CUMBERLAND
CITY COUNCIL

PART F4
SPECIAL PRECINCTS

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Part F4 Contents

CUMBERLAND
CITY COUNCIL

PART F4-2

MAYS HILL, FINLAYSON AND SHERWOOD TRANSITWAY PRECINCT

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1. Introduction

This Part of *Cumberland Development Control Plan 2021* provides a framework that will guide future development along the Liverpool to Parramatta Transitway and in particular, the Mays Hill, Finlayson and Sherwood Precincts.

This Part of the DCP applies to all development within the Transitway Precincts of Mays Hill, Finlayson and Sherwood as shown in Figure 1. Controls in Part F4-4 apply to the Mays Hill Precinct where not covered in this Part.

Figure 1: Mays Hill Transitway Precinct

2. Mays Hill Transitway Precinct

Vision

2.1 Desired Future Character Statement

The desired future character for Mays Hill is an active, urban area which makes full use of its proximity to public transport and services, as well the Parramatta Central Business District.

A mix of uses and good pedestrian access will encourage a fuller utilisation of the interface along the Great Western Highway. Taller buildings along the highway will include retail and commercial uses at the ground level, near the Transitway station, to promote an active and safe public domain. Residential development above will offer convenient access to the Transitway station and precinct. A new laneway between Burnett Street and Robilliard Street will improve permeability, and allow for rear lane access.

Away from the highway, a transition between higher and lower density dwellings will occur. The surrounding streets will be more domestic in scale that easily accesses the shops and services of Mays Hill and the extensive open space. The opportunity for social interaction, provided by buildings directly addressing streets, will promote a sense of community.

Existing character, where desirable, will be kept, but a greater range of housing choice will be provided through the construction of medium density dwellings. Well designed buildings will contribute to the public domain. Site consolidation will allow more usable open space to be incorporated into new developments.

2.2 Objectives and controls

General Objectives

O1. Create an active urban area with a wide range of services and mixed uses in close proximity to public transport by:

- mix of uses and good pedestrian access along the interface of the Great Western Highway; and
- allowing taller buildings along the highway that include retail and commercial uses at ground level; and
- creating a sense of community through retaining the domestic scale in the areas adjacent to the highway; and
- consolidating sites to allow for more usable open space.

O2. Ensure development responds to:

- site opportunities and constraints; and
- the need for concentrated activity, building height and building mass on the highway, while retaining a suburban feel to the adjacent blocks; and
- the need for high quality building and design.

O3. Ensure buildings in the Mays Hill Transitway Station Precinct, regardless of its use or type, are of a quality design, such that the design:

- responds and contributes to its context being the key natural and built features of the area;
- provides an appropriate scale in terms of the bulk and height that suits the scale of the street and the surrounding buildings;
- achieves an appropriate built form for the site and the building's purpose, in terms of building alignments, proportions, building type and the manipulation of building elements;
- has a density appropriate for the site and its context, in terms of floor space yields (or numbers of units or residents);
- makes efficient use of natural resources, energy and water through the building's full life cycle, including construction;
- recognise that together landscape and buildings operate as an integrated and sustainable system, resulting in greater aesthetic quality and amenity for both occupants and the adjoining public domain;
- provides amenity through the physical, spatial and environmental quality of the development;
- optimises safety and security, both internal to the development and for the public domain;
- responds to the social context and needs for the local community in terms of lifestyles, affordability, and access to social facilities;
- provides quality aesthetics that

- require an appropriate composition of building elements, textures, materials and colours; and
- reflect the use, internal design and structure of the development; and

- permits appropriate access to the development that doesn't compromise the safety or disrupt the transitway network.

O4. Promote the principles of ecologically sustainable development.

O5. Ensure flexible floor plates are provided to allow for mixed uses at ground floor level fronting primary streets.

O6. Maintain retail, commercial and community activity at street and ground floor level to deliver an active enterprise corridor and encourage commercial office space or other suitable non-residential uses at the first floor level of development.

2.3 Site Consolidation and Frontage

Objectives

O1. Ensure all sites provide the required minimum frontage to adequately provide for basement car parking.

O2. Ensure all sites achieve the required minimum width to allow for a site configuration that permits a consistent character and landscaped open space to the rear of sites.

O3. Ensure any site amalgamation pattern does not restrict the development opportunity of any adjoining site or the ability of adjoining sites to provide basement car parking or rear open space.

O4. Ensure future redevelopment results in quality streetscapes, amenity, and appropriate passive surveillance, landscape and open space.

O5. Require a more continuous building form along the Great Western Highway.

O6. Ensure vehicular access for properties facing the Great Western Highway is provided from secondary streets or laneways.

Controls

C1. Amalgamation of lots in accordance with Figure 2 and 3 is required for redevelopment.

C2. Land locking of adjoining sites is not permitted. Properties shall be amalgamated to ensure the minimum frontage is obtainable without reducing the developability of adjacent properties.

C3. Notwithstanding C1, the minimum lot frontage for all development fronting the Great Western Highway shall be 45m.

C4. In instances where amalgamation cannot be achieved, the following information must be submitted with any development application:

- two written valuations indicating the value of the remaining sites that were to be developed in conjunction with the applicants properties. These are to be undertaken by two independent valuers registered with the Australian Valuers Institute; and
- evidence that a reasonable offer has been made to the owners(s) of the affected sites to purchase and valuation reports.

C5. Alternative consolidation patterns may be considered by Council if it can be demonstrated that development controls can be satisfied on the land and adjoining properties.

~~C6.~~ Where amalgamation (as required) is not achieved, the applicants must show that the remaining sites, which are not included in the consolidation, will still be able to achieve the development outcome prescribed in this DCP, including achieving the required vehicular access, basement parking and built form.

~~C7.~~C6.

Figure 2: Lot amalgamation plan – North

Figure 3: Lot amalgamation plan – South

2.4 Private accessway, laneways and vehicular access

Objectives

O1. Ensure buildings fronting the Great Western Highway have vehicular access from the rear or side of the property to improve vehicular and pedestrian traffic flow, pedestrian safety, site functionality and reduce impacts on the wider network.

O2. Ensure secondary vehicular access is created, where necessary, to mitigate amenity and access constraints currently affecting or likely to affect the Mays Hill Transitway Precinct.

O3. Ensure all developments are able to obtain the required vehicular access and future developability of sites is not restricted.

O4. Ensure sites utilise existing access ways from the rear of the property for vehicular access and parking.

O5. Mitigate any impacts of vehicular traffic on residences and the adjoining precinct.

O6. Minimise the visual impact of vehicle entrances to basement car parking through good design and use of site slope and side setbacks, where appropriate.

O7. Allow improved circulation space for pedestrians and future residents within the precinct and ensure the creation of clear and direct pedestrian connections.

Controls

C1. Vehicular access to properties fronting the Great Western Highway and those within the B6 zone on Burnett Street and Robilliard Street must be provided from the rear or side, via laneways or secondary roads.

C2. Vehicular entry points shall be located away from intersections.

C3. Vehicular access from the Great Western Highway is not permitted from properties identified on Figure 4 and access must be provided from the rear or side via laneways or secondary roads.

C4. An 8m connecting laneway is required in accordance with Figure 5 for the redevelopment of properties bounded by the Great Western Highway, Burnett Street and Robilliard Street.

C5. A 6m wide vehicular accessway shall be provided from Good Street in accordance with Figure 6.

C6. A pedestrian link shall be provided from Joyner Street that connects with the vehicular access from Good Street in accordance with Figure 6.

C7. A pedestrian link shall be provided between Telfer Place and the Great Western Highway in accordance with Figure 7.

C8. Laneways shall be treated as shared spaces to provide unimpeded access from apartments to common facilities and open space.

C9. Refer to Part G this DCP to ensure that any relevant objectives and controls for vehicular access are complied with.

Figure 4: Properties where vehicular access is not permitted from the Great Western Highway or Burnett Street

Figure 5: Proposed laneway

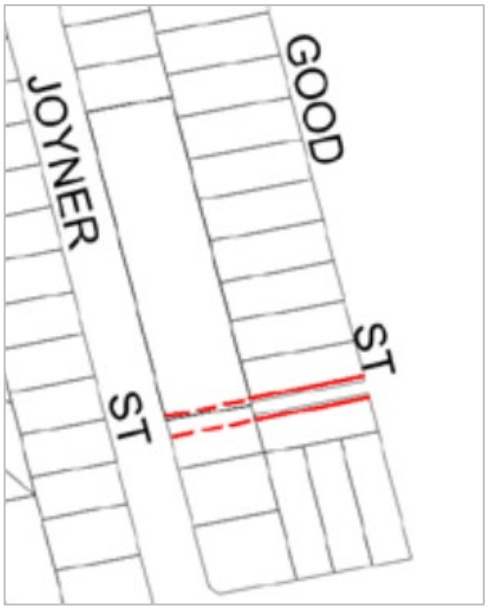

Figure 6: Proposed vehicular accessway and pedestrian link

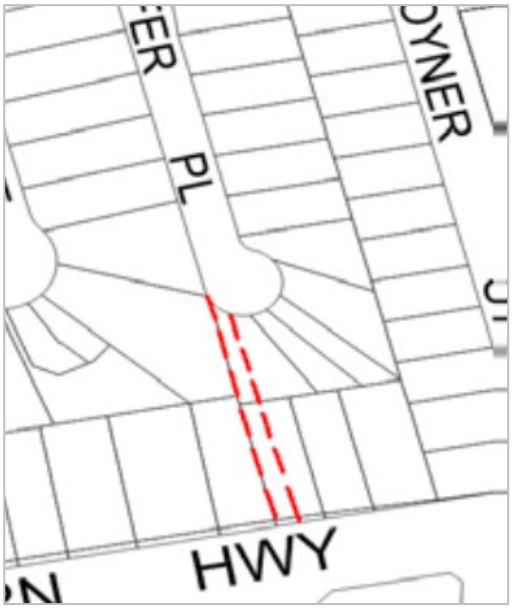

Figure 7: Proposed pedestrian link

2.5 Building Height

Objectives

O1. Require an appropriate scale relationship between building heights and street width.

O2. Ensure the appropriate management of overshadowing, access to sunlight and privacy.

O3. Enable flexibility of uses by implementing higher floor to ceiling heights within buildings for the ground and first floors.

O4. Reduce the visual impact of buildings on the public domain.

O5. Allow activation of the street edge on primary roads.

Controls

C1. The maximum height for development within the Mays Hill Transitway Precinct is detailed within the *Cumberland Local Environmental Plan 2021*.

C2. The maximum building storey limits are detailed in Figures 8 and 9.

C3. Street wall heights, setbacks and minimum floor to ceiling heights are to be as set out in Parts B2 and C of this DCP, except for development on the north side of the Great Western Highway.

~~C3.~~C4. Future development on the north side of the Great Western Highway shall step down building heights to neighbouring sites to the north.

~~C4.~~C5. Future development on the north side of the Great Western Highway shall have a maximum 5-storey street wall height.

~~C5.~~C6. Upper levels above the street wall height shall provide a minimum setback of 3m.

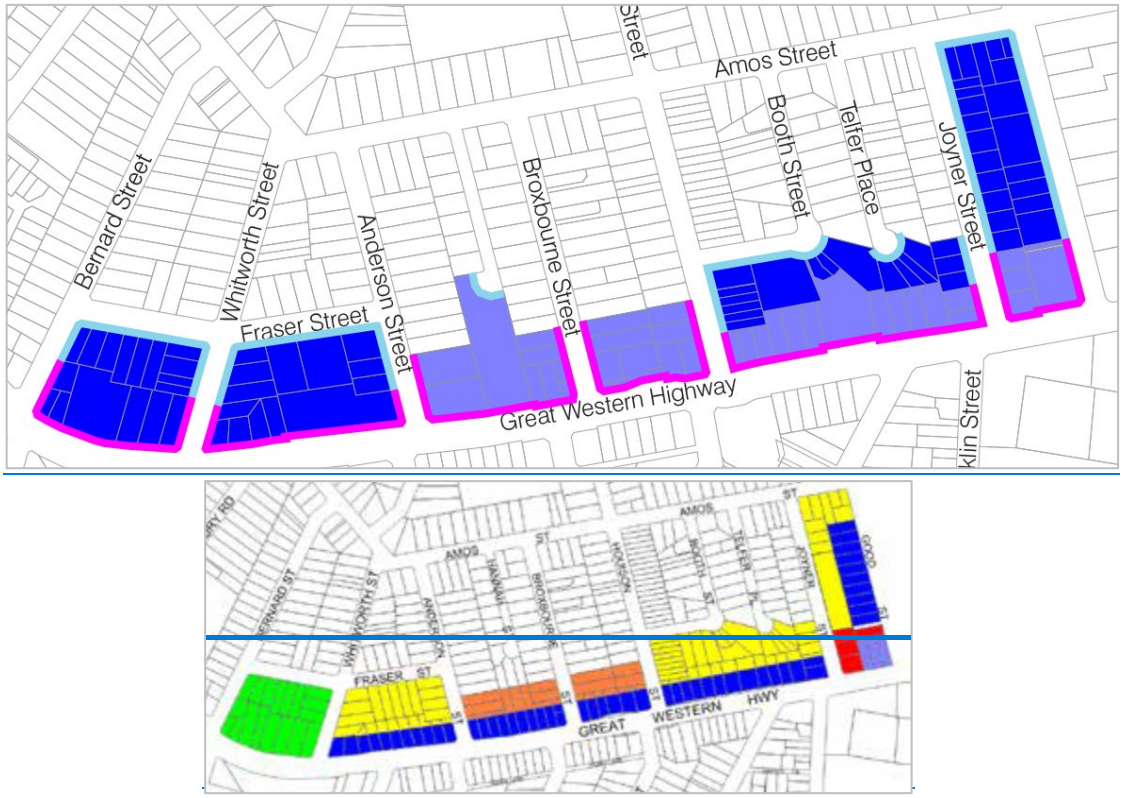

Figure 8: Building heights – North

Figure 9: Building heights – South

2.6 Building Setbacks

Objectives

O1. Create a clear threshold by providing a transition between public and private space.

O2. Establish the desired spatial proportions of the street.

O3. Ensure a continuous built edge within commercial and mixed use development for activation of the street edge is achieved.

O4. Ensure visual and acoustic privacy for residential development is enabled

O5. Ensure a landscaped setback character for residential development is retained.

O6. Ensure setbacks that respond appropriately to the building separation requirements are achieved.

Controls

C1. Setbacks shall be in accordance with Figures 10 and 11.

~~C2. A 4m setback is required for properties fronting the Great Western Highway between Joyner Street and Good Street to allow for mixed use development to occur and sufficient space for landscaping.~~

C2. A landscape buffer within the front setback is required for lots between Bernard Street and Anderson Street fronting the Great Western Highway to improve amenity and attractiveness of the streetscape.

C3. The residential component of developments fronting the Great Western Highway between Burnett Street and Robilliard Street shall have a setback of 1m for all levels above the first floor.

C4. Buildings facing the Great Western Highway are to be built to the boundary of adjoining properties to form a continuous street edge.

Figure 10: Building setbacks – South

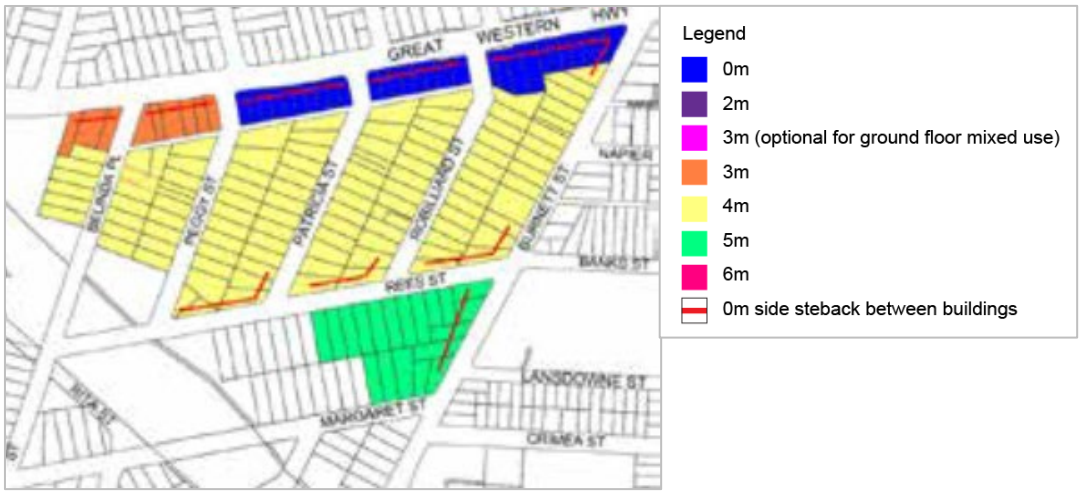

Figure 11: Building heights – North

2.7 Design and Appearance

Objectives

O1. Require development in Good Street to be orientated across the amalgamated sites.

O2. Ensure building design incorporates the use design solutions suitable to the location.

O3. Ensure the articulation of buildings creates a desirable street presentation.

Controls

C1. Developments shall be oriented to front boundaries.

~~C1.~~C2. Along the northern side of the Great Western Highway, single-aspect south-facing apartments are prohibited. To achieve this, buildings with a long axis east-west should generally be a maximum of 12-14m in depth and may require additional cores. Refer to Figures 12 and 13.

~~C2.~~C3. Development on properties 84-88 Great Western Highway shall incorporate high quality, innovative and sustainable design solutions to emphasise and represent their gateway location.

~~C3.~~ Vertical articulation and a break in the building facade is required above the fourth storey for buildings exceeding 25m in length.

C4. Future development shall ensure that building frontages and street wall levels are well-designed, minimise blank frontages, and create visual interest through materiality and articulation.

C5. Wintergardens are encouraged for facades of residential apartments facing the Great Western Highway. Ventilation paths facing the road should be acoustically attended and contain adequate air filtration to habitable rooms.

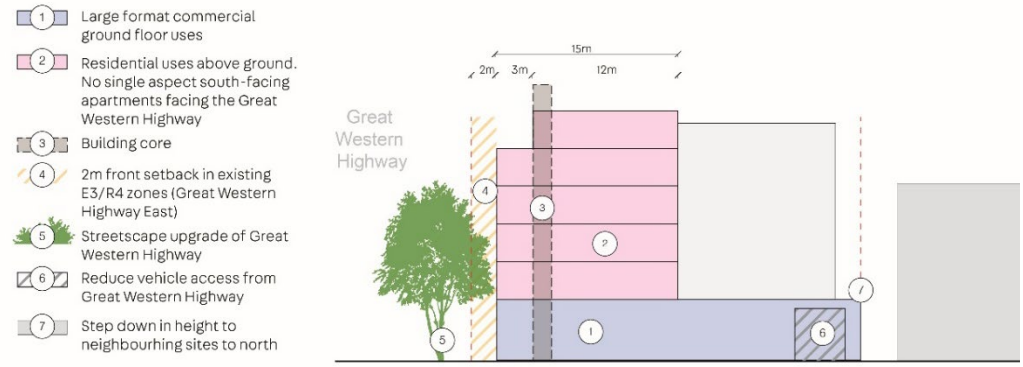

Figure 12: Development along the Great Western Highway between Anderson Street and Good Street

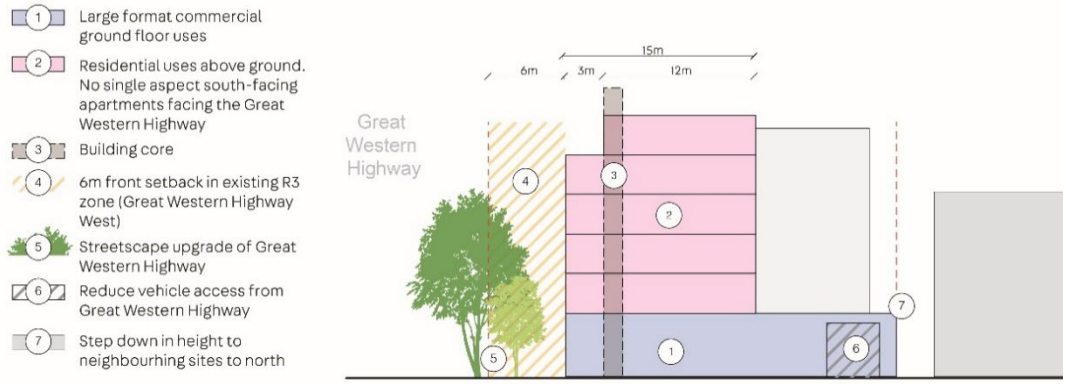

Figure 13: Development along the Great Western Highway between Bernard Street and Good Street

2.8 Road Widening

Objectives

O1. Ensure a minimum width of 5.5m from the kerb to the property boundary is reserved for the purpose of pedestrian facilities.

O2. Ensure an adequate amount of land is identified for the purpose of future road widening.

O3. Ensure adequate land is provide for the provision of safe pedestrian and cycling facilities.

O4. Achieve a more consistent carriageway width along the Great Western Highway.

O5. Provide wider carriageways and footpaths to cater for the increase in vehicular and pedestrian traffic.

Controls

C1. Road widening is required along both sides of the Great Western Highway to result in a footpath width of 5.5m from the kerb to the property boundary as indicated in Figure 12.

C2. Properties located behind the Transitway stops shall have a 4m separation between the rear of the bus shelter and the building line to allow for the continuation of the shared pedestrian/ cycle footpath.

Note: The 5.5m wide setback shall allow for a shared footpath consisting of the following dimensions:

- a 1.5m verge from the kerb;
- a 2.5m shared path; and
- a 1.5m distance from the shared path to the building line.

Note: The amount of land required to meet the minimum 5.5m reserve is variable and will depend on each individual property's existing setback.

Figure ~~12~~14: Properties subject to the 5.5m footpath widening reserve

PART F4-4
Westmead South

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1. Introduction

1.1 Land to which this Part applies

This part applies to the land in Westmead South identified on Figure 1 below:

Figure 1. Westmead South

This part of the DCP should be read in conjunction with the site-specific provisions contained within Cumberland LEP 2021.

1.2 Relationship to other Parts of this DCP

This part of the DCP shall be read in conjunction with other parts of Cumberland Development Control Plan 2021, which contain objectives and development controls that may relate to development in Westmead South.

Where there is any inconsistency between this document and provisions contained elsewhere in the Cumberland Development Control Plan 2021, the site-specific controls contained in this part shall apply 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.

2. Vision and Desired future character

2.1 Vision

Westmead South will have evolved into a unique place, providing living and employment close to public transport. It will be a smart precinct built upon its rich Indigenous and historical heritage, leveraging health and innovation uses in the broader Westmead area. Its character will be further defined by high quality public spaces, diverse building typologies and uses. A network of green spaces coupled with walking and cycling initiatives will ensure Westmead South evolves into a liveable inner-city precinct distinct from the surrounding suburbs.

Transit Oriented Development (TOD) opportunities will be promoted near the future Westmead Metro Station and along Alexandra Avenue. This will provide higher density living options at the doorstep of the Westmead Health and Innovation District and public transport.

The northern end of Hawkesbury Road will be transformed into a new urban centre, providing 'high street' functions and a mix of uses close to Westmead Train and Metro Stations. The area will accommodate high quality urban spaces with much needed community and retail facilities.

This mixed-use area will provide vibrancy to key streets, including Hawkesbury Road, Alexandra Avenue and Bailey Street. The buildings will transition gradually down towards the surrounding areas providing sensitive interfaces.

Westmead South's character will be preserved and enhanced by protecting its extraordinary heritage. New development, in particular those near heritage items, will be carefully considered regarding height, bulk and scale to ensure new buildings respect the area's heritage in a sympathetic way. The First Nations story will also be honoured and reflected through the Connecting with Country Framework specifically for Westmead South.

The resilience of Westmead South will be bolstered through Water Sensitive Urban Design (WSUD), Environmentally Sustainable Design (ESD) and Smart City initiatives. These design principles will apply to the public domain areas and future development within Westmead South to achieve a sustainable future.

Five overarching key moves are outlined below to assist achieving the above vision for Westmead South:

- **Transform Hawkesbury Road into a 'high street'** – From the Oakes Centre to the Westmead Metro Station, Hawkesbury Road will be an inviting and bustling main street that is pedestrian and cyclist friendly. It will also link the two activity nodes promoting community life and function. Hawkesbury Road will retain its vehicle thoroughfare function, however, will be enhanced to accommodate walking and cycling (active transport), improved public transport and place activation opportunities.

- **Promote Westmead South as a key area in the Central River City** – Centrally located in Metropolitan Sydney with easy access to Westmead Health and Innovation District, Westmead South will focus on becoming a future inner-city suburb of Parramatta CBD with its accessible, liveable and connected hallmarks. Westmead South will provide diverse housing choices close to employment opportunities and education.

- **Enhance transport connections within and beyond** – Connectivity and accessibility within Westmead South will be enhanced and improved, where appropriate. This will be achieved through traffic infrastructure upgrades and establishing a network of active transport links. Westmead South's connection with the surrounding suburbs will also be strengthened via the improved public transport offering.

- **Expand and strengthen public open and civic spaces** – A network of public open and civic spaces will be created linking existing and new parklands, supported by new through site links and tree lined streets. This, coupled with the proposed active transport links, will enhance Westmead South's living

amenity and appearance. The green network will also facilitate the future growth of Westmead South and create public open and civic spaces for all users.

- **Foster a community with a strong identity and sense of place** – Westmead South is a place with a strong identity and unique characteristics. Its sense of place will be bolstered via improved connectivity, accessibility, living amenity and transport in addition to community infrastructure. The Aboriginal and Historical heritage will be both valued and preserved through proper means.

Figure 2. Westmead South Structure Plan

2.2 Seven Character Areas in Westmead South

The future of Westmead South will consist of seven distinct character areas (Figure 3), namely:

- Hawkesbury Road High Street Character Area
- Northern Living Character Area
- Eastern Living Character Area
- Central Living Character Area
- Westmead Village Character Area
- Domain Creek Village Character Area
- Great Western Highway Mixed Use Character Area

Figure 3. Seven character aeras in Westmead South

Each of the character areas has its desired character as outlined below.

2.2.1 Hawkesbury Road High Street Character Area

The delivery of Westmead Metro Station and interchange, as part of Sydney Metro West project, will be the catalyst of transforming Westmead South.

At the doorstep of the Westmead Health and Education District, the Hawkesbury Road High Street Character Area will offer a mixture of uses, including educational, community, retail and commercial uses, servicing the broader Westmead community.

A safe and accessible corridor along Hawkesbury Road will be created for all users linking the two key

activity nodes at the future Metro Station and the Oakes Centre. Active uses on ground level will be provided along Hawkesbury Road, transforming the car dominant thoroughfare into a 'high street' to prioritise pedestrian and public transport movement. This, in turn, will benefit the movements and activities around Westmead Public School.

High-quality mixed-use tower buildings, located at and around the Metro Station, will provide living opportunities close to jobs and transport infrastructure. The slender towers will also ensure living, visual, and solar amenity and minimise the overshadowing impact to school playgrounds, especially during key hours in mid-winter.

Building height will transition down along Hawkesbury Road towards the Oakes Centre to provide proper scale transition to the surrounding lower scale areas.
Community facilities and new open spaces will be provided to facilitate the growth, including two new civic plazas on the Metro Station site and in front the Oakes Centre respectively, bookending this character area.

2.2.2 Northern Living Character Area

The Northern Living Character Area will facilitate the majority of the housing growth in the Westmead South, leveraging its close proximity to the Westmead Transport Interchange.
This area will be transformed to a higher density living precinct, providing urban living opportunities alongside a new local park.

The much-needed new open space will be provided along Alexandra Avenue, forming a key place on the 'green link' between Alexandra Avenue, Austral Avenue Reserve and M.J. Bennett Reserve. Council will advocate to TfNSW to provide access across the railway line.

The uplift of this area will be carefully managed through a built form transition to the sensitive interfaces, including Westmead Primary School, heritage items, and the existing and proposed Heritage Conservation Area / Special Character Area. The character area's accessibility will be improved through the proposed uplift, which will deliver new through site links.

Variation in building height along Alexandra Avenue will provide an interesting skyline along the northern edge of Westmead South.

2.2.3 Eastern Living Character Area

The Eastern Living Character Area will have less changes. The majority of this area is charactered by three-to-four storey residential flat buildings (walk ups).

These strata titled properties present challenges in relation to redevelopment potential and feasibility.

Given the strict solar access rules applied to Mays Hills Precinct under the Greater Sydney Parklands Trust Act 2022, any additional height in this area will need to be carefully considered and tested, in particular on the land parcels immediately adjacent to Mays Hill Precinct.

Although there are limited changes proposed to the Eastern Living Character Area, this does not mean the area will not be regenerated in the long term.

Depending on site specific assessments, some potential may exist on the strata titled properties closer to the Metro Station and Oakes Centre, namely:
- Blocks between Alexandra Avenue and Priddle Street,
- Blocks between Hawkesbury Road and Hassall / Houison Streets within the Eastern Living Character Area.

2.2.4 Central Living Character Area

Situated at the heart of Westmead South, the Central Living Character Area is conveniently located and serviced by both Metro Station and T-way stops along the Great Western Highway.

The Central Living Character Area will transition into a medium to high density residential living area close to Sydney Smith Park and the future Oakes Centre Plaza. The area will embrace high standard living amenity benefits from improved through block links and access to Sydney Smith Park.

This character area is adjacent to lower density areas, therefore, a sensitive built form transition is proposed to reflect the surrounding lower density context mainly to the south and east. Transition in building height from north towards south is proposed coupled with a human scale podium height.

Sydney Smith Park's accessibility will be improved via through site links and widening along Houison Street (as part of future redevelopment) for an improved entry experience.

Additional publicly accessible open space along Cotswold Street will improve this area's living amenity and residents' wellbeing.

2.2.5 Westmead Village Character Area

The Westmead Village Character Area is an established low scale residential neighbourhood with unique and rich historical and landscape heritage. The area is serviced by M.J. Bennett Reserve, Austral Avenue Reserve and the improved through site links offering a variety of recreational and sporting facilities.

The low scale and historic qualities of this area will be retained and celebrated, while allowing for some new low and medium density development opportunities.

A Heritage Conservation Area or Special Character Area is being investigated around M.J. Bennett Reserve to preserve the uniqueness of Westmead South.

2.2.6 Domain Creek Village Character Area

The Domain Creek Village Character Area is named after Domain Creek, which previously used to trail through this area.

The low rise setting of this area will be protected, with the area characterised by low to medium density dwellings.

2.2.7 Great Western Highway Mixed Use Character Area

The Great Western Highway Mixed Use Character Area will extend and enhance the recent mixed-use development along the Highway. The Great Western Highway will continue to be a key vehicle thoroughfare, providing east-west connections across Greater Sydney.

Ground floor non-residential uses will continue to be provided along the Great Western Highway, including showroom retail, bulky goods, medical, allied health and wellbeing. This will help provide services and amenities for the Westmead South community and people passing through the area.

Residential use will be carefully oriented and designed to minimise acoustic and air quality impacts. Winter gardens will be encouraged for apartments facing the Great Western Highway.

The Great Western Highway streetscape will be improved and unified by the introduction of continuous footpaths, verges and street trees. This will also help to improve the public domain amenity along the busy road.

3. Precinct Objectives and Controls

3.1 Lot Consolidation and Minimum Street Frontage

Objectives

O1. Ensure future development achieves the vision and desired characters for the whole Westmead South and each character area as outlined in this DCP.

O2. Ensure the critical infrastructure can be delivered to support the growth of Westmead South.

O3. Ensure development on consolidated sites responds to the existing and desired future character of the precinct and results in quality streetscapes, amenity, appropriate passive surveillance and landscaping.

O4. Ensure the amalgamation pattern does not restrict the development opportunity of any adjoining site, landlocking of adjoining sites, isolation of small sites or the ability of adjoining sites to provide basement car parking or open space.

O5. Ensure vehicular access for properties facing major roads is provided from secondary streets or a laneway.

Controls

C1. The minimum site frontage for residential flat buildings and shop-top housing is 24m, excluding development along the Great Western Highway.

C2. The minimum lot frontage for all development fronting the Great Western Highway shall be 45m.

C3. Properties shall be amalgamated to achieve high living amenity and the desired streetscape outlined in this DCP.

C4. Properties shall be amalgamated to ensure the minimum frontage is achieved without reducing the development potential of adjacent properties.

C5. Land locking of adjoining site(s) is not permitted, including isolation of site(s) that would prevent development of new through-site links and widened links.

C6. For land identified in Figure 4 ‘site consolidation pattern – sites that are able to deliver nominated infrastructure e.g., open space, through site links, laneways and community facilities’, site amalgamation shall be provided based on the pattern shown in this figure.

C7. For land identified in Figure 5 ‘site consolidation pattern - Great Western Highway’, site amalgamation shall be provided based on the pattern shown in this figure.

C8. Alternative consolidation patterns to C6 and C7 may be considered only if a development application can demonstrate that the intended outcome outlined in this DCP and Westmead South Master Plan Strategy can still be satisfactorily achieved, including but not limited to:

- The delivery of identified infrastructure.
- Amenity being maintained to the development and the adjoining sites.
- Providing vehicular access from secondary streets or laneway rather than Great Western Highway.

C9. Notwithstanding C8, the following information must be provided, if alternative consolidation patterns are sought:

- Demonstrating the remaining sites, which are not included in the consolidation, will still be able to achieve the development outcome prescribed in this DCP, including achieving the required vehicular access, basement parking, built form and delivery of identified

infrastructure.

- Two independent valuations that represents potential value of the affected site(s). This may include other reasonable expenses likely to be incurred by the owner of the isolated property in the sale of the property; and
- Evidence that a genuine and reasonable offer(s) has been made by the applicant to the owner(s) of the affected adjoining site(s).
  Note: A reasonable offer shall be of current fair market value and shall be the higher of the two independent valuations and include for all expenses that would be incurred by the owner in the sale of the affected site.

Figure 4. Site consolidation pattern – sites that are able to deliver nominated infrastructure e.g., open space, through site links, laneways and community facilities

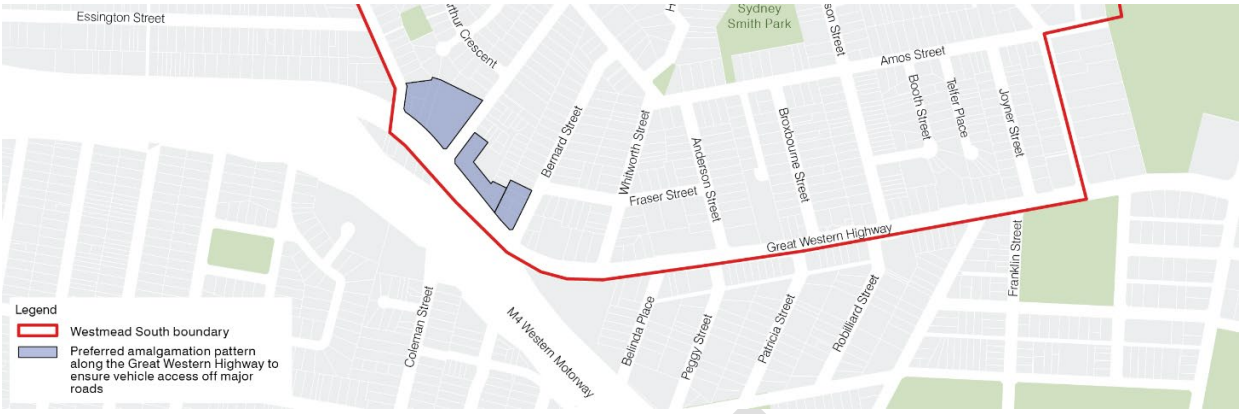

Figure 5. Site consolidation pattern – Great Western Highway

3.2 Tower Slenderness and Orientation

For the purpose of this control, a 'tower' is the portion of any building above the street wall height, where the maximum building height is greater than 19m or six (6) storeys.

Objectives

O1. Reduce the apparent bulk and scale of buildings.

O2. Achieve an attractive skyline sympathetic to the topography and surrounding context.

O3. Achieve high amenity for the public domain including access to sun light, sky and views.

O4. Promote view sharing between buildings and key view corridor preservation.

O5. Maximise internal amenity of the future development accessing natural light and ventilation whilst providing viable and useable floor space.

Controls

C1. The maximum floorplate sizes for towers shall comply with the following:
- 750sqm Gross Floor Area (GFA) for residential uses as defined in the Cumberland LEP 2021, including but not limited to serviced apartments, boarding house and hotels.
- 1500sqm GFA for other commercial uses as defined in the Cumberland LEP 2021, including but not limited to office space.

C2. The maximum building length for towers in any direction is 45m with a breakup of expanses of building wall with modulation of form and articulation of facades in accordance with C3.

C3. All building frontages for a tower with a length over 30m should be designed with the following features as a minimum, as demonstrated in Figure 6:
- Expressed as two vertical forms.
- Designed with a clear 'break' / indentation of a minimum 3m width and 3m depth.
- Include a stepped height difference of a minimum two residential storeys.

C4. All tower forms must be set back a minimum 3m from the street wall frontage to create a distinct street wall and tower components.

C5. Where two or more towers are provided on a site, the following building design controls apply:
- Tower heights shall be varied.
- The tower heights above ground level should have a minimum of 15% variation between each tower (e.g., with three towers, the tallest should be minimum 30% taller than the shortest).

- Separation between towers shall be considered in accordance with the specified distances for each component use, as if there is a boundary between them.

C6. Design of future towers along Hawkesbury Road and east-west oriented roads off Hawkesbury Road shall preserve the key view corridors from Hawkesbury Road towards the Parramatta CBD skyline and Mays Hill Precinct (former Parramatta Golf Course). Any relevant development applications in the area shall demonstrate the above.

C7. The orientation of tower forms shall be carefully considered to maximise visual privacy, view sharing to promote natural cross ventilation, solar access, to minimise overshadowing impact to public domain and comply with the controls in Section 3.3 of this DCP.

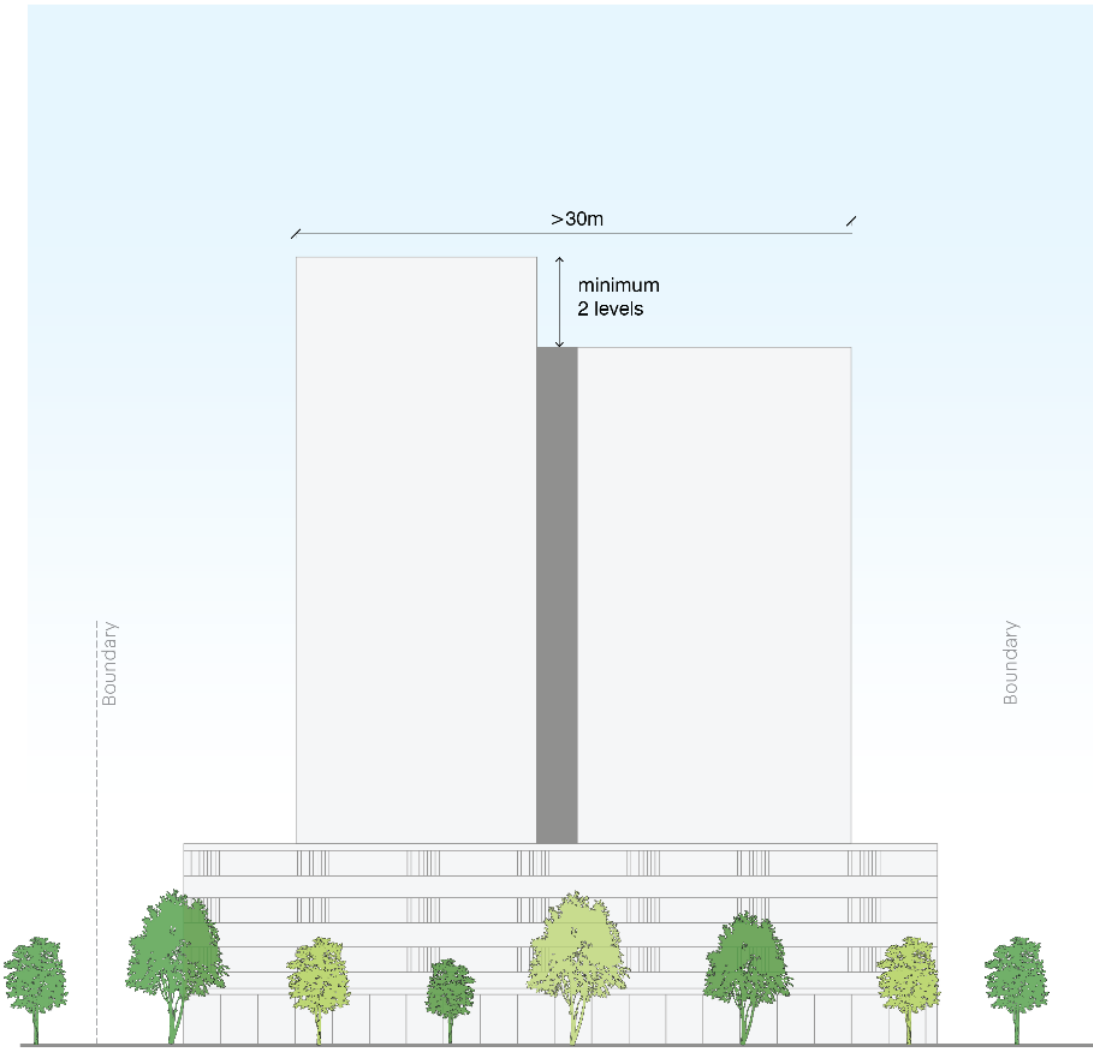

Figure 6. Approach to present tower slenderness on long faces

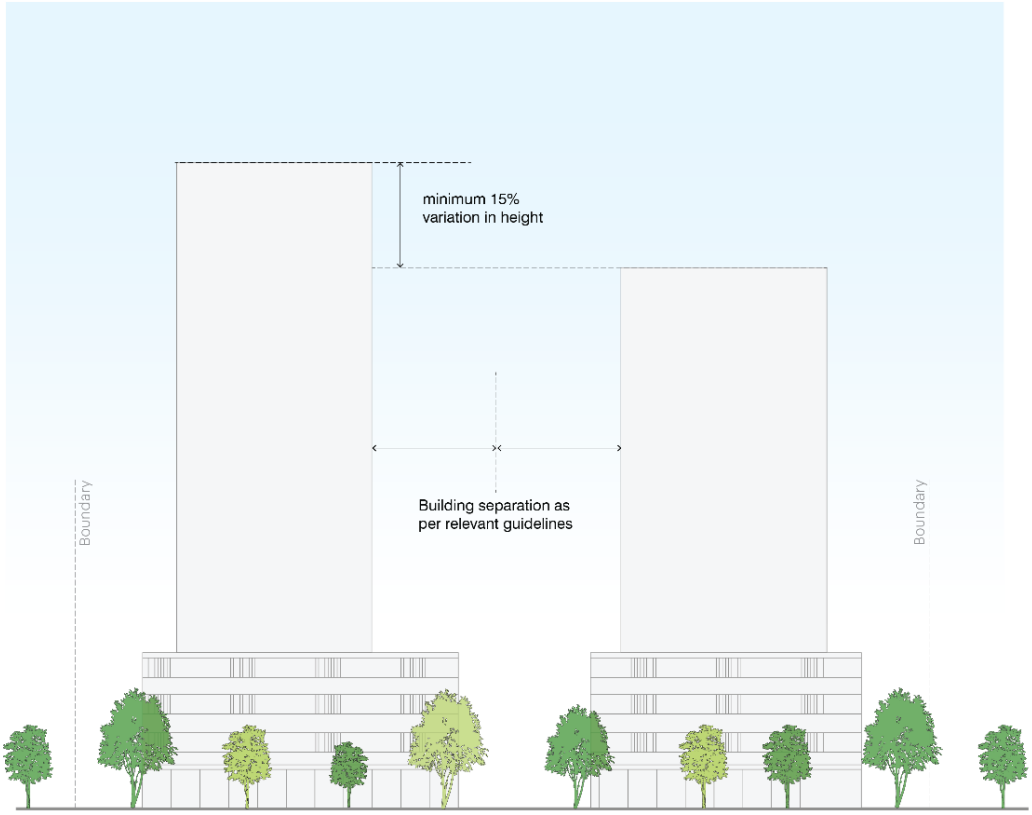

Figure 7. Approach to sites with two or more towers

3.3 Residential Flat Buildings and Mixed-Use Development

This part of the DCP applies to all development of residential flat buildings and shop top housing in Westmead South.

Objectives

O1. Ensure that the character / style, height, bulk and scale of development is compatible with neighbouring developments and both the established character and desired future character of the area.

O2. Maximise living amenity, outlook and privacy for all users.

O3. Minimise overshadowing and amenity impacts of a development to its surroundings.

O4. Deliver development of a high architectural quality.

O5. Deliver appropriate landscape within the development and in the front, side and rear setbacks.

Controls

General

C1. Residential flat buildings and residential that forms part of mixed-use development shall be compliant with Housing SEPP and the Apartment Design Guide.

Setbacks

C2. Development shall be setback a minimum:

- 6m from the primary street frontage.
- 4m from the secondary street frontage.
- 2m from laneways.

This set back shall be used for landscaping unless otherwise specified for public access under Section 3.9 Public Domain of the DCP.

C3. Development shall be set back minimum 6m from side and rear boundaries (see Figures 8-9), with the exception of ground floor non-residential uses which can be built to boundary for the ground level where this does not unreasonably affect the amenity and landscape character of neighbouring sites.

C4. Any acoustic treatments for the building shall be provided at the building line and not within the setback.

Street Wall/Podium Height

C5. Development shall provide a 'street wall' of 4-storeys for both residential flat buildings and mixed-use development. A minimum of 1 storey for non-residential uses shall be provided on the ground level within the street wall component for any mixed-use development.

C6. The street wall of development forms shall be human scale with an emphasis on natural, tactile and long-lasting materials such as brick, timber and concrete. Large areas of painted render will not be accepted. See examples at Figures 10-11.

Upper-Level Setbacks

C7. Built form above the street wall height of all development shall set back a minimum of 3 metres from the street wall (a minimum 9m total setback from the front boundary when combined with the ground-level setback described in C2).

Building Height

C8. For development of Residential Flat Buildings, each storey shall comprise a minimum floor to ceiling height as defined in the NSW Apartment Design Guide.

C9. For mixed use buildings, the ground floor to first floor, floor to floor height shall be a minimum 4.3m.

C10. For mixed use buildings, the minimum floor to floor heights of all residential levels above the ground floor shall be 3.2m.

Articulation

C11. Building design shall also reference to Sections 3.2, 3.4 and 3.11 of the DCP to ensure appropriate bulk, scale and transition are provided reflecting existing and desired future character of the area and amenity of adjoining properties.

Visual Privacy

C12. Apartments set back less than 12m from boundaries or 24m from other buildings on the same site, shall be designed to avoid direct views between apartments through positioning of windows, use of translucent or highlight windows for non-habitable rooms, directed views or screening. Refer to some examples in Figure 12.

Landscaping and Communal Open Space

C13. Landscaping shall be emphasised in the front setback to contribute to streetscape character and amenity.

C14. New development shall retain existing street trees and any large or significant trees on site.

C15. Utilise rooftop and/or above podium for communal open space where ground level spaces cannot achieve good solar access.

C16. Primary and secondary street fencing is only permitted for residential flat buildings and not for mixed use development. Where primary or secondary street fencing is proposed, it shall be a maximum 1.5m high and be 50% transparent above 1.2m high.

Figure 8. Example residential flat building - axonometric view (left)

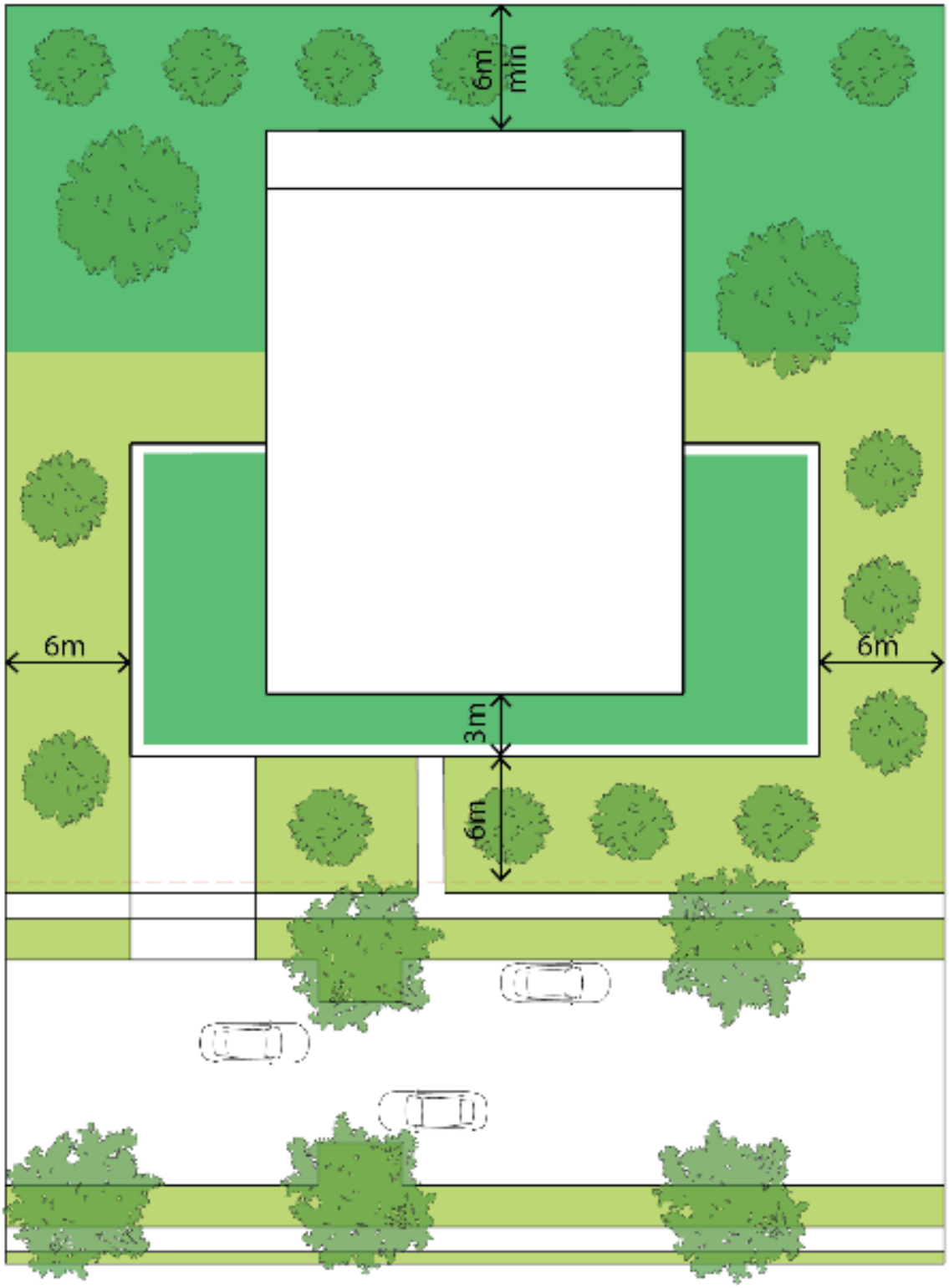

Figure 9. Example residential flat buildings – plan view (right)

Figure 10. Examples showing street wall approach and character

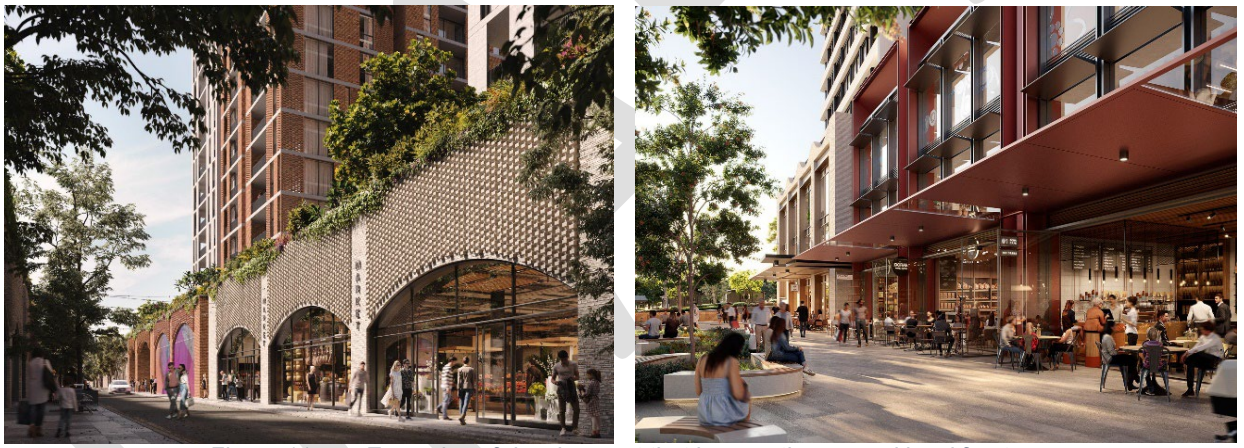

Figure 11. Examples of development that have active ground level frontage

Figure 12. Example of building providing visual screening including 'wing windows' to minimise overlooking across side boundaries

3.4 Dwelling Houses and Low-Rise Medium Density Development

This part applies to all dwelling houses and low-rise medium density development. It extends general controls including those contained in Parts B1 and B2 of Cumberland DCP 2021.

Objectives

O1. Ensure that the relevant development complements the character of existing context and fits the desired future streetscape character.

O2. Promote the principles contained within the Low-Rise Housing Diversity Design Guide for Development Applications (Department of Planning, Industry and Environment, July 2020)

Controls

General

C1. New dwelling houses and low-rise medium density development shall seek to respond to the character of its immediate context including height datums, roof forms and angles and materials. Elements included in this character are shown in Figure 13 and include low-scale brick walls and pier, pitched and gabled roof forms of a moderate angle, front wall setbacks with landscaping and expression of a single-storey height datum. Examples in Figure 14 show contemporary designs for dual-occupancy/semi-detached dwellings that may be able to appropriately contribute to this context.

C2. Minimise the number of driveway crossovers and retain existing crossovers where possible.

Setbacks

C3. Setbacks for all new development shall be a minimum:

- 6m setback to the primary street frontage,
- 4m setback to the secondary street frontage.
- 2m to a laneway.

These may be varied to align with neighbouring buildings if there is a clearly different front setback character on both sides of development.

Building Height

C4. For development of Multi Dwelling Housing that comprises of one to three storey development, the minimum floor to floor height shall be 3.2m.

Landscaping

C5. Provide landscaping within the front setback including grassed areas, low planting and trees to contribute to creating an attractive streetscape. A minimum 30% of the front setback (i.e., front yard) is to consist of soft landscaping.

C6. New development shall retain significant trees on site and street trees.

Figure 13. Key features of existing built form in Westmead South

Figure 14. Examples of modern dual occupancy/semi-detached buildings that would complement the existing streetscape

3.5 Access, Entries and Building Servicing

Objectives

O1. Ensure the required vehicular access of future development is delivered in the right locations.

O2. Minimise vehicular access points from main and active streets and minimise the number of vehicular access points, where appropriate.

O3. Minimise potential conflicts between vehicular and pedestrian movement and access.

O4. Maximise visual appearance of vehicle entrances to basement car parking.

O5. Provide legible and clear street address for residential and non-residential entries.

O6. Minimise impact on primary active frontages / address by servicing, loading and unloading areas.

O7. Minimise visual clusters and impact by the required building service facilities (i.e., hydrant booster, mailboxes).

O8. Provide for the adequate accessibility, manoeuvrability and operability of waste collection vehicles within all developments.

Controls

Vehicle Access

C1. Vehicular access shall not be provided directly from the Great Western Highway unless written approval is obtained from Transport for NSW (TfNSW).

C2. Vehicular access shall be limited to the road frontages shown in Figure 15 below.

C3. Vehicular entries to a development shall be limited. Multiple vehicular entry points to a development are not supported if a single vehicular access point can be achieved which meets the relevant requirements.

C4. Basement entries / ramps shall be located within the building envelope rather than within setbacks or exposed.

C5. Vehicular access, building servicing and accessibility requirements, shall be designed to prioritise retention of existing significant trees within the site and on the street.

C6. Car parking facilities and basement access shall comply with AS2890.

C7. Minimum clearance of 1.2 metres shall be provided to structures, such as power poles, service pits and drainage pits.

C8. The area between the driveway and the property boundary shall be suitably landscaped to minimise the visual impacts of vehicular access points and to maximise the visual quality of the streetscape.

C9. Driveways shall be designed and constructed in materials to avoid glare and large expanses of plain concrete, whilst ensuring the driveway colour does not detract from the development and character of the street.

C10. All proposed developments will need to accommodate a 10.5m rigid vehicle for all waste collection.

C11. Proposed developments that require a waste collection vehicle to enter the site for the collection of waste, a swept path analysis for a 10.5m rigid vehicle with a height clearance of 4.5m must be clearly demonstrated in the Architectural Plans, Waste Management Plan, and Traffic and Transport Management Plan. If a hook lift bin is to be used, the height clearance will increase and greater height clearance will be required.

C12. The bin lift arc will also need to be taken into consideration when designing the height for the area for bin collection. The proposed development must have sufficient manoeuvring area on site to allow for a HRV to enter and leave the site in a forward direction and service the development with minimal or no need to reverse.

C13. The proposed development must have sufficient manoeuvring area on site to allow for a waste collection vehicle to enter and leave the site in a forward direction and service the development with minimal or no need to reverse.

C14. The grades of entry and exit routes must not exceed the capabilities of the waste collection vehicle and must comply with AS 2890.2.

C15. Ensure the waste collection vehicle can park safely within a designated parking/ loading area on-site whilst servicing the bins. The truck loading area must be separated from car parking bays, footpaths and not block any driveways.

C16. The truck loading area is to include an extra 2m length at the rear of the vehicle for bins to be loaded and emptied into the truck.

Table 1. Waste collection vehicle specifications

Detail	Specification
Overall Height (m)	4.5
Overall length (m)	10.5
Length when collecting waste (m)	12.5
Design Width (m)	2.5
Width including mirrors (m)	2.8
Swept Circle (m)	22.5

C17. Should there be a case for a smaller rigid garbage collection vehicle to be used consideration will be given to alternative building design requirements. In these circumstances, supporting documentation is to be provided with the development application.

Figure 15. Locations where driveway access in permitted

Pedestrian Access and Entries

C18. Pedestrian safety shall be prioritised by providing distinct separation between vehicular and pedestrian access and clear street address.

C19. Safe pedestrian crossing over a driveway / basement entry shall be provided, including but not limited to pavement material change, levelled crossing and other measures.

C20. Street address to both residential and non-residential entries shall be direct, legible and viewable from the street level. This can be achieved through building articulation and façade design.

C21. 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.

C22. Wayfinding for apartments at the rear of the building is to be provided at the entry/foyer area of the residential component of buildings.

C23. All pedestrian entries to the building shall be designed to comply with The Disability (Access to

Premises – Buildings) Standards 2010 (Premises Standards).

C24. 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.

C25. Where ground floor residential units are proposed, these shall be designed to address the street or communal open space, with individual entries and courtyards from the street or communal open space.

Building Services

C26. Any required substations or utilities shall be integrated into the building form or located in the basement level. If integrated into the design of the building, they shall be designed to minimise the impact on the streetscape. Substations within the street or setback will not be accepted.

C27. Mailboxes, if provided within front setbacks, shall be at 90 degrees to the street to minimise visual impact on the street.

C28. Any building service facilities, including sprinkler booster or hydrant booster shall be designed to minimise visual impact from the public domain. This may include screening from the street where this is beneficial.

3.6 Parking

Objectives

O1. Manage parking impacts to ensure that development does not unreasonably impact the traffic conditions in Westmead South.

O2. Ensure that On-site car parking is sufficient, accessible and safe for all user groups while encouraging alternative modes of transport, such as walking and cycling.

O3. Support reduction in car ownership and reduce the impacts of cars on the environment.

Controls

General

C1. Development is to provide on-site parking in accordance with Table 2.

C2. Onsite Parking is to be accommodated within in a basement.

C3. Where a parking rate has not been specified in the table, the Guide to Traffic Generating Developments shall be used to calculate the parking requirements for the proposed development. Alternatively, a Traffic and Parking study may be used to determine the parking rates, subject to approval by Council.

Table 2. Parking rates

Development type	Car parking rate	Bicycle parking rate
Residential - Flat Buildings and Shop Top Housing		
Studios	Minimum 0.25 spaces per dwelling Maximum 0.5 spaces per dwelling	Refer to *Cumberland Development Control Plan Part G3 – Miscellaneous Development Controls*
1 bedroom	Minimum 0.5 spaces per dwelling Maximum 0.7 spaces per dwelling	
2 bedrooms	Minimum 0.7 spaces per dwelling Maximum 1.0 spaces per dwelling	
3 or more bedroom	Minimum 1.0 spaces per dwelling Maximum 1.5 spaces per dwelling	
Visitor	0.15 space / dwelling	
Car wash bay	One car wash bay which may also be a visitor space	
Residential – Dwelling House		
General rate	Refer to *Cumberland Development Control Plan Part G3 – Miscellaneous Development Controls*	
Commercial - Retail		
General rate	1 space / per 50m² GFA	Refer to *Cumberland Development Control Plan Part G3 – Miscellaneous Development Controls*
Food and Drink premises	Required parking to be confirmed through a traffic and transport impact assessment. The assessment must demonstrate the development will not result in any adverse impacts on on-street parking in surrounding residential areas. As a general new development should provide 1 space / 40m² GFA	
Recreation facility		
General rate	3 space / 100m² GFA	Staff: 1 space / 4 employees Visitor: 1 space / 200 m² GFA
All other uses		
Refer to *Cumberland Development Control Plan Part G3 – Miscellaneous Development Controls*		

C4 Any parking in excess of the above requirements will be counted as Gross Floor Area (GFA)

C5. Trip end facilities including showers and lockers must be provided to adequately service the number of bicycle parking spaces required in business premises, office premises, retail and industrial development.

C6. A traffic study shall be prepared by a suitably qualified traffic engineer and submitted with the Development Application. It shall comply with the Roads and Maritime Services Traffic Modelling Guidelines (2013).

The study shall 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.

C7. Electric vehicle charging point(s) shall be provided in an accessible location on site for all new residential and non-residential development (other than for dwelling house and semi-detached dwellings).

Car Sharing

C8. A minimum of 1 car share space is to be provided for all residential development with more than

50 residential units.

C9. A minimum of 1 car share space is to be provided for any business development with a gross floor area of greater than 5,000m^2.

C10. Carshare parking spaces must be publicly accessible at all times, adequately lit and sign posted and located off street.

C11. Car share spaces are to be:
- Located together.
- Located near and with access from a public road and integrated with the streetscape through appropriate landscaping where the space is external.
- Clearly designated by signs as being for car share scheme use.

C12. Car share spaces may be used to reduce the number of minimum parking spaces required at a development. 1 carshare space can be provided in lieu of 3 car parking spaces, up to a maximum offset of 9 parking spaces.

C13. Written evidence must be provided with the development application demonstrating that offers of a car space to carshare providers have been made together with the outcome of the offers or a letter of commitment to the service.

C14. Car share parking spaces located on private land are to be retained as common property by the Owners Corporation of the site and not to be sold or leased to an individual owner or occupier at any time.

3.7 Key Infrastructure

Objectives

O1. Enhance the amenity and attractiveness of existing infrastructure and deliver the open space and community infrastructure needed to support the growth of Westmead South.

O2. Improve accessibility and walkability in and out Westmead South.

Controls

Overall Infrastructure

C1. The design, delivery and dedication to Council of the key infrastructure identified in Table 3 and Figure 16 below shall be reflected in the Development Application, where applicable:

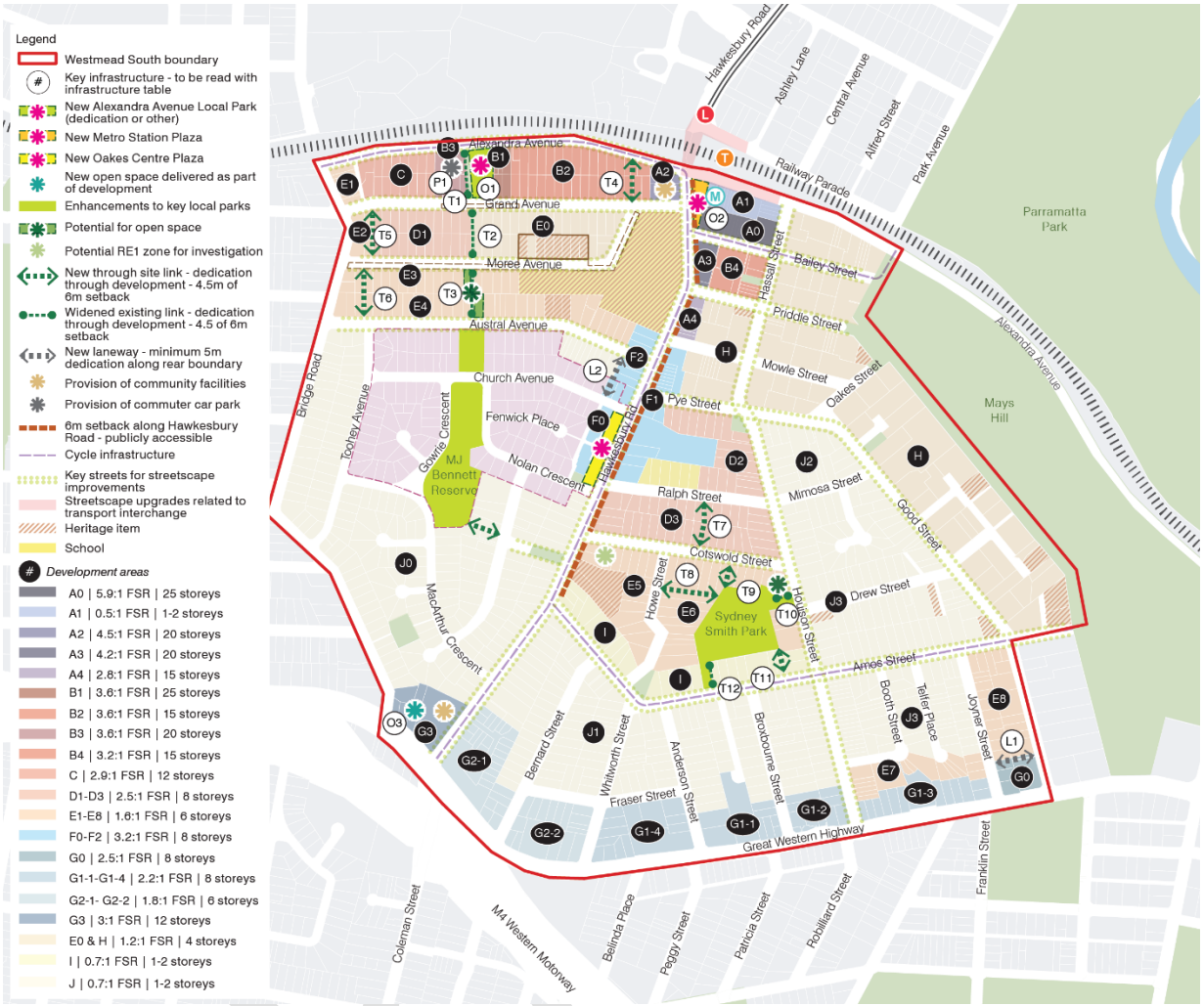

Figure 16. Key infrastructure improvements

Table 3. Infrastructure requirements

Area	Description	Requirements
Open spaces, Community Facilities and Retail		
B1	**O1** Alexandra Avenue Local Park	• Minimum 3,000sqm park. • Walking and cycling link from Grand Avenue to Alexandra Avenue. • Minimum 45% tree canopy. • WSUD strategies. • Shade or pergola structures. • Park furniture including seating and lighting. • Public toilets. • Water fountains. • Play elements integrated into the landscape design to enable informal play. • Native trees, grasses and bushes. • Primarily soft landscaping and deep soil planting including mature plants. • Safe play area for children which is to be visually and physically connected to the main park area. • Passive and active recreation spaces.
A1/A0	**O2** Metro Station Plaza, open space and a supermarket	• Metro entry/exit and new Metro Plaza fronting the gate-line entry, with a minimum 22m depth from Hawkesbury Road to the gate-line. • Provision of public open space onsite through plaza to interface with the retail uses, metro station and street. • Open space to be minimum 2,500sqm total across the block, consisting of minimum 1,500sqm for the Metro Plaza oriented to Hawkesbury Road, and an approximate 1,000sqm open space elsewhere within the block. • Minimum 1,000m^2 supermarket.
A2	Community Facility	• Minimum 1,000m^2 community facility. • Dedication of the space to Council. • At a minimum, to include one large meeting room, two smaller meeting rooms, one kitchen and two kitchenettes, with further specific requirements for the facility to be advised by Council.
G3	**O3** Open space and Community Facility on key site at the corner of Hawkesbury Road and the Great Western Highway	• Provision of publicly accessible open space onsite, with a minimum1,500sqm. • Open space to be activated through retail uses and community facilities. • Open space to be located away from and buffered from the Great Western Highway. • Provision of a community facility. • Minimum 1,000m^2 space for the community facility. • Dedication of community facility space to Council. • At a minimum, the community facility is to include one large meeting room, two smaller meeting rooms, one kitchen and two kitchenettes, with further specific requirements

		for the facility to be advised by Council.
Laneways		
G0	**L1** Between Good Street and Joyner Street	• Dedication width of minimum 6m along the rear boundary.
F2	**L2** Between Church Avenue and Austral Avenue	
Through site links		
B3	**T1** Widened existing link ('Green Link') between Grand Avenue and Alexandra Avenue	• Dedication width of a minimum 4.5m within the side boundary.
D1/E0	**T2** Widened existing link ('Green Link') between Moree Avenue and Grand Avenue	
E3/E4	**T3** Widened existing link ('Green Link') between Austral Avenue and Moree Avenue	
B2	**T4** Between Grand Ave and Alexandra Avenue	
D1/E2	**T5** Between Moree Avenue and Grand Avenue (western end)	
E3/E4	**T6** Between Austral Avenue and Moree Avenue (western end)	
D3	**T7** Between Cotswold Street and Ralph Street	
E6	**T8** Between Howe Street and Sydney Smith Park	
E6	**T9** Between Cotswold Street and Sydney Smith Park	
E6	**T10** Widened existing link between Houison Street and Sydney Smith Park	
I	**T11** Between Amos Street and Sydney Smith Park	
I	**T12** Widened existing link between Amos Street and Sydney Smith Park	
Car parking		
B3	**P1** Public car park in block between Alexandra and Grand Avenue	• Commuter car park of a minimum 50 spaces. • Parking to be located underground. • All relevant standards and guidelines for commuter car parking to be met.

Through-site Links

C2. Through-site links are to be delivered as part of future development for medium or high density residential or mixed-use development through dedication to Council and shall be generally located in accordance with Figure 16. Any development application that includes the alteration or non-provision of the through-site link locations must provide written justification outlining the reason, impact and benefit of the alteration or non-provision.

C3. Through-site links are to be unrestricted to the public to increase accessibility and walkability for pedestrians and cyclists.

C4. Through-site links are to be 'open to the sky' and have a minimum 9m width, utilising the typical setback to common boundaries (see Figures 17 to 23).

Laneways

C5. A 6m wide laneway shall be provided between Joyner Street and Good Street providing vehicular and pedestrian access, in accordance with Figure 16 and 26.

C6. A 6m wide laneway shall be provided between Austral Avenue and Church Street providing vehicular and pedestrian access, in accordance with Figure 16 and 27.

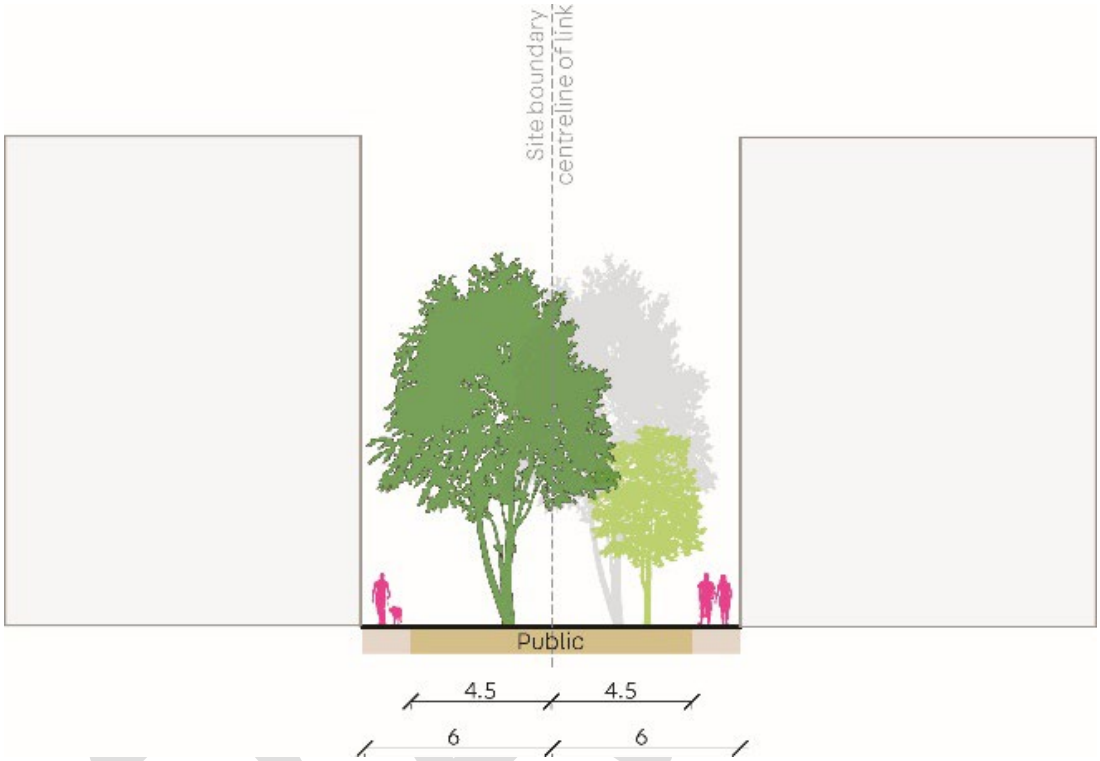

Figure 17. Publicly accessible link – showing intended 4.5m width of 6m typical setbacks to buildings from boundary – new links (left)

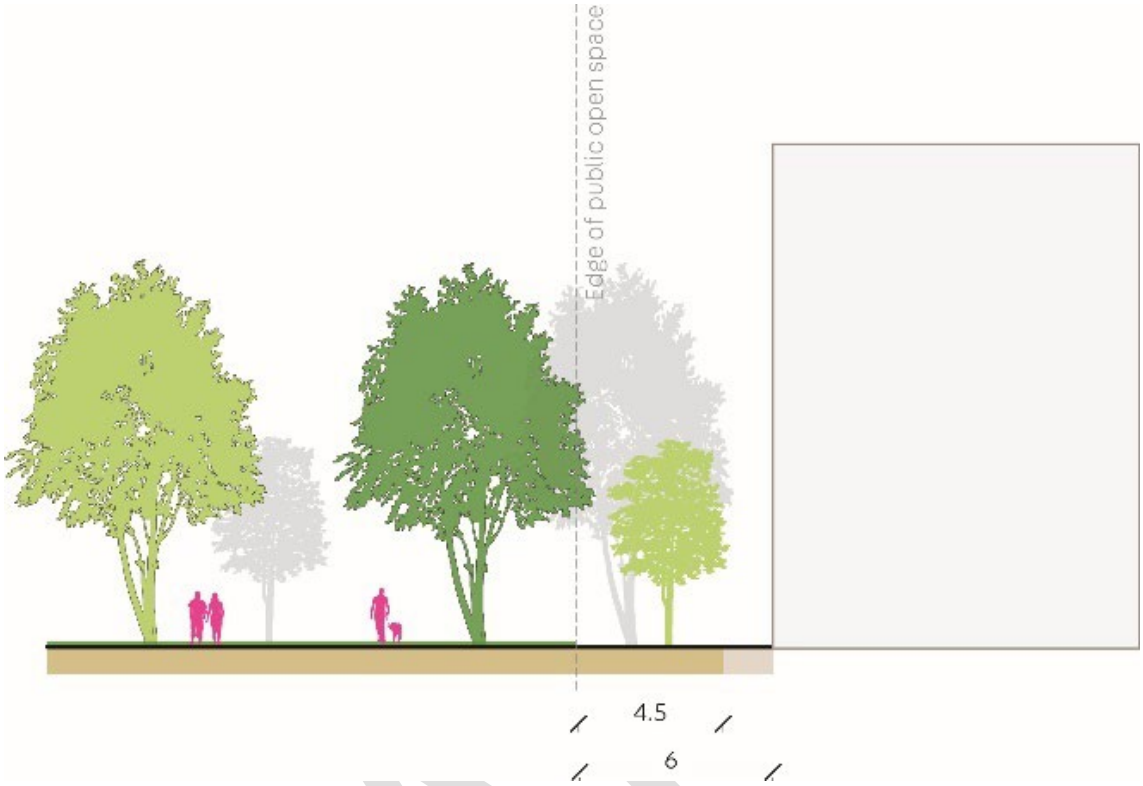

Figure 18. Publicly accessible link – showing intended 4.5m width of 6m typical setback buildings from boundary – widening of existing link or open space (right)

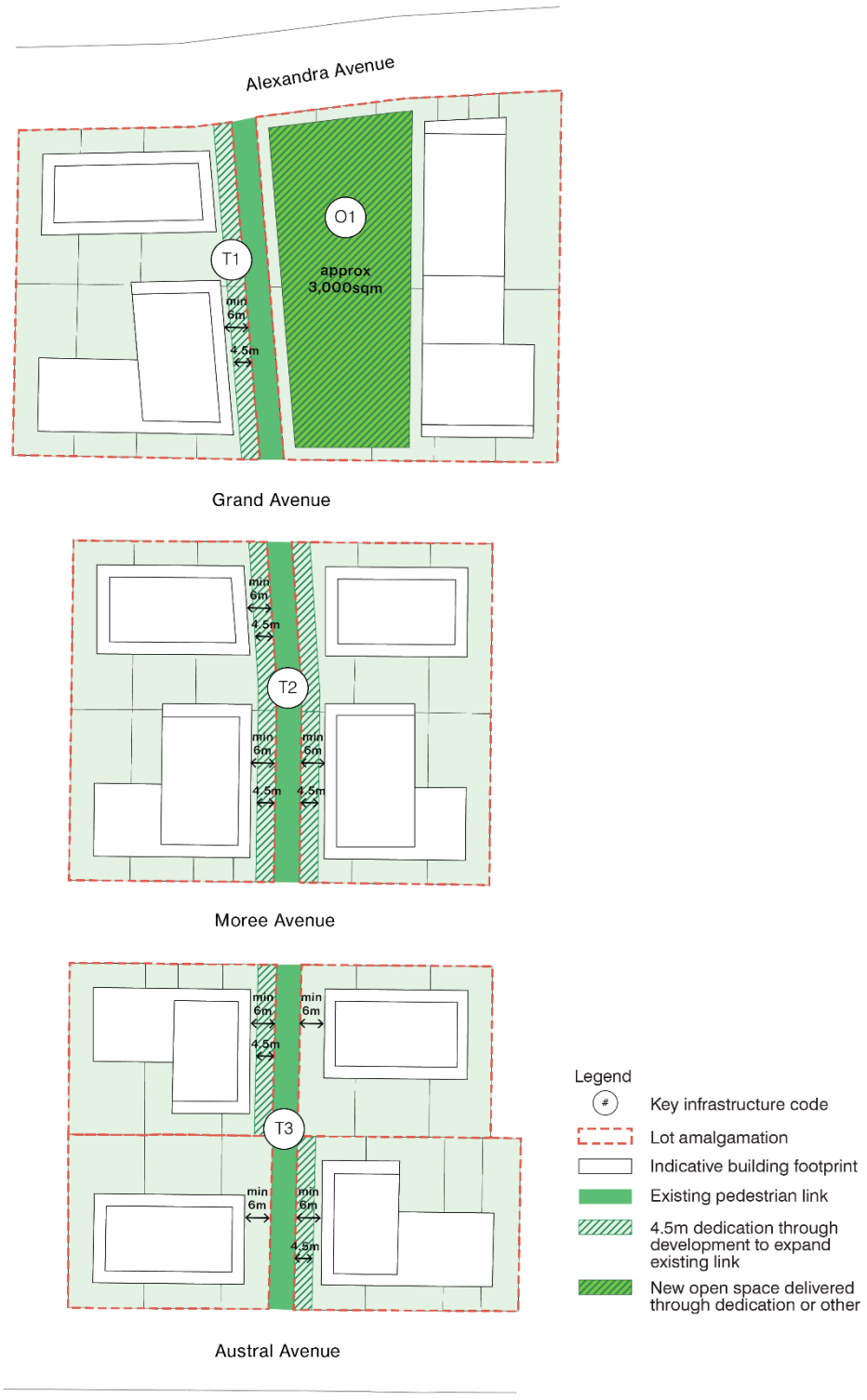

Figure 19. O1, T1, T2, T3 – New Alexandra Avenue Park and widening of the existing through site link between Alexandra Avenue and Austral Avenue (Green Link) – indicative plan

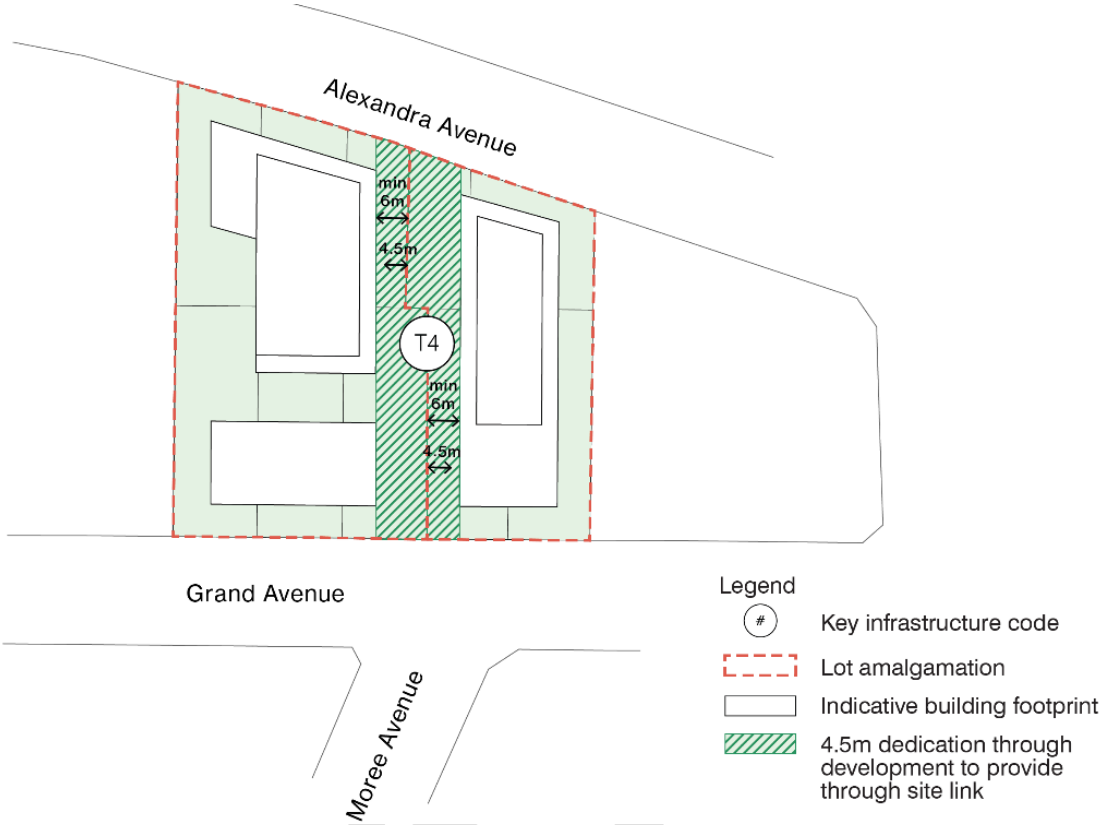

Figure 20. T4 – Through site link between Moree Avenue and Alexandra Avenue – indicative plan

Figure 21. T5, T6 -Through site links between Austral Avenue and Grand Avenue – indicative plan

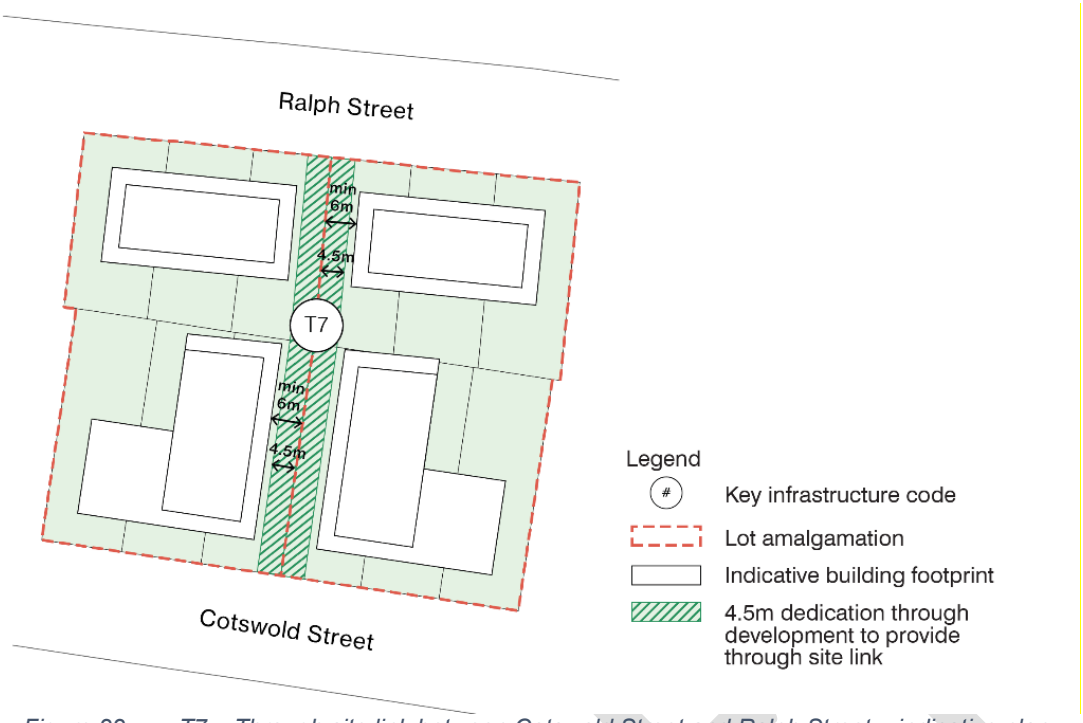

Figure 22. T7 – Through site link between Cotswold Street and Ralph Street – indicative plan

Figure 23. T8, T9, T10, T11, T12 – Through site links to Sydney Smith Park – indicative plan

Figure 24. O2 – Sydney Metro block including Adjacent Station Development site

Figure 25. O3 – Publicly accessible open space at the key site on Hawkesbury Road/Great Western Highway – indicative plan

Figure 26. L1 – Laneway between Joyner and Good Street – indicative plan

Figure 27. L2 – Laneway between Austral Avenue and Church Avenue – indicative plan

3.8 Air Quality, Noise and Vibration

Objectives

O1. Ensure that development fronting or within proximity to a noise corridor provides an acceptable level of air quality and acoustic amenity for the users and occupants.

O2. Ensure that demolition and construction in the Woodville Road corridor does not adversely impact the acoustic amenity and air quality for users of the adjoining school and surrounding residential development.

O3. Consider building siting and orientation to incorporate an appropriate separation between sensitive land uses and the road.

O4. Ensure noise emissions from the development including but not limited to mechanical plant, air conditioners, automatic roller doors, and ventilation plant are minimised.

Controls

C1. 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.

C2. A noise impact assessment is to be prepared by a suitably qualified acoustic consultant and be submitted with any Development Application for a new sensitive development for lots identified in Figure 28 below. The assessment should consider the provisions of the following, as relevant to the proposed land use (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.
- NSW Low Rise Housing Diversity Design Guide for Development Applications.

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

C3. The noise impact assessment 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.

C4. An air quality impact assessment prepared by a suitably qualified air quality consultant is to accompany development applications for any new sensitive development for lots identified in Figure 28 below.

The assessment should outline how design considerations outlined in the Development Near Rail Corridors and Busy Roads Interim Guideline have been considered and incorporated to mitigate the potential for adverse air quality impacts.

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

C5. Development applications for lots identified in Figure 28 below shall demonstrate that the design of the development takes appropriate consideration of the following design principles:

- The careful siting and orientation of buildings to ensure appropriate separation distances between sensitive uses and the sources of pollution.
- Reorienting and reducing the number of habitable spaces (particularly bedrooms) facing busy roads and rail corridors.
- Increased glazing specifications and/or reducing the glazed areas for noise-affected facades.

- Use of landscaping and vegetative screens to act as buffer between pollution sources and sensitive land uses.
- Siting mechanical ventilation air inlet ports and natural ventilation windows/doors to maximise the distance from sources of air and noise pollution.

C6. When designing ventilation to habitable rooms, the following should be demonstrated:
- Internal habitable rooms other than bedrooms (e.g., living room, kitchen, study etc.) are to be designed to achieve noise levels of no greater than 50 dBA with windows open during any time of the day.
- 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.

C7. Where noise criteria cannot be achieved concurrently with natural ventilation via open windows, alternative ventilation shall be provided complying with the Building Code of Australia ventilation requirements as a minimum.

C8. Noise from background ventilation systems shall be at least 5 dB below the relevant internal noise criteria.

C9. Balconies with a solid balustrade and acoustically lined soffit are encouraged for facades of residential apartments facing the Alexandra Avenue, Hawkesbury Road and Bridge Road.

C10. Development applications for noise-generating development (e.g., building plant, childcare centres, late night trading premises, licensed venues etc.) adjacent to noise sensitive land uses (e.g., residential premises) shall include a noise impact assessment. The assessment should consider the provisions of the following (or as updated or superseded), as relevant to the proposed land use:
- NSW EPA Noise Policy for Industry
- AAAC Guideline for Child Care Centre Acoustic Assessment
- AAAC Guideline for Gymnasium and Exercise Facility Assessment
- AAAC Licensed Premises Guideline

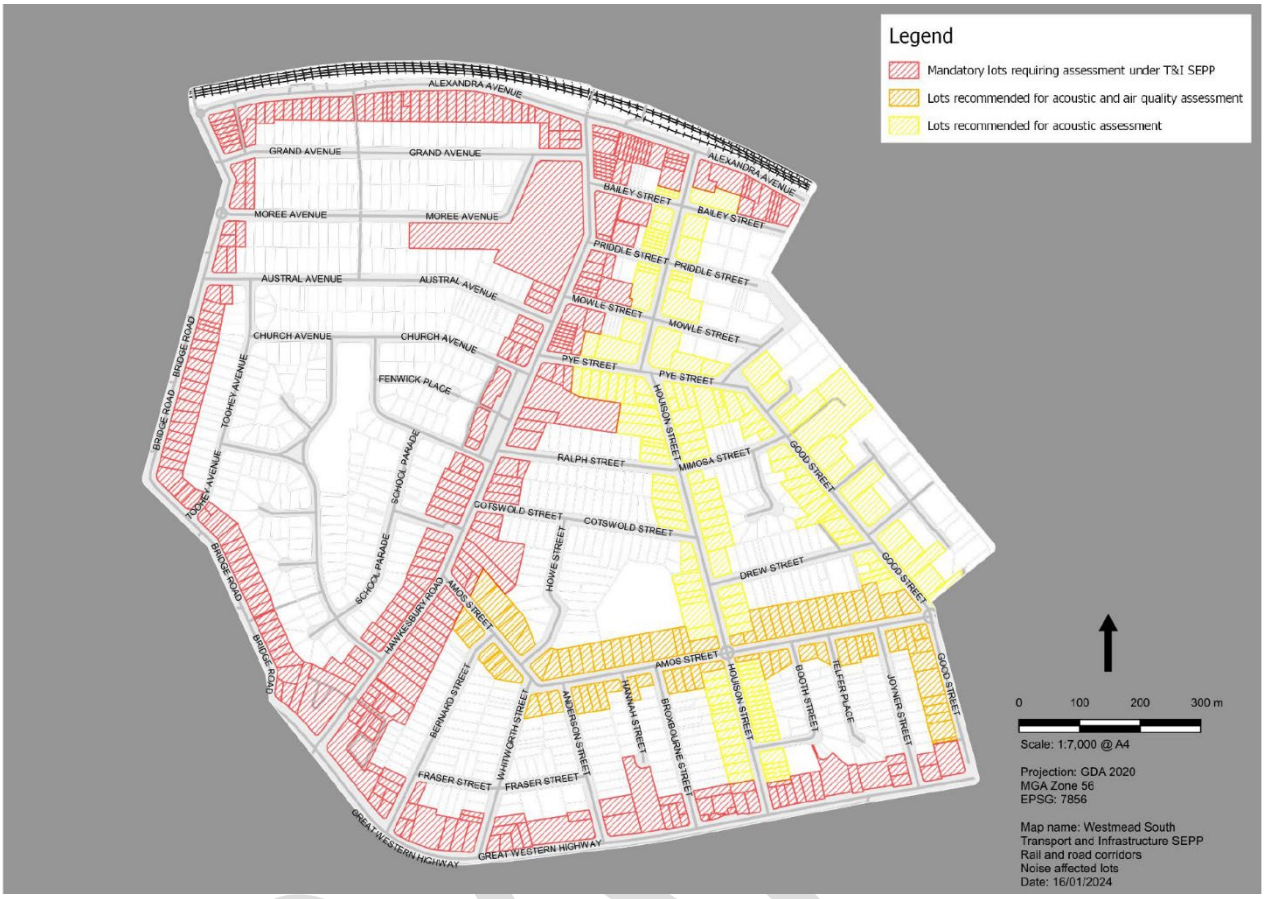

Figure 28. Lots requiring the submission of acoustic and air quality assessments

3.9 Public Domain

The overall public domain strategy for Westmead South is illustrated in Figure 29. It shows the relationships between the various public domain elements and the vision that Council is seeking to achieve in the long-term.

Objectives

O1. Improve and deliver key open spaces.

O2. Celebrate Indigenous heritage in new and existing open space and public domain areas.

O3. Achieve high amenity in public domain.

O4. Promote walking and cycling and public transport.

O5. Enhance east-west connectivity.

O6. Increase tree canopy coverage to reduce the Urban Heat Island effect.

O7. Enhance pedestrian accessibility, safety and visual appearance of the public domain.

O8. Promote activities and surveillance in public domain.

O9. Protect pedestrians from rain, sun and wind in high pedestrian volume areas.

O10. Transform Hawkesbury Road to a central active spine of Westmead South promoting active and

public transport, in particular between Sydney Metro block and the Oakes Centre.

O11. Integrate smart technology and furniture to enhance and provide an accessible public domain.

Controls

General

C1. A public domain and landscape concept plan shall be submitted and be in accordance with the Public Domain Section of the endorsed Westmead South Masterplan and in accordance with Figure 29 below. The plan must:
- Show how a high amenity public domain will be achieved on the site and on the primary and secondary street frontages.
- 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 will be provided to Council's specifications.
- Show how considerations in the Greater Cities Commission Westmead Public Domain Strategy dated September 2022 have been integrated including:
    - The use of sustainable and recycled hard materials.
    - Integrating Water Sensitive Urban Design.
    - Smart City Connections.
    - Flexibility of uses.
    - Increased tree canopy.
    - Replacing existing grass verges with biodiverse plantings.

C2. The public open spaces shall not be obstructed by any parts of the building.

C3. Design of existing and new open spaces shall incorporate Indigenous heritage and demonstrate consistency with the following:
- Accessible pathways for walking and cycling.
- Pedestrian links to larger public open spaces.
- Gathering spaces.
- Restorative native landscaping.

C4. Appropriate lighting must be provided in existing and newly created public open spaces. Solar powered lighting options are encouraged.

C5. Passive surveillance from the upper building levels of balconies and living areas shall be provided to public domain and open space.

Through-site links

C6. The relevant development adjacent to or in the vicinity of a public open space shall improve the pedestrian accessibility to the open space by providing through-site links in accordance with Section 3.7 of the DCP.

Active Transport

C7. Notwithstanding C3, existing and new pedestrian links should complement and link with each other to improve the pedestrian network.

C8. The locations of walking and cycling facilities shall be provided in accordance with the Public Domain Plan (Figure 29).

C9. Pedestrian paths, cycleways, and shared paths shall 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.

Street Tree Planting

C10. Street tree planting opportunities shall be provided.

C11. Street trees must be selected and planted in accordance with relevant Council's guidelines and standards.

Active Frontages

C12. The ground floor of a development that is adjacent to or has frontage to open space must provide active frontages, including active uses and direct residential access to the open space.

C13. Corner buildings must be designed to have splay corners to aid in pedestrian movement and shall comply with Part C of Cumberland DCP 2021.

C14. Blank walls, roller shutters and the use of dark or obscured glass are not permitted.

Awnings

C15. Provide continuous awnings a minimum 2.4m deep along Hawkesbury Road, Great Western Highway and areas providing mixed use development, where appropriate. On corner sites, awnings shall wrap around to side streets.

C16. At least 50% of the awning shall be solid to provide protection from the sun.

C17. Design of awnings shall comply with Part C of Cumberland DCP 2021 where not covered by the controls in this clause.

C18. Retractable awnings are not permitted.

Key Streets

C19. The front setback of key streets in Westmead South, including Hawkesbury Road, Hassall-Houison Street and Amos Street shall comply with Figures 30-35.

C20. Development along Hawkesbury Road shall provide an active street frontage with continuous retail frontages.

C21. Minimum 6m setback along Hawkesbury Road (between Alexandra Avenue and Ralph Street) shall be provided. The setback area shall be publicly accessible and shall provide a minimum of 3m width for pedestrian access, as shown in Figure 30.

Figure 29. Public domain plan

Figure 30. Hawkesbury Road section – North

Figure 31. Hawkesbury Road section – The Oakes Centre

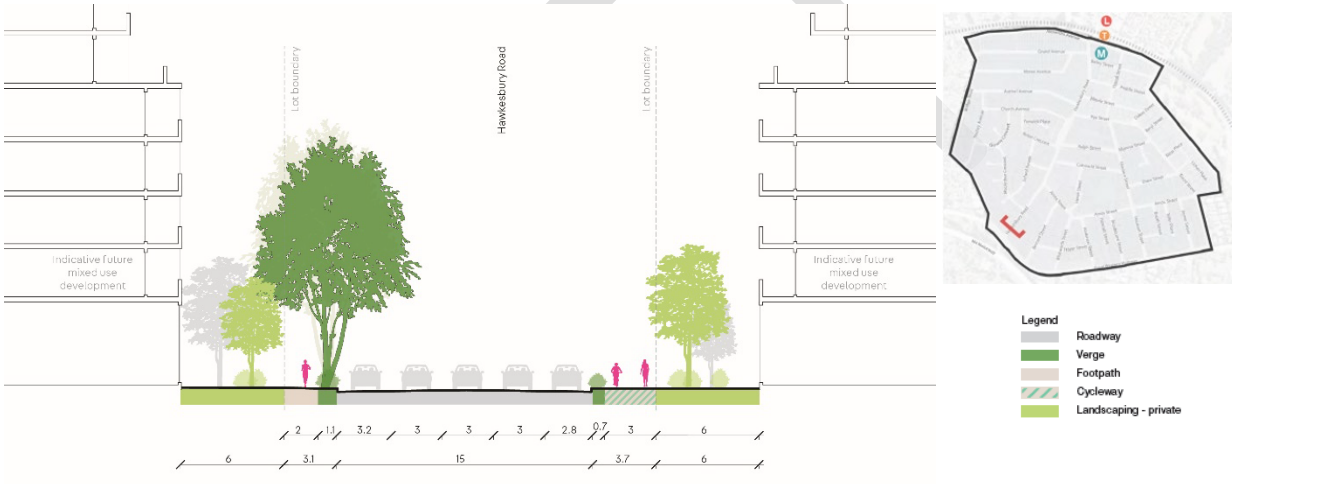

Figure 32. Hawkesbury Road section – south

Figure 33. Alexandra Avenue west typical section

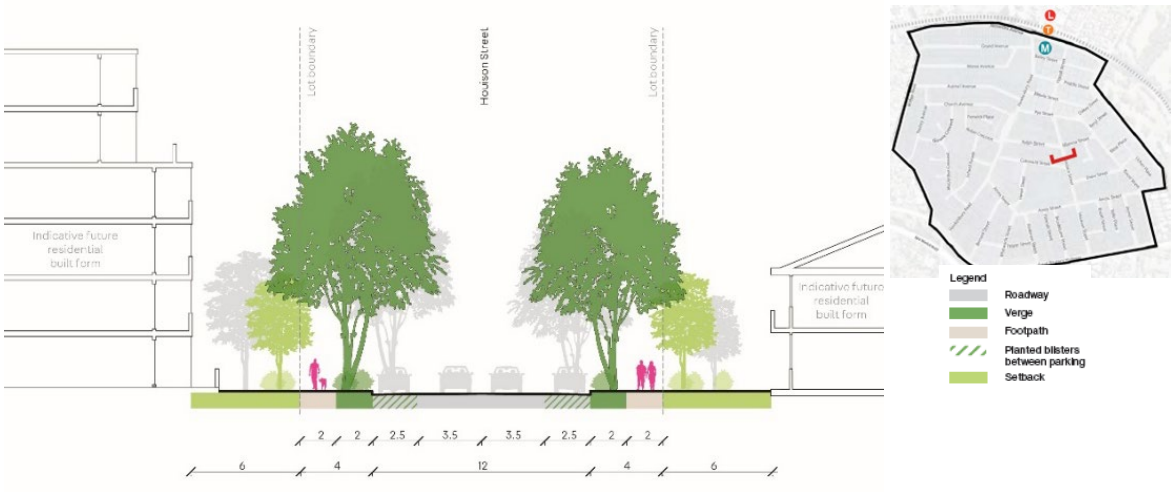

Figure 34. Hassall/Houison Street typical section

Figure 35. Amos Street typical section

3.10 Public and School Open Space Solar Amenity

Objectives

O1. Maximise solar access into public domain and school open space.

Controls

C1. Any development applications adjacent to or in vicinity of a public open space must conduct an overshadowing study to demonstrate that the relevant public open space can still achieve a minimum of 3 hours solar access between 10am and 2pm in mid-winter. For clarity, the overshadowing study shall consider both existing and future context.

C2. Any development applications adjacent to or in vicinity of a school must conduct an overshadowing study to demonstrate that no additional overshadowing to the uncovered outdoor school playground(s) and open spaces during school recess, playtime and lunchtime will occur. For clarity, the overshadowing study shall consider both existing and future context.

If the overshadowing analysis reveals that additional overshadowing will occur, justification for the noncompliance shall be provided demonstrating why or how the reduced solar access will not reduce the amenity, enjoyment and use of the school open spaces.

3.11 Heritage

Controls in Part G2 of CDCP 2021 apply to Westmead South, where not covered in this DCP.

Objectives

O1. Preserve the heritage in the area whilst creating appropriate relationships between new development and Heritage Items or Heritage Conservation Areas (HCA).

O2. Ensure the amenity of Heritage Items are preserved and not severally affected by new development.

O3. Provide sufficient separation between Heritage Items and new development to preserve amenity and Heritage Items' visual setting and provide scale transition.

O4. Consider Heritage Items and Heritage Conservation Areas in the urban context.

Controls

C1. Development directly adjoining a Heritage Item shall provide a maximum 2 storey street-wall height.

C2. Any development integrating, directly adjacent to or in the vicinity of a Heritage Item, that has the potential to impact the heritage item, shall obtain and submit a Heritage Impact Assessment from a qualified heritage expert.

C3. New development shall not isolate a Heritage Item from its immediate surroundings which contribute to the heritage value and setting.

C4. New development adjacent to a Heritage Item shall consider an additional 3m setback on top of the ADG requirements to ensure appropriate bulk and scale transition are provided. Considerations shall be given to the bulk and scale of the new building in relation to the Heritage Item in assessing the appropriate separation.

C5. New development shall demonstrate the living amenity, including solar access and privacy, of Heritage Items are not severally affected. A minimum of 2 hours solar access between 9am and 3pm in mid-winter to the private open space of a Heritage Item shall be achieved.

3.12 Environmental Management

Objectives

O1. Deliver leading outcomes with regard to sustainability, greening, site permeability and urban cooling.

O2. Ensure that the changes of land use will not increase the risk to public health or the environment.

O3. 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.

O4. Ensure the development does not increase the risk of flooding on neighbouring and downstream roads and properties, or erosion of unstable waterways.

O5. Promote Water Sensitive Urban Design (WSUD) and Integrated Water Cycle Management (IWCM) principles in planning and design.

O6. Reduce stormwater runoff volume to the downstream areas and receiving waters.

O7. Development promotes the principles of ecologically sustainable development.

O8. Work towards being a net zero precinct, that understands emissions sources and develops strategies to drive emissions reductions within its boundary of influence, while maintaining amenity.

Controls

Deep Soil Zones and Tree Planting

C1. Deep soil zones shall be provided in accordance with the Apartment Design Guide at a minimum.

C2. Tree Planting in deep soil zones shall be provided in accordance with the Apartment Design Guide at a minimum.

C3. Planting on structures shall be provided in accordance with the Apartment Design Guide, where appropriate for the building context.

Contamination

C4. If required, a Site Audit Statement (SAS) is to be provided with the first Development Application for the land, including any concept Development Application.

C5. All contamination arrangements are to be in accordance with SEPP (Resilience and Hazards) 2021, and Part G5 of Cumberland DCP 2021.

Flood Control

C6. An Emergency Flood Management Plan shall be prepared by a suitably qualified flood, stormwater or hydraulic engineer and submitted with the Development Application.

C7. Developments within the flood-affected area as shown in Figure 38 shall not adversely affect flood function in terms of flood storage, flood conveyance, flood risk within the surrounding catchment. This shall be demonstrated through appropriate site-specific flood modelling study for the events up to 1% AEP with the consideration of climate change.

C8. Site-specific flood studies shall comply with Council's standard requirements and the most up-to-date best practice guidelines, including Australia Rainfall Runoff 2019 and NSW Flood Risk Management Manual 2023.

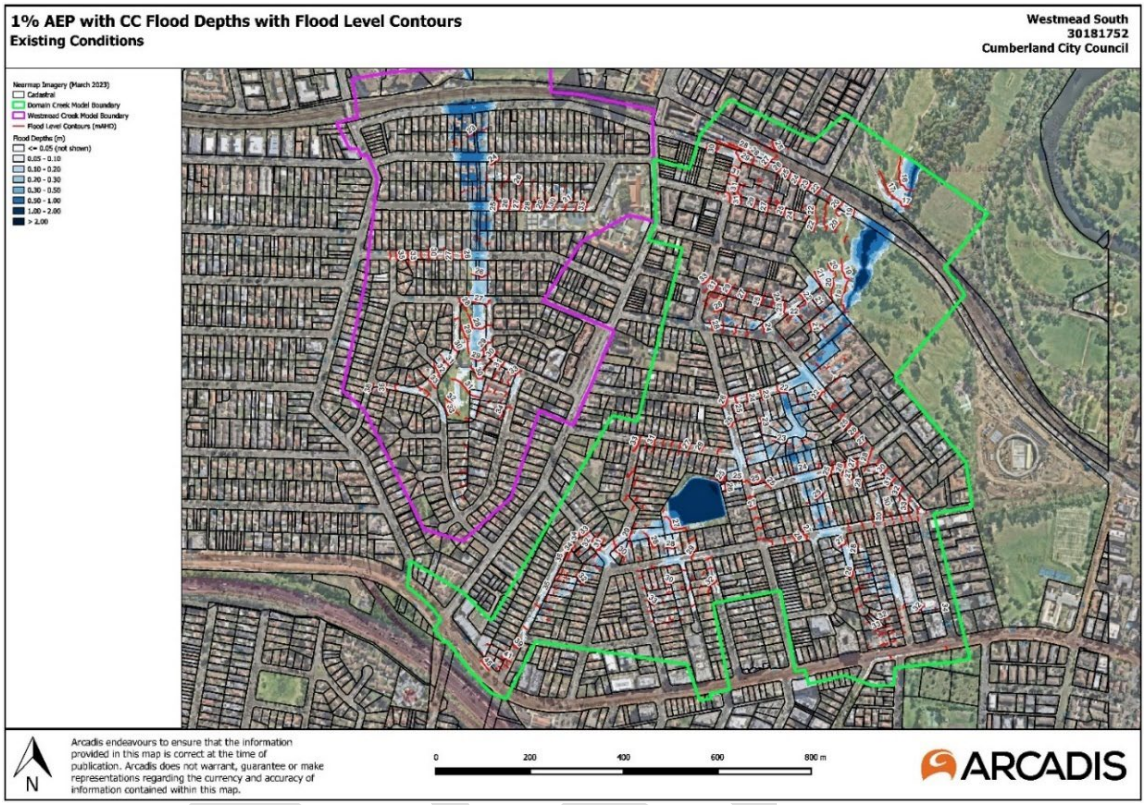

Figure 38. Flood Extent – 1% AEP with Climate Change

Water Sensitive Urban Design

C9. All developments shall incorporate rainwater and/or stormwater harvesting and reuse devices (above- or under-ground) into the stormwater drainage system for non-potable uses, e.g., toilet flushing, laundry, hot water, garden watering, and external cleaning, car washing.

C10. New trees in public street reserves shall be fitted with tree pits, allowing passive irrigation, water quality improvement, and stormwater volume reduction.

C11. Additional WSUD facilities, e.g., swales, bioretention basins, shall be incorporated into the design of the public domain where possible, to improve stormwater quality and promote infiltration.

3.13 Smart Infrastructure

Objectives

O1. Integrate smart technology and furniture to enhance and provide accessible places and spaces.

O2. Enhance the amenity of our spaces through data and smart technology.

Controls

Fibre Optic Network

C1. Plans shall be submitted to Council that demonstrate consideration of the following:
- Compliance with Industry Code C524:2013.
- Compliance with AS/NZS IEC60825.

- Fibre optic cabling within public land and outside of private land and easements.
- The indicative location identified in Figure 39 below.

Figure 37. Location of Smart Infrastructure

Smart Safety (CCTV)

C2. If proposed as part of the development application, plans shall be submitted to Council that demonstrate consideration of the following:

- Compliance with the Privacy and Personal Information Protection Act 1998.
- Compliance with The Workplace Surveillance Act 2005.
- Consideration of the NSW Govt CCTV policy statement and guidelines.
- The indicative location as identified in Figure 37.

Smart Lighting

C3. If proposed as part of the development application, plans shall be submitted to Council that demonstrate consideration of the following:

- Compliance with AS/NZS 1158.
- The indicative location as identified in Figure 37.

Digital Wayfinding and Signage

C4. If proposed as part of the development application, plans shall be submitted to Council that demonstrate consideration of the following:

- Compliance with AS 1428.
- The indicative location as identified in Figure 37.

Smart Poles

C5. Plans shall be submitted to Council that demonstrate consideration of the following:
- Compliance with AS 1158 (as rigid poles).
- Deployment adjacent to a fibre optic network route.
- Integration with smart lighting columns and CCTV to ensure visual amenity.
- Location of smart poles must not impact convenient pedestrian and vehicular connections and accessibility.
- The indicative location as identified in Figure 37.

Public Wifi

C6. Plans shall be submitted to Council that demonstrate consideration of the following:
- Compliance with 802.11be
- The indicative location as identified in Figure 38 below.

Figure 38. Location of Public Wifi

4. Site Specific Objectives and Controls

4.1 Development along Great Western Highway

This part applies to all development in areas within along Great Western Highway shown in Figure 39.

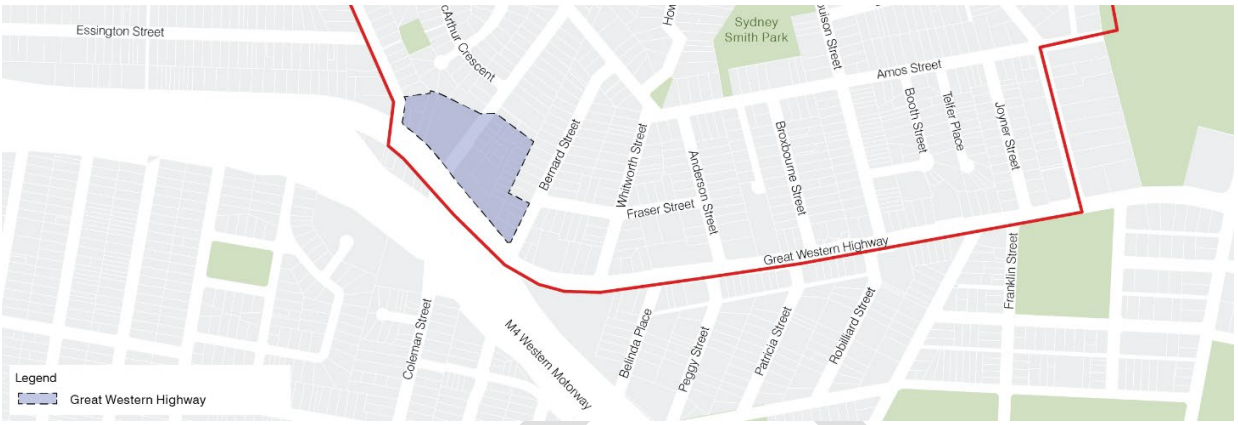

Figure 39. Control application area

Objectives

O1. Create a consistent streetscape along the Great Western Highway frontage.

O2. Maximise residential living amenity along the Great Western Highway.

O3. Allow improved circulation space for pedestrians and ensure the creation of clear and direct pedestrian connections.

O4. Deliver appropriate land uses and floorplates that are flexible for a range of commercial uses into the future and can benefit from exposure to the busy Great Western Highway.

O5. Provide high amenity publicly accessible streetscape within the front setback along the Great Western Highway.

O6. Provide an appropriate urban design response and scale transition between development along the Great Western Highway and lower-scale areas nearby.

Controls

Setbacks

C1. Setbacks to the Great Western Highway shall be 6m.

C2. Provide a landscape buffer within the setback zone to the Great Western Highway to improve amenity and attractiveness of streetscape.

Building Height

C3. If full-floorplate ground floor showrooms are provided in a development, a minimum floor to floor height of 5.5m applies.

C4. Building heights should step down from the Great Western Highway frontage to neighbouring sites to the north of a lower density. See Figure 40.

Use and Layout

C5. Where residential uses are provided, these shall be provided above the ground floor.

C6. Minimise single-aspect, south-facing apartments facing Great Western Highway. Buildings with a long axis east-west should generally be a maximum of 12-14m in depth and may require additional cores to avoid this. See Figure 40.

Street Wall/Podium Height

C7. Future development shall have a maximum 5-storey street wall. Any additional levels shall be set back by a minimum 3m.

C8. Future development shall ensure that building frontages and street wall levels along Great Western Highway are well-designed, minimise blank frontages, and create visual interest through materiality and articulation.

Wintergardens

C9. Wintergardens are encouraged for facades of residential apartments facing Great Western Highway. Ventilation paths on facing the road should be acoustically attenuated and contain adequate air filtration to habitable rooms.

Open space and communal open space

C10. Communal open space to be located and oriented away from Great Western Highway and include buffering through landscape and screening.

C11. Any open space (publicly accessible) to be located away and well-buffered from Great Western Highway.

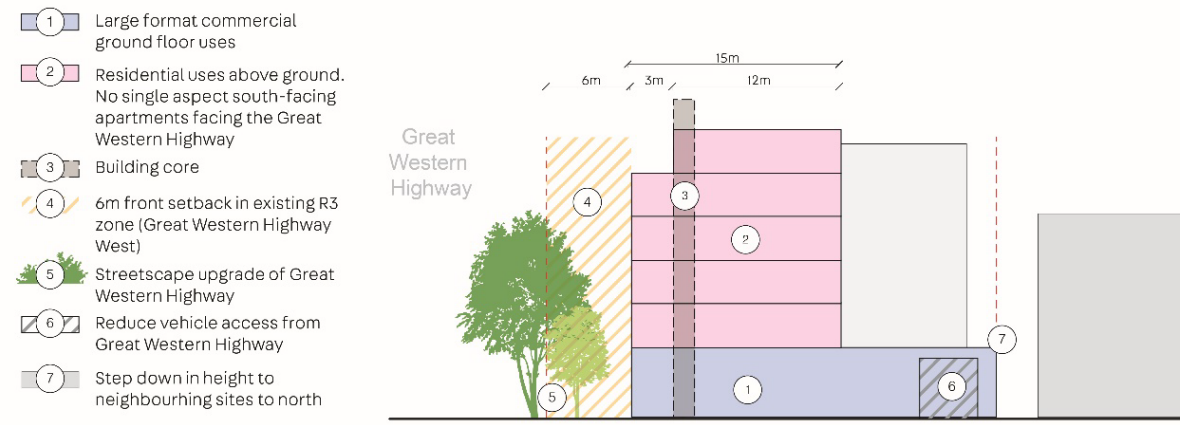

Figure 40. Future development on the Great Western Highway

4.2 Moree Avenue Heritage Items

Controls in Part G2 of CDCP 2021 apply where not covered in this DCP.

Objectives

O1. Preserve the heritage items along Moree Avenue whilst creating appropriate relationships between new development and the heritage items.

O2. Ensure the amenity of heritage items are preserved and not significantly affected by new development.

O3. Provide sufficient separation between heritage items and new development to preserve the amenity and visual setting and provide scale transition.

Controls

C1. A 2-storey street wall height shall be provided to proposed development on adjoining lots to the north, east and west of the heritage items on Moree Avenue.

C2. Adjoining new development to the north, east and west of the heritage items on Moree Avenue shall be designed to be appropriate with the following design criteria:

- Scale – Reduce the scale impact of new development by breaking long walls into bays, or by arranging openings in the walls so that their size and shape reflect the structure and openings of the heritage items.
- Form – Infill design should be sympathetic with the predominant form of the heritage listed properties.
- Siting – New development shall reinforce the existing streetscape of the heritage items by aligning with existing front and side setbacks.
- Materials and colour – New development shall recognise characteristic materials, textures and colours used in the heritage items. These should be re-interpreted and incorporated as part of the new development.
- Detailing – Details that contribute to the character of the heritage items shall be identified and inform the design of new development.

4.3 Tooheys Palm Estate and Westmead Estate Heritage Conservation Areas

Heritage Conservation Areas are integral to the historical significance of the places they are in. The heritage value of a conservation area lies not just with the heritage significance of individual buildings, but with other factors, including the landform, subdivision pattern and the history of development.

The Westmead South Heritage Conservation Area is specifically covered in this Clause as outlined in Figure 41 below.

Controls in Part G2 of CDCP 2021 related to the Tooheys Palm Estate apply where not covered in this DCP.

Objectives

O1. Create appropriate relationships between new development and Heritage Conservation Areas.

O2. Ensure the amenity of Heritage Conservation Areas are preserved and not significantly affected by new development.

Controls

C1. A 2-storey street wall height shall be provided to proposed development on adjoining lots to the Tooheys Palm Estate and Westmead Estate Heritage Conservation Areas.

C2. New dwellings on sites within, adjoining or in the vicinity of the Heritage Conservation Areas shall be designed and constructed in a manner that does not detract from the historic significance of the conservation areas.

C3. When undertaking conservation or maintenance works on buildings within the conservation areas, the materials, colours and maintenance techniques used should be appropriate to the style and age and the context of the building.

C4. Works relating to the heritage conservation areas should avoid high retaining walls and changes of land produced by cut and fill which in turn produces buildings of disparate height.

C5. The design of building detailing, such as windows or doors, should be in keeping with the age and style of the building and to the overall character of the conservation area.

C6. Properties within the conservation areas should, where possible, retain original gates and fences that contribute to heritage significance of the area.

C7. Any new fences or gates are to use a style and materials that are appropriate to the age of the building and to the character of the conservation area.

C8. Open-sided carports or hardstand areas are preferred where new on-site parking is proposed. Where solid structures (i.e., enclosed garages) are proposed, these should g be located away from the main house structure.

C9. Where solid structures (i.e., enclosed garages) are proposed, where possible, these should be setback from the front, side and rear of the property boundary.

C10. Where any alterations, additions or extensions are proposed to a building within the conservation areas, these should:

- be carefully designed to continue the specific scale and form of the building and the overall character of the conservation area,
- consider the accurate reinstatement of building features and other works shown in historical photographs,
- avoid painting, rendering or re-skinning of original brick walls, and
- make use of pavilions or skillion extensions.

C11. Additions or extensions to buildings within a conservation area should be located away from the street frontage and side boundaries and are to be designed to complement the materiality, scale, form, style of the building and character of the conservation area.

C12. Works within a heritage conservation area should maintain the historical pattern of subdivision.

C13. Subdivision must not adversely impact on the established form, shape and size of the development or the existing pattern and scale of development.

C14. Works within a heritage conservation area should maintain amenity and privacy of gardens.

C15. Works should respect any significant trees and gardens identified on the site.

C16. An arborist report prepared by a qualified arborist shall be submitted with any development application for development on the south side of Grand Avenue and the north side of Moree Avenue. The arborist report shall assess the potential shadow impact the development may have on the palm trees included in the Tooheys Palm Estate Heritage Conservation Area.

C17. An arborist report prepared by a qualified arborist shall be submitted with any development application for development fronting Moree Avenue. The arborist report shall demonstrate that any additional plantings along the length of Moree Avenue within the public domain are compatible with the existing street trees and respect the landscape character of the Tooheys Palm Estate.

C18. New development should make reference to, and be sympathetic to the predominant:

- height,
- scale,
- roof form, line and pitch,

- proportion,
- setbacks,
- design details (including parapets, verandas, awnings and string courses), and
- features of adjoining development and of any adjacent conservation areas.

Figure 41: Westmead South Heritage Conservation Area

Figure 42: Examples of new development interfacing with existing heritage items

4.4 Development on the Oakes Centre Site

Objectives

O1. Ensure the redevelopment of the site aligns with the Westmead South Masterplan Strategy and reflects the history and importance of the site in the design, where appropriate.

Controls

C1. Existing view lines looking north and south along Hawkesbury Road towards the Oakes Centre should be retained.

C2. Consideration should be given to the retention, upgrade or adaptive reuse of the existing Oakes Centre building, where appropriate.

C3. Where new development is proposed onsite, it shall reflect the existing roof form of the Oakes Centre being replaced.