



CUMBERLAND  
CITY COUNCIL

# PART F2-9

## MERRYLANDS STATION PRECINCT (EAST)

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## 1. Desired Future Character

New development is to provide an address to Merrylands Railway Station Precinct (East), including Railway Terrace and Merrylands Road east of the rail line. New residential development in the form of residential flat buildings and multi dwelling housing will be located in the areas surrounding the local retail centre and the railway station, generally north of Albion Avenue. The highest densities will be located along Railway Terrace transitioning downward to the east. Low density housing will be retained south of Albion Avenue.

The role of the existing local shopping strip in Merrylands Road is to be retained with opportunities for additional retail and business uses to be extended along Railway Terrace. This additional retail area will increase services for the local community and will improve the pedestrian connection to existing and proposed high density development north of Mombri Street.



Figure 1: Merrylands Station Precinct (East) Map

## 2. Objectives and Controls

### General Objectives

- O1. Ensure that new development provides a strong interface to Railway Terrace and Merrylands Road.
- O2. Ensure that new development at the intersection of Railway Terrace and Merrylands Road is well defined and reflects the gateway to the eastern side of Merrylands Railway Station.

## 2.1 Pedestrian connections and laneways

### Objective

O1. Ensure that pedestrian connections and laneways support planning outcomes for the precinct.

### Controls

- C1. New pedestrian connections and laneways should be provided in accordance with Figure 2. Where a development provides for public access connections, a variation to Council's floor space ratio control may be considered, subject to consistency with objectives.
- C2. New shared pedestrian and vehicular laneway links to the rear of properties within the B4 Mixed Use Zone and are to provide for vehicular access and servicing needs of development. The laneway will need to be located over or abutting the B4 Mixed Use Zone.
- C3. Shared vehicular and pedestrian lanes are to have a minimum width of 6 metres.
- C4. New pedestrian links are to improve through block connections and are to have a minimum width of 3 metre, being consistent in width for its full length.

## 2.2 Setbacks

### Objective

O1. Ensure that setbacks support planning outcomes for the precinct.

### Controls

- C1. Front building setbacks are to be in accordance with Figure 3 and any additional controls set out below:
  - the 2 metre setback shown along Railway Terrace, between Merrylands Road and Smythe Street, applies to the first 3 storeys of development. Additional storeys shall be setback a minimum of 5 metres from the front boundary as shown in Figure 3.
- C2. Balconies may encroach the upper level setback area as shown on Figure 3 as follows:
  - an unroofed terrace area permitted to the 4th storey. Balustrade can extend from building line of storey below.
  - balconies may extend 1 metre into the setback area for the upper 2 storeys.
- C3. The 2 metre front setback area to Railway Terrace, between Merrylands Road and Smythe Street, is to be suitably treated to form an extension of the adjoining footway. This area may also be used for outdoor dining, landscaping and the like.
- C4. Where it will not have a detrimental impact upon adjoining development, a nil side setback should be provided for development in the B1 Neighbourhood Centre Zone and B4 Mixed Use Zone (between Merrylands Road and Smythe Street) to provide a continuous street edge.
- C5. Sites which have frontage to Railway Terrace should provide address to Railway Terrace as the primary frontage.

- C6. Building setbacks to existing and desired laneways should be designed to promote activation of the laneway while still allowing for the servicing needs of development.





Figure 2: Building setbacks

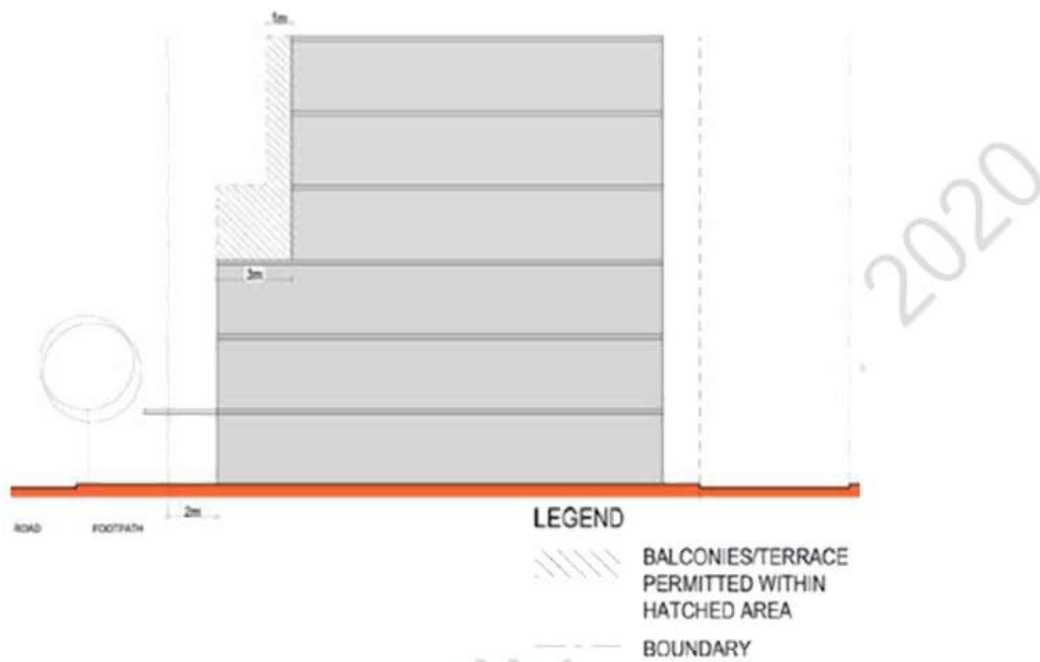


Figure 3: Building setbacks section

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## 2.3 Ground level uses

### Objective

O1. Ensure that ground level uses is considered as part of development in the precinct.

### Control

C1. For new development along Railway Terrace between Merrylands Road and Smythe Street ground floor uses are to be active and non-residential with at-grade pedestrian access.

## 2.4 Road requirements for Smythe Street

### Objective

O1. Outline requirements to facilitate improved road access along Smythe Street.

### Control

C1. Land shall be provided for road widening on the northern side of Smythe Street, to facilitate effective traffic management as per road authority.

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