



Neil McGaffin
Planning Operations and Regional Delivery
Planning and Infrastructure
GPO Box 39
SYDNEY NSW 2001

Trim No: 14/17379

14 April 2014

Dear Mr McGaffin,

**PLANNING PROPOSAL FOR THE NORTHERN PORTION OF THE PRECINCT
BOUNDED BY WENTWORTH ROAD, RAILWAY CRESCENT, CARILLA STREET
AND GLADSTONE STREET BURWOOD**

Council wishes to re-submit the abovementioned Planning Proposal under s55 of the *Environmental Planning and Assessment Act 1979*. The revised Planning Proposal seeks to facilitate a maximum building height of 11m (three storeys) and a maximum floor space ratio (FSR) of 1.5:1 for the northern portion of the precinct, and retain the existing planning controls for the southern portion, being a maximum building height of 26m (eight storeys) and a maximum FSR of 3:1.

A Gateway Determination was issued by NSW Planning and Infrastructure (P&I) on 30 September 2013 in relation to a proposal to reduce the maximum building height to 8.5m and the maximum FSR to 1:1. It was determined that the Planning Proposal must not proceed as it lacked justification for the reduction of employment and housing opportunities.

A Mayoral Minute concerning the subject precinct was considered at the Council Meeting of 31 March 2014, where it was resolved in part that:

- Council re-enact the Planning Proposal for the precinct bounded by Wentworth Road, Railway Crescent, Gladstone Street and Carilla Street which was rejected by the State Government late last year.
- The Planning Proposal may incorporate revised height and FSR standards, which would provide a balance between complementing heritage and low density character and allowing for redevelopment potential.

The revised Planning Proposal aims to adequately justify how reduced dwelling numbers arising from this proposal will be compensated for in other localities, and how the Burwood LGA will meet its housing targets.

Council looks forward to working with P&I to progress this new proposal. Should you require any further information please do not hesitate to contact Priya Uppal, Senior Strategic Planner on 9911 9875 or email Priya.Uppal@burwood.nsw.gov.au.

Yours sincerely

MARIANNA KUCIC
Acting Manager Strategic Planning

Andrew Watkins

From: Priya Uppal <Priya.Uppal@burwood.nsw.gov.au>
Sent: Thursday, 17 April 2014 10:26 AM
To: Andrew Watkins
Subject: Planning Proposal - Request for Gateway Determination

see Appendix 4.

Hey Andrew,

Just thought I would let you know. In relation to the email below, the Cover Letter and PP only indicate the "relevant" council resolution:

The minutes obviously indicate the resolution in complete as below:

RESOLVED (Carried Unanimously)

1. Council re-enact the Planning Proposal for the precinct bounded by Wentworth Road, Railway Crescent, Gladstone Street and Carilla Street which was rejected by the State Government late last year.
2. The Planning Proposal may incorporate revised height and FSR standards, which would provide a balance between complementing heritage and low density character and allowing for redevelopment potential (Option 3).
3. Should the Planning Proposal be once again rejected by the State Government, further consideration be given to incorporating height plane controls in the DCP, although difficult to enforce, to manage the impact of development on heritage items and low density dwellings north of Gladstone Street and east of Carilla Street.
4. That the Mayor and General Manager seek a meeting with either the Minister or a representative from the Department.

Not sure if this will be a problem, but I can update the PP if required.

Thanks

Priya

From: Neil McGaffin [<mailto:Neil.McGaffin@planning.nsw.gov.au>]
Sent: Tuesday, 15 April 2014 11:12 AM
To: Priya Uppal
Cc: Andrew Watkins
Subject: Re: Planning Proposal - Request for Gateway

Hi Priya

I will pass this (and the other emails forwarded) on to Andrew Watkins for his processing and consideration.

Cheers Neil

Neil McGaffin
General Manager
Metropolitan Delivery
NSW Department of Planning and Infrastructure
GPO Box 39 | Sydney NSW 2000 |
T 02 9228 6565 | M 0401 992 172 | E neil.mcgaiffin@planning.nsw.gov.au



>>> "Priya Uppal" <Priya.Uppal@burwood.nsw.gov.au> 15/04/2014 10:56 AM >>>

To whom it may concern,

Council is re-enacting the Planning Proposal to amend development standards for the northern portion of the precinct bounded by Wentworth Road, Railway Crescent, Gladstone Street and Carilla Street, in Burwood. The Planning Proposal seeks to facilitate a maximum building height of 11m (three storeys) and a maximum FSR of 1.5:1 for the northern portion, whilst retaining the existing planning controls for the southern portion of the precinct, being a maximum building height of 26m (eight storeys) and a maximum FSR of 3:1.

Please see attached all the relevant documentation. A Hard Copy has also been mailed out.

If you require any further clarification, please do not hesitate to contact me on the number shown below,

Priya Uppal

Senior Strategic Planner

T: 02 9911 9875 · F: 02 9911 9900 · www.burwood.nsw.gov.au

Suite 1, Level 2, 1 - 17 Elsie Street, Burwood NSW 2134



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Planning Proposal

Northern Portion of the Precinct bounded by Wentworth Road, Railway Crescent, Carilla Street and Gladstone Street, Burwood

April 2014

A Planning Proposal is the first step in proposing amendments to Council's principle environmental planning instrument, known as Burwood Local Environmental Plan (BLEP) 2012. A Planning Proposal explains the intended effect of the proposed amendment and also sets out the justification for making the change. The Planning Proposal is submitted to NSW Planning and Infrastructure (DP&I) for its consideration, referred to as the Gateway Determination, and is also made available to the public as part of the community consultation process.

Part 1 – Objectives or Intended Outcomes

A Planning Proposal was submitted to NSW Planning and Infrastructure (P&I) in July 2013, which would reduce the height and floor space ratio (FSR) standards to 8.5m and 1:1 respectively, as well as encourage terrace style housing in the northern portion of the precinct bounded by Wentworth Road, Railway Crescent, Carilla Street and Gladstone Street in Burwood. The P&I rejected the proposal on account of reduction of housing opportunities in the area, which is in close proximity to existing infrastructure, public transport, services and jobs. However, the P&I suggested that Council undertake further strategic planning work and submit the Planning Proposal at a later date as part of a proposal that includes up-zoning at other locations within the Burwood Local Government Area (LGA).

The Planning Proposal is now re-enacted with revised development standards, to facilitate a maximum building height of 11m (three storeys) and a maximum FSR of 1.5:1 for the northern portion and retaining the existing planning controls for the southern portion of the precinct, being a maximum building height of 26m (eight storeys) and a maximum FSR of 3:1.

This option aims to manage the interface with the adjoining low density area to the north and east of the precinct, and provide a balance between complementing the existing heritage and low density character, whilst allowing for some redevelopment potential.

In response to P&I's concerns with regard to potential loss of residential development potential for the subject precinct, Council has investigated other areas within the Burwood LGA, where higher densities may be supported. It is considered that additional densities could be provided through the Parramatta Road Urban Renewal Program. Council is about to enter into a Memorandum of Understanding (MOU) with the State Government. The MOU sets out the governance arrangements between Council and the State Government for the Parramatta Road Urban Renewal Program. This will provide both Governments an opportunity to re-think

transport linkages, public domain improvements and possibly higher densities along the Parramatta Road Corridor, including streets off Parramatta Road, like Neich Parade and Britannia Avenue Burwood, to effectively offset any loss of dwellings that might arise from Planning Proposal.

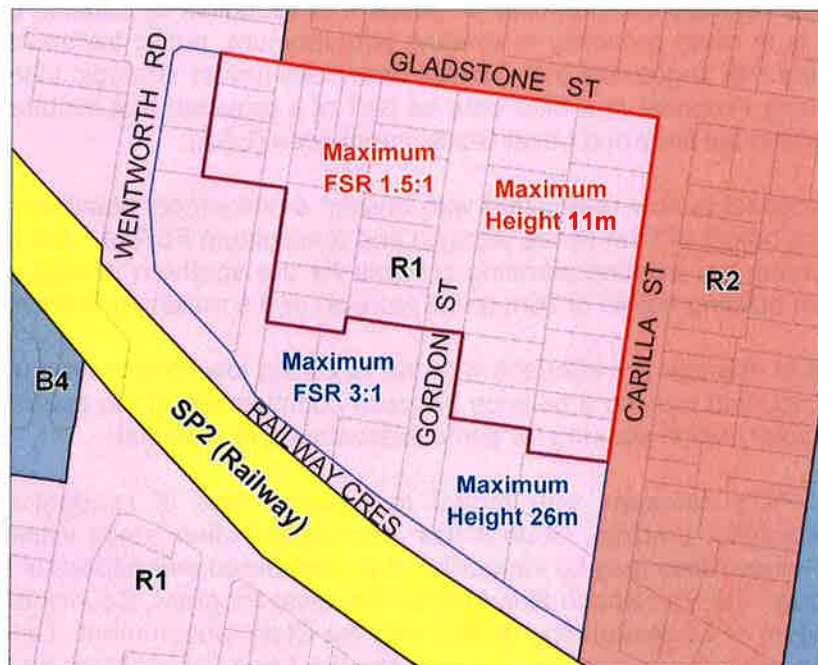
The objectives of this Planning Proposal are to:

- Mitigate building interface or amenity issues that might arise between high and low density residential land uses
- Enable the redevelopment of the precinct in a manner which complements the heritage items and is compatible with the streetscape
- Provide a transition towards the low density residential areas to the north and east of the precinct
- Provide a balance between complementing the existing heritage and low density character whilst allowing for some redevelopment potential
- Justify any loss of residential development potential for the subject land in the context of the future dwelling growth along the Parramatta Road Corridor and some of its off streets

Part 2 – Explanation of the Provisions

The Planning Proposal seeks to amend the development standards within the BLEP 2012 to allow for a maximum building height of 11m (three storeys) and a maximum FSR of 1.5:1 for the northern part of the precinct. The southern portion of the precinct is to retain the current planning provisions stipulated under the BLEP 2012, being a maximum building height of 26m (8 storeys) and a maximum FSR of 3:1. Please refer to the map below.

No changes are proposed to the existing zoning.



Precinct Map – area within red outline is proposed to change

The amendment to the BLEP 2012 will be in accordance with the Standard Instrument (Local Environmental Plans) Order 2006. The Planning Proposal will identify the land to which the amendment relates and alter the Floor Space Ratio and Height of Building Maps under the BLEP 2012, in order to achieve the objectives outlined in Part 1.

Part 3 – Justification

The earlier Gateway Determination identifies the reasons for P&I's non-progression of the initial Planning Proposal. A key reason cited for not supporting the Planning Proposal is the assertion that the subject land is located within the Burwood Major Centre. It is Council's view that the "Major Centre" designation corresponds with the area identified within the Burwood Town Centre Location Map to the Burwood Local Environmental Plan 2012. In this regard, the precinct subject to the planning proposal is clearly outside the Burwood Town Centre, as well as outside the Strathfield Town Centre. This was an important basis for Council to reconsider the development standards applying outside the Town Centres, which were established in decades past.

The Planning Proposal does not constitute a "down zoning" as it would not alter the zoning of the land, nor the range of uses permissible upon the land. Instead, the proposal seeks to encourage greater housing choice and a housing style more compatible with existing heritage items. It is Council's view that the existing development standards do not reflect the real potential of the land, and accordingly, the existing standards serve to discourage development because developer/owner expectations are inflated, rather than support the redevelopment of the precinct. Indeed, there has been the development of only one residential flat building in the northern portion of the precinct since its "up-zoning" in 2002.



Theoretical Development Potential Analysis

An analysis of the theoretical development potential of the precinct has been undertaken by Council. The analysis assumes that existing heritage-listed buildings and existing residential flat buildings would not be readily redeveloped for residential flats. The remaining land parcels were attributed with indicative building envelopes based on setbacks and maximum building lengths under the Residential Flat Design Code (RFDC) and Council's Development Control Plan (DCP).

Based on a FSR of 3:1, the indicative building envelopes would generate 12,723m² of gross floor area. The Australian Bureau of Statistics (ABS) gives the average floor area of new flats, units, semi-detached houses and townhouses (excluding houses) in NSW as 151m² (based on 2013 figures). This would equate to a theoretical maximum potential for 84 new dwellings within the precinct. The Planning Proposal advocates a FSR of 1.5:1, which results in a theoretical maximum loss of 42 new dwellings.

The potential loss of 42 dwellings is considered minimal. The potential loss is due to be "off set" by the development of an estimated 120 dwellings following the recent notification (on 4 April 2014) of the Planning Proposal for the Strathfield Sports Club site. Likewise, the revitalisation of the Parramatta Road corridor is likely to generate in excess of 1,000 new dwellings.

Section A – Need for the Planning Proposal

1. *Is the Planning Proposal part of any strategic study or report?*

Yes. A Mayoral Minute concerning the subject precinct was raised and considered at the Council meeting of 31 March 2014, where it was resolved in part that:

- Council re-enact the Planning Proposal for the precinct bounded by Wentworth Road, Railway Crescent, Gladstone Street and Carilla Street which was rejected by the State Government late last year.
- The Planning Proposal may incorporate revised height and FSR standards, which would provide a balance between complementing heritage and low density character and allowing for redevelopment potential.

The Planning Proposal has been prepared in response to the above Council resolution. Previous resolutions concerning the precinct were made during Council's consideration of the draft BLEP on 15 May 2012, and then on 25 June 2013.

2. *Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?*

Yes. The Planning Proposal is the best means of achieving the intended outcomes. The initiation of a separate Planning Proposal for the precinct allows for a transparent and detailed assessment of the amended development standards. The proposed amendments of building height and FSR standards seek to achieve a balance between development potential, and preserving heritage and low density character of the area. The Planning Proposal process would also allow for more detailed site specific considerations.

3. Will the net community benefit outweigh the cost of implementing and administering the planning proposal?

It is considered that there is a net community benefit that would outweigh the cost of implementing and administering the Planning Proposal, as this Planning Proposal has been prepared to address concerns raised consistently by the community. The amendment of the BLEP 2012 has the endorsement of the elected Council and Council's technical staff.

Section B – Relationship to Strategic Planning Framework

4. Is the planning proposal consistent with the objectives and actions contained within the applicable regional and sub-regional strategy?

Yes. The Draft Metropolitan Strategy for Sydney to 2031 sets out key areas for change, including the Parramatta Road Corridor as one of the nine 'city shapers'. It is stated in the Strategy that:

"This important corridor connecting Parramatta and Global Sydney will be a focus for new housing and employment opportunities. It will feature improved shops, services and public spaces, and link key destinations within the corridor such as Sydney Olympic Park and Burwood. The corridor will be supported by new transport connections as a result of the Westconnex project, which will create new links between the M4 and the Port/Airport."

The Westconnex project states that:

"Revitalising the Parramatta Road corridor has the potential to deliver 25,000 new homes and 25,000 new jobs over the next 20 years. The total economic value of this renewal is around \$12 billion."

Westconnex does not describe how the delivery of dwellings and jobs will be distributed across the eight council areas. However, it is reasonable to assume that Burwood's share will be in excess of 1,000 dwellings.

The Planning Proposal recognises that there is significant spare capacity for housing, services and jobs along the Parramatta Road Corridor as a result of the Westconnex project. It presents a balanced approach that provides for additional limited growth while preserving the heritage and low density character within and adjacent to the subject precinct. This approach enables Council to make adequate progress towards meeting the housing and employment targets as set in the Draft Inner West Subregional Strategy, while protecting Burwood's high quality residential areas from significant change. Indeed, this was a fundamental principle endorsed by Council for preparation of the draft BLEP.

5. Is the planning proposal consistent with the local council's Community Strategic Plan, or other local strategic plan?

The Burwood 2030 Community Strategic Plan anticipates the challenges associated with achieving a balance between facilitating growth in residential areas and heritage preservation. In particular, Strategic Goal 5.4: seeks to preserve residential areas. The objective also stipulates the need to preserve local heritage through relevant planning strategies. Therefore the revised development standards of a maximum building height of 11m and maximum FSR

of 1.5:1, for the northern portion of the precinct, if managed appropriately, would respond to the challenges listed within Council's Community Strategic Plan.

Also, the amendment to the BLEP is consistent with the objectives adopted by Council in the preparation and consideration of the BLEP 2012, as outlined before.

6. *Is the planning proposal consistent with applicable state environmental planning policies?*

There are no state environmental planning policies which would contravene the Planning Proposal.

7. *Is the planning proposal consistent with applicable Ministerial Directions (s. 117 directions)?*

Consistency with the list of applicable Directions (under section 117(2) of the Environmental Planning and Assessment Act 1979 issued by the Minister for Planning relevant to planning proposals lodged with the P&I on or after the date the particular direction was issued) is assessed below:

Direction	Objectives	Consistency
2.3 Heritage Conservation	The objective of this direction is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.	Yes. The subject precinct has four heritage items in Gordon Street, and one heritage item in Carilla Street. The proposed development standards present a reduction in the maximum building height and maximum FSR standards, compared to what is currently permissible under the BLEP 2012, in the northern part of the precinct in order to better conserve the heritage items. The Planning Proposal provides a balance between complementing the existing heritage character whilst allowing for some redevelopment potential.
3.1 Residential Zones	The objectives of this direction are: (a) to encourage a variety and choice of housing types to provide for existing and future housing needs, (b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and (c) to minimise the impact of residential development on the environment and resource lands.	Yes. The proposed maximum FSR of 1.5:1 and maximum building height of 11m would allow for three storey walk up residential flat buildings with basement car parking. This type of housing is considered more viable, with lower construction costs overall, as it does not require lifts etc which would incur additional construction costs, thereby increasing the cost of housing. Any loss in dwelling yield and the inability to meet housing targets in the subject precinct is likely to be offset by higher densities along the Parramatta Road

		Corridor, which will have more appropriate access to infrastructure and services. Also, restricting development to three storeys in the northern part of the precinct, as opposed to eight storeys currently permissible, will help mitigate the amenity impacts to the interface between the subject precinct and the low density housing north of Gladstone Street and east of Carilla Street. There has been limited take-up of development potential within the northern part of the precinct since the introduction of the eight storey height limit in 2002. It is envisaged that the proposed development standards are more likely to be realised in the context of the current fragmented ownership and heritage constraints. It is unlikely that the southern portion of the precinct will be developed in the near future, as the multi-storey housing stock is relatively new. Therefore no changes to the planning controls are being proposed to this part of the precinct.
3.4 Integrating Land Use and Transport	The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives: (a) improving access to housing, jobs and services by walking, cycling and public transport, and (b) increasing the choice of available transport and reducing dependence on cars, and (c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and (d) supporting the efficient and viable operation of public transport services	Yes. The Planning Proposal is consistent with the objectives of this direction, as it provides a degree of redevelopment potential in a precinct that is accessible to housing, jobs and services.
6.1 Approval and Referral Requirements	The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.	Yes. The Planning Proposal does not introduce any concurrence, consultation or referral requirements.
7.1 Implementation of the Metropolitan Plan for Sydney 2036	The objective of this direction is to give legal effect to the vision, transport and land use strategy, policies, outcomes and actions contained in the Metropolitan Plan for	Yes. This Planning Proposal meets the objectives and actions of the Draft Metropolitan Strategy for Sydney to 2013, as discussed before.

Section C – Environmental, Social and Economic Impact

8. *Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?*

No. There are no known critical habitats or threatened species, populations or ecological communities, or their habitats which would be expected to be affected.

9. *Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?*

No. There are no other likely environmental effects as a result of the Planning Proposal, such as flooding, landslip, bushfire hazard and the like.

10. *How has the planning proposal adequately addressed any social and economic effects?*

The Planning Proposal has been prepared to incorporate revised development standards in accordance with the Council resolution, which was made on consideration of a Mayoral Minute in response to the strong concerns raised by the community since the Gateway Determination of the previous Planning Proposal for the subject precinct was issued late last year.

Given the previous Planning Proposal for the subject precinct was rejected by the P&I on account of the potential loss of residential development yield in the area, a more balanced approach has been taken to this Planning Proposal, in that it proposes to incorporate higher FSR and building height standards than the last proposal, as well as considering the potential increase in residential development yield along the precinct of the Parramatta Road Corridor. With such an approach, there should not be an overall loss of dwelling yield in the Burwood LGA; there will be greater development potential than the last proposal within the subject precinct; the existing heritage properties and the streetscape character of the northern part of the subject precinct will be protected and a transition towards the low density residential area to the north and east of the precinct will be achieved.

The community and public authority consultation of this Planning Proposal, in accordance with the conditions stipulated in the future Gateway Determination, will also investigate social and economic effects, and explore options for their management.

Section D – State and Commonwealth Interests

11. *Is there adequate public infrastructure for the planning proposal?*

Since the changes proposed will not increase the dwelling capacity as compared to the development potential currently permissible under the BLEP, it is considered that the Planning Proposal does not create any additional demand or require any upgrades of existing infrastructure. The existing infrastructure is adequate to meet the needs of future development in the precinct.

12. What are the views of State and Commonwealth authorities consulted in accordance with the Gateway Determination?

The Gateway Determination will specify any consultation required with State and Commonwealth authorities on the Planning Proposal.

Part 4 – Mapping

Mapping prepared to support the planning proposal is attached in Appendix 1.

Part 5 – Community Consultation

Extensive community consultation was undertaken as part of the public exhibition of the then draft BLEP. A survey was conducted of all landowners within the precinct in February 2013. Submissions and petitions have been received from the local community since the gateway determination of the previous planning proposal.

Further community consultation on the Planning Proposal will be undertaken by Council subject to receiving a positive determination to proceed at the gateway stage.

Part 6 – Project Timeline

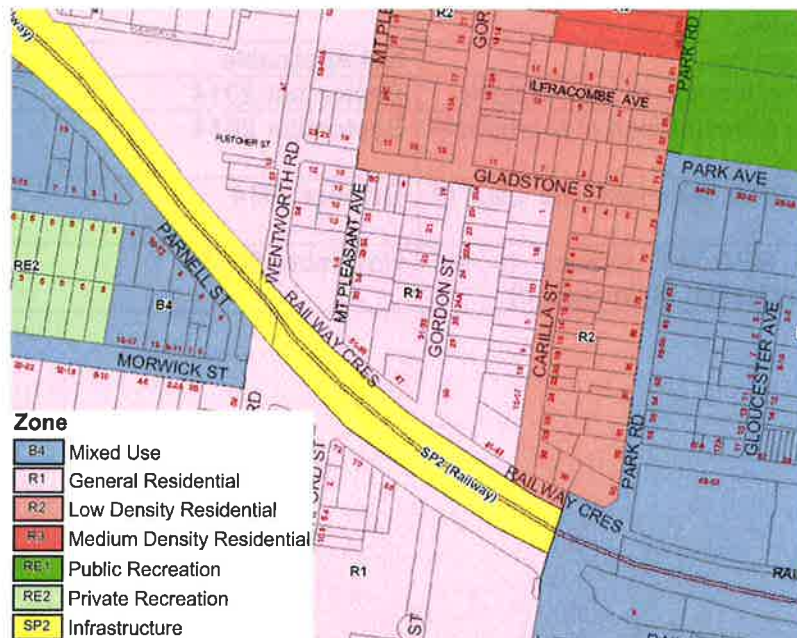
Anticipated commencement date	June 2014
Anticipated timeframe for the completion of required technical information	July 2014
Timeframe for government agency consultation	August 2014
Commencement and completion dates for the public exhibition period	August 2014
Dates for public hearing	Not Applicable
Timeframe for consideration of submissions	September 2014
Timeframe for the consideration of a proposal post exhibition	September 2014
Anticipated date RPA will make the plan (if delegated)	October 2014
Anticipated date RPA will forward to the department for notification (if delegated)	November 2014

Appendix One

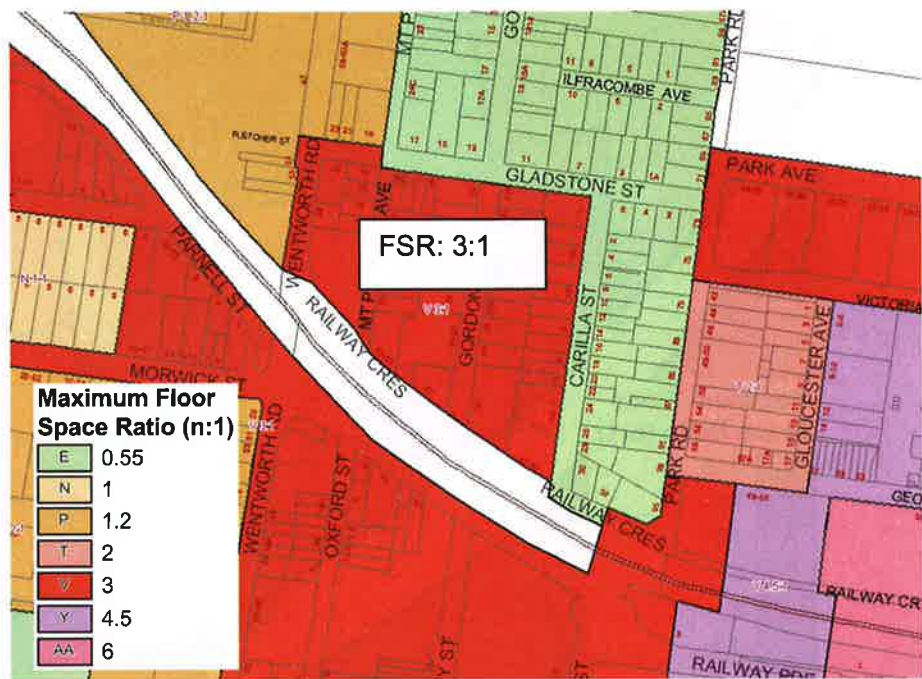
Map 1: Land Subject to the Planning Proposal



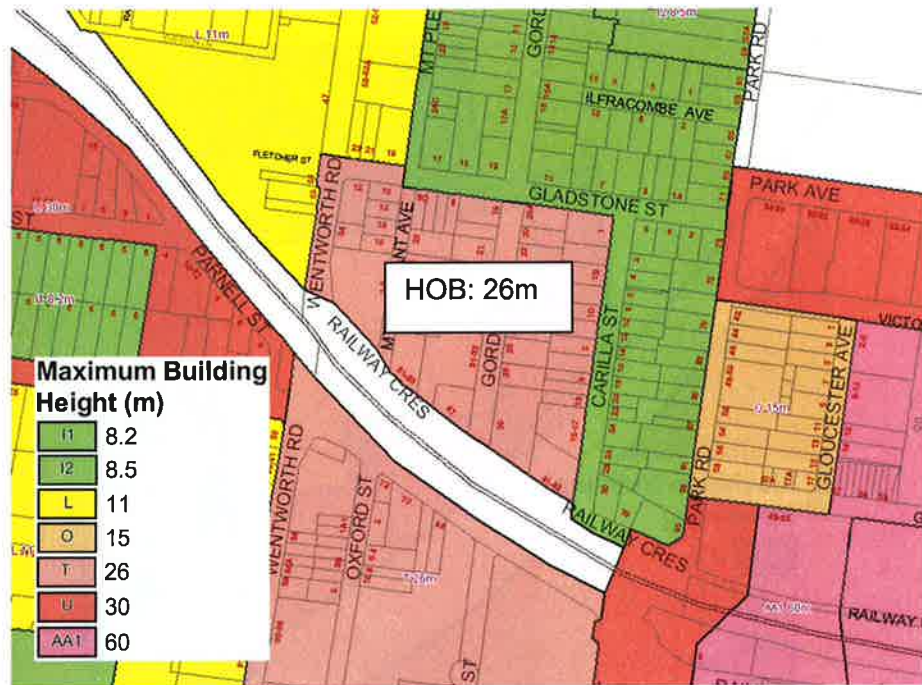
Map 2: Current Land Use/Zoning



Map 3: Current Development Standards relating to the land

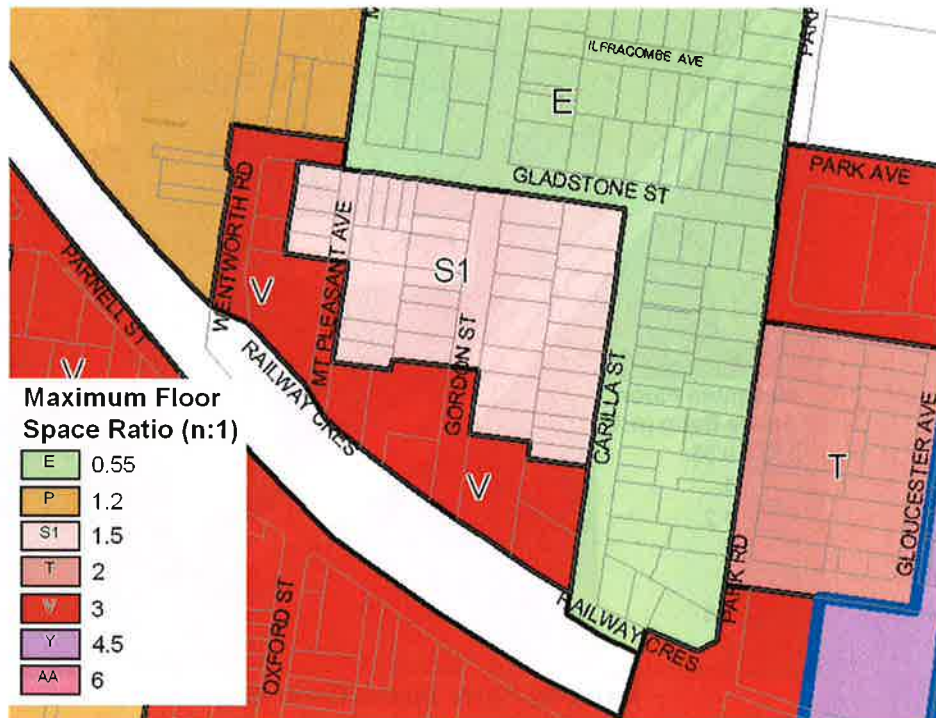


Existing Floor Space Ratio Map

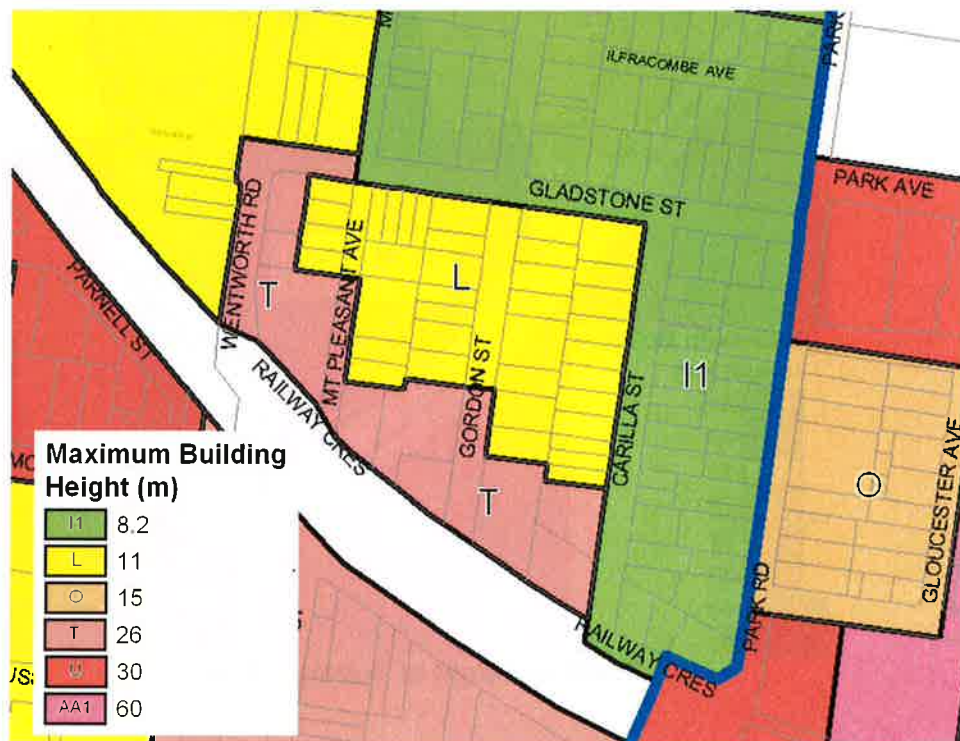


Existing Height of Building Map

Map 4: Proposed Development Standards



Proposed Floor Space Ratio Map



Proposed Height of Building Map

Appendix Two

Heritage Items

22 Gordon Street, Burwood – “Gasgoyne”

The two storey symmetrical Victorian gentleman's residence is significant due to its rare sandstone veneer construction and its relationship with Aberfoyle.



23 & 25 Gordon Street, Burwood – Semi-Detached Houses

These rendered brick Victorian terraces are of local significance as they illustrate the suburban development of Burwood in the late nineteenth century.



24 Gordon Street, Burwood – “Aberfoyle”

Aberfoyle is significant as a rare and attractive Italianate style Victorian residence that forms a picturesque streetscape with Gascoyne.



28 Gordon Street, Burwood – Brick Cottage

A small brick symmetrical cottage, of local significance as a good example of workmen's cottages built at the turn of the century located close to the railway.



1 Carilla Street, Burwood – “Twickenham”

Twickenham is of local significance as an example of a Victorian style house in the context of Gentlemen's Villas in Burwood and contributes to the streetscape in Gladstone and Carilla Streets.



Appendix Three

Council Report and Resolution of 15 May 2012

Appendix Four

Mayoral Minute and Council Resolution of 31 March 2014

5. The Applicant of DA 106/2013 be encouraged to investigate the retention of the existing house as part of their development proposal.
6. That further consideration of DA 106/2013 be held in abeyance pending Council's consideration of this matter.

(ITEM MM6/14) HERITAGE FLOOR SPACE SCHEME

29/14**RESOLVED (Carried Unanimously)**

Can Council Officers report on City Of Sydney's Heritage Scheme and report back to Council.

(ITEM MM7/14) LAND BOUNDED BY WENTWORTH ROAD, RAILWAY CRESCENT, GLADSTONE STREET AND CARILLA STREET, BURWOOD

File No: 14/13166

Summary

A Planning Proposal was lodged with the State Government in July 2013, which would reduce the height and floor space ratio (FSR) standards to 8.5m and 1:1, as well as encourage terrace-style development in the northern section of the precinct bounded by Wentworth Road, Railway Crescent, Gladstone Street and Carilla Street. The proposal was prepared in response to a land owners survey, which raised concerns regarding the current 26m maximum building height (eight storeys), and impacts of development on heritage items within the precinct and on the low density areas north of Gladstone Street and east of Carilla Street. The State Government rejected the proposal on account of the potential loss of dwellings and the inability to meet housing targets.

I believe that the Planning Proposal should be re-enacted, considering the MOU between Council and the State Government for the Parramatta Road Project that we will support tonight. In the MOU, Council has requested that the area north of the Burwood Town Centre be included in the project study area. Council sees this as a real opportunity to re-think transport linkages, public domain improvements and possible higher densities for streets like Neich Parade and Britannia Avenue, to offset any loss of dwellings that might arise from down-zoning the subject precinct.

When resubmitting the Planning Proposal, staff may investigate amending the height and FSR standards to 11m (three storeys) and 1.5:1 for the northern part and 18m (six storeys) and 3:1 for Railway Crescent and Wentworth Road of the precinct. This is the same as Option 3 in the report to the Council meeting last year. It may help convince the State Government to provide a balance between complementing the existing heritage and low density character of the precinct and areas to the north and east of the precinct, while allowing for some redevelopment potential.

If such a Planning Proposal is once again rejected by the State Government, I would request an investigation into incorporating height plane controls in the DCP to ensure that the amenity of residents in the surrounding low density areas is not compromised. I understand, however, a DCP control cannot be more restrictive than that permitted by the LEP, and as such may be difficult to enforce.

30/14**RESOLVED (Carried Unanimously)**

1. Council re-enact the Planning Proposal for the precinct bounded by Wentworth Road, Railway Crescent, Gladstone Street and Carilla Street which was rejected by the State Government late last year.

2. The Planning Proposal may incorporate revised height and FSR standards, which would provide a balance between complementing heritage and low density character and allowing for redevelopment potential (Option 3).
3. Should the Planning Proposal be once again rejected by the State Government, further consideration be given to incorporating height plane controls in the DCP, although difficult to enforce, to manage the impact of development on heritage items and low density dwellings north of Gladstone Street and east of Carilla Street.
4. That the Mayor and General Manager seek a meeting with either the Minister or a representative from the Department.

REPORTS OF COMMITTEES

(ITEM RC1/14) MARCH 2014 BURWOOD LOCAL TRAFFIC COMMITTEE

File No: 14/11395

Summary

Attached are the Minutes of the Burwood Local Traffic Committee from its Meeting of 6 March 2014. The Minutes are hereby submitted to the Ordinary Council Meeting for consideration and adoption by Council.

31/14 RESOLVED (Carried Unanimously)

That the Minutes of the Burwood Local Traffic Committee of 6 March 2014 are noted and the recommendations of the Committee as detailed below be adopted as a resolution of Council:

(ITEM T.1/14) ANZAC COMMEMORATIVE MARCH 2014

Recommendations

1. That Council approve the parade along Burwood Road from Church Street to Burwood Park on Sunday 13 April 2014, commencing at 2.40pm.
2. That all south bound traffic on Burwood Road between Burwood Park and Church Street be converted to a temporary 40km/h speed limit for the duration of the parade.
3. That all participants remain within the confines of the north bound lane.
4. That Council and RMS note that this is a Category 3 event.

(ITEM T.2/14) ROLLING ROAD CLOSURE FOR EASTER PARADE 2014

Recommendations

1. That Council approve the parade along Burwood Road from St Paul's Church to Burwood Park on Saturday 12 April 2014, commencing at 1.00pm.
2. That all south bound traffic on Burwood Road between Burwood Park and St Paul's Church convert to a temporary 40km/h speed limit for the duration of the parade.
3. That all participants remain within the confines of the north bound lane.
4. That the Parade be noted as being a Class 3 Event.

(ITEM T.3/14) GALA AVENUE - EXTENSION OF 'NO PARKING' RESTRICTION

Recommendation

That Council approve the installation of "NO PARKING Monday - Friday (6am - 4pm) and

