



Council Meeting

Wednesday, 16 June 2021 at 6:30pm

Cumberland City Council Chambers

Merrylands Service Centre, 16 Memorial Avenue, Merrylands

Councillor Contact Details

Granville Ward

Clr Steve Christou (Mayor)	0419 651 187	Steve.Christou@cumberland.nsw.gov.au
Clr Joseph Rahme	0418 995 471	Joseph.Rahme@cumberland.nsw.gov.au
Clr Ola Hamed	0405 070 007	Ola.Hamed@cumberland.nsw.gov.au

Greystanes Ward

Clr Eddy Sarkis (Deputy Mayor)	0418 306 918	Eddy.Sarkis@cumberland.nsw.gov.au
Clr Greg Cummings	0417 612 717	Greg.Cummings@cumberland.nsw.gov.au
Vacant	-	-

Regents Park Ward

Clr Ned Attie	0419 583 254	Ned.Attie@cumberland.nsw.gov.au
Clr George Campbell	0409 233 315	George.Campbell@cumberland.nsw.gov.au
Clr Kun Huang	0418 911 774	Kun.Huang@cumberland.nsw.gov.au

South Granville Ward

Clr Paul Garrard	0414 504 504	Paul.Garrard@cumberland.nsw.gov.au
Clr Tom Zreika	0400 805 303	Tom.Zreika@cumberland.nsw.gov.au
Clr Glenn Elmore	0418 459 527	Glenn.Elmore@cumberland.nsw.gov.au

Wentworthville Ward

Clr Michael Zaiter	0418 432 797	Michael.Zaiter@cumberland.nsw.gov.au
Clr Suman Saha	0419 546 950	Suman.Saha@cumberland.nsw.gov.au
Clr Lisa Lake	0418 669 681	Lisa.Lake@cumberland.nsw.gov.au

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Item No: C06/21-789

PROPOSED PLANNING CONTROLS FOR TARGETED SITES IN MERRYLANDS AND GUILDFORD

Responsible Division: Environment & Planning
Officer: Director Environment & Planning
File Number: CS-219

SUMMARY

This report provides an overview of proposed planning controls for targeted sites in Merrylands and Guildford. The proposals respond to landowner proposals submitted during the preparation of the Cumberland Local Environmental Plan, as well as new proposals prepared by Council officers as part of strategic planning for the area.

Early consultation (pre-Gateway) on proposed planning controls for targeted sites in Merrylands and Guildford has been sought and a range of submissions received. The proposal has also been considered by the Cumberland Local Planning Panel.

It is recommended that Council endorse the proposed planning controls for targeted sites in Merrylands and Guildford. Subject to Council endorsement, the planning proposal will be forwarded to the Department of Planning, Industry and Environment for a Gateway Determination. Following receipt of a Gateway Determination, consultation on the Planning Proposal, draft Development Control Plans and draft Public Domain Plan will be undertaken with the community. A further report will then be provided to Council.

RECOMMENDATION

That Council:

- 1. Note the advice of the Cumberland Local Planning Panel on the draft Planning Proposal for targeted sites in Merrylands and Guildford.**
- 2. Endorse the proposed planning controls for targeted sites in Merrylands and Guildford, as outlined in this report and provided at Attachments 1 to 5.**
- 3. Endorse that the Planning Proposal for targeted sites in Merrylands and Guildford, and the Planning Proposal for Victor Brazier Park, Guildford, be forwarded to the Department of Planning, Industry and Environment for a Gateway Determination.**
- 4. Endorse that the draft Development Control Plan amendments for identified locations in the Merrylands Town Centre be publicly exhibited in accordance with statutory and policy requirements.**

5. **Endorse that the draft Public Domain Plan for the Merrylands Town Centre be publicly exhibited in accordance with policy requirements.**
6. **Note that the Planning Proposal for targeted sites at Merrylands and Guildford will be publicly exhibited at the same time as the draft Development Control Plan and draft Public Domain Plan.**
7. **Note that a public hearing regarding the reclassification land from community to operational, as identified in the Planning Proposal for Victor Brazier Park, Guildford, is anticipated to be required as part of the post-Gateway consultation process, consistent with statutory requirements.**

REPORT

Background

On 15 July 2020, following public exhibition and consideration of submissions, Council endorsed an updated Planning Proposal for the new Cumberland LEP to be forwarded to the Department of Planning, Industry and Environment for legal drafting and finalisation. At the time, Council resolved to include further consideration of planning controls for sites in Merrylands and Guildford as part of its strategic work program for key centres and strategic corridors.

In September 2020, Council considered a number of additional submissions received from local stakeholders on the draft Cumberland LEP, including site-specific proposals at Burnett Street Neighbourhood Centre and Wayman Place, Merrylands, and Marian Street/Bury Road, Guildford. Whilst Council endorsed the proposals to be included in the Cumberland LEP, the Department of Planning, Industry and Environment indicated a separate process will need to be undertaken to progress these proposals.

The planning proposal also includes proposals prepared by Council officers as part of strategic planning for the Merrylands area, including Merrylands Road between Burnett Street and Chetwynd Road, and east of the station.

Planning Context

As outlined in Cumberland 2030: Our Local Strategic Planning Statement, a high-level strategic planning work program has been identified to progress more detailed planning for Cumberland City's key centres and strategic corridors. Since the preparation of this high-level program, Council officers have further considered the scope and implementation approach for this planning work.

In July 2020, Council endorsed the strategic planning work program for Cumberland City's key centres and strategic corridors (Figure 1). The focus of this work is to review the existing planning framework and consider future requirements to ensure that planning controls are appropriate to support development in the area. Site specific requests received as part of the Cumberland LEP process may be further considered as part of this program.

Planning for the Merrylands and Guildford areas is identified as part of Stage 3 of Council's strategic planning work program. To date, background analysis, early

consultation, Councillor briefings and the preparation of draft planning controls have been undertaken.



Figure 1 – Council's strategic planning work program

Targeted Planning Approach

The planning approach for the proposal (Figures 2 to 4) is to implement targeted changes to planning controls at the following locations:

- Burnett Street Neighbourhood Centre, including 6 Burnett Street, 2 Ruth Street and 2 Fowler Road, Merrylands
- Merrylands Road, Merrylands (between Burnett Street and Chetwynd Road)
- 7-10 Wayman Place, Merrylands
- Merrylands Road, Merrylands (east of station)
- 32-34 Marian Street and 2A Bury Road, Guildford
- Victor Brazier Park, Guildford

Where no changes are proposed, the existing planning controls will continue to apply.



Figure 2 – Targeted planning control changes in the Merrylands area



Figure 3 – Targeted planning control changes in the Guildford area



Figure 4 – Targeted planning control changes for Victor Brazier Park, Guildford

Proposed Planning Controls

Planning Proposal

The planning proposal seeks to amend the Cumberland LEP as follows:

- For the *Burnett Street Neighbourhood Centre*, amend zoning, height and density controls to reconcile minor anomalies in the context of surrounding land, to support mixed use development as part of the neighbourhood centre offering services and local job opportunities.
- For *Merrylands Road, Merrylands* (between Burnett Street and Chetwynd Road), amend zoning, height and density controls to support revitalisation and transition of built form between Burnett Street Neighbourhood Centre and Merrylands Town Centre.
- For *7-10 Wayman Place*, amend building height and density controls to support redevelopment aligned with controls at surrounding sites.
- For *Merrylands Road, Merrylands* (east of station), amend building height and density controls to support revitalisation and transition of built form between Merrylands Town Centre and Woodville Road Corridor.
- For *32-34 Marian Street and 2A Bury Road, Guildford*, amend zoning, height and density controls to facilitate high density residential development consistent with adjoining high-density area.

- For *Victor Brazier Park*, reclassify land from ‘community to ‘operational’, and amend zoning and height controls, to discourage anti-social behaviour reported in part of the park directly adjoining residential with poor casual surveillance.

Further details of the planning proposal for Merrylands and Guildford are provided in Table 1. These are also shown graphically in Figures 5 to 10.

Site	Proposed Amendments
Burnett Street Neighbourhood Centre, Merrylands	<ul style="list-style-type: none"> • Amend the Land Zoning Map – Sheet LZN_006 and Sheet LZN_009 to extend Zone B1 Neighbourhood Centre to include adjoining sites at 6 Burnett Street, 2 Ruth Street and 2 Fowler Road, Merrylands. • Amend the Height of Buildings Map – Sheet HOB_006 and Sheet HOB_009 to apply a 17 m height limit for the Burnett Street Neighbourhood Centre (including 6 Burnett Street, 2 Ruth Street and 2 Fowler Road, Merrylands). • Amend the Floor Space Ratio Map – Sheet FSR_006 and Sheet FSR_009 to apply a 2:1 FSR for the Burnett Street Neighbourhood Centre (including 6 Burnett Street, 2 Ruth Street and 2 Fowler Road, Merrylands).
Merrylands Road, Merrylands (between Burnett Street and Chetwynd Road)	<ul style="list-style-type: none"> • Amend the Land Zoning Map – Sheet LZN_009 to rezone land on the southern side of Merrylands Road between Burnett Street and Chetwynd Road to facilitate a mix of medium density (Zone R3) and higher density (Zone R4) residential development. • Amend the Height of Buildings Map – Sheet HOB_009 to align building heights with proposed zones and surrounding development. • Amend the Floor Space Ratio Map – Sheet FSR_009 to align density with proposed zones and surrounding development.
7-10 Wayman Place, Merrylands	<ul style="list-style-type: none"> • Amend the Height of Buildings Map – Sheet HOB_009 to support a transition of built form aligned with surrounding development. • Amend the Floor Space Ratio Map – Sheet FSR_009 to better align density with proposed building heights and surrounding development.
Merrylands Road, Merrylands (east of station)	<ul style="list-style-type: none"> • Amend the Land Zoning Map – Sheet LZN_009 to rezone land along the northern side of Albion Avenue to facilitate higher density (Zone R4) residential development, consistent with adjoining sites. • Amend the Height of Buildings Map – Sheet HOB_009 to better align building heights with existing zones and surrounding development, and apply a 15 m height limit for land proposed to be zoned R4 High Density Residential at Albion Avenue. • Amend the Floor Space Ratio Map – Sheet FSR_009 to better align density with proposed zones and building heights, and apply a 1.2:1 FSR for land proposed to be zoned R4 High Density Residential at Albion Avenue.
32-34 Marian Street and 2A Bury Road, Guildford	<ul style="list-style-type: none"> • Amend the Land Zoning Map – Sheet LZN_009 to rezone 32-34 Marian Street and 2A Bury Road, Guildford, to facilitate high density (Zone R4) residential development.

Site	Proposed Amendments
	<ul style="list-style-type: none"> • Amend the Height of Buildings Map – Sheet HOB_009 to apply a 14m height limit for land zoned, and proposed to be zoned, R4 High Density Residential at 32-34 Marian Street and 2A Bury Road, Guildford. • Amend the Floor Space Ratio Map – Sheet FSR_009 to apply a 1.1:1 FSR for land zoned, and proposed to be zoned, R4 High Density Residential at 32-34 Marian Street and 2A Bury Road, Guildford.
Victor Brazier Park, Excelsior Street, Guildford	<ul style="list-style-type: none"> • Reclassify the land from 'community' to 'operational'. • Amend the Land Zoning Map – Sheet LZN_010 to rezone land on the upper northwest portion of Victor Brazier Park, Guildford, from public recreation (Zone RE1) to low density residential development (Zone R2). • Amend the Height of Buildings Map – Sheet HOB_010 to align building heights with proposed zones and surrounding development (9m).

Table 1 – Details of Planning Proposal

Existing zoning



Proposed zoning



Existing height of buildings



Proposed height of buildings



Existing floor space ratio



Proposed floor space ratio



Figure 5 – Burnett Street Neighbourhood Centre: Proposed planning controls

Existing zoning



Proposed zoning



Existing height of buildings



Proposed height of buildings



Existing floor space ratio



Proposed floor space ratio



Figure 6 – Merrylands Road (between Burnett Street and Chetwynd Road): Proposed planning controls

Existing height of buildings



Proposed height of buildings



Existing floor space ratio



Proposed floor space ratio



Figure 7 – 7-10 Wayman Place, Merrylands: Proposed planning controls

Existing zoning



Proposed zoning



Existing height of buildings



Proposed height of buildings



Existing floor space ratio



Proposed floor space ratio



Figure 8 – Merrylands Road, Merrylands (east of station): Proposed planning controls

Existing zoning



Proposed zoning



Existing height of buildings



Proposed height of buildings



Existing floor space ratio



Proposed floor space ratio



Figure 9 – 32-34 Marian Street and 2A Bury Road, Guildford: Proposed planning controls

Existing Zoning



Proposed Zoning



Existing height of buildings



Proposed height of buildings



Figure 10 – Victor Brazier Park, Excelsior Street, Guildford: Proposed planning controls

The planning proposal for Merrylands and Guildford is provided at Attachment 1, and the planning proposal for Victor Brazier Park is provided at Attachment 2. The proposals are aligned with the strategic outcomes identified in Council's strategic planning and policy documents including:

- Cumberland 2030: Our Local Strategic Planning Statement
- Cumberland Local Housing Strategy
- Technical analysis of built form, urban design and traffic/transport

It is estimated that the planning proposals will provide for over 990 additional dwellings (over 850 dwellings in Merrylands and over 140 dwellings in Guildford), which will contribute to Cumberland's housing target of 28,000 to 28,500 additional dwellings between 2016-2036.

Development Control Plan

Minor changes have been identified to the Development Control Plan for sites in Merrylands. This will ensure consistency with Council's position on the closure of Finns Lane, Merrylands, and planning controls for the area east of Merrylands Station. The draft Development Control Plan amendments for these locations are provided at Attachments 3 and 4.

No changes have been identified to the relevant Development Control Plan for the Guildford area.

Public Domain Plan

A Public Domain Plan has also been prepared to guide the delivery of an enhanced public realm for the Merrylands Town Centre. The Plan will support future work by Council, landowners and developers in achieving the desired public domain outcomes for this area. The draft Public Domain Plan is provided as Attachment 5.

Cumberland Local Planning Panel

The draft planning proposal for sites in Merrylands and Guildford, and Victor Brazier Park, were reported to the Cumberland Local Planning Panel on 26 May 2021. The minutes of the meeting are provided at Attachment 9. The Panel generally supported the Council officer recommendations, but made the following recommendations in relation to these specific issues:

- For 32-34 Marian Street and 2A Bury Road, Guildford, the Panel recommended a reduced building height and density controls (14m and 1.1:1 respectively) to ensure an adequate transition between zones, and a more suitable built form considering the surrounding single dwelling housing.

A summary of the proposed planning controls for 32-34 Marian Street and 2A Bury Road, Guildford, is provided in Table 2.

Site	Current controls (draft Cumberland LEP)	Proposed controls reviewed by Planning Panel	Cumberland Local Planning Panel Advice (26 May 2021)
32-34 Marian Street and 2A Bury Road, Guildford	HOB 11m, 9m FSR 0.8:1, N/A	HOB 21m FSR 1.7:1	HOB 14m FSR 1.1:1

Table 2 – Cumberland Local Planning Panel site-specific recommendations

The planning proposal for Merrylands and Guildford has been updated to reflect the Panel's recommendation in respect of the Marian Street/Bury Road site.

Strategic Merit Assessment

Consistency with the Greater Sydney Region Plan and Central City District Plan

The planning proposal is consistent with the directions of the *Greater Sydney Region Plan: A Metropolis of Three Cities*, namely:

- A city supported by infrastructure – The planning proposal will provide development opportunities for housing and jobs within 30-minute access to a metropolitan centre (ie. Parramatta CBD).
- Housing the city – The planning proposal will provide greater housing supply and choice.
- A well-connected city – The planning proposal will increase the percentage of dwellings located within 30 minutes by public transport of principal local centres.
- A city for people – The planning proposal will increase opportunities for more walkable neighbourhoods and ageing in place, with greater service offerings close to residential areas.

The proposal is also consistent with the priorities and actions in the Central City District Plan, namely:

- C5 Housing the city – The planning proposal will provide housing supply, choice, and affordability with access to jobs, services, and public transport.
- C6 A city of great places – The planning proposal will assist with renewing local centres by facilitating urban renewal and development at select sites.
- C10 Jobs and skills for the community – The planning proposal will facilitate redevelopment of local commercial centres increasing job opportunities in the area.

Consistency with Cumberland 2030: Our Local Strategic Planning Statement

The proposal delivers in a key strategic area for housing identified in the structure plan for Cumberland City. The proposal is also consistent with the priorities and actions in Cumberland 2030: Our Local Strategic Planning Statement, namely:

- Local Planning Priority 5 – Deliver housing diversity to suit changing needs.
- Local Planning Priority 7 – Design vibrant and attractive centres and encourage healthy living.
- Local Planning Priority 11 – Promote access to local jobs, education opportunities and care services.

Consistency with Cumberland Local Housing Strategy

The planning proposal is consistent with the Cumberland Local Housing Strategy, which has been adopted by Council. The Merrylands Town Centre is Cumberland City's proposed strategic centre while Guildford is identified as a local centre. Both areas are identified as a location for housing in the Strategy, which will contribute to Cumberland's housing target of 28,000 to 28,500 additional dwellings between 2016-2036.

Status and Next Steps

Early consultation (pre-Gateway) on the proposed planning controls for Merrylands and Guildford has been sought and a range of submissions received. Subject to endorsement by Council, the planning proposal for targeted sites in Merrylands and Guildford, and the planning proposal for Victor Brazier Park, Guildford, will be forwarded to the Department of Planning, Industry and Environment for a Gateway Determination. Following receipt of a Gateway Determination, further consultation will be undertaken with the community and the planning proposal will then be considered again by Council prior to finalisation.

In regard to the planning proposal for Victor Brazier Park, Guildford, the reclassification of land from community to operational as identified in the proposal is anticipated to also require a public hearing as part of the post-Gateway consultation process, consistent with statutory requirements.

CONSULTATION

Early consultation on the proposed planning controls occurred in March 2021, representing pre-Gateway consultation in accordance with Council's Planning Proposal Notification Policy. This consultation enabled feedback from a broad range of stakeholders and the community which has informed the preparation of the detailed planning controls.

A total of 39 submissions were received across a range of themes, including the following site-specific requests which are considered to have merit and are included in the planning proposal.

- 2 Fowler Rd, Merrylands – rezone from R2 to B1 with corresponding height and floor space ratio controls.
- 1-21 Albion Avenue – rezone from R2 to R4, with corresponding building height and floor space ratio controls.

Public exhibition of the draft planning proposal for Merrylands and Guildford will be undertaken, subject to support by Council and the receipt of a Gateway Determination by the Department of Planning, Industry and Environment. This consultation will be the statutory consultation, undertaken in accordance with any relevant conditions of the Gateway Determination.

POLICY IMPLICATIONS

Policy implications are outlined in the main body of the report.

RISK IMPLICATIONS

There are minimal risk implications for Council associated with this report.

FINANCIAL IMPLICATIONS

Work undertaken on planning for Merrylands and Guildford will be undertaken using existing resources.

CONCLUSION

The planning proposal responds to landowner proposals submitted during the preparation of the Cumberland Local Environmental Plan, as well as new proposals prepared by Council officers as part of strategic planning for the area. It is recommended that the Panel support the planning proposal for Merrylands and Guildford.

ATTACHMENTS

1. Planning Proposal - Merrylands and Guildford [↓](#)
2. Planning Proposal - Victor Brazier Park [↓](#)
3. Draft Cumberland DCP Amendment - Finns Lane, Merrylands [↓](#)
4. Draft Cumberland DCP Amendment - Merrylands Station Precinct East [↓](#)
5. Draft Merrylands Town Centre Public Domain Plan [↓](#)
6. Land Use Planning Analysis [↓](#)
7. Traffic and Transport Analysis [↓](#)
8. Early Consultation and Submissions [↓](#)
9. Cumberland Local Planning Panel Minutes - 26 May 2021 [↓](#)

DOCUMENTS
ASSOCIATED WITH
REPORT C06/21-789

Attachment 1
Planning Proposal - Merrylands
and Guildford

CUMBERLAND
CITY COUNCIL

Planning Proposal – site specific
planning controls for Merrylands and
Guildford areas

Draft for Gateway May 2021

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Introduction

This planning proposal seeks to implement targeted changes to planning controls at select sites in Maryland and Gullford. The proposed planning control amendments will capitalise on land use opportunities for housing diversity and job growth supported by transport and local amenity.

This document has been prepared by Cumberland City Council in accordance with section 3.20 of the Environmental Planning and Assessment Act 1979 and the relevant the Department of Planning, Industry and Environment's guidelines, including:

- A Guide to Preparing Local Environmental Plans
- A Guide to Preparing Planning Proposals

Background

On 15 July 2020, following public exhibition and consideration of submissions, Council endorsed an updated Planning Proposal for the new Cumberland LEP area forwarded to the Department of Planning, Industry and Environment for legal drafting and finalisation. At the time, Council resolved to include further consideration of planning controls for the Maryland and Gullford areas as part of its strategic work program for key centres and strategic corridors.

In September 2020, Council considered a number of additional submissions received from local stakeholders on the draft Cumberland LEP, including site specific proposals at Burnell Street Neighbourhood Centre and Wayman Place, Maryland, and Marian Street/Bury Road, Gullford. Whilst Council endorsed the proposals to be included in the Cumberland LEP, the Department of Planning, Industry and Environment has since indicated a separate process will need to be undertaken to progress these proposals.

The planning proposal also includes proposals prepared by Council officers as part of strategic planning for the Maryland and Gullford areas, including Maryland Road, between Burnell Street and Chelvynd Road, and east of the station.

Targeted planning controls

In Maryland, targeted planning control changes are proposed at the following locations:

- Burnell Street Neighbourhood Centre, including 4 Burnell Street, 2 Ruth Street and 2 Fowler Road, Maryland
- Maryland Road, Maryland (between Burnell Street and Chelvynd Road)
- 7-10 Wayman Place, Maryland
- Maryland Road, Maryland (east of station)

In Gullford, targeted planning control changes are proposed at the following location:

- 30-34 Marian Street and 14 Bury Road, Gullford

The implementation of the suite of targeted changes, aligned with growth forecasts, market demand and infrastructure requirements, will ensure a suitable land use and density pattern. As a result, these sites will follow a full form and development outcome that is successful in steadily revitalising the areas over time.

Council resolutions

The Planning Proposal has been prepared in accordance with Council's resolutions on 16 September 2020 and 22 2020.

Supporting documentation

The Planning Proposal is supported by the following documentation:

[PL000000 Planning Proposal - 2020 - 2021](#) [PL000000 Planning Proposal - 2020 - 2021](#) [PL000000 Planning Proposal - 2020 - 2021](#) [PL000000 Planning Proposal - 2020 - 2021](#)
Cumberland City Council
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Attachment 7 – Proposed planning controls for 22-24 Market Street and 24 Bury Road, Rushford

This planning proposal seeks to implement targeted changes to planning controls to select sites in Maryland and Gifford's capabilities on land use opportunities for housing diversity and job growth, supported by transport, local amenity and existing and planned infrastructure and facilities. Where no changes are proposed, the existing planning controls will continue to apply.



At the Burnett Street Neighbourhood Centre, the proposed planning controls seek to reinforce their promotion in the context of surrounding land, to support mixed use development as part of the neighbourhood centre offering services and local job opportunities, with bus services accessing key centres.

At 3-01 Wagman Place, the proposed planning controls support redevelopment through better alignment of building height and density with surrounding development.

At Maryland Road, Maryland (east of station), the proposed planning corridor supports rehabilitation and retention of built form between Maryland Trust Center and Maryland Road (down).



Figure 2 - Gullford site

At 33-34 Marian Street and 3A Bury Road, Gullford, the proposed planning controls support higher density residential development with access to the Gullford Town Centre.

PART 2: EXPLANATION OF PROVISIONS

Note: This planning proposal has been prepared on the assumption that the Cumberland Local Environmental Plan is finalised and in effect as the statutory planning instrument establishing development standards such as land-use zones, building heights and floor space ratios for development in the City of Cumberland, replacing the Integrated LEP 2013 and Paramatta LEP 2011 in so far as it applied to properties within the Marylands and Gullford areas.

To achieve the stated objectives, the planning proposal seeks to amend the Cumberland Local Environmental Plan as follows:

Burnell Street Neighbourhood Centre, Marylands

- 1. Amend the Land Zoning Map – Sheet L2N_008 and Sheet L2N_009 to extend Zone B1 Neighbourhood Centre to include adjoining sites at 8 Burnell Street, 1 Ruth Street and 1 Fowler Street, Marylands.
- 2. Amend the Height of Buildings Map – Sheet HOB_008 and Sheet HOB_009 to apply a 17-m height limit for the Burnell Street Neighbourhood Centre (including 8 Burnell Street, 1 Ruth Street and 1 Fowler Street, Marylands).
- 3. Amend the Floor Space Ratio Map – Sheet FSR_008 and Sheet FSR_009 to apply a 2:1 FSR for the Burnell Street Neighbourhood Centre (including 8 Burnell Street, 1 Ruth Street and 1 Fowler Street, Marylands).

Marylands Road, Marylands (between Burnell Street and Chelmsford Road)

- 4. Amend the Land Zoning Map – Sheet L2N_008 to rezone land on the southern side of Marylands Road between Burnell Street and Chelmsford Road to facilitate a mix of medium density (Zone M1) and higher density (Zone H1) residential development.
- 5. Amend the Height of Buildings Map – Sheet HOB_008 to align building heights with proposed zones and surrounding development.
- 6. Amend the Floor Space Ratio Map – Sheet FSR_008 to align density with proposed zones and surrounding development.

5-10 Mayman Place, Marylands

- 7. Amend the Height of Buildings Map – Sheet HOB_008 to support a variation of built form aligned with surrounding development.
- 8. Amend the Floor Space Ratio Map – Sheet FSR_008 to better align density with proposed building heights and surrounding development.

Marylands Road, Marylands (west of station)

- 9. Amend the Land Zoning Map – Sheet L2N_008 to rezone land along the northern side of Abdon Avenue to facilitate higher density (Zone H1) residential development, consistent with adjoining sites.
- 10. Amend the Height of Buildings Map – Sheet HOB_008 to better align building heights with existing zones and surrounding development, and apply a 15-m height limit for land proposed to be zoned for high density residential at Abdon Avenue.
- 11. Amend the Floor Space Ratio Map – Sheet FSR_008 to better align density with proposed zones and building heights, and apply a 1:2:1 FSR for land proposed to be zoned for high density residential at Abdon Avenue.

33-34 Marion Street and 34 Bury Road, Gullford

- 12. Amend the Land Zoning Map – Sheet L2N_008 to rezone 33-34 Marion Street and 34 Bury Road, Gullford to facilitate high density (Zone H1) residential development.

- The detail of these flap arrangements is shown at Attachments D, E, F and G.

Section A: Read for the purpose

The Planning Proposal responds to landowner proposals submitted during the preparation of the Cumberland Local Environmental Plan and received by Council, as well as new proposals prepared by Council officers as part of strategic planning for these areas.

- *Continued 2016: Our Local Strategic Planning Statement*
- *Continued Local Housing Strategy*
- *Technical studies of built form, urban design and infrastructure*

The planning process is the appropriate and most effective means of ensuring the Cumberland Local Environmental Plan achieves the stated objectives. The planning proposal will provide Council and the community with certainty over the development outcomes and substance of the plan.

3. Is the Planning Proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy?

- **A city supported by infrastructure** – The planning proposal will provide development opportunities for housing and jobs within 10-minute access to a transport corridor (ie. Parramatta CBD).
- **Housing for all** – The planning proposal will provide greater housing supply and choice.
- **A well-connected city** – The planning proposal will increase the percentage of dwellings located within 10 minutes by public transport of principal local centres.
- **A city for people** – The planning proposal will increase opportunities for more vibrant neighbourhoods and ageing in place, with greater service offerings close to residential areas.

- 4. **3(f) Housing the city** – The planning proposal will provide housing variety, choice, and affordability with access to jobs, services, and public transport.
- 4. **3(g) A city of great places** – The planning proposal will assist with renewing local centres by facilitating urban renewal and development at select sites.
- 4. **3(h) – Jobs and skills for the community** – The planning proposal will facilitate redevelopment of local commercial centres increasing job opportunities in the area.

The planning proposal is consistent with Cumberland 2030 Our Local Strategic Planning Statement which identifies Maryland as a potential strategic centre that can provide a range of additional services and housing options. Gullford is identified as a local centre

- 4. Provide for a range of social, commercial, community uses in town centres to provide services for the community and local employment opportunities in accordance with adopted plans and strategies.
- 4. Development focused on housing diversity around centres and transit nodes/train stations - B06 or walking catchment.
- 4. Reviewing planning controls to ensure housing meets current and future needs.
- 4. Progress planning and development work that support vibrant and attractive centres.
- 4. Planning for renewal and revitalisation of Cumberland's town centres.
- 4. Continue to promote access to local jobs, education opportunities and care services through Council's strategies, plans and programs.

The planning proposal does not propose any provisions that would contradict or hinder the application of applicable State Environmental Planning Policies (SEPPs).

Table 1. Consistency with applicable SOPs.

The following table outlines the consistency of the planning proposal to various Ministerial Directions:

© 2000 Blackwell Science Ltd, *Journal of Internal Medicine* 247: 399–404
 Submitted 15 March 2000; accepted 15 May 2000
 Correspondence: Dr M. J. Griffin, Department of Medicine, University of Cambridge, Addenbrookes Hospital, 100 Brookings Drive, Cambridge CB2 2RQ, UK.
 Tel: +44 (0)1223 337600; fax: +44 (0)1223 337601; e-mail: m.j.griffin@cam.ac.uk

1.3 Mining, Petroleum Production and Extractive Industries	Not applicable.
1.4 Outer Aquaculture	Not applicable.
1.5 Rural Land	Not applicable.
Environment and Heritage	
2.1 Environment Protection Zones	Not applicable.
2.2 Coastal Protection	Not applicable.
2.3 Heritage Conservation	The planning proposal is consistent with this Direction.
2.4 Application of E2 and E3 Zones and Environmental Overlay in the North Coast LEPs	Not applicable.
2.5 Remediation of Contaminated Land	Not applicable.
Housing, Infrastructure and Urban Development	
3.1 Residential zones	The planning proposal is consistent with this Direction.
3.2 Caravan Parks and Manufactured Home Estates	Not applicable.
3.3 Home Occupations	Revised
3.4 Integrating land use and transport	The planning proposal is consistent with this Direction.
3.5 Development Near Licensed Premises	Not applicable.
3.6 Shooting Ranges	Not applicable.
3.7 Reduction in non-hosted short-term rental accommodation period	The planning proposal is consistent with this Direction.
Hazard and Risk	
4.1 Acid sulphate soils	The planning proposal is consistent with this Direction.
4.2 Mine Subsidence and Unstable Land	Not applicable.
4.3 Flood Prone Land	The planning proposal is consistent with this Direction.
4.4 Planning for Bushfire Protection	The planning proposal is consistent with this Direction.
Regional Planning	
5.1 Implementation of Regional Strategies	Revised
5.2 Sydney Drinking Water Catchments	Not applicable.
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	Not applicable.
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable.
5.5 - Revised	
5.6 - Revised	
5.7 - Revised	
5.8 Second Sydney Airport, Badgera Creek	Not applicable.
5.9 North West Rail Line Corridor Strategy	Not applicable.
5.10 Implementation of Regional Plans	The planning proposal is consistent with this Direction.
5.11 Development of Aboriginal Land Council land	Not applicable.
Local Plan Making	

rehabilitation of the Burnell Street Neighbourhood Centre providing local jobs for the Cumberland community. In addition, the proposed changes to planning controls will:

- Better align zoning with building heights and FOFs to improve development feasibility and encourage redevelopment and revitalisation, as well as to improve built form outcomes.
- Provide local shops, services, and employment opportunities through expansion of planning controls at the Burnell Street Neighbourhood Centre.

Socially, the planning proposal is anticipated to achieve the following community benefits:

- Increased opportunities for residents to live and work within proximity to local centres and Parramatta resulting in the potential for reduced travel times and reduced traffic congestion through the use of public transport
- An increase in public transport usage and access to a variety of services resulting from the utilisation of residential apartments and other mixed-use activities.
- All sites are within 400 m walking distance of the nearest green space (local or regional park) providing a mix of active and passive recreation opportunities.

Section (j) – State and Commonwealth interests

10. Is there adequate public infrastructure for the Planning Proposal?

The targeted sites are in an established urban area with adequate public infrastructure available including water, electricity, gas, telecommunications, sewerage, and transport. The sites are well serviced by transport and are proximate to transport, services, and local open space.

The Planning Proposal will be provided to public agencies and placed on public exhibition, and infrastructure providers will be able to make a submission to Council.

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

Consultation with Commonwealth public agencies will be undertaken, as directed by the Gateway Determination.

PART 4: MAPPING

The planning proposal is accompanied by the following relevant draft LEP maps pertaining to the various sites in Maryland and Quilford.

These maps are found in Attachments 3, 4, 5, 6 and 7.

PART 5: COMMUNITY CONSULTATION

Public consultation will be undertaken in accordance with the requirements of the Gateway Determination. As a minimum, all documentation will be publicly exhibited for a period of 28 days. The material will contain a copy of the Planning Proposal and relevant maps supported by a written notice describing the objectives and intended outcomes of the proposal, the land to which the proposal applies and an indicative time frame for finalisation of the planning proposal.

The planning proposal is considered to be 'low impact' for the following reasons:

- It is consistent with the pattern of surrounding land use zones and/or land uses.
- It is consistent with the strategic planning framework.
- It does not present any issues with regard to infrastructure servicing.
- It is not a principal LEP.
- It does not propose amendments to large areas or entire town centres.

PART 6: PROPOSED TIMELINE

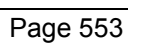
The following project timeline is intended to be a guide only and may be subject to changes in response to the public consultation process and/or community submissions.

Milestones	Forecast
Early consultation on proposed planning control amendments	March 2021
Prepare proposed planning controls	Q1 2021
Report to Cumberland Local Planning Panel	May 2021
Report to Council on draft Planning Proposal	June 2021
Gateway Determination	MM 2021
Public Exhibition of Planning Proposal	Late 2021
Review of submissions and report to Council	Early-Mid 2022
Submit to Department for finalisation	MM 2022

00020100 Notice of Notice - Cumberland Local Environmental Plan

Checklist for Early Consultation and Proposed Planning Controls for targeted sites in Maryland and Guilford

Proposed Planning Controls for Burnell Street Neighbourhood Centre







Proposed Planning Controls for Merrylands Road (between Burnett Street and Chelveynd Road)







Proposed Planning Controls for 7-10 Wayman Place, Maryland:





ATTACHMENT 4

Proposed Planning Controls for Werrylands Road, Werrylands (west of station)



W11 Trade, Recreation
W12 Low Density Housing
W13 Medium Density Residential
W14 High Density Residential
W15 Neighbourhood Centre
W16 Mixed Use
W17 Proposed Future Urban Fringe





Proposed Planning Controls for 33-34 Warian Street and 24 Bury Road, Guildford.







DOCUMENTS
ASSOCIATED WITH
REPORT C06/21-789

Attachment 2
Planning Proposal - Victor Brazier
Park



CUMBERLAND
CITY COUNCIL

Planning Proposal – site specific
planning controls for Victor Brazier
Park, Guildford

Draft for Gateway May 2021

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Introduction

This planning proposal seeks to implement targeted changes to planning controls at Victor Brazer Park, Guildford. The proposed planning control amendments respond to site-specific issues at a small portion of the site, whilst maintaining continued access and use of the park.

This document has been prepared by Cumberland City Council in accordance with section 3.10 of the Environmental Planning and Assessment Act 1979 and the relevant the Department of Planning, Industry and Environment's guidelines, including:

- A Guide to Preparing Local Environmental Plans
- A Guide to Preparing Planning Proposals

Background

On 4 March 2020, Council considered a report regarding in response to the ongoing concerns by community park users and local residents about the illegal activities and anti-social behaviour caused by youth assembling at the Victor Brazer Park, Guildford. In particular, the concern is at the upper northwest portion of the park where it is relatively isolated with poor passive surveillance.

Two options were identified to respond to the issue in the Council report: landscaping works, or a planning proposal to reclassify the upper northwest portion of the site for the eventual disposal on the open market. At the meeting, Council resolved to prepare a planning proposal to deal with the controls over land at this location.

Requested planning controls

Targeted planning control changes are proposed at the upper northwest portion of Victor Brazer Park, Guildford. These are:

- Rezone land from R21 (public recreation) to R2 (low density residential), and reclassify from community or operational land
- Apply a building height of 8m at the site, consistent with the adjoining low density residential zone.

The land covered under the planning proposal represents 140sqm of the total park area of 1700sqm, equating to less than 2% of the land at the site.

Council resolutions

The Planning Proposal has been prepared in accordance with Council's resolution on 4 March 2020.

Supporting documentation

The Planning Proposal is supported by the following documentation:

Attachment 1 – EPP/20-22 Proposed Land (Zoning at Victor Brazer Park)

Attachment 2 – EPP/20-22 Early consultation and proposed planning controls for Victor Brazer Park, Guildford

Attachment 3 – Proposed planning controls for Victor Brazer Park, Guildford

This planning proposal seeks to implement targeted changes to planning controls for the upper northern portion of Silver Shaler Park in response to community concerns regarding the use of this section of the park. Where no changes are proposed, the existing planning controls will continue to apply.



The Greenville South Creative and Performing Arts High School is located across the road from the park. It has been reported that anti-social behaviour and illegal activities are a serious occurrence at the park and nearby residential properties off India Place, Carolina.

PART 2: EXPLANATION OF PROVISIONS

Note: This planning proposal has been prepared on the assumption that the Cumberland Local Environmental Plan is finalised and in effect as the statutory planning instrument establishing development standards such as land use zones, building heights and floor space ratios for development in the City of Cumberland, replacing the Parramatta LEP 2011 in as far as it applied to Victor Braden Park, Gubford.

To achieve the stated objectives, the planning proposal seeks to amend the Cumberland Local Environmental Plan as follows:

- Amend the Land Zoning Map – (Sheet L2N, 211) to rezone land on the upper northwest portion of Victor Braden Park, Gubford from public recreation (Zone RE1) to low density residential development (Zone R1);
- Amend the Height of Buildings Map – (Sheet H08, 211) to align building heights with proposed zones and surrounding development (R1).

The detail of these map amendments is shown at Attachment 2.

The proposal also seeks to change the use of the affected land from 'community' to 'operational', to reflect the proposed land use changes on the site.

PART 3: JUSTIFICATION

Section A - Need for the proposal

1. Is the planning proposal a result of any strategic study or report?

The Planning Proposal responds to community concerns regarding the use of the upper northwest section of the river Greater Park, Quatford, whilst maintaining continued access and use of the park. The land covered under the planning proposal represents a large part of the total park area of Quatford, equating to a minor impact of less than 2% of the land for the park.

The proposed changes are not inconsistent with the strategic outcomes identified in Council's strategic planning and policy documents including:

- 4. Cumberland 2030: Our Local Strategic Planning Statement
- 4. Cumberland Local Housing Strategy
- 4. Cumberland Open Space and Recreation Strategy

2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes or is there a better way?

The planning proposal is the appropriate and most effective means of amending the Cumberland Local Environmental Plan to achieve the stated objectives. The planning proposal will provide Council and the community with certainty as to the development outcomes and potential of the site.

Section B - Relationship to strategic planning framework

3. Is the Planning Proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy?

The planning proposal is not inconsistent with the directions of the Greater Sydney Region Plan: A Metropolis of Three Cities, namely:

- 4. A city supported by infrastructure - The planning proposal will provide development opportunities for housing within 10-minute access to a metropolitan centre (ie. Parramatta CBD).
- 4. Housing the city - The planning proposal will provide greater housing supply and choice.
- 4. A well-connected city - The planning proposal will increase the percentage of dwellings located within 10 minutes by public transport of city centres.
- 4. A city for people - The planning proposal will ensure that the use of this space better meets current and future needs of the local community.

The proposal is also not inconsistent with the priorities and actions in the Central City District Plan, namely:

- 4. (d) Housing the city - The planning proposal will provide housing supply, choice, and affordability with access to jobs, services, and public transport.
- 4. (d) A city of great places - The planning proposal will ensure that the use of this space better meets current and future needs of the local community.

4. Is the Planning Proposal consistent with a local strategy or other local strategic plan?

The proposal is not inconsistent with the priorities in Cumberland 2030: Our Local Strategic Planning Statement, namely:

2.8 Remediation of Contaminated Land	Not applicable.
Housing, Infrastructure and Urban Development	
3.1 Residential zones	The planning proposal is not inconsistent with this Direction.
3.2 Caravan Parks and Manufactured Home Estates	Not applicable.
3.3 Home Occupations	Revised
3.4 Integrating land use and transport	The planning proposal is not inconsistent with this Direction.
3.5 Development Near Licensed Premises	Not applicable.
3.6 Shooting Ranges	Not applicable.
3.7 Reduction in non-taxed short-term rental accommodation period	The planning proposal is not inconsistent with this Direction.
Hazard and Risk	
4.1 Acid sulphate soils	The planning proposal is not inconsistent with this Direction.
4.2 Mine Subsidence and Unstable Land	Not applicable.
4.3 Flood Prone Land	The planning proposal is not inconsistent with this Direction.
4.4 Planning for Bushfire Protection	The planning proposal is not inconsistent with this Direction.
Regional Planning	
5.1 Implementation of Regional Strategies	Revised
5.2 Sydney Drinking Water Catchments	Not applicable.
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	Not applicable.
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable.
5.5 – Revised	
5.6 – Revised	
5.7 – Revised	
5.8 Second Sydney Airport, Badgerys Creek	Not applicable.
5.9 North West Rail Line Corridor Strategy	Not applicable.
5.10 Implementation of Regional Plans	The planning proposal is not inconsistent with this Direction.
5.11 Development of Aboriginal Land Council land	Not applicable.
Local Plan Making	
6.1 Approval and Referral Requirements	The planning proposal is not inconsistent with this Direction.
6.2 Reserving Land for Public Purposes	Not applicable.
6.3 Site Specific Provisions	Not applicable.
Metropolitan Planning	
7.1 Implementation of the Metropolitan Plan for Sydney 2036	The planning proposal is not inconsistent with this Direction. The Proposal complies with the aims, objectives, and provisions of the metropolitan plan for Sydney.
7.2 Implementation of Greater Blue Mountains Land Release Investigation	Not applicable.

T.3: Parramatta Road Corridor Urban Transformation Strategy	Not applicable.
T.4: Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	Not applicable.
T.5: Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	Not applicable.
Plan T.6: Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation	Not applicable.
Plan T.7: Implementation of Glendale to Macquarie Urban Renewal Corridor	Not applicable.
T.8: Implementation of Western Sydney Metropolitan Interim Land Use and Infrastructure Implementation Plan	Not applicable.
T.9: Implementation of Bayview West Precincts 2004 Plan	Not applicable.
T.10: Implementation of Planning Principles for the Centre Core Precinct	Not applicable.

Table 2 - Consistency with Clause 8.1 Ministerial Directions

Section 4) - Environmental, social and economic impact

7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities or their habitats will be adversely affected?

The planning proposal will not adversely affect critical habitat, threatened species, populations or ecological communities or their habitats. The proposed changes to planning controls apply to sites that are already heavily urbanised and developed and are not known to support any environmental values.

8. Are there any environmental impacts and how will they be mitigated?

There are no significant adverse environment impacts expected related to the proposed planning control amendments. Site-specific amenity impacts will be taken into consideration and addressed as part of a future Development Application.

9. Has the Planning Proposal adequately addressed any social and economic impacts?

The Planning Proposal is not expected to result in any significant negative economic or social impacts. The proposal will provide a minor yield increase for low density residential development. The proposal also seeks to address social concerns regarding the use of the park, and provides a planning response in ensuring that the park is safe and easily used by the community.

Section 5) - State and Commonwealth interests

10. Is there adequate public infrastructure for the Planning Proposal?

The targeted sites are in an established urban area with adequate public infrastructure available including water, electricity, gas, telecommunications, sewerage, and transport. The sites are well serviced by transport and are proximate to transport, services, and local open space.

The Planning Proposal will be provided to public agencies and placed on public exhibition, and infrastructure providers will be able to make a submission to Council.

Consultation with Commonwealth public agencies will be undertaken, as directed by the Gateway Determination.

The planning proposal is accompanied by relevant draft LDP maps pertaining to Victor Brauner Park, Guilford. These maps are found at Attachment B.

Public consultation will be undertaken in accordance with the requirements of the Gateway Determination. As a minimum, all documentation will be publicly exhibited for a period of 28 days. The material will contain a copy of the Planning Proposal and relevant maps supported by a written notice describing the objectives and intended outcomes of the proposal. The land to which the proposal applies and an indicative time frame for finalisation of the planning proposal.

- It is consistent with the pattern of surrounding land use zones and/or land uses.
- It is consistent with the strategic planning framework.
- It does not present any issues with regard to infrastructure servicing.
- It is not a principal LIDP.
- It does not propose amendments to large areas or entire town centres.

The following project location is intended to be a guide only and may be subject to changes in response to the public consultation process and/or community submissions.

Milestone	Timeline
Early consultation on proposed planning control amendments	March 2021
Prepare proposed planning controls	Q1 2021
Report to Cumberland Local Planning Panel	May 2021
Report to Council on draft Planning Proposal	June 2021
Gateway Determination	May 2021
Public Exhibition of Planning Proposal	Late 2021
Public Hearing on Planning Proposal	Late 2021 or early 2022
Review of submissions and report to Council	Early to mid 2022
Submit to Department for finalisation	May 2022

045026-003 Proposed Land Graveling at Victor Brederer Park

ATTACHMENT 2

CONCLUDE Early Consultation and Proposed Planning Controls for Water Brakes
Park, Gulliford

ATTACHMENT 3

Proposed Planning Controls for Victor Braden Park, Gullhirst

Proposed zoning

In addition to zoning change, seeks to reclassify the land from 'community' to 'operational'.





DOCUMENTS
ASSOCIATED WITH
REPORT C06/21-789

Attachment 3

Draft Cumberland DCP
Amendment - Finns Lane,
Merrylands



IN DRAFT 2020

PART F2-8

MERRYLANDS STATION AND MCFARLANE STREET PRECINCT

Cumberland (M2) - Part 12 Business Plan Specific

POST EXHIBITION DRAFT 2020

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Page 12 of 12

1. Introduction

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

The goal is developing strategies that will guide the future development of the Precinct over the next 20 years. Council has adopted a strategic vision to cater for the increasing needs of the local community and that of the wider regional catchment of Western Sydney.

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

Following the introduction of the Heavy Transport LDP (HTL) Council resolved to review the existing height controls in the Maryland Centre as a means of providing greater flexibility in utilising the current floor space potential and improve building design.

Full Architects were appointed to undertake this review and subsequently produced the Building Height Review Study (BHS) in February 2019.

1.1 Land to which this Part applies

This Part applies to development on land bounded by McFarlane Street, Maryland Road, Devon Street and the Railway corridor - hereby referred to as the Precinct and described in Figure 1.



Figure 1: Maryland Station and McFarlane Street Precinct boundary

The Planning Regulator Review Study (1998) clearly recommended a number of built form controls be introduced for the Precinct as a means of achieving Council's strategic vision. The controls include:

- site amalgamation;
- building heights;
- design excellence;
- primary frontage requirements;
- building setbacks;
- structural heights;
- upper level street setbacks;
- solar access to street spaces, and
- floor plates.

Where there is an inconsistency between this document and previous legislation elsewhere in Cumberland (M2) or the Planning Controls contained in this document shall apply to the extent of the inconsistency.

2. Objectives and controls

2.1 General

Objectives

- 01. Create a strong identity for the Merseylands Centre through a clear mix of retail, commercial and residential development.
- 02. Achieve urban design objectives that acknowledge the role of Merseylands within the Cumberland City subregion.
- 03. Strengthen the economic and employment status of Merseylands Centre and provide increased growth capacity within Merseylands.
- 04. Foster and enhance the Merseylands Centre setting for a diverse community.
- 05. Ensure buildings are designed to maximize appropriate amenity outcomes for the Precinct.
- 06. Create a centralised public domain and open space area as a focal point for the Precinct.
- 07. Maximize pedestrian and vehicle traffic movement throughout the Centre.
- 08. Encourage a more pedestrian friendly streetscape on Wallplane Street and Merseylands Road.

2.2 Urban context analysis

Four (4) strategic principles were proposed in the Planning Regulator Review Study, which collectively govern the location and built form of future development in the Precinct. The principles are:

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

2.2.1 Movement

Objectives

- 2A. Encourage the primary movement corridors around the Centre along Marylands Road, Farnes Street, Red Street and 198 Street with Marylands Road to be a primary pedestrian route.
- 2B. Establish a pedestrian focus along 198 Street with particular emphasis on the proposed new Civic Square.
- 2C. Create secondary connection points radiating south from Marylands Road through the Centre to neighbouring residential areas.
- 2D. Extend the existing bus route network in the Centre and around the proposed Civic Square to improve permeability through the Centre. (Note Figure 2.1)

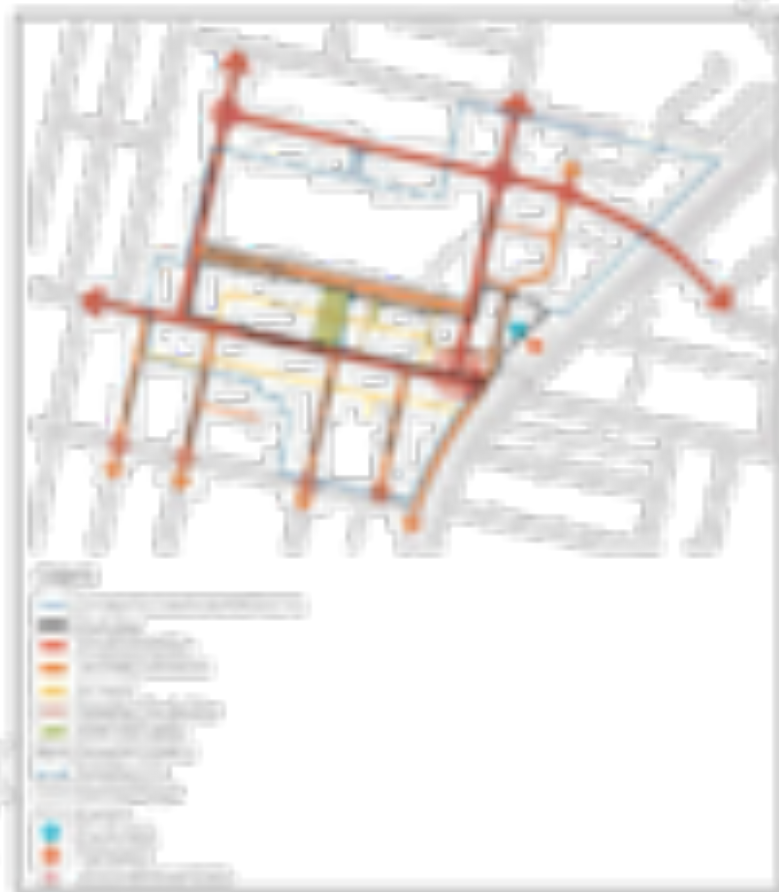


Figure 2.1 Movement corridors

3.3.3 Open space

Objectives

- OS1. Create a new Civic Square as the primary public open space for the Centre.
- OS2. Restore the green streetscape character of McFarlane Street, Marylands Road, Memorial Avenue, PG Street, and Red Street.
- OS3. Establish a secondary green link through multi-modal laneways, between Marylands Road and McFarlane Street. Refer Figure 13.



Proposed Open Space

2.2.3 Land use and activity

Objectives

- 24. Maryland Road to remain the primary retail street of the Centre.
- 25. Red House Row will become the 'High Street' of Cumberland, characterised by a pedestrian friendly character, interface with the Cumberland Mall and linking Maryland Road via the proposed foot square and sensory network.
- 26. Crown Street and The Street to serve as the secondary retail streets, interacting with Maryland Road and Red House Row. Refer Figure 8.



Figure 8: Land use and activity network

2.2.4 Height and density

Objectives

- 24. Establish a transition of height from the Fractal to the surrounding residential neighbourhoods, and
- 25. Place height and density around strategic sites such as Maryland Road/PA Street station and the associated new square, (see figure 5).



Figure 5: Height and density around strategic sites

3.3 Access network

3.3.1 Street network

To enhance connectivity, create greater pedestrian amenity and secure alternative access to the town centre and surrounding areas, including a proposed (shaded) Figure 6.6:

- New Lanesway 1 - North route between Halfway Road and Maryland Road;
- Extension of Lanesway 1 Lane to the town centre at Lanesway 1;
- Widening of Lanesway 1 Lane, North Lane and West Lane;
- Widening of Maryland Road; and
- Closure of Fosse Lane between West Lane and Halfway Road.

Objectives

- Enhance and improve the Centre's low-way network and encourage the creation of new lanes and connections;
- Enhance the climate conditions and amenity of the network by encourage more extensive pedestrian use and social activity;
- Encourage activity, vitality and interaction between public footways and adjacent uses;
- Protect and where possible create views along lanes that provide a visual link to other streets and lanes in the surrounding network, or which terminate at notable buildings or landmarks;
- Recognise lanes that provide for essential servicing and vehicles access to the town that are development that not adversely affect or impede the operation of these functions.

Controls

- Provide new lanes in accordance with Figure 6.6;
- Existing lanes are to be retained in accordance with Figure 6.6;
- Notwithstanding to buildings facing Maryland Road and Halfway Road must be provided as footways (shaded) Figure 6.6;
- Lanes are not to be covered, but awnings may be permitted on buildings facing lanes up to a maximum of 50% of each building;
- Widening of Maryland Road - 10m on either side.

3.3.2 Connectivity

Access has been established to enhance the connectivity and permeability of the Precinct and include the following:

- Access between the town and town centre.

Objectives

- Provide safe, direct, accessible and attractive through block pedestrian routes that improve the quality of the Centre;
- Ensure routes are accessible, continuous, well lit, safe and supported by active retail uses.

Footways

- F1.** Provide new grades between F10 street and Terminal Phase in accordance with Figure 6.
- F2.** The grade must:
 - 1. Have a minimum width of 1.5m and height of 1m;
 - 2. provide a clear sight line from the street for surveillance and accessibility to all block locations; and
 - 3. be designed to ensure pedestrian safety and the security of adjacent businesses, particularly at night.
- F3.** Public use of through-site pedestrian should be available at least between 8.00am to 7.00pm daily.
- F4.** Connections through shops and shops are encouraged.



Footway

Cumberland City Council - Part 12 Business Rate Review



Figure 1: Residential area

Cumberland City Council - Part 12 Business Site Specific



Cumberland WAP - Part 17: Business Site Specific



Typical Section A-A

Figure 16: Typical Section A-A

1.4 Site amalgamation

Objectives

- (1) Define the preferred built form options for the Precinct;
- (2) Provide suitable building footprints that encourages future development to meet the objectives for the Precinct;
- (3) Ensure site dimensions allow for the achievement of appropriate building setbacks, separation and built form that meet the objectives for the Precinct;
- (4) Present site lines followingly isolated and suitable for sustainable development in accordance with the objectives of the applicable LEP and DCP.

Controls

- (1) Site amalgamation for the purposes of development shall be determined in accordance with Figure 3 and Table 1.
- (2) Sites must not be created that are physically unable to accommodate building a building that achieves the maximum building height controls contained in Cumberland LEP 2018.



Figure 3: Proposed Site Amalgamation Plan

(Refer Table 1 for Property Descriptions Sites 1-10)

1.3 Built form

The preferred built form is to have buildings to be focused at key gateway locations close to the Merseyside Rail Station and the transitioning of heights downwards towards adjoining residential precincts, namely Towns Road to the west and Merseyside Road to the south as illustrated in Figure 10.

Objectives

- (1) Ensure building heights are rationalised by clustering buildings of a similar height.
- (2) Ensure height limits create the realisation of the maximum potential floor space whilst still a similar building form.
- (3) Maintain wide access to the Civic Square during construction of site.
- (4) Ensure that there is no developed footprint on adjacent streets.
- (5) Ensure that the built form exhibits modulation and articulation.
- (6) Introduce design excellence provisions to facilitate high quality design outcomes.

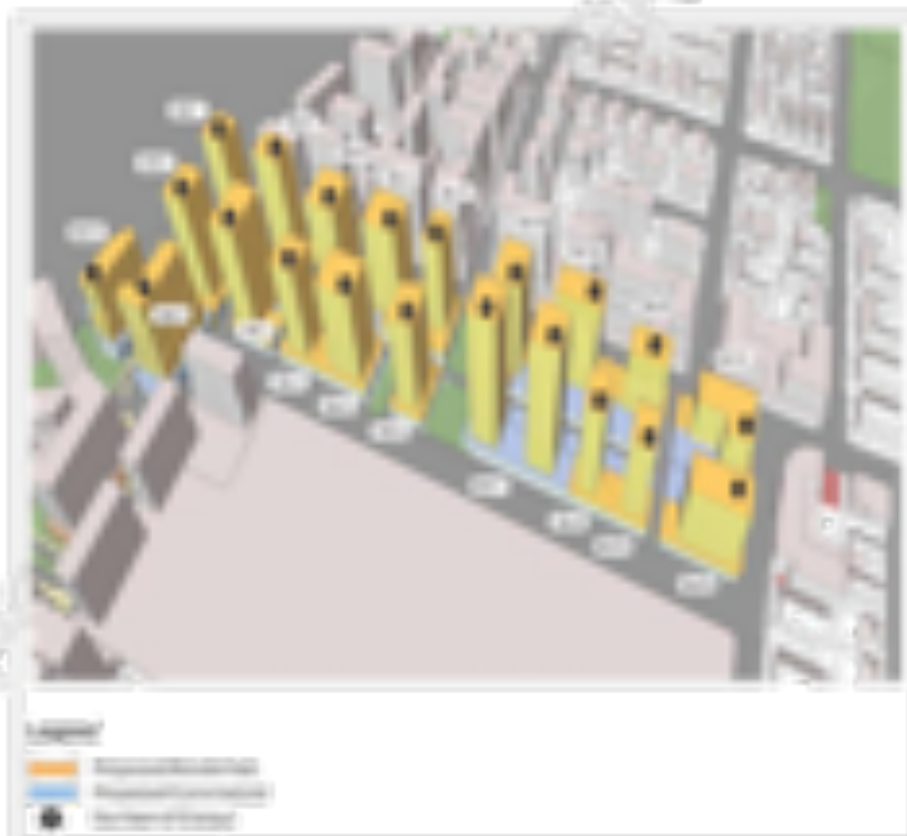


Figure 10: Built form

1.6 Built form controls

The following controls have been informed by the Building Height Review Study (BHRSS) 2016 and apply to all developments on sites in the Merseyside Station and Waf where Street Fronted. This Section should be read in conjunction with the objectives and provisions of Cumberland Development Order (CDO) 2017, Part 1, and Part 12 of the LEP in particular control zoning controls that are applicable to developments in the vicinity with the exception of the development standards outlined above. There shall be an accompanying schedule the document will provide further information in Cumberland LEP 2017. This Section applies to the extent of the inconsistency.

1.6.1 Building height

Objectives

- 01. Define a built form that provides a height transition from lower scale on the edges of the Precinct to higher scale in the Precinct core and surrounding suburbs of lower height.
- 02. Ensure the scale of the built form provides for a legible setting.
- 03. Enable the realisation of the maximum allowable floor space ratio.
- 04. Achieve appropriate management of overshadowing, access to sunlight and privacy.

Controls

- 01. Sites with the following maximum building height under Clause 6.3 of Cumberland LEP 2017 shall comply with the maximum number of storeys in Figure 10 and Table 1 (excluding basement car parking).
- 02. Each storey shall comprise a minimum floor to ceiling height as defined in the 2016 Apartment Design Guidelines (July 2016).

Site No.	Lot	10/100	Street Address	Site Area (sq ft)	Maximum Single Dwelling Units	
1	1	20' x 100'	101 W. Main St. (Front)	2,000	100-100	
	2	20' x 100'	101 W. Main St. (Front)			
	3	20' x 100'	101 W. Main St. (Front)			
	4	20' x 100'	101 W. Main St. (Front)			
2	5	20' x 100'	101 W. Main St. (Front)	2,000	100-100	
3	6	20' x 100'	101 W. Main St. (Front)	2,000		100-100
	7	20' x 100'	101 W. Main St. (Front)			
	8	20' x 100'	101 W. Main St. (Front)			
	9	20' x 100'	101 W. Main St. (Front)			
	10	20' x 100'	101 W. Main St. (Front)		100-100	
	11	20' x 100'	101 W. Main St. (Front)			
	12	20' x 100'	101 W. Main St. (Front)			
	13	20' x 100'	101 W. Main St. (Front)			
4	14	20' x 100'	101 W. Main St. (Front)	2,000	100-100	
	15	20' x 100'	101 W. Main St. (Front)			
	16	20' x 100'	101 W. Main St. (Front)			
	17	20' x 100'	101 W. Main St. (Front)			
5	18	20' x 100'	101 W. Main St. (Front)	2,000	100-100	
	19	20' x 100'	101 W. Main St. (Front)			
	20	20' x 100'	101 W. Main St. (Front)			
	21	20' x 100'	101 W. Main St. (Front)			
		20' x 100' (Back)	101 W. Main St. (Back)		100-100	
6		20' x 100'	101 W. Main St. (Back)	2,000		100-100
		20' x 100'	101 W. Main St. (Back)			
		20' x 100'	101 W. Main St. (Back)			
7	22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	20' x 100'	101 W. Main St. (Back)	2,000	100-100	
		20' x 100'	101 W. Main St. (Back)			
		20' x 100'	101 W. Main St. (Back)			
		20' x 100'	101 W. Main St. (Back)			
8	101	20' x 100'	101 W. Main St. (Back)	2,000	100-100	
9	102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200	20' x 100'	101 W. Main St. (Back)	2,000		100-100
		20' x 100'	101 W. Main St. (Back)			
		20' x 100'	101 W. Main St. (Back)			
		20' x 100'	101 W. Main St. (Back)			
10	201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300	20' x 100'	101 W. Main St. (Back)	2,000	100-100	
		20' x 100'	101 W. Main St. (Back)			
		20' x 100'	101 W. Main St. (Back)			
		20' x 100'	101 W. Main St. (Back)			
11	301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400	20' x 100'	101 W. Main St. (Back)	2,000	100-100	
		20' x 100'	101 W. Main St. (Back)			
		20' x 100'	101			

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	15.4	DP 2014/4	DP 2014/4		
	15.5	DP 2014/5	DP 2014/5		
	15.6	DP 2014/6	DP 2014/6		
	15.7	DP 2014/7	DP 2014/7		
	15.8	DP 2014/8	DP 2014/8		
	15.9	DP 2014/9	DP 2014/9		
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	17.20	DP 2016/21	DP 201		

12. The Cumberland City Design Excellence Guidelines provides criteria and procedures that must be followed for developments requiring an approval for a building height of up to an additional 10% and additional floor space ratio of up to 0.5:1.



2.4.3 Design Excellence

2.4.3 Primary Storage requirements

Objective

- 01. Ensure buildings are of an adequate size to reasonably accommodate development, including vehicle access.
- 02. Support the creation of smaller, isolated sites that cannot be separately developed.

Control

- 01. The minimum site coverage ratio for new developments is 30% for 3-story buildings.

2.4.4 Building setbacks

Objective

- 01. Enhance the character of the Precinct through consistent and uniform alignment of building footprints.
- 02. Reinforce strong definition of streets and public spaces in the Centre Precinct.

Control

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



Policy 12: Building Heights

2.8.3 Street Wall Heights

Objectives

- O1. Provide street edges that reinforce and reflect the various uses and existing character in the District.
- O2. Ensure building heights at street level are at a human scale.
- O3. Facilitate a consistent street and laneway wall height throughout the Precinct.
- O4. Provide prominence to the street level, establish a clear presence for retail and increase the usability, memorability and utility of ground floor space.

Controls

- C1. Street wall heights of buildings (pedestrian level) shall be 2 stories.
- C2. The 2 story street wall height applies to a site's primary frontage.
- C3. Where a site has frontage to a laneway, a maximum 2 story street wall height is to be maintained. Refer Figure 13.

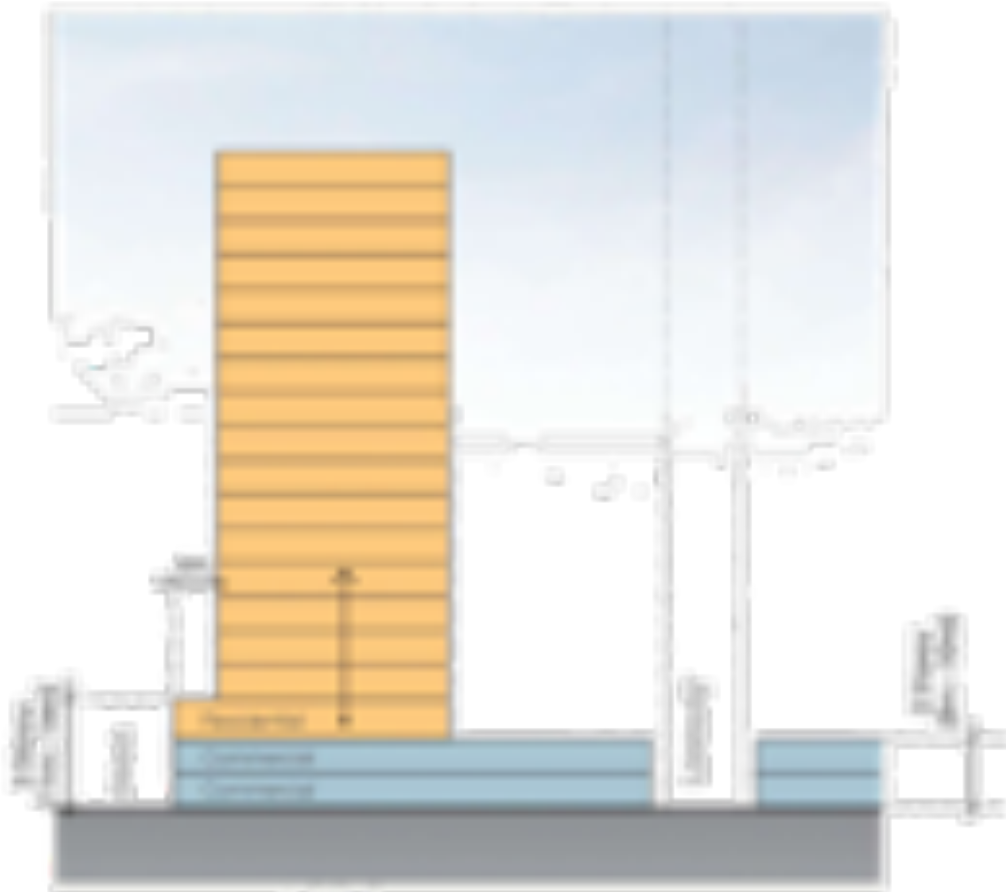


Figure 12: Street wall height and profile section

2.6.6 Upper level street wall section

Objectives

- OA. Enable more efficient lower footprints by removing incremental stepping of facades.
- OB. Minimise adverse wind impacts on the pedestrian environment.
- OC. Minimise sunlight penetration into streets, public places and surrounding buildings.
- OD. Ensure building insulation.

Control

- CA. All buildings above 5 storeys in height are to develop a uniform 4m setback above the street wall (refer Figure 13).

2.6.7 Solar access to Civic Square

Objective

- (F). Ensure adequate solar access is maintained to the City Square during core business hours in mid winter and that new buildings adjacent to the City Square do not prevent solar access during core daylight hours.

Controls

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

2.6.3 Floor plates above podium

Objectives

- (F). Minimise construction on compact floor plates over smaller and better serving streets.
- (G). Improve access to city view and provide better views between buildings and through city and contribute to a more attractive skyline.
- (G). Enhance energy efficiency and increase daylighting within buildings.
- (G). Create architectural interest and visually connect the ground level with the building mass.

Controls

- C1. Where office premises are proposed, all podium or office floor above podium should be no more than 10m from a corner plot/edge.
- C2. The maximum horizontal length of any building above the podium shall not exceed 10m.

2.6.4 Raviings and colonnades

Objectives

- (F). To increase pedestrian benefits by the provision of weather protection.
- (G). Visually unify the City Square which otherwise is divided by the Main Lane.

Controls

General

- C1. Raviings are to be provided to the full width of the street frontage of buildings in the locations indicated in Figure 14.
- C2. Raviings along Main Lane and 5th Avenue Street must be minimum 2.5m deep.
- C3. Raviings if provided on balconies shall be retractable and only to be used in hours of operation.

Colonnades

- C4. Provide colonnade/arcade frontage where shown in Figure 14.
- C5. Provide colonnades with a preferred maximum width height of 4m.
- C6. Provide under colonnade lighting to create a safe pedestrian environment at night.
- C7. Colonnades shall have a minimum width to height ratio of 1:1.5.

Cumberland M21 - Part 12 Business Site Specific

- (15) Include the public domain, where ground level uses are required along the corridor;
- (16) Control location of structures along public realm, to maintain the character of the public open space;
- (17) Ensure that corridor heights and depths are continuous along the length of the open space and are consistent with the neighbouring sites.



Cumberland City Council - Part 17: Business Plan Specific

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DOCUMENTS
ASSOCIATED WITH
REPORT C06/21-789

Attachment 4
Draft Cumberland DCP
Amendment - Merrylands Station
Precinct East



CUMBERLAND
CITY COUNCIL

PART F2-9

MERRYLANDS STATION PRECINCT (EAST)

Cumberland City Council - Part 17: Business Plan Specific

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Cumberland (2021) - Part 17: Business Rate Appeals

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1. Desired Future Character

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

The role of the existing local shopping strip in Merseyside Road is to be retained with opportunities for additional retail and business uses to be retained along Railway Terrace. This shopping strip area will continue to serve the local community and will express the pedestrian character of shopping and proposed high density development north of Mersey Road.



Figure 1: Merseyside Railway Station Precinct Study Area

2. Objectives and Controls

General Objectives:

- (i) Ensure that new development provides a strong interface to Railway Terrace and Merseyside Road;
- (ii) Ensure that new development at the intersection of Railway Terrace and Merseyside Road is well defined and reflects the gateway to the precinct to the north side of Merseyside Road.

3.1 Pedestrian connections and footways

Objective

01. Ensure that pedestrian connections and footways support planning outcomes for the project

Controls

- 01. New pedestrian connections and footways should be provided in accordance with Figure 3. Where a development provides for public access connections, it is subject to Council's foot space ratio control may be considered, subject to landscaping and signage.
- 02. New shared pedestrian and vehicle footways links to the rest of the network within the site must also be provided to provide for vehicle access and existing needs of development. This strategy will need to be located near to the site boundary.
- 03. Shared vehicle and pedestrian lanes are to have a minimum width of 5 metres.
- 04. New pedestrian links are to include through-block connections and are to have a minimum width of 3 metres, being consistent in width for its full length.

3.2 Streets

Objective

01. Ensure that streets support planning outcomes for the project

Controls

- 01. Front building setbacks are to be in accordance with Figure 3 and any additional controls set out below.
 - a. The 2 metre setback shown along Railway Terrace, between Maryland Road and Gravelly Street, applies to the first 3 stories of development. Additional setbacks shall be subject to a minimum of 3 metres from the front boundary as shown in Figure 3.
- 02. Balconies may encroach the upper level setbacks as shown in Figure 3 as follows:
 - a. On ground floors are provided to the 3rd story. Balconies can extend from building line of store below.
 - b. Balconies may extend 1.5 metres into the setback area for the upper 3 stories.
- 03. The 2 metre front setback area in Railway Terrace, between Maryland Road and Gravelly Street, is to be suitably treated to form an extension of the adjoining footway. This area may also be used for outdoor seating, landscaping and trees.
- 04. Where it will not have a structural impact upon adjoining development, a set back setback should be provided for development to the 3rd floor/ground floor/first floor and 3rd floor (see Figure 3) between Maryland Road and Gravelly Street, to provide a consistent streetscape.
- 05. Sites which have frontage to Railway Terrace should provide access to Railway Terrace to the primary frontage.

Cumberland M2 - Part 22 Business Site Specific

125. Building setbacks to existing and proposed highways should be designed to provide retention of the highway while still allowing for the servicing needs of development



Cumberland (M2) - Part 12 Business Rate Specifics

Figure 2: Building outline



Figure 3: Building outline section

3.3 Ground level uses

Objective

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

Control

C1. For new development along Railway Terrace include the ground level and building level ground floor uses are to be active and non-residential with at-grade pedestrian access.

3.4 Road requirements for Bingley Street

Objective

O1 Define requirements to facilitate improved road access along Bingley Street

Control

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

Cumberland City Council - Part 17: Business Plan Specifics

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Cumberland (M2) - Part 12 Business Plan Specific

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DOCUMENTS
ASSOCIATED WITH
REPORT C06/21-789

Attachment 5
Draft Merrylands Town Centre
Public Domain Plan

PUBLIC DOMAIN PLAN 2021 Merrylands Town Centre DRAFT



Welcome to Country

☞ Jurnma ya wagaŋi wal ya jurnma jurnma wagaŋi jurnma baka.
Ngalerŋgi wagaŋi jurnma.
Ngalerŋgi bakaŋi wal ya jurnma da bi killya dika wagaŋi
jurnma bakaŋi malla ya.
Jurnma jurnma wal ya jurnma wal bi jurnma jurnma wagaŋi dika.
Daka wal mallaŋi wal wagaŋi jurnma ya jurnma bi ya jurnma
ngalerŋgi jurnma.
Ngalerŋgi jurnma ngalerŋgi jurnma ya jurnma ngalerŋgi
bakaŋi jurnma.
Mallaŋi jurnma bakaŋi jurnma da daka jurnma.
Dakaŋi dika.

☞ We were the first owners of the land, we took only what we needed from
our Mother Earth.
Our ancestors know how to take care of the land, so we to continue their
survival.
We do not own the land, but we are charged with the care of it. As
custodians of this land we ask that all people join us and preserve what
we have left for future generations.
We must protect the few sites we have to ensure our culture continues.
In the language of our ancestors we welcome you to Darug Land.
Thank you.

Welcome to Country by Darug Elder Aunty Edna

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1. Introduction

1.1 Purpose

The Maryland Town Centre Public Domain Plan (The Plan) has been prepared by Cumberland City Council to guide the delivery of consistently high-quality public realm to promote the vibrancy of the Maryland Town Centre.

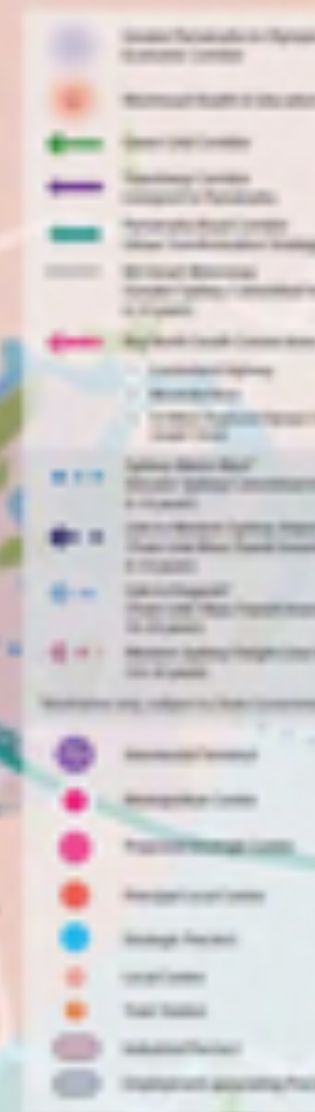
This document sets out a range of design principles of streetscape treatments, including material palettes for surface treatments, street furniture, landscaping and lighting. It also provides guidelines and relevant information to assist developers and Council in undertaking public domain works within the Maryland Town Centre.

1.2 What is the Public Domain?

Within the context of this document, the public domain represents all urban and natural elements, structures, and spaces that exist within the publicly owned areas of the Maryland Town Centre and the relationship between them. The public domain also includes privately owned streets, plazas, building forecourts, internal walkways, and other semi-public spaces as they also influence the overall character of the public domain.

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-
- Thermal energy is extracted from the fuel.



2. Planning Context

2.1 McFarlane Street Precinct

The McFarlane Street Precinct is located in the west of the Merrilands Town Centre. It is identified for a mix of retail, commercial and residential activities. A new public square is also proposed in this location.

A vibrant precinct is envisioned, with a series of active and livable spaces that are efficiently designed with integrated transport linkages.

2.2 Red Street Precinct

The Red Street Precinct is located in the north-west of the Merrilands Town Centre. It is a key gateway to the town centre designed to support a mix of retail, commercial and residential activities.

The precinct is envisioned to be characterised by a high quality, well designed, safe and livable environment within walking distance to the town centre and Merrilands Railway Station.

2.3 Merrilands Station Precinct (East)

The Merrilands Station Precinct (East) is located at the eastern side of Merrilands Railway Station. It provides a major gateway to the town centre, designed to support a mix of retail and residential activities.

The precinct is designed to retain the existing character while supporting future housing diversity and support improved linkages in the area and with the Merrilands Town Centre.



3. Vision and Design Principles

3.1 Vision

"Promote enhanced streetscapes and public domain works that will revitalise the Marylands Town Centre with a creation of a vibrant centre to promote safe and walkable connections."

The Marylands Town Centre is identified as the proposed strategic centre of Cumberland City with images as a local and regional centre. Cumberland City's Local Strategic Planning Statement identifies the potential for Marylands to act as strategic centre with strongly complementary and reciprocal relationship to Parramatta CBD. The vision for the Marylands Town Centre also builds on the housing vision for the Cumberland City as identified from the Cumberland Local Housing Strategy.

The housing vision for Cumberland City is to promote the sustainable growth of Cumberland and as key focus on providing housing diversity and affordability, a vibrant and safe place for the community to live and work which supports the 30-minute city.

The Marylands Town Centre Public Domain Plan aims to provide vision and conceptual illustrations that improve the amenity of the proposed strategic centre to support economic and housing growth that can take advantage of existing and planned infrastructure and facilities.

3.2 Design Principles

Community

- Create a high quality public realm provided in new construction projects for promoting social interaction and a variety of activities.
- Promote healthy living by improving pedestrian and cycle connectivity and increased active transport amenity.
- Improve the amenity and safety of the public realm including pavement at street level with high quality design.



Improved urban tree canopy

- Create street trees and planting corridors to enhance local identity and context.
- Increase urban tree canopy cover and achieve Green Grid objectives.
- Incorporate Water Sensitive Urban Design (WSUD) including permeable, rain gardens and other urban design measures to enhance flood protection and stormwater management.

Pedestrian-friendly public realm

- Provide an enhanced streetscape and pedestrian amenity that contribute to the vitality of the town precinct.
- Provide high quality infrastructure to help to attract pedestrian movement as encouraged by urban designers.
- Improve existing footpaths and shared paths to highlight key routes and precincts.



Equitable access and use

- Create equitable and safe access for people of all ages and abilities in accordance with the Building Code of Australia (BCA) and the Disability (Access to Premises - Building) Standards (the Premises Standards - AS 1428).
- Create continuous accessible paths off-road and on-road spaces and appropriate facilities for people with disabilities.

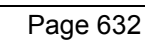


4. Public Domain Plan

4.1 Typical Public Domain Palette



PUBLIC DOMAIN PALETTE



4.2.1 McFarlane Street Precinct (West)

PUBLIC DOMAIN



PEDESTRIAN ACCESS

A pedestrian sidewalk off-vehicle is more permeable urban fabric, encouraging walking and delivery.

OUTDOOR DINING

McFarlane Street will be transformed to a vibrant street front towards outdoor seating will encourage people to linger and boost activity for businesses along the strip.



STREET LANDSCAPE

Street landscape will build a sense of place and inform the community of cultural events. This will support a sense of ownership and character.



4.2.1 McFarlane Street Precinct (West)

SECTION AND TREE PLANTING

TREE PLANTING

McFarlane Street is lined with existing vegetation including eucalyptus and more plantings. To the north, new Magnolia plantings will complement the existing, which will soften the larger townhouse block.

To the south and central parts new plantings of Palmetto & acacia and Palmetto & acacia will support existing trees to create a screen, softening the street and providing shade for pedestrians.



Left: Palmetto & acacia



Right: Palmetto & acacia



Left: Magnolia grandifolia



Right: Magnolia grandifolia

SECTION



4.2.2 McFarlane Street Precinct (Civic Square)

PUBLIC DOMAIN



LAND REFORM

Wide Lane and Fines Lane will be widened, creating a more pleasant pedestrian experience and new access to adjacent buildings.

CIVIC SQUARE

A new civic square will join Maryland Road and McFarlane Street offering more open space for residents and a permeable street design to encourage walking and cycling.



PARTIAL LANE CLOSURE

Fines Lane will be closed to traffic and made into a pedestrian zone. This will create a more pleasant experience for residents and visitors and encourage people to linger and play.



4.2.2 McFarlane Street Precinct (Civic Square)

PRELIMINARY CONCEPT PLAN FOR MERRILANDS CIVIC SQUARE

Merrilands Civic Square has been innovatively designed to incorporate multiple built and multi-functional areas that provide the flexibility to use and evolve over time as an inclusive environment. The design incorporates an active area, seating area for passive recreation, and elements of fun and play. The Square also provides opportunities for appreciation of nature and space.

Both built and natural elements are incorporated in the Square's design. A large part of the Square has an area of green open space. Mature trees with accompanying storm sheltering to create a garden bed and to provide shelter from adjoining built structures are proposed here. To focus a people and accompanying future recreation, socialisation and appropriate, alongside individual activities. Both built and natural elements, from those at ground level to overhead, contribute to the overall human scale of the site, and are designed to provide various points of interest with no single element dominating.

The openness and width of the Square and the transition to the streets, combined with people using the space, and adjacent businesses, is designed to contribute to security and safety allowing for safe interaction and social cohesion.

The preliminary concept design for the Civic Square has been developed after consultation with residents and businesses who want living that Civic Square becomes an important destination and place not only for Cumberland but the wider district.



4.2.3 McFarlane Street Precinct (Marylands Station)

PUBLIC DOMAIN



ACTIVE TRANSPORT LINKS

Active transport will be encouraged through shared footpaths and attractive street design. The precinct will benefit through improved health and wellbeing.

STREETSCAPE IMPROVEMENT

Marylands Road will be reinforced and realigned through tree coverage and potential street art. This will enhance the precinct for existing businesses, new opportunities for business and greater flows for the local community.



TRAIN-ORIENTED DEVELOPMENT

Marylands train station will be reinforced, making residents to use public transport. The station hub will offer protection from weather and an attractive built form.



4.2.3 McFarlane Street Precinct (Marylands Station)

SECTION AND TREE PLANTING

LANDSCAPING

For Marylands Road, landscape/landscaping will follow the engineering and make the street more closely, allowing the precinct.

Right Waycut
Marylands Road, Road



Right Waycut
Marylands Road, Road



Left Waycut
Marylands Road, Road

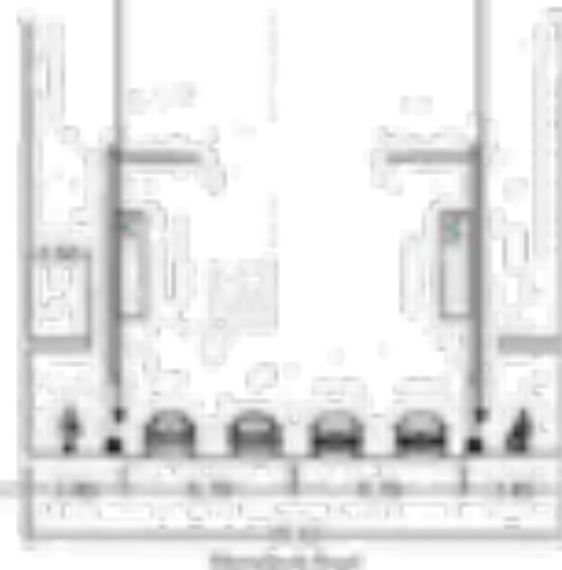


SECTION

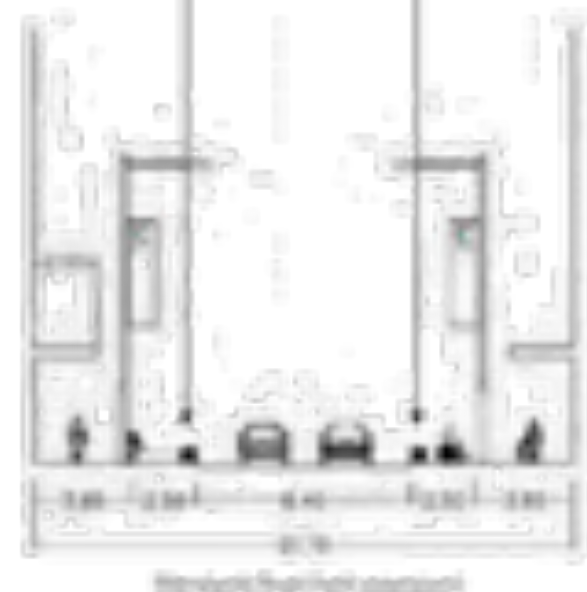
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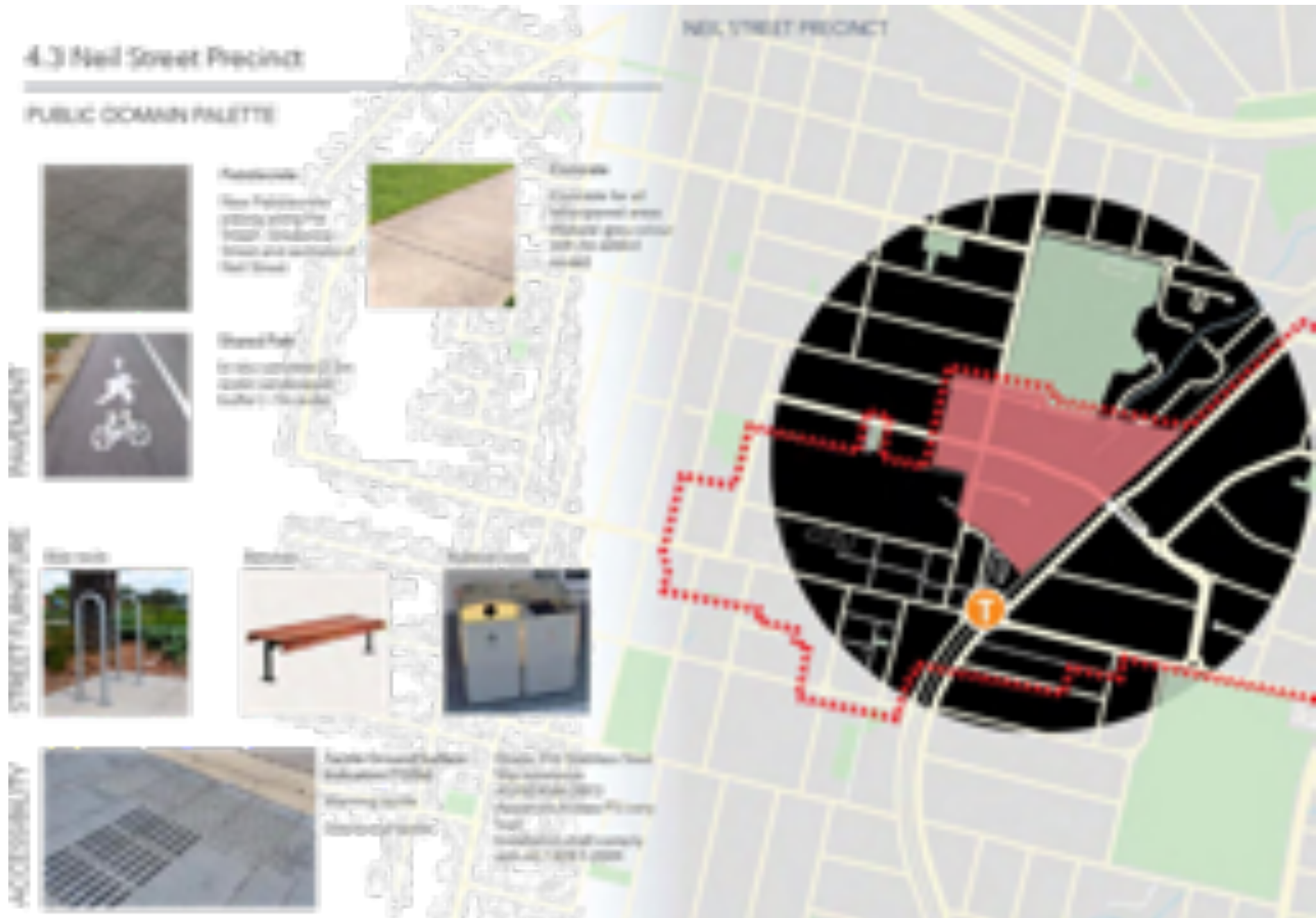
Marylands Road



Marylands Road



Marylands Road (with streetlights)



4.3 Neil Street Precinct

PUBLIC DOMAIN



SHARED STREETS

Shared streets create more active communities and provide opportunities for walking and cycling. This will create healthier and happier communities, and assist with resilience and mitigation of climate change.

WATER SENSITIVE URBAN DESIGN (WSUD)

Water sensitive Urban Design (WSUD) measures will be incorporated into streetscape design. This will assist with reducing potential flooding in the area and maximize opportunities for healthier and more green and vibrant areas.



PAVED AND OPEN SPACE

Neil Street Park will serve as a major recreational space for the precinct. It will provide space for gatherings and events and space for active recreation.



SECTION AND TREE PLANTING

CONCLUSIONS

Helicoverpa spp. larvae will be present at that level. It is a handy test that can indicate food conditions, and a good start to the day that Great Horned owls visit.



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[illegible]

**Major University
Publications**



Source: *Author's calculations*.

RESULTS

[illegible]

4.3 Neil Street Precinct

WATER SENSITIVE URBAN DESIGN

Best practice Water Sensitive Urban Design (WSUD) measures will be incorporated into realisations of the Neil Street Precinct. These will be selected within areas set aside to improve opportunities for healthier tree and growth and canopy cover in a small area.

Tree Cuts

Tree cut systems can be designed using best practice WSUD principles to capture overland stormwater and effectively filter and retain water within source of catchment reducing the amount of stormwater on the network - tree cut systems can also help reduce multiple benefits to both green and blue infrastructure and for the wider community.

Guidelines

- i) Tree cut systems shall be incorporated where tree planting occurs within foot paved areas and the road corridor along Neil Street, Maxwell Road, Neil Street, and Griffith Street and Grand Avenue.
- ii) Tree cut systems shall be designed for minimum 200L cut volume per year for establishment of mature vegetation.
- iii) WSUD activities shall be incorporated to capture overland stormwater and direct into rain gardens and tree planting/tracks thereby reducing the quantity of stormwater runoff and cooling and greening our local environment.



Rain Gardens

Rain gardens are built into the roadway, generally at street corners near stormwater drains. The gardens slow the flow of stormwater run off, reduce peak waterlogging risk, and improve the aesthetic value of footpaths.



Stormwater Cuts

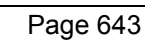
Stormwater cuts encourage the growth of trees and build strong root structures. They can more easily be done periodic storms slowing the flow of water into stormwater drains.



Water Sensitive Urban Design (WSUD) Principles

WSUD principles are to use the natural environment to mitigate the impacts of urban development. This can include slowing stormwater run off, reducing the impacts of drought through soil saturation, and treating water and more development.

PUBLIC COMMON PALETTE



4.4 Merrylands Station Precinct (East)

PUBLIC DOMAIN



LANDSCAPE

A new landscape from Sydney Street to Merrylands Road will allow us entry to apartment buildings off the main pedestrian route. This will encourage active street frontages and an attractive built form.

PLANTLAND VERGES

Planters will green pedestrian protection areas and street corners. Landscaping will create a safe buffer around the bus station building from present environment for cyclists and pedestrians.



PERMEABILITY

New pedestrian walkways will increase the permeability of longer street blocks. This will encourage walking, activity and a more interesting experience for pedestrians.



4.4 Maryland's Station Precinct (East)

SECTION AND TREE PLANTING

TREE PLANTING

Yellow Torii will be lined with
Fraxinus trees along the eastern
side of the road. It has a fragrant
yellow flower in summer and
decays a green, mossy green. It
will create shade for pedestrians and
for the greenhouses businesses that
will be the most visible buildings.



Left: Fraxinus trees



Right: Fraxinus trees

SECTION



5. Implementation of Works

The works outlined in the Public Domain Plan will be delivered by Council as part of its Capital Works Program or by the private sector through a range of future development activity.

The Public Domain Plan for the Merseyside Town Centre will be progressively implemented in stages. The timing of works will be determined by development activity along the Corridor, available funding for Council to use, or the delivery of works in accordance to local infrastructure contributions or planning agreements.

The areas where the Public Domain Plan are implemented by a developer, the following guidelines shall apply:

- The Developer will be responsible for the complete works from interface with the street frontage to the merchant and in accordance with the Public Domain Plan.
- Public Domain works to be in accordance with the Works Schedule prepared by Council.
- Construction works for the public domain to be approved by Council's representative prior to final sign-off.

DOCUMENTS
ASSOCIATED WITH
REPORT C06/21-789

Attachment 6
Land Use Planning Analysis



Land use planning analysis

Targeted sites in Merrylands and Guildford



CUMBERLAND
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Merrylands



Overview of Merrylands site-specific proposals



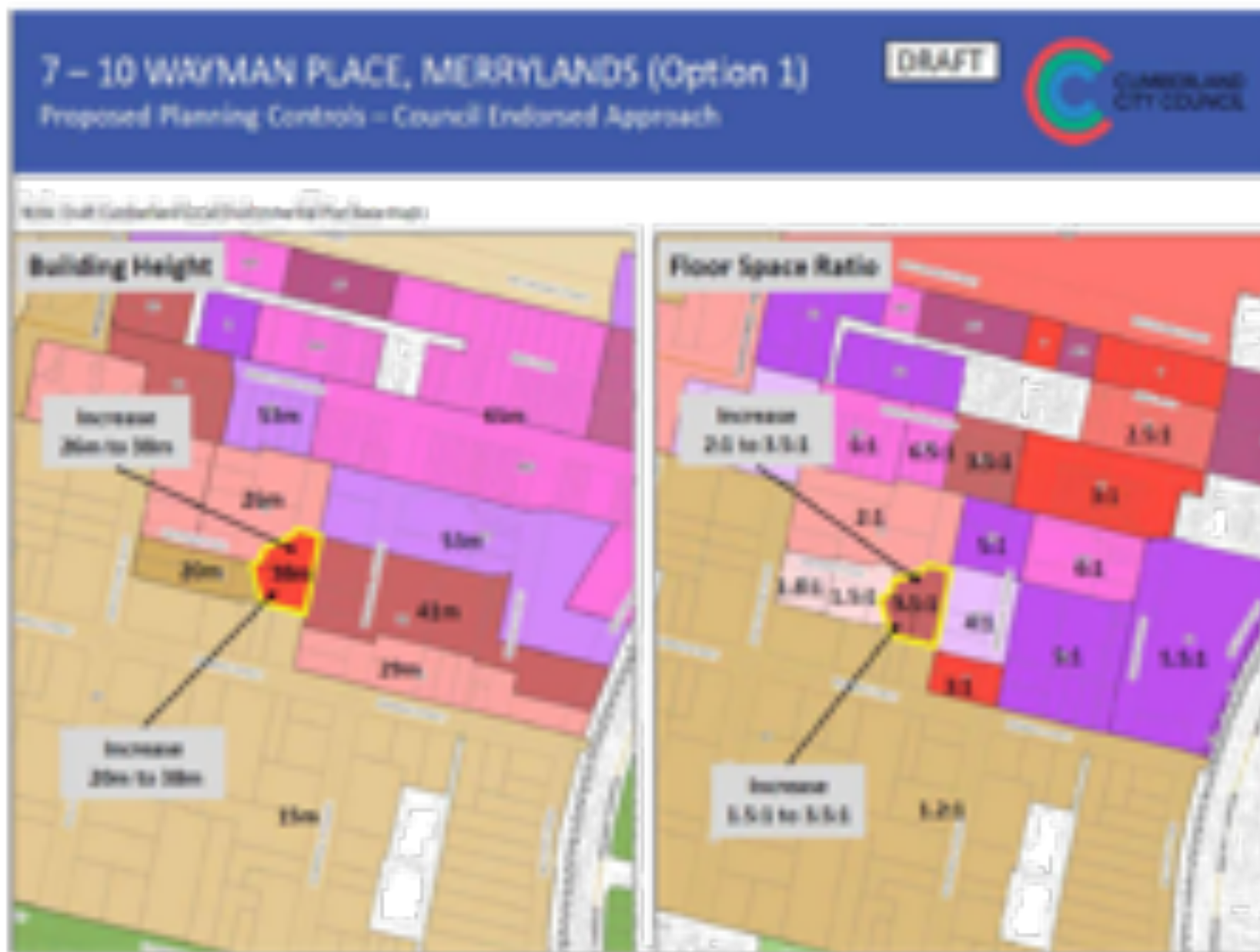


CUMBERLAND
CITY COUNCIL

Early consultation planning approach – Merrylands







7 – 10 WAYMAN PLACE, MERRYLANDS (Option 2)

Proposed Planning Controls – Alternative Approach (Transitional Height and FSR)

DRAFT



Note that the following table shows the proposed planning controls for the site.



DRAFT





CUMBERLAND
CITY COUNCIL

Proposed approach following early consultation – Merrylands



Burnett Street Neighbourhood Centre



Continue with proposed approach identified in early consultation, with inclusion of 2 Fowler Road, Merrylands

Potential dwelling yield based on planning controls
= 260



Merrylands Road (between Burnett Street and Chetwynd Road)

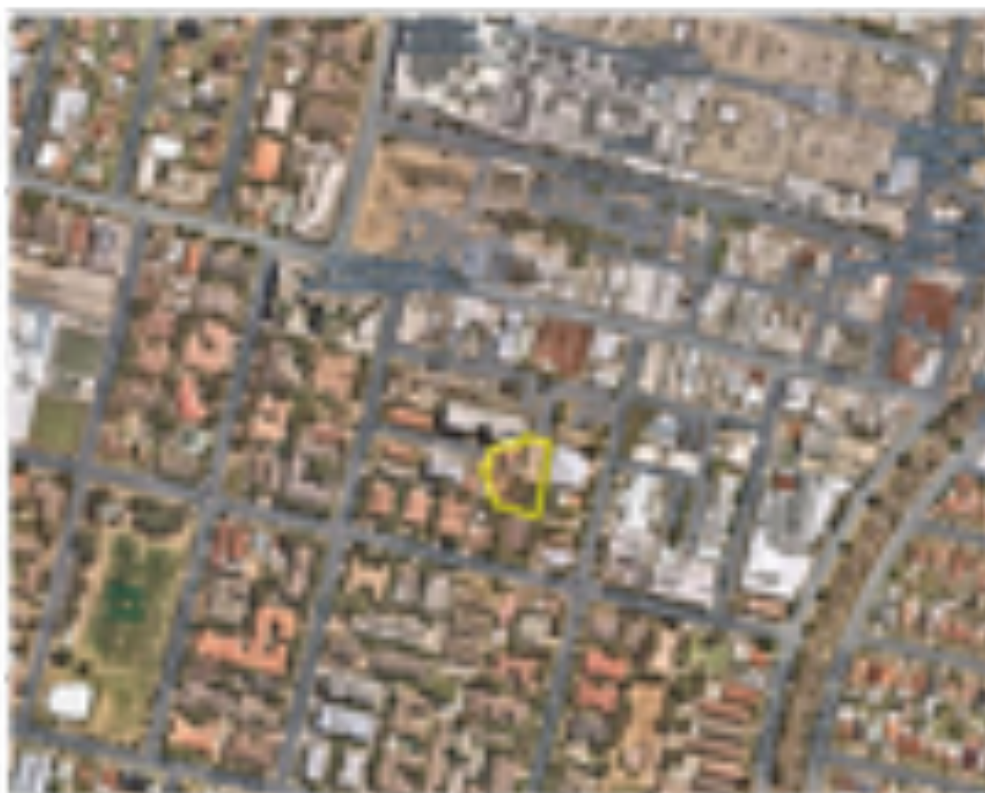


Continue with
proposed approach
identified in early
consultation

Potential dwelling
yield based on
proposed planning
controls = **Over 1.80**



7-10 Wayman Place, Merrylands



Progress Option 2
identified in early
consultation as
proposed approach

Potential dwelling
yield based on
proposed planning
controls = **Between
50-60**



Merrylands Road (East of station)



Continue with proposed approach identified in early consultation, with inclusion of northern side of Albion Avenue, Merrylands

Potential dwelling yield based on proposed planning controls
= **Over 170**



CUMBERLAND
CITY COUNCIL

Guildford



Overview of Guildford site-specific proposals





CUMBERLAND
CITY COUNCIL

Early consultation planning approach – Guildford

32-34 MARIAN STREET & 2A BURY ROAD, GUILDFORD

DRAFT

Proposed Planning Controls – Council Endorsed Approach



Note: Draft Cumberland Local Environmental Plan 2022 map







CUMBERLAND
CITY COUNCIL

Proposed approach following early consultation – Guildford



32-34 Marian Street and 2A Bury Road, Guildford



Proposed approach refined based on advice from Cumberland Local Planning Panel, with reduced height and density when compared to early consultation approach

Potential dwelling yield based on proposed planning controls = **Over 140**



Victor Brazier Park



Continue with proposed approach identified in early consultation

The land identified in proposal represents 140sqm of the total park area of 7640sqm, equating to less than 2% of the land on the site

DOCUMENTS
ASSOCIATED WITH
REPORT C06/21-789

Attachment 7
Traffic and Transport Analysis

Technical Advisory Note

Key Information	
Project	Cumberland Council Transport Study
Project Number	SCT_201901
Document Name	Marylands and Gullford Proposed Planning Controls – Traffic Advice
Date	18 May 2021
Prepared	Francis Langford, Principal Consultant
Reviewed	Andy Hung, Director
Authorised	Andy Hung, Director

Purpose of this note

Cumberland City Council is undertaking early consultation on proposed planning controls for targeted sites in the Marylands and Gullford areas. The proposed planning controls under the following table:

- **Marylands**
 - Burnell Street Neighbourhood Centre
 - Marylands Road between Burnell Street and (Chaffers Road)
 - 1-10 Maynard Place
 - Marylands Road west of station
- **Gullford**
 - 10-12 Station Street and 12-14 May Street

This technical note provides initial, high-level advice to Council on the potential traffic impacts of each of these proposed planning controls.

Marylands

Burnell Street Neighbourhood Centre, Marylands

Proposed planning controls and associated details

The proposed planning controls at Burnell Street Neighbourhood Centre are intended to progress proposals as resolved by Council in July 2020 and September 2020 to increase building height and density in the neighbourhood centre, and apply these controls to 3 frontage blocks, 4 corner blocks and 1 flank block. Frontage blocks are 1-10 Maynard Street, 4 Burnell Street and 17-18 May Street would be increased from 8/19-20 to accommodate the expansion of the centre (Figure 1).

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Figure 1 Burnt Mill Neighbourhood Centre development outline



Source: Cumberland Council (2019), *Neighbourhood Plan: Proposed Planning Controls*

According to public information prepared by Council, the proposed planning controls are expected to result in **200 additional dwellings**.

Trip generation

The trip generation for the above additional dwellings can be estimated based on the recommended generation rates provided by Cumberland Council. These recommended trip generation rates are based on two variables: the number of cars per unit, and the distance from the nearest station, as shown in **Table 1**.

Table 1 Recommended vehicle trip generation rates for high density residential dwellings in Cumberland Council, differentiated by parking spaces and distance from the nearest train station

Distance from the nearest train station	0.5 car / unit	1 car / unit	2 or more cars / unit
0-100m	0.150	0.150	0.300
1-200m	0.150	0.200	0.400
0-200m	0.000	0.000	0.000

Source: CPT Consulting (2019), *Technical Note: Recommended Trip Generation Rates*, May 2019.

The site is approximately 1.5km from Burnt Mill station. With reference to **Table 1**, and taking into account the higher parking car ownership patterns for flats in development (compared to houses) (30% of flats have no car, 10% have one car, and 60% have two or more cars), the estimated trip generation rate for the site is **0.20**. This vehicle trip rate results in an estimated **70 additional vehicle trips** in the AM peak.

Local traffic impacts

These additional vehicle trips are likely to have a minor impact on the network, although they are unlikely to require a detailed list of traffic modelling at the planning approval stage. However, there may be a need for a local traffic impact assessment to quantify the impact during the PA stage, particularly at the **Burnt Mill Road / Burnt Mill Road intersection**.

Additionally, given the number of additional dwellings and the distance to Burnt Mill station, consideration should be given to the potential for improvements to **local connectivity**, in particular bus route 555 to Burnt Mill and Burnt Mill, and the potential for a **cycle route** to the station at Burnt Mill station.

Burnt Mill Road, Burnt Mill

Proposed planning controls and expected yield

The proposed planning controls along Burnt Mill Road support the reallocation and creation of additional residential space (high density residential) and Burnt Mill Road. The proposed planning controls involve rezoning part of the site south of Burnt Mill Road from B2 to B1, and another section B2 to B1 (Figure 2).

Figure 1 Burnside Road planning controls



Source: Cumberland Council (2017), Burnside Road Proposed Planning Controls

According to staff estimates prepared by Council, the proposed planning controls are expected to result in **140 additional dwellings**.

Trip generation

The rate is between 1.0 car and 1.5 cars per 100 square metres. Similar to Burnside Road (high-density urban), the estimated vehicle trip generation rate is between 0.25. This results in an estimated **40 additional vehicle trips** in the AM peak.

These additional vehicle trips are not considered to be significant and unlikely to require a detailed TIA or traffic modelling at the planning proposal stage. It is anticipated that further assessments required undertake at the Development Application stage.

3.10 Wayman Place, Maryland

Proposed planning controls and expected results

The proposed planning controls at 31-33 Wayman Place are intended to progress Council's resolution of September 2019 to better align building heights and density with surrounding neighbourhood. Council is consulting on two options for revised planning controls including an uplift in height and FSR, as shown in Figure 3 and Figure 4.

Figure 3 31-33 Wayman Place planning controls option 1: Increased height and FSR



Source: Cumberland Council (2017), 31-33 Wayman Place Proposed Planning Controls

Figure 4 31-33 Wayman Place planning controls option 2: Increased height and FSR



Source: Cumberland Council (2017), 31-33 Wayman Place Proposed Planning Controls

According to staff estimates prepared by Council, the proposed planning controls are expected to result in a maximum of **40 additional dwellings** (under Option 1) and a maximum of **40 additional dwellings** (under Option 2).

Trip generation

The rate is approximately 1.0 car per 100 square metres. Similar to Burnside Road (high-density urban), the estimated vehicle trip generation rate is between 0.25. This results in an estimated maximum of **40 additional vehicle trips**, and a maximum of **40 additional vehicle trips** in the AM peak.

These additional vehicle trips are not considered to be significant and unlikely to require a detailed TIA or traffic modelling at the planning proposal stage. It is anticipated that further assessments required undertake at the Development Application stage.

Warrlands Road (just east of station), Warrlands

Proposed planning controls and expected plans

The proposed planning controls aim to help plan and support the realisation and evolution of our town between Warrlands Town Centre and the Warrlands Road Corridor. The proposed planning controls involve specific design and layout, as shown in Figure 5.

Figure 5 Warrlands Road (just east of station) planning controls



Source: Cumberland Local Transport Plan, Warrlands Road Planning Controls

According to early estimates prepared by Council, the proposed planning controls are expected to result in **27% additional footways**.

Use generation

The site is directly adjacent to Warrlands station. East of Warrlands station, walking up Warrlands Road to the site is slightly higher than in Warrlands town centre (11% of the town is up, 10% more up, and 10% more up). Consequently, all reference to Table 4, the full peak hour vehicle trip rate is reduced to 14.1. The vehicle trip rate results in an estimated **20 additional vehicle trips** in the full peak.

Local traffic impacts

These additional vehicle trips are likely to have a material impact on the road network given its proximity to major development in the Warrlands town centre and Warrlands Road corridor. As strategic planning work has been undertaken at these locations, further that is resulting in additional requests at the planning proposal stage. However, this could be proposed in the future as a full traffic or a local traffic impact assessment at the full stage. Given the layout of the surrounding road network, the impacts of the additional vehicle trips are likely to be more significant at the following intersections:

- The Warrlands Road / Railway Terrace priority intersection, including the potential impacts on pedestrians accessing Warrlands station from the road
- The Warrlands Road / Luffield Street roundabout
- The Warrlands Road / Warrlands Road signalised intersection
- The Warrlands Road / Warrlands Road roundabout
- The Warrlands Road / Warrlands Road signalised intersection

Additionally, aside from the vehicle impact issues, consideration should be given to **increasing the speed of walking, cycling and road journeys**, including:

- Improving walking opportunities east of Warrlands station, to encourage walking to the major retail area
- Increasing pedestrian priority and safety along Warrlands Road, using measures such as widening pedestrian footpaths, new paving and better lighting

Subsidiary Issues Transportation



- Improving the cycling network along railway corridors to better cycle access to Penrith (20)
- Exploring opportunities to connect Marylands Road and Road with cycleways

Consideration Traffic Impacts

It is expected that the proposed planning controls in this plan will be expected to generate around 200 additional vehicle trips in the AM peak. The four sites are not located closely together and their impacts will be spread over different parts of the local road network, both east and west of the station.

Guildford

11.14 Marys Road and 11.15.1 Road

Proposed planning controls and expected results

The proposed planning controls at the site are at 11.14 Marys Road and 11.15.1 Road are intended to propose proposals to increase building height and construction of a small amount of non-residential transport, as shown in Figure 6.

Figure 6: 11.14 Marys Road and 11.15.1 Road planning controls



Notes: The proposed planning controls are shown in yellow and pink. The surrounding areas are shown in green and orange.

According to early estimates prepared by Council, the proposed planning controls are expected to result in 200 additional vehicle trips.

The generation

The site is approximately 1.5km from Guildford station. With reference to Table 1, given the car ownership patterns for the area, the AM peak-hour vehicle trip rate is estimated at 1.2. The vehicle trip rate results in an estimated 240 additional vehicle trips in the AM peak.

These additional vehicle trips are not considered to be significant and unlikely to require detailed traffic modelling at the planning proposal stage. It is anticipated that further assessments will be undertaken at the Development Application stage.

DOCUMENTS
ASSOCIATED WITH
REPORT C06/21-789

Attachment 8
Early Consultation and
Submissions



CUMBERLAND
COUNCIL

Targeted planning controls for Merrylands

Submissions received during early consultation



Overview of Merrylands site-specific proposals





Burnett Street Neighbourhood Centre

Overview of submissions



1 submission received
(as at 31 March 2021)

1 in support

- Requests rezoning and amended planning controls to align with B1 Neighbourhood Centre

Objection on the basis of:

- Increased traffic
- Lack of available carparking
- Overshadowing
- Impact on house prices

Recommendation:

Progress amendments to zoning, building height and density controls for the Burnett Street Neighbourhood Centre - include in planning proposal



Merrylands Road (between Burnett Street and Chetwynd Road) Overview of submissions



4 submissions received
(as at 31 March 2021)

2 in support, citing:

- Improved amenity
- Positive impact on property values

2 objections on the basis of:

- Increased traffic
- Concerns about liveability and local character
- Impact of density and overshadowing
- Impact on house prices

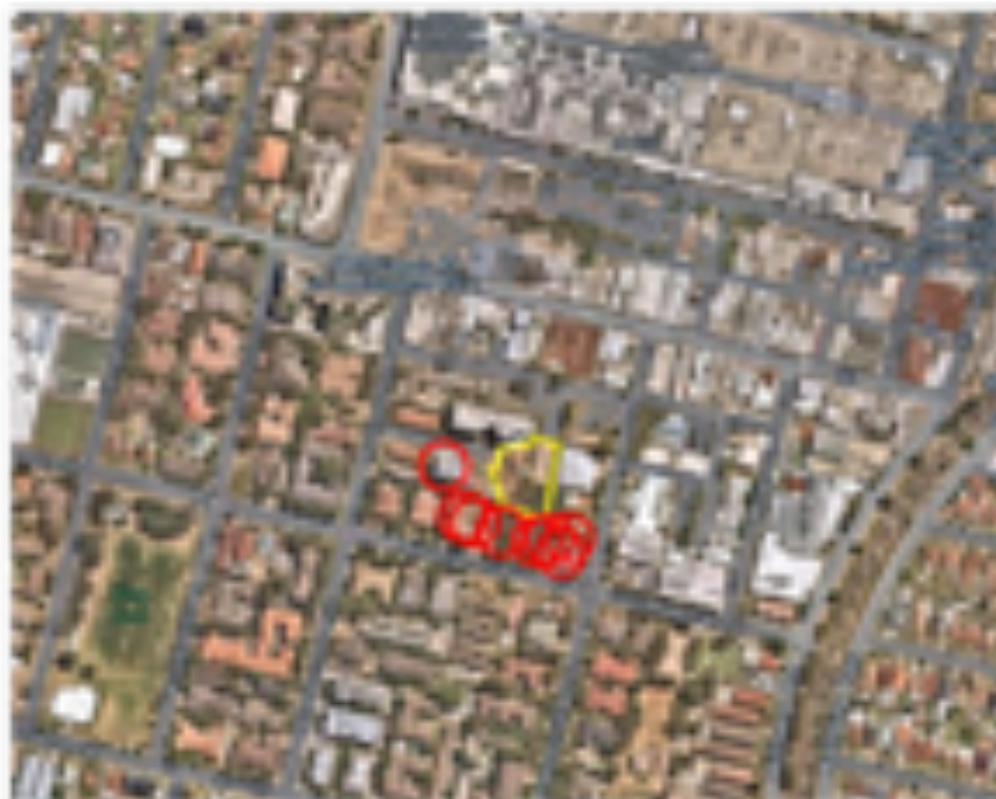
Recommendation:

Progress transitional built form controls between Burnett Street Neighbourhood Centre and Merrylands Town Centre. - Include in planning proposal



7-10 Wayman Place, Merrylands

Overview of submissions



13 submissions received
(as at 31 March 2021)

Objections* on the basis of:

- Increased traffic
- Lack of available carparking
- Concerns about liveability and local character
- Impact of density and overshadowing
- Impact on house prices
- Urban heat considerations and loss of tree canopy

*Includes 5 submissions from out of area

Recommendation:

Progress transitional built form controls between:
– include in planning proposal



Merrylands Road (East of station) Overview of submissions



11 submissions received
(as at 31 March 2021)

8 in support, citing:

- Housing affordability
- Access to public transport
- Vibrancy
- Site-specific requests for similar controls on northern side of Allison Street

3 objections* on the basis of:

- Increased traffic
- Concerns about liveability and local character
- Impact of density and overshadowing

*Includes 1 submission from out of area

Recommendation:

Progress transitional built form controls – include in planning proposal



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Site-specific Submissions
Included in Planning Proposal



2 Fowler Road, Merrylands



Proposal Summary	Current Controls (Draft CUEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 9m FSR: N/A	B1 Neighbourhood Centre Height: 17m FSR: 2:1
	Proposed built form (as submitted) No change	
Stakeholder Submission	Stakeholder proposes rezoning 2 Fowler Road, Merrylands from R2 to B1, building height from 9m to 17m and floor space ratio from N/A to 2:1. The amendments would align with proposed planning controls at adjoining properties.	

Recommendation:

Include in planning proposal - rezone B1 with corresponding height and density



1-21 Albion Avenue, Merrylands



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
	R2 Low Density Residential Height: 8m FSR: N/A	R4 High Density Residential Height: 15m FSR: 1.2:1
	Proposed built form (as indicated)	
	No change	
Rationale Submission	Stakeholder proposes rezoning 1 to 21 Albion avenue from R2 to R4, building height from 8m to 15m, and floor space ratio from N/A to 1.2:1. The amendments would align with proposed planning controls for adjoining properties and is within 500m walking distance of Merrylands Station	

Recommendation:

Include in planning proposal



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Site-specific Submissions
Not included in Planning Proposal



Major Road, Merrylands



Proposal Summary	Current Controls (Draft CUEP)	Proposed Controls (Submission)
	R2 Low Density Height: 8m FSR: N/A	R4 High Density Residential Or R3 Medium Density Residential
	Proposed Built Form (as exhibited)	
	No change	
Relevant Submission	Stakeholder proposes rezoning of properties on Major Road from R2 to R3 or R4, stating that adverse impacts of rezoning of properties along Merrylands Road.	

Recommendation:

Not included in planning proposal



Merrylands Road, Smyth Street and Loftus Street, Merrylands

	Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submission)
		B4 High Density Residential Height: 11m FSR: 0.8:1	B4 High Density Residential Height: 38 to 45 metres FSR: 4:1
	Proposed built form (as exhibited)	B4 High Density Residential Height: 11m FSR: 1.2	
	Recommendation	Stakeholder proposes building height from 9m to 38-45m, and floor space ratio from 0.8:1 to 4:1 stating development viability, proximity to transport and potential for amenity uplift.	

Recommendation:

Not included in planning proposal – inconsistent with current stepped down approach to built form around Merrylands station.



87-91 Merrylands Road, Merrylands

	Proposal Summary	Current Controls (Draft CLBP)	Proposed Controls (Submission)
		B4 Mixed use Height: 21m FSR: 2:1 Proposed built form (as exhibited) No change	Height: 35m
	Planner's Submission	Dataholder proposes building height increase from 21m to 35m to facilitate more housing choice that has good access to transport, outdoor space and retail.	

Recommendation:

Not included in planning proposal – inconsistent with current stepped down approach to built form around Merrylands station.

Merrylands Road, Merrylands (East Of Station)

	Proposal Summary	Current Controls (Draft CLUP)	Proposed Controls (Submission)
		B1 Neighbourhood Centre R4 High Density Residential R2 Low Density Residential Height: 8m, 11m, 12m, 14m FSR: 0.8:1, 1.1:1, 1.2:1, 1.5:1	Increase planning controls across the precinct to encourage greater revitalisation.
		Proposed built form (as exhibited) R4 High Density Residential Height: 15m, 18m, 20m FSR: 1.2, 1.5:1, 1.8:1	
	Rationale/ Submission	Stakeholder agrees with planning control changes, but proposes increased controls to encourage revitalisation and greater housing options.	

Recommendation:

Not included in planning proposal – alternate transitional built form approach proposed



57-61 Merrylands Road, Merrylands

	Proposal Summary	Current Controls (Draft CUEP)	Proposed Controls (Submission)
		R3 Medium Density Height: 11m FSR: 0.8:1 Heritage Item: S8 Merrylands Road	R4 High Density Residential Height 10m FSR 1.2:1 Deregister heritage item at S8 Merrylands Road
		Proposed built form (as submitted) No change	
	Recommender Submission	Stakeholder proposes extension of controls to S7, S1 Merrylands Road and to deregister heritage item at S8 Merrylands Road, stating diminished heritage significance and a proposed pedestrian walkway that would cut across the heritage item outlined in Draft Cumberland DCP.	
Recommendation:		Not included in planning proposal – further independent assessment of heritage significance required to support de-listing and/or appropriate site controls	



21-23 Neil Street, Merrylands





CUMBERLAND
COUNCIL

Targeted planning controls for Guildford

Submissions received during early consultation



Overview of Guildford site-specific proposals



32-34 Marian Street and 2A Bury Road, Guildford
Progress Council resolution of September 2020 to facilitate high density residential development consistent with adjoining high density area.

Victor Brazier Park, Excelsior Street, Guildford
Progress Council resolution of March 2020 to rezone a small isolated area of the park with poor surveillance, and reclassify the subject area from 'Community' to 'Operational' land to allow for low density residential uses.



32-34 Marian Street and 2A Bury Road, Guildford

Overview of submissions



67 submissions received (as at 31 March 2021):

Includes 4 submissions from out of area, indicating a range of support and objections to the proposal

5 in support, citing:

- Housing choice and affordability
- Access to public transport, local jobs, services and open space
- Opportunity for revitalisation and renewal
- Quality urban design
- Environmental sustainability outcomes

2 objections on the basis of:

- Increased traffic
- Lack of available car parking
- Safety concerns
- Concerns about liveability and local character
- Impact of density and overshadowing

Recommendation:

Progress amendments to zoning, building height and density controls - include in planning proposal

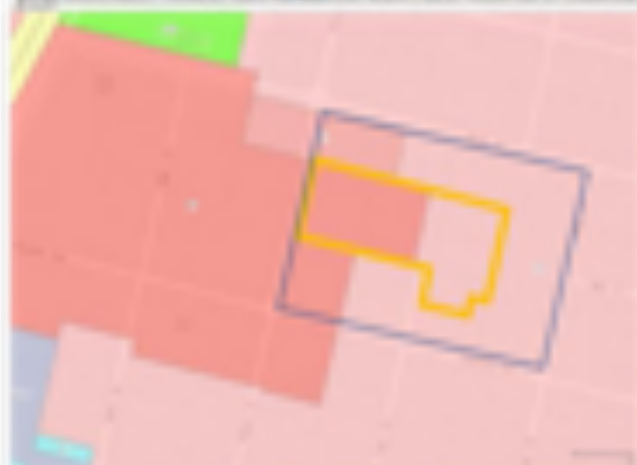


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Site-specific Submissions
Not included in Planning Proposal



32-34 Marian Street and 2A Bury Road, Guildford



Proposal Summary	Current Controls (Draft CLEP)	Proposed Controls (Submitted)
	R2 and R4 HOB 11m/8m FSR 0.8:1/NA	Rezone entire street block R4 with additional height and density subject to detailed urban design work.
	Proposed built form (as submitted) R4 HOB 21m FSR 1.7:1	
Rationale/ Submission	Submission supports proposed planning controls. However, submits that the whole block bounded by Marian Street, Bursell Street, West Street and Mountford Avenue should be considered for upzoning to allow for higher density residential development. This would provide more opportunities for high quality urban design outcomes and more orderly development.	

Recommendation:

Not included in planning proposal - progress proposed planning controls as per early consultation - insufficient evidence to support additional uplift at this stage

DOCUMENTS
ASSOCIATED WITH
REPORT C06/21-789

Attachment 9

Cumberland Local Planning
Panel Minutes - 26 May 2021



**Extraordinary Cumberland Local Planning Panel Meeting
26 May 2021**

Minutes of the Extraordinary Cumberland Local Planning Panel Meeting held via Zoom on Wednesday 26 May 2021.

PRESENT:

The Hon. Paul Stein AM (Chairperson), Lianne Coop, Michael Ryan and Miriam Ristic.

IN ATTENDANCE:

Daniel Cowan, Shane Porter, Fiona McDermott, Sara Cain, Olivia Shields, Denise Kuzman and Rachna Rani.

NOTICE OF LIVE STREAMING OF CUMBERLAND LOCAL PLANNING PANEL MEETING

The Chairperson advised that the Cumberland Local Planning meeting was being streamed live on Council's website and members of the public must ensure their speech to the Panel is respectful and use appropriate language.

The meeting here opened at 11.30am.

DECLARATIONS OF INTEREST:

There were no declarations of interest.

ADDRESS BY INVITED SPEAKERS:

The following persons had made application to address the Cumberland Local Planning Panel meeting:

<u>Speakers</u>	<u>Item No. Subject</u>
Gillian Kirby	Planning Proposal - Targeted sites in Maryland & Gullford
Perry Smith	Planning Proposal - Targeted sites in Auburn & Lidcombe
M. Erwan Yasar	Planning Proposal - Targeted sites in Auburn & Lidcombe
Sophie Kuzmanuk	Planning Proposal - Targeted sites in Auburn & Lidcombe
Rayan Daylan	Planning Proposal - Targeted sites in Auburn & Lidcombe
Fayol Sadiq	Planning Proposal - Targeted sites in Auburn & Lidcombe

The Chairperson enquired to those present in the Gallery as to whether there were any further persons who would like to address the Panel and no further persons presented themselves.



Extraordinary Cumberland Local Planning Panel Meeting
26 May 2021

The open session of the meeting have closed at 12:15pm.

The closed session of the meeting have opened at 12:40pm.

ITEM EELPP01921 - PLANNING PROPOSAL - GRANVILLE TOWN CENTRE AND SURROUNDS

PANEL RECOMMENDATION:

That the Cumberland Local Planning Panel (CLPP) supports the planning proposal for the Granville Town Centre and surrounds being forwarded to the Department of Planning, Industry and Environment for Gateway Determination subject to the following comments which the Panel suggests that the Council take into consideration when the Council review this Planning Proposal.

1. The Panel notes that the Planning Proposal is a package that includes a draft development control plan for the Granville Town Centre and suggests that cross reference be made to parts B & C of the Cumberland Development Control Plan.
2. The Panel notes that there were no speakers registered to speak at the public meeting for this Planning Proposal.

For: The Hon. Paul Stein AM QC (Chairperson), Leanne Grogg, Michael Ryan and Stuart Ross.

Against: Nil.

ITEM EELPP02021 - PLANNING PROPOSAL - TARGETED SITES IN MERRYLANDS AND GUILDFORD

PANEL RECOMMENDATION:

That the Cumberland Local Planning Panel (CLPP) supports the planning proposal for targeted sites in Merrylands and Guildford being forwarded to the Department of Planning, Industry and Environment for Gateway Determination subject to the following comments which the Panel suggests that the Council take into consideration when the Council review this Planning Proposal.

1. In relation to the Planning Proposal for 32-34 Marion Street and 18, Bury Road the Panel does not support the height limit of 21 metres and the proposed FSR of 1.7:1 and is of the opinion that a more appropriate height of buildings limit would be 14 metres with a FSR 1.3:1. The Panel is of the opinion that reduced height and density would assist in providing an adequate transition to the R2 zone with a height of 9 metres and would be more appropriate bearing in mind the context of the area.
2. In relation to the Planning Proposal for 7-11 Wayman Place, Merrylands the majority of the Panel support the proposed height of buildings and



Extraordinary Cumberland Local Planning Panel Meeting
26 May 2021

proposed FFR and are of the opinion that it provides a more suitable transition from 20 metres at the west of the site through to 41 metres to the east of the site in the context of being located within the boundary of the Werrylands Town Centre.

Further Leisea Group was not in favour of the Planning Proposal for 7-10 Weyman Place, Werrylands and any further uplift to these sites.

3. The Panel supports the Planning Proposal as it relates to the Burnett Street Neighbourhood Centre, Werrylands Road, Werrylands (between Burnett Street and Charleynd Road), Werrylands Road, Werrylands (east of station) and for Victor Brauer Park.

For: The Hon. Paul Stein AM QC (Chairperson), Leisea Group, Michael Ryan and Stuart Ross.

Against: Nil.

ITEM BELP/21/01 - PLANNING PROPOSAL - TARGETED SITES IN HUBURN AND LIDCOMBE

PANEL RECOMMENDATION

That the Cumberland Local Planning Panel (CLPP) supports the planning proposal for targeted sites in Auburn and Lidcombe being forwarded to the Department of Planning, Industry and Environment for Gateway Determination subject to the following comments which the Panel suggests that the Council take into consideration when the Council review this Planning Proposal:

1. In relation to the Planning Proposal for the Gullbols Precinct, Auburn, the Panel notes the strategic merit of the proposal but suggests that:
 - (a) the view line analysis at page 486 of the Panel's business paper be included in Part F2-1 Auburn Town Centre Development Control Plan (section 2.5 Site Specific Controls-Gullbols Precinct), and;
 - (b) Figure 8 in Part F2-1 Auburn Town Centre Development Control Plan (section 2.5 Site Specific Controls-Gullbols Precinct) be amended so that the 9 metre height limit applies to the front 50% portion of each site.
2. In relation to the Planning Proposal of Auburn Road, Auburn (between Beatrice Street and Helena Street) the Panel supports the proposal to reduce the site from R2 to B4 and the associated amendments of the height of building map and FFR map.

The Panel does not support the proposed amendment to the Planning Proposal submitted by the owner and its Town Planner to move the boundary of the 12 metre height of building limit 12 metres to the south.

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The Panel supports the staff recommendation that the transition between the two height limits are appropriate.

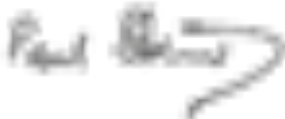
3. The Panel supports the Planning Proposal for Childs Street, Lidcombe (interface with Chesham Reserve).

For: The Hon. Paul Stein AM QC (Chairperson), Leanne Dang, Michael Ryan, and
Murray Ross.

Against: Nil.

The meeting terminated at 2.05pm.

Signed:



The Hon. Paul Stein AM QC
Chairperson