
- C3. The floor-to-floor height of the ground floor of a mixed-use building shall be a minimum 4.3m.

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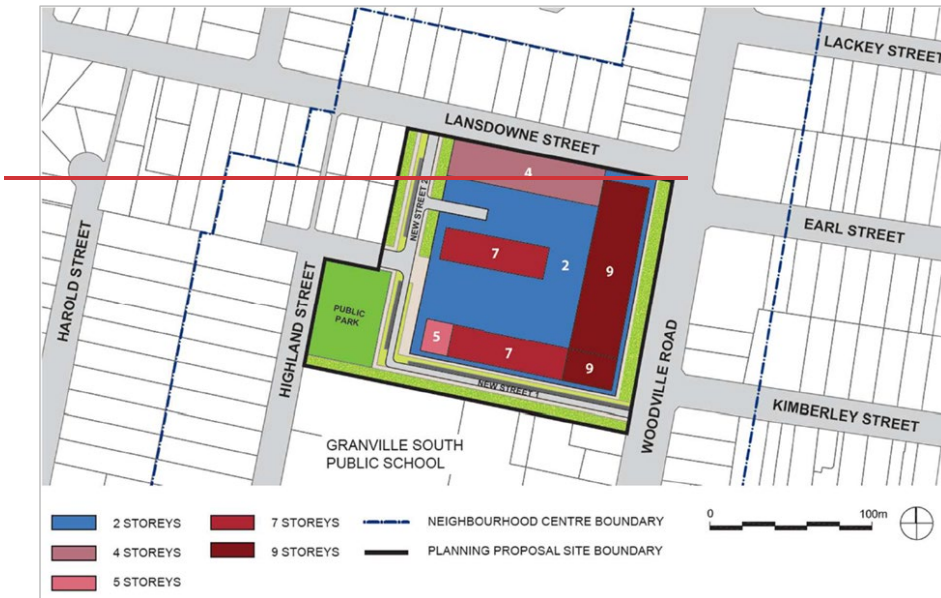


Figure 8: Building Heights (to be read in conjunction with Figure 10)



Figure 9: Block Control Diagram

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

3.5 Street wall height

Objectives

- O1. Provide a street edge that reinforces the proposed uses and is consistent with the existing character of the area.
- O2. Ensure the building height at street level is of human scale.

Control

- C1. A Street wall (podium) height of 4 storeys/13-15m is required for the whole site.

3.6 Setbacks

Objectives

- O1. Ensure that development does not limit the provision of active transport and public transport options or improvements on or along Woodville Road.
- O2. Ensure that development relates to the street hierarchy and contributes to a suitable scale and street character.
- O3. Facilitate the development of new roads to aid movement around the site.
- O4. Maintain the amenity of Granville South Public School by minimising overshadowing and overlooking of the school grounds.
- O5. Reduce the mass and bulk of upper storey elements.
- O6. Provide landscaping with deep soil planting and mature plants.

Controls

- C1. Minimum setbacks are to be in accordance with Figures 8 and 9 and Table 2. Refer to Figures 10 to 17 for details of the setbacks.
- C2. For the Woodville Road setback:
 - The landscaped setback is to accommodate a rise in ground level with a gradual slope of 1 in 20.
 - Fencing is not permitted.
 - The first 2m depth of the front setback shall be dedicated, constructed and provided to Council for the purpose of a public Active Transport path.
 - A 3m deep landscape articulation zone shall be provided behind the active transport path and must contain medium to large canopy trees located 10m to 20m apart centre to centre.
- C3. For the Lansdowne Street setback:
 - The landscaped setback is to accommodate a rise in ground level with a gradual slope of 1 in 20.
 - Fencing is not permitted.

- A 3m deep landscaping articulation zone shall be provided and must contain medium to large canopy trees, located 10m to 20m apart centre to centre.
- C4. A deep soil zone of 6.5m must be provided on the southern boundary of the site along New Street 1 as per Figure 3 Site Structure and Land Use Plan and Figure 13 New Street 1 Setbacks (Section C-C).
- C5. A deep soil zone of 6.5m on the western side of the northern end of New Street 2 must be provided as per Figure 3 Site Structure and Land Use Plan and Figure 15 New Street 2 Setbacks – Northern End (Section E-E).
- C6. Upper-level setbacks shall be provided above the street wall height on all sides of the development as per Figure 9 and Table 2 below.

Table 2: Setbacks

Site Direction	Boundary Description	Minimum setback to Street Wall Height	Minimum setback to levels above Street Wall Height (Upper Level Setbacks)	Minimum Width of setback to be dedicated to Council
North	Lansdowne Street	6m	2m	1
South	Granville South Public School and Neighbouring Lots	20m	3m	1
East	Woodville Road	10m	2m	2m
West	Highland Street and Neighbouring lots	32.5m	3m	1

- C7. A minimum 21m distance/separation between the edge of the new public park and the building line shall be provided in order to facilitate the delivery of New Street 1.
- C8. 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 17.
- C9. Any acoustic treatments for the building shall be provided at the building line and not within the landscaped setback.

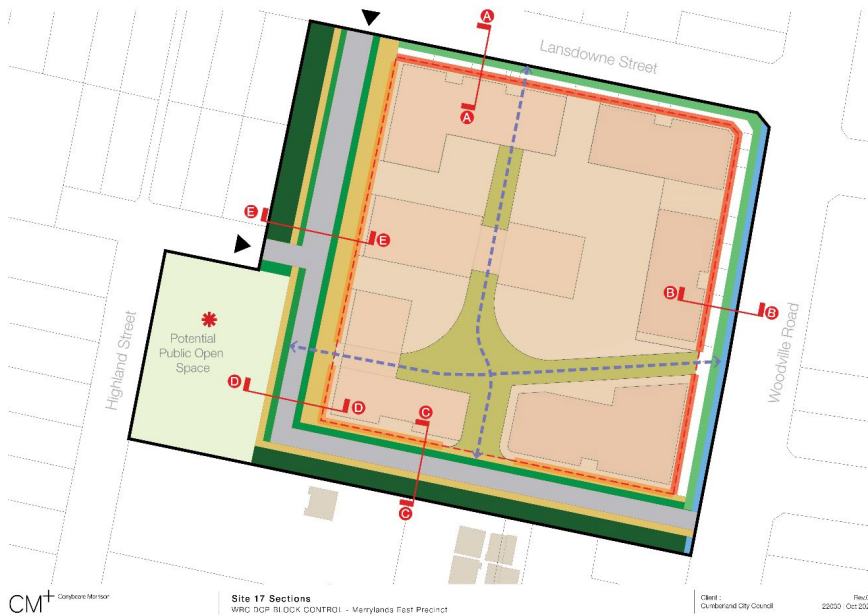
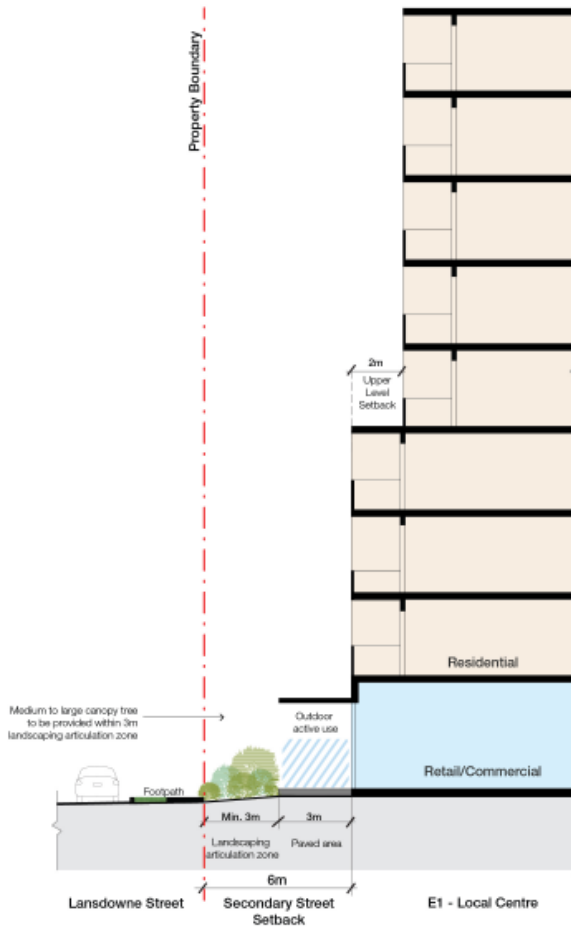
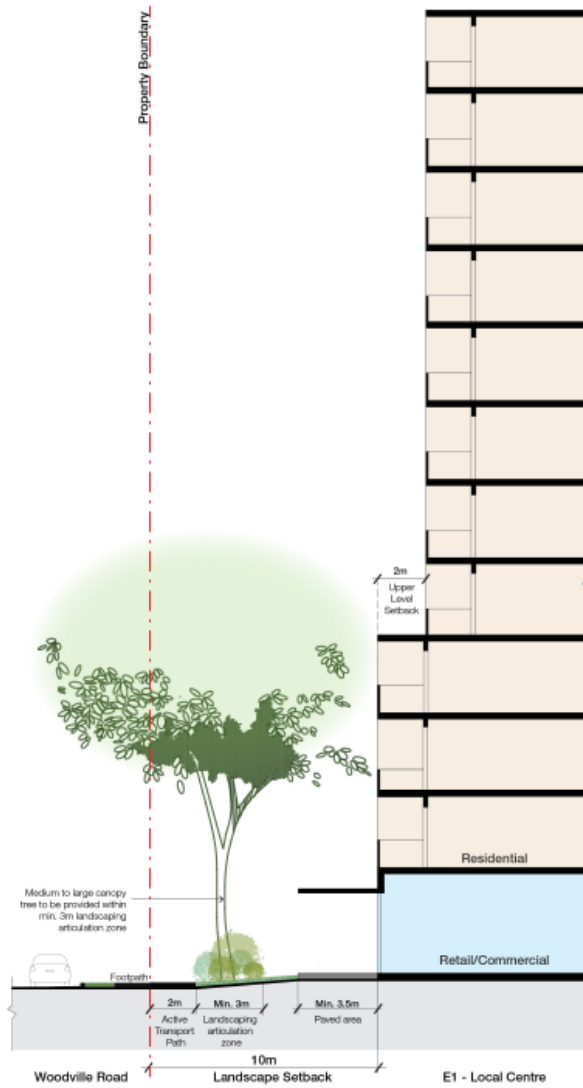


Figure 10: Sections



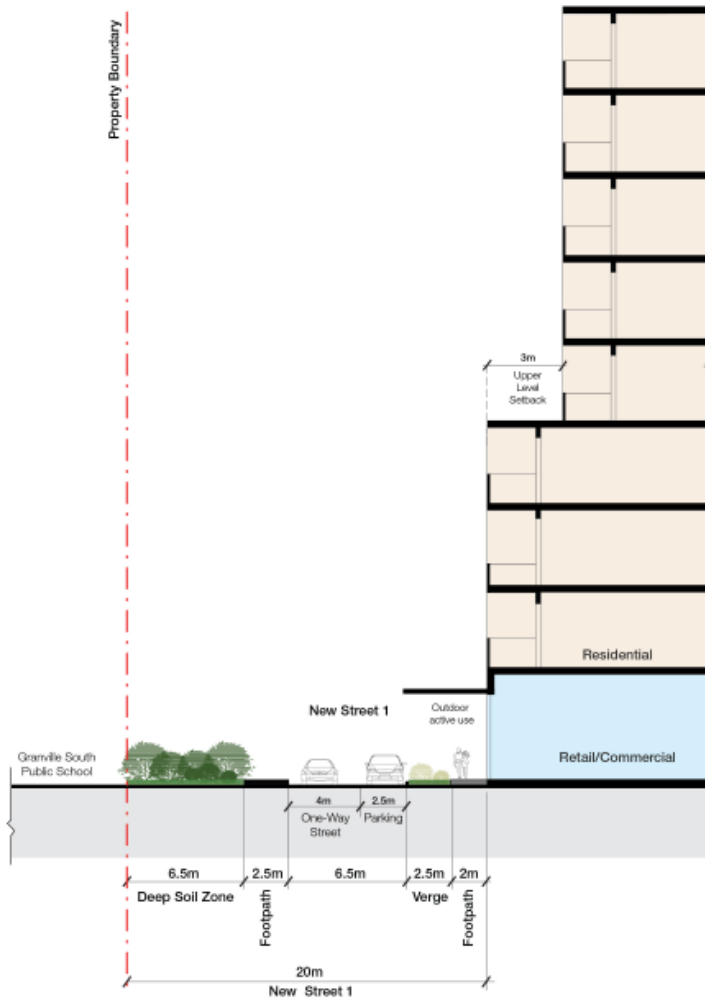
SECTION AA - LANSDOWNE STEET

Figure 11: Lansdowne Street Setback - Section A-A



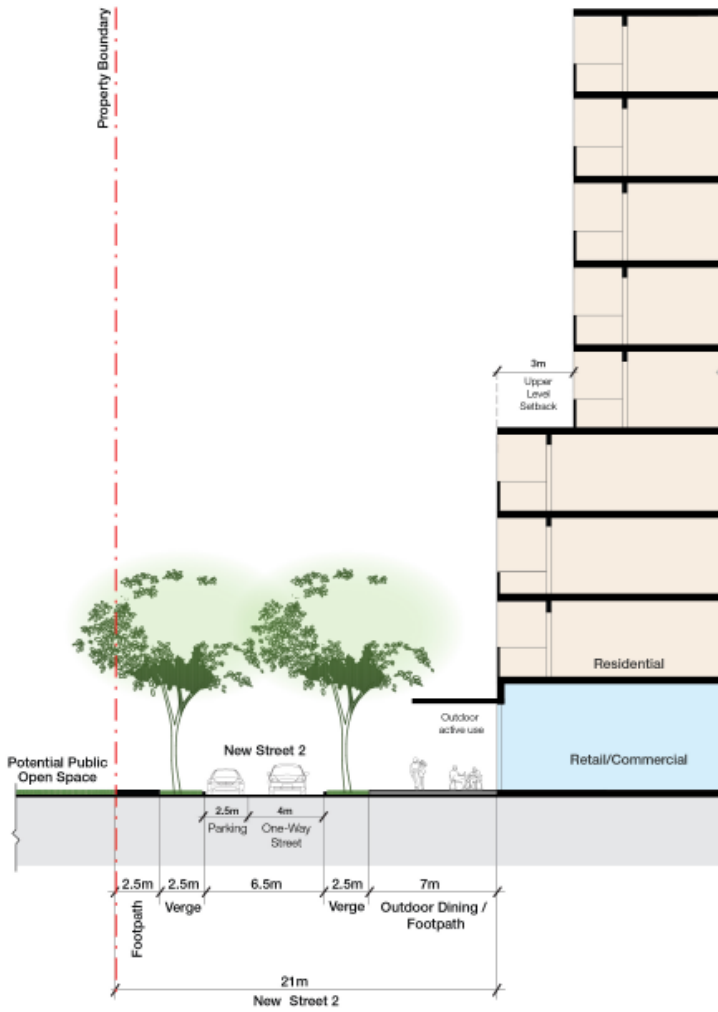
SECTION BB - WOODVILLE ROAD

Figure 12: Woodville Road Setbacks - Section B-B



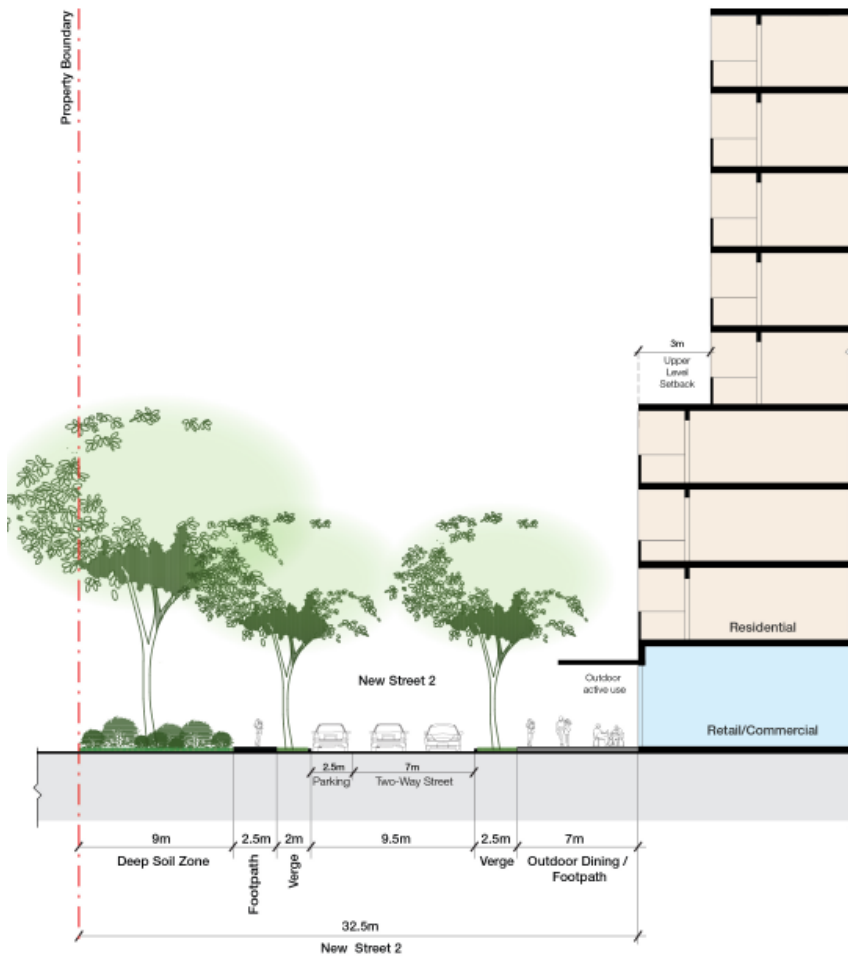
SECTION CC - NEW STREET 1

Figure 13: New Street 1 Setbacks - Section C-C



SECTION DD - NEW STREET 2

Figure 14: New Street 2 Setbacks - Southern End - Section D-D



SECTION EE - NEW STREET 2

Figure 15: New Street 2 - Northern End - Section E-E

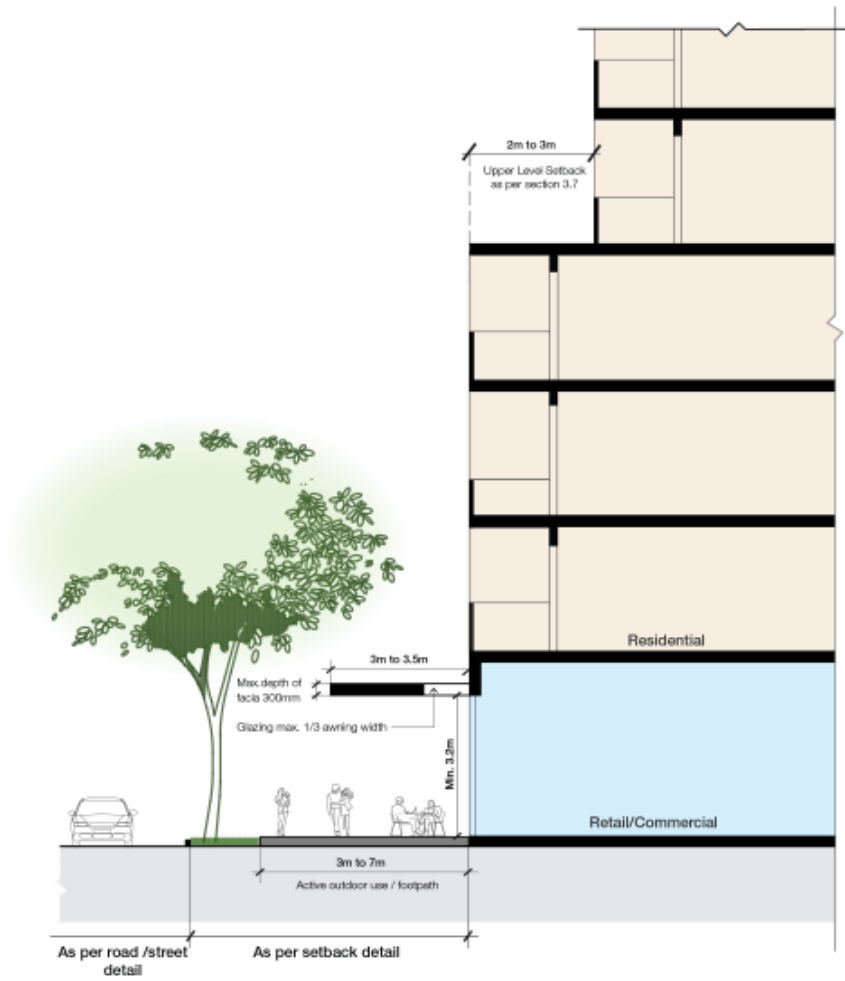


Figure 16: New Street 2 Southern End Detail

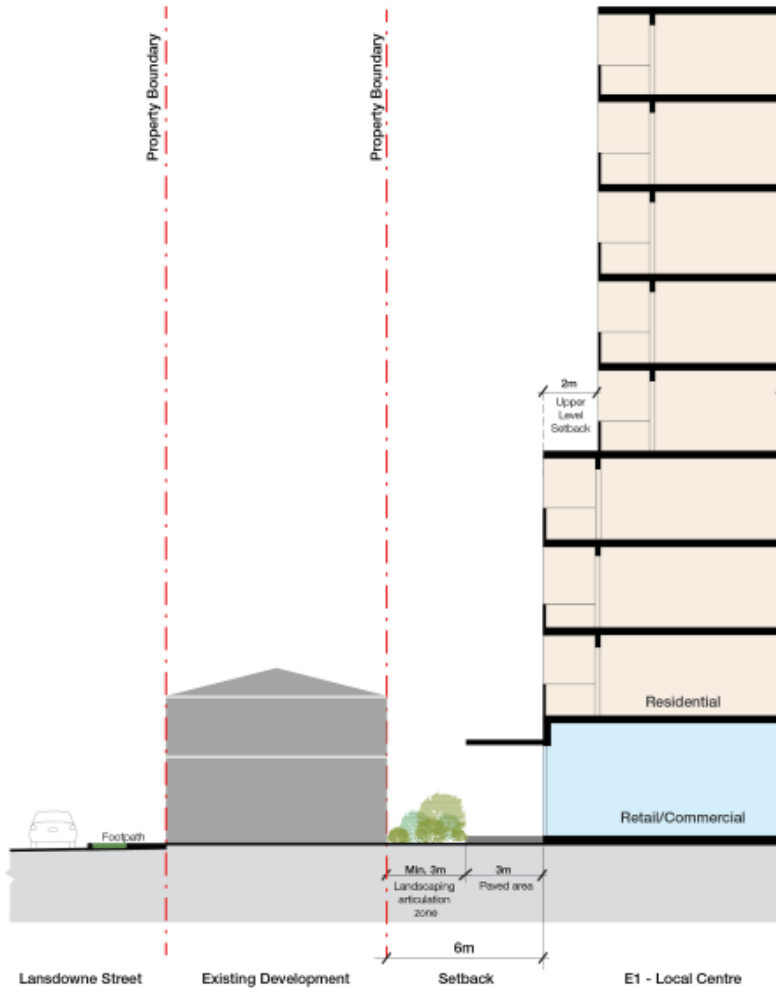


Figure 17: Setback if key site not developed as a single, consolidated lot

3.7 Building elements, entries, architectural diversity and articulation

Objectives

- O1. Ensure the building design contributes to and enhances street, public domain and residential amenity.
- O2. Reduce visual bulk and scale while adding visual interest.
- O3. Ensure that development enhances and contributes to the desired character of the neighbourhood.

Controls

- C1. Buildings are to be designed to have bottom, middle and top components. This can be achieved through vertical articulation, different built forms and varied colours and finishes.
- C2. The maximum linear length of any building is to be 65m.
- C3. Buildings in excess of 45m long must be designed as at least two distinct 'building components' which are to:
 - not exceed 25m in length with a preferred length of 20m (Refer Figure 18);
 - have a building separation of minimum 6m for the full height of the building; and
 - have their own distinctive architectural character.
- C4. Where applicable, building breaks are to be aligned with streets and lanes in the surrounding area or proposed streets and lanes.
- C5. The southern façade of the proposed development adjoining the school must be designed to maintain the visual privacy of the school.
- C6. Buildings are to be designed to facilitate active and passive surveillance between the building and the street.
- C7. Where a building comprises non-residential and residential activity, separate pedestrian entrances, lift access, waste management areas, storage areas, communal open space and car parking must be provided.
- C8. All pedestrian entrances for residential activities must be designed to include canopy features, articulation and varied materials and finishes to make the entrances prominent from the street and aid wayfinding.
- C9. All pedestrian entries to the building shall be designed to comply with The Disability (Access to Premises – Buildings) Standards 2010 (Premises Standards).
- C10. Wayfinding for apartments at the rear of the building shall be provided at the entry/foyer area of the residential component of buildings.
- C11. Ground floor entries to retail, commercial or other non-residential uses are to have the same finished floor level as that of the adjacent footpath, unless required to be raised due to flood impacts.

- C12. Transparent glass balcony balustrades are not permitted. Opaque glass is permitted.
- C13. Utilities are to be integrated within the building design or located in basements. They are not to be prominently or independently sitting along building facades.
- C14. Wintergardens are to be provided fronting Woodville Road.
- C15. Podium and rooftop gardens shall be provided with the design to allow for access and ease of movement between the development and communal open spaces and minimise overlooking of neighbouring properties through use of passive screening or planting.

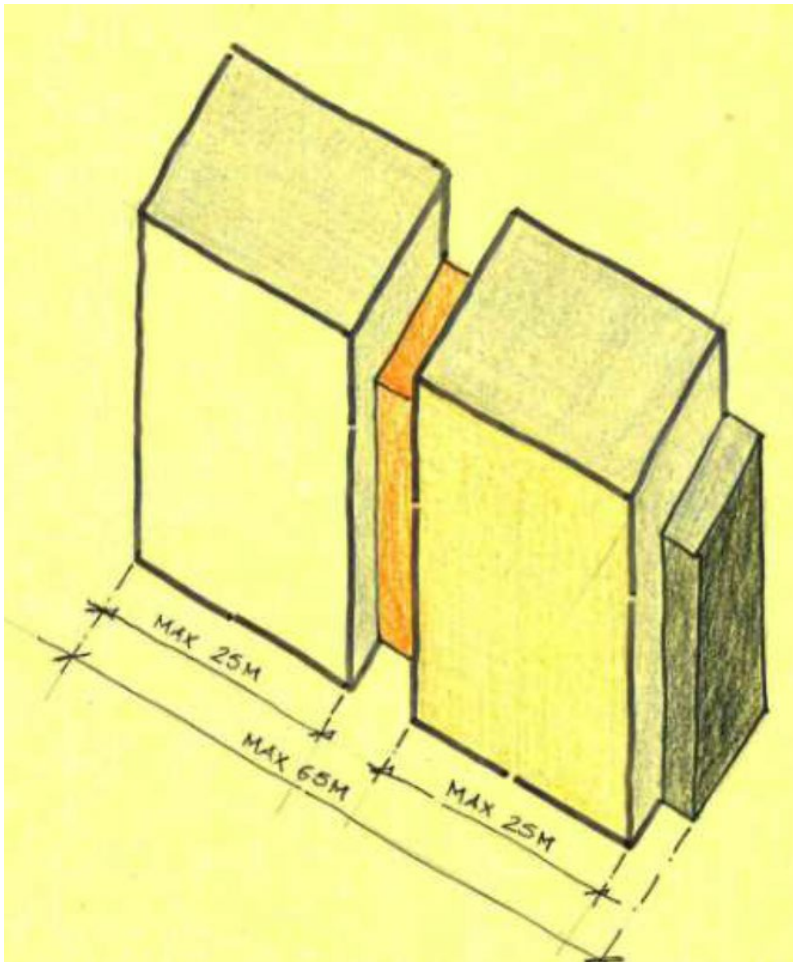


Figure 18: Building Articulation / Maximum Building Length

3.8 Active street frontage

Objectives

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

Controls

- C1. Provide an active street frontage at ground floor level as per Figure 8.
- C2. A minimum 80% of the building facade with an active street frontage and street address at ground level shall be transparent.
- C3. Corner buildings must be designed to have splay corners to aid in pedestrian movement and to comply with Part C of Cumberland DCP 2021.
- C4. Except for the southern façade, clear glazing is to be provided where glass or windows are proposed. Reflective, tinted or obscured window coverings should be avoided.
- C5. Opaque glazing for glass or windows on the southern building facade shall be provided to protect the visual privacy of Granville South Public School.
- C6. Outdoor dining is not permitted fronting Woodville Road

3.9 Awnings

Objectives

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

Controls

- C1. Awnings are to be provided to the full extent along Woodville Road, the southern boundary and the outdoor dining area.
- C2. All awnings should be structural in design and a minimum width of 3.5m (Refer to Figure 16).
- C3. Awnings are to incorporate glazing/transparent material in the awning to allow for solar access.
- C4. Retractable awnings are not permitted.
- C5. In addition to the above, awnings shall comply with Cumberland DCP 2021 Part C. Where there is an inconsistency, the controls in this clause apply.

3.10 Public Domain ~~Landscape~~ and open space

Objectives

- O1. Ensure that a high quality public neighbourhood park is provided with a sense of place to establish it as the focal point of the neighbourhood precinct.

- ~~Q2.~~ Ensure that the public domain is integrated with existing and ~~potential future public domain and~~ open spaces within the neighbourhood centre precinct.
- ~~Q3.~~ ~~Ensure the neighbourhood park has a sense of place and to establish it as the focal point of the neighbourhood precinct.~~
- ~~Q4-Q3.~~ Achieve a variety of communal open 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.
- ~~Q5-Q4.~~ ~~Integrate the management of stormwater~~ Incorporate Water Sensitive Urban Design measures into the design of public open spaces.
- ~~Q6-Q5.~~ Integrate public art to create a more visually interesting and culturally diverse public domain.
- ~~Q7.~~ ~~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.~~
- ~~Q8.~~ ~~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.~~
- ~~Q9.~~ ~~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.~~
- ~~Q10.~~ ~~Vehicular movements through the neighbourhood park are to be generally restricted except for emergency vehicles, servicing and special events.~~
- ~~Q11-Q6.~~ Useable and sustainable green space is provided at ground level, podium level, and roof top gardens are to be provided and integrated with building design.
- ~~Q12.~~ Vertical gardens are encouraged, where possible.

Controls

- C1. A public domain concept plan for the development of the site or any part thereof is to be provided and be in accordance with the separate Woodville Road Corridor Public Domain Plan endorsed by Council. ~~with the first Development Application for the land.~~ The plan must:
- Provide for deep soil planting zones as per Figures 2, 3, 8, and 10 through 16 (Refer Figure 4);
 - Show how a high amenity public domain will be achieved on the site and along Woodville Road;
 - Provide an indicative landscape design, including details and indicative costs for street furniture, street trees, landscaping works, materials and utilities; and
 - Indicate how street trees and other planting arrangements are to be provided on all new streets to Council's specifications.
- ~~C2.~~ Development proposing outdoor dining must comply with Council's Outdoor Dining Policy and Guidelines.
- ~~C2-C3.~~ Design of the public domain must be integrated with stormwater management and include Water Sensitive Urban Design elements.

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~~C3-C4.~~ A fully embellished publicly accessible neighbourhood park not less than 32,000 square metres is to be provided and dedicated to Council for public use, to a design approved by Council and located, as shown in Figure 4 Site Structure and Land Use Plan. A concept plan for the park is to be provided with any Development Application for the site showing the following embellishments at a minimum: ~~with the lodgement of the first DA for the Site.~~

- Minimum 85% deep soil zone for the public park, with primarily soft landscaping, and mature canopy trees.
- Shade or pergola structures.
- Park furniture including seating and lighting.
- Public toilets.
- Water fountains.
- Play elements integrated into the landscape design and enable informal play.
- Landscaped to include native trees.
- Safe play area for children which is to be visually and physically connected to the main park area.

~~C4.~~ Both passive and active recreation spaces.

~~C5.~~ 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.

~~C6.~~ The neighbourhood park is to:

- provide the primary green public open space to act as the heart of the neighbourhood precinct;
- provide for primarily soft landscaping and deep soil planting including mature plants;
- avoid basement parking beneath the neighbourhood park;
- provide both passive and active recreation spaces;
- be landscaped to include native trees;
- provide a safe play area for children which is to be visually and physically connected to the main park area;
- include play elements integrated into the landscape design and enable informal play; and
- be dedicated to Council and Council engineers are to be consulted prior to the design of all internal roads within the precinct.

~~C7-C5.~~ 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.

~~C8-C6.~~ All elements are to be vandal and graffiti resistant.

~~C9-C1.~~ 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.

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

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2.5 3.11 Traffic management, and parking, new roads, access and movement

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Objectives

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

Controls

- C1. A detailed **Traffic Impact Assessment** ~~traffic study shall~~ ~~will~~ be submitted with any Development Application for the site or part thereof, ~~and shall. It will:~~
 - identify and address traffic generation issues associated with the overall development of the site;
 - include modelling of the Lansdowne Street/Woodville Road and Oxford Street/Woodville Road intersections as a network and not as individual intersections; and
 - include modelling of the priority control for the intersection of Lansdowne Street and the internal street and determine whether a roundabout is required at that intersection.
 - Include an Active Transport Plan showing the provision of pedestrian paths, cycleways or shared paths onsite that comply with the Walking Space Guide and Cycleway Design Toolbox documents prepared by Transport for New South Wales, and as amended from time to time.
- ~~C2.~~ The **Traffic Impact Assessment shall** ~~traffic study is to~~ ~~comply with the Roads and Maritime Services Traffic Modelling Guidelines (2013)~~ be undertaken by a qualified Traffic Engineer and comply with the Roads and Maritime Services Traffic Modelling Guidelines (2013) and Transport for NSW Guide to Transport Impact Assessment 2024.
- C3. 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 13 (Section C-C).
- C4. 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 14 (Section D-D).
- C5. 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 15 (Section E-E).

- ~~C2.~~ **C6.** Ensure any site vehicle access points are located to avoid conflict with pedestrians and vehicles accessing the school.
- ~~C3.~~ **C7.** The loading bay entry should be located on Lansdowne Street and separated from vehicular entry into the mixed-use development.
- ~~C4.~~ **C8.** No driveway vehicle access from Woodville Road is permitted.
- ~~C5.~~ **C9.** Left-out exit from New Street 1 only permitted onto Woodville Road.
- C10.** **Basement parking beneath the neighbourhood park is not permitted. 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.**
- ~~C6.~~ **C11.** 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.
- C12.** **Vehicle parking is to be provided in the basement levels and in accordance with the parking rates outlined in Part G3 of the Cumberland DCP 2021.**
- C13.** **Bicycle parking is to be provided in accordance with the following:**

Development Type	Bicycle Parking Rate
Multi Dwelling Residential	1 space per unit
Visitors	1 space per 5 units

- C14.** Electric vehicle charging point(s) shall be provided in an accessible location on site for all new residential and non-residential development in accordance with the Part G3 of the Cumberland DCP 2021.

3.12 Contamination

Objectives

- O1.** Ensure that the changes of land use will not increase the risk to public health or the environment.
- O2.** Ensure that any remediation works to the land will not increase the risk to the users of the adjoining school and surrounding residential development, either during or post construction.
- ~~O3.~~ ~~Link decisions about the development of land within the information available about contamination.~~

Controls

- C1.** A Remedial Action Plan (RAP) 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). **This includes any concept Development Applications.**

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C2. A Site Audit Statement (SAS) is to be provided with the first Development Application for the land, including any concept Development Application.

C3. All contamination arrangements are to be in accordance with SEPP (Resilience and Hazards) 2021, and ~~Part C and Part G5 of~~ Cumberland DCP 2021~~this DCP~~.

2.6 3.13 Air quality, noise and vibration

Objectives

O1. Ensure that development fronting Woodville Road provides an acceptable level of air quality and acoustic amenity for the users and occupants.

~~O2. Encourage the inclusion of wintergardens along development fronting Woodville Road.~~

~~O3-O2.~~ Ensure that demolition and construction in the neighbourhood centre does not adversely impact the air quality for users of the adjoining school and surrounding residential development.

~~O4. Ensure appropriate measures are taken to ensure noise and vibration is managed for development facing Woodville Road.~~

~~O5-O3.~~ 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.

~~O6-O4.~~ 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.

~~O7. 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.~~

~~O8. 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.~~

~~O9. 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.~~

~~O10. Use vegetative screens, barriers or earth mounds where appropriate to assist in maintaining local ambient air amenity. Landscaping has the added benefit of improving aesthetics and minimising visual intrusion from an adjacent roadway.~~

Controls

C1. ~~Air quality must be considered early in the design process for development fronting Woodville Road.~~ An air quality impact assessment prepared by a suitably qualified air quality consultant is to accompany development applications for any new sensitive development with natural ventilation pathways adjacent to Woodville Road. The assessment should consider the provisions of the following (as updated or superseded):

- State Environmental Planning Policy (Transport and Infrastructure) 2021.
- Development Near Rail Corridors and Busy Roads Interim Guideline 2008.

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Recommendations from the assessment shall be incorporated into the design of the development.

- C2. Where the Air Quality Impact Assessment predicts an exceedance of the relevant air quality standards may occur, the following design measures are to be considered to mitigate potential impacts:
- Providing mechanical ventilation for apartments facing Woodville Road with fixed glazing on the impacted façade and operable windows to non-impacted façades
 - Where windows must be kept closed, the adopted ventilation systems must meet the requirements of the National Construction Code and Australian Standard 1668 – The use of ventilation and air conditioning in buildings.
 - For public outdoor areas, these areas should be designed to minimise exposure time of users (e.g., thoroughfares or garden paths rather than seating areas).

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).

- C3. A noise impact assessment is to be prepared by a suitable qualified acoustic consultant and be submitted with any Development Application. The assessment should consider the provisions of the following (as updated or superseded):
- State Environmental Planning Policy (Transport and Infrastructure) 2021.
 - Development Near Rail Corridors and Busy Roads Interim Guideline 2008.
 - NSW Apartment Design Guide.

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.
- The demolition/remediation/construction noise and vibration intrusion of the proposed development on the neighbourhood school and properties.

Recommendations from the report are to be included in the design of the buildings.

- C4. A Construction Management Plan shall be submitted that details the air quality and noise mitigation strategies that will be implemented to manage the impacts of construction on the surrounding locality.
- C5. Non-residential land uses shall be located on the ground floor, to vertically separate the residential components of the development from the noise and pollution sources at ground level.
- C6. Internal habitable rooms of residential dwellings (other than bedrooms) are to be designed to achieve noise levels of no greater than 50 dBA with windows open during any time of the day.
- C7. Bedrooms of residential dwellings are to be designed to achieve noise levels of no greater than 45 dBA with windows open during the night period.
- C8. Where noise criteria cannot be achieved concurrently with natural ventilation via open windows, alternative ventilation shall be provided complying with the National Construction Code ventilation requirements as a minimum.

3.14 Heritage Conservation

Objectives

- O1. Allow for the appropriate retention of the setting of heritage items.
- O2. Future development is of a scale and character suitable to the heritage significance of items in the vicinity of the Woodville Road Corridor.

Controls

- C1. A Heritage Impact Statement shall be prepared by a suitably qualified heritage advisor and submitted with any development application. Recommendations from the Statement are to be incorporated into the design of the building.
- C2. The curtilage of existing built heritage items as identified on Schedule 5 of the Cumberland LEP 2021 shall be retained and integrated into the design of new developments.
- C3. Development close to heritage items shall not overwhelm the heritage item in scale, bulk, form, and design. A transitional zone comprising low-density development and lower building heights should be retained in the blocks surrounding heritage items as shown in Figure 19.
- C4. Proposed development shall have a deep setback from heritage items to avoid overshadowing, retain key sightlines to the heritage items and where possible respond to the neighbouring subdivision pattern and character.
- C5. New development must incorporate sympathetic or complementary materials to ensure the new built form does not dominate the heritage place.
- C6. A landscaped treatment to provide a green buffer zone between new developments and historic items is encouraged.
- C7. New development shall not cantilever over heritage items.



Figure 19: Heritage Transitional Areas, Merrylands East

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