



CUMBERLAND
CITY COUNCIL

PART F4 SPECIAL PRECINCTS

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PART F4-1

23 – 27 LYTTON STREET,
WENTWORTHVILLE

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1. Introduction

1.1 Land to which this Section applies

This section applies to the land at 23-27 Lytton Street, Wentworthville, being formally described as Lot 1 DP787784.

2. Objectives and controls

Objectives

- O1. Ensure that any future development on the site provides adequate separation to adjacent properties the low density development is consistent with that allowed under the R2 zone of *Cumberland LEP 2021*.
- O2. Protect the amenity of nearby properties and the use of those properties.

Controls

Setbacks

- C1. Any new building on the property is to adhere to the following setbacks from the identified property boundary:
 - minimum of 6m setback from the front (street facing) property boundary. This setback;
 - distance may be reduced in order to align the new building with an existing building on the property;
 - minimum of 6m setback from the rear property boundary;
 - minimum of 3m setback from the side property boundary; and
 - minimum of 3m setback from the side and from the rear property boundaries to be applied to basement levels.

Side and Rear Setbacks

- C2. The land within the rear and side setback areas is to be used for landscaping (vegetation planting). This landscaping is to provide a level of privacy from, and to provide a visual interruption to, the building when viewed from either the adjacent open space areas or the residential properties to the north and south.

Landscaping

- C3. A minimum of 25% of the site area is to be landscaped.

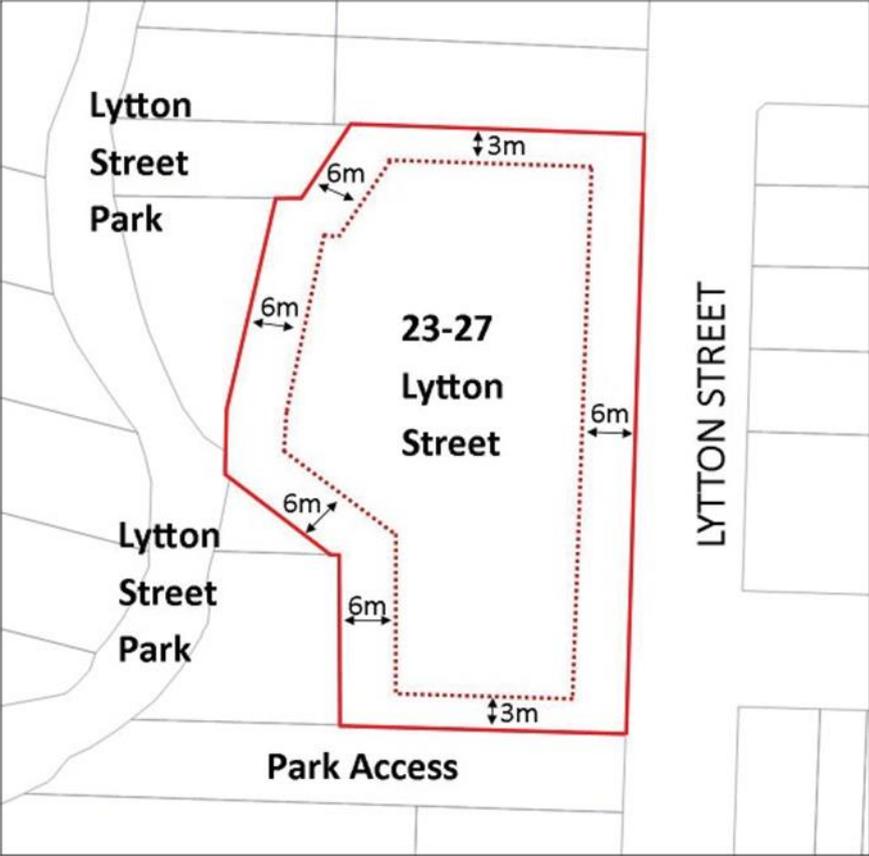


Figure 1: Setbacks for 23-27 Lytton Street, Wentworthville (not to scale)

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CUMBERLAND
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PART F4-2

MAYS HILL, FINLAYSON AND SHERWOOD TRANSITWAY PRECINCT

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1. Introduction

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

This Part of the DCP applies to all development within the Transitway Precincts of Mays Hill, Finlayson and Sherwood as shown in Figure 1.



Figure 1: Mays Hill Transitway Precinct

2. Mays Hill Transitway Precinct

Vision

2.1 Desired Future Character Statement

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

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

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

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

2.2 Objectives and controls

General Objectives

- O1. Create an active urban area with a wide range of services and mixed uses in close proximity to public transport by:
 - mix of uses and good pedestrian access along the interface of the Great Western Highway; and
 - allowing taller buildings along the highway that include retail and commercial uses at ground level; and
 - creating a sense of community through retaining the domestic scale in the areas adjacent to the highway; and
 - consolidating sites to allow for more usable open space.
- O2. Ensure development responds to:
 - site opportunities and constraints; and
 - the need for concentrated activity, building height and building mass on the highway, while retaining a suburban feel to the adjacent blocks; and
 - the need for high quality building and design.
- O3. Ensure buildings in the Mays Hill Transitway Station Precinct, regardless of its use or type, are of a quality design, such that the design:
 - responds and contributes to its context being the key natural and built features of the area;
 - provides an appropriate scale in terms of the bulk and height that suits the scale of the street and the surrounding buildings;
 - achieves an appropriate built form for the site and the building's purpose, in terms of building alignments, proportions, building type and the manipulation of building elements;
 - has a density appropriate for the site and its context, in terms of floor space yields (or numbers of units or residents);
 - makes efficient use of natural resources, energy and water through the building's full life cycle, including construction;
 - recognise that together landscape and buildings operate as an integrated and sustainable system, resulting in greater aesthetic quality and amenity for both occupants and the adjoining public domain;
 - provides amenity through the physical, spatial and environmental quality of the development;
 - optimises safety and security, both internal to the development and for the public domain;
 - responds to the social context and needs for the local community in terms of lifestyles, affordability, and access to social facilities;
 - provides quality aesthetics that
 - require an appropriate composition of building elements, textures, materials and colours; and
 - reflect the use, internal design and structure of the development; and
 - permits appropriate access to the development that doesn't compromise the safety or disrupt the transitway network.
- O4. Promote the principles of ecologically sustainable development.

- O5. Ensure flexible floor plates are provided to allow for mixed uses at ground floor level fronting primary streets.
- O6. Maintain retail, commercial and community activity at street and ground floor level to deliver an active enterprise corridor and encourage commercial office space or other suitable non-residential uses at the first floor level of development.

2.3 Site Consolidation and Frontage

Objectives

- O1. Ensure all sites provide the required minimum frontage to adequately provide for basement car parking.
- O2. Ensure all sites achieve the required minimum width to allow for a site configuration that permits a consistent character and landscaped open space to the rear of sites.
- O3. Ensure any site amalgamation pattern does not restrict the development opportunity of any adjoining site or the ability of adjoining sites to provide basement car parking or rear open space.
- O4. Ensure future redevelopment results in quality streetscapes, amenity, and appropriate passive surveillance, landscape and open space.
- O5. Require a more continuous building form along the Great Western Highway.
- O6. Ensure vehicular access for properties facing the Great Western Highway is provided from secondary streets or laneways.

Controls

- C1. Amalgamation of lots in accordance with Figure 2 and 3 is required for redevelopment.
- C2. Land locking of adjoining sites is not permitted. Properties shall be amalgamated to ensure the minimum frontage is obtainable without reducing the developability of adjacent properties.
- C3. Notwithstanding C1, the minimum lot frontage for all development fronting the Great Western Highway shall be 45m.
- C4. In instances where amalgamation cannot be achieved, the following information must be submitted with any development application:
 - two written valuations indicating the value of the remaining sites that were to be developed in conjunction with the applicants properties. These are to be undertaken by two independent valuers registered with the Australian Valuers Institute; and
 - evidence that a reasonable offer has been made to the owners(s) of the affected sites to purchase and valuation reports.
- C5. Alternative consolidation patterns may be considered by Council if it can be demonstrated that development controls can be satisfied on the land and adjoining properties.
- C6. Where amalgamation (as required) is not achieved, the applicants must show that the remaining sites, which are not included in the consolidation, will still be able to achieve the development outcome prescribed in this DCP, including achieving the required vehicular access, basement parking and built form.



Figure 2: Lot amalgamation plan – North



Figure 3: Lot amalgamation plan – South

2.4 Private accessway, laneways and vehicular access

Objectives

- O1. Ensure buildings fronting the Great Western Highway have vehicular access from the rear or side of the property to improve vehicular and pedestrian traffic flow, pedestrian safety, site functionality and reduce impacts on the wider network.
- O2. Ensure secondary vehicular access is created, where necessary, to mitigate amenity and access constraints currently affecting or likely to affect the Mays Hill Transitway Precinct.
- O3. Ensure all developments are able to obtain the required vehicular access and future developability of sites is not restricted.

- O4. Ensure sites utilise existing access ways from the rear of the property for vehicular access and parking.
- O5. Mitigate any impacts of vehicular traffic on residences and the adjoining precinct.
- O6. Minimise the visual impact of vehicle entrances to basement car parking through good design and use of site slope and side setbacks, where appropriate.
- O7. Allow improved circulation space for pedestrians and future residents within the precinct and ensure the creation of clear and direct pedestrian connections.

Controls

- C1. Vehicular access to properties fronting the Great Western Highway and those within the B6 zone on Burnett Street and Robilliard Street must be provided from the rear or side, via laneways or secondary roads.
- C2. Vehicular entry points shall be located away from intersections.
- C3. Vehicular access from the Great Western Highway is not permitted from properties identified on Figure 4 and access must be provided from the rear or side via laneways or secondary roads.
- C4. An 8m connecting laneway is required in accordance with Figure 5 for the redevelopment of properties bounded by the Great Western Highway, Burnett Street and Robilliard Street.
- C5. A 6m wide vehicular accessway shall be provided from Good Street in accordance with Figure 6.
- C6. A pedestrian link shall be provided from Joyner Street that connects with the vehicular access from Good Street in accordance with Figure 6.
- C7. A pedestrian link shall be provided between Telfer Place and the Great Western Highway in accordance with Figure 7.
- C8. Laneways shall be treated as shared spaces to provide unimpeded access from apartments to common facilities and open space.
- C9. Refer to Part G this DCP to ensure that any relevant objectives and controls for vehicular access are complied with.



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



Figure 5: Proposed laneway

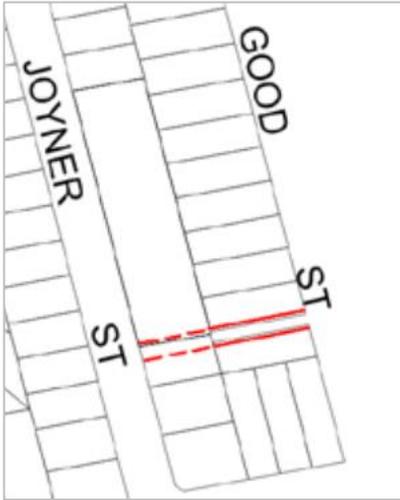


Figure 6: Proposed vehicular accessway and pedestrian link

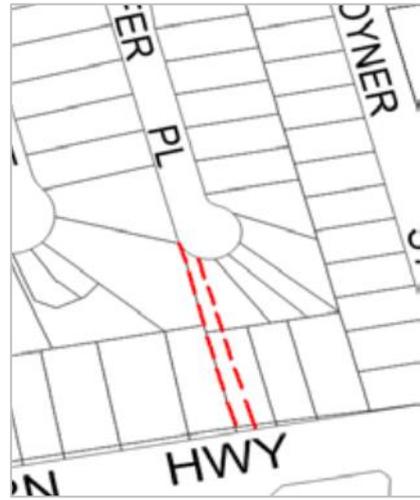


Figure 7: Proposed pedestrian link

2.5 Building Height

Objectives

- O1. Require an appropriate scale relationship between building heights and street width.
- O2. Ensure the appropriate management of overshadowing, access to sunlight and privacy.
- O3. Enable flexibility of uses by implementing higher floor to ceiling heights within buildings for the ground and first floors.
- O4. Reduce the visual impact of buildings on the public domain.
- O5. Allow activation of the street edge on primary roads.

Controls

- C1. The maximum height for development within the Mays Hill Transitway Precinct is detailed within the *Cumberland Local Environmental Plan 2021*.
- C2. The maximum building storey limits are detailed in Figures 8 and 9.
- C3. Street wall heights, setbacks and minimum floor to ceiling heights are to be as set out in Parts B2 and C of this DCP.



Figure 8: Building heights – North



Figure 9: Building heights – South

2.6 Building Setbacks

Objectives

- O1. Create a clear threshold by providing a transition between public and private space.
- O2. Establish the desired spatial proportions of the street.
- O3. Ensure a continuous built edge within commercial and mixed use development for activation of the street edge is achieved.
- O4. Ensure visual and acoustic privacy for residential development is enabled
- O5. Ensure a landscaped setback character for residential development is retained.
- O6. Ensure setbacks that respond appropriately to the building separation requirements are achieved.

Controls

- C1. Setbacks shall be in accordance with Figures 10 and 11.
- C2. A 4m setback is required for properties fronting the Great Western Highway between Joyner Street and Good Street to allow for mixed use development to occur and sufficient space for landscaping.

- C3. The residential component of developments fronting the Great Western Highway between Burnett Street and Robilliard Street shall have a setback of 1m for all levels above the first floor.
- C4. Buildings facing the Great Western Highway are to be built to the boundary of adjoining properties to form a continuous street edge.



Figure 10: Building setbacks – South

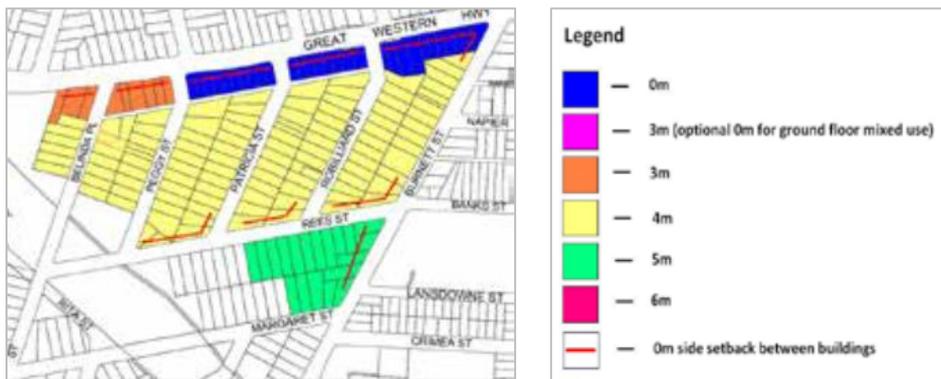


Figure 11: Building setbacks – North

2.7 Site Design and Appearance

Objectives

- O1. Require development in Good Street to be orientated across the amalgamated sites.
- O2. Ensure building design incorporates the use design solutions suitable to the location.
- O3. Ensure the articulation of buildings creates a desirable street presentation.

Controls

- C1. Developments shall be oriented to front boundaries.
- C2. Development on properties 84-88 Great Western Highway shall incorporate high quality, innovative and sustainable design solutions to emphasise and represent their gateway location.
- C3. Vertical articulation and a break in the building facade is required above the fourth storey for buildings exceeding 25m in length.

2.8 Road Widening

Objectives

- O1. Ensure a minimum width of 5.5m from the kerb to the property boundary is reserved for the purpose of pedestrian facilities.
- O2. Ensure an adequate amount of land is identified for the purpose of future road widening.
- O3. Ensure adequate land is provide for the provision of safe pedestrian and cycling facilities.
- O4. Achieve a more consistent carriageway width along the Great Western Highway.
- O5. Provide wider carriageways and footpaths to cater for the increase in vehicular and pedestrian traffic.

Controls

- C1. Road widening is required along both sides of the Great Western Highway to result in a footpath width of 5.5m from the kerb to the property boundary as indicated in Figure 12.
- C2. Properties located behind the Transitway stops shall have a 4m separation between the rear of the bus shelter and the building line to allow for the continuation of the shared pedestrian/ cycle footpath.

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

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

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



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

3. Finlayson Transitway Precinct

Vision

3.1 Desired Future Character Statement

Finlayson station will be a better integrated part of the precinct as higher density residential development occurs in close proximity to the station. The pedestrian experience will be improved through increased ground floor activity on the Highway and a sense of connectivity between the two parts of the precinct created through consistent setbacks and streetscaping.

The precinct will continue to serve neighbourhood needs and passing trade captured by the existing highway uses. The existing commercial area will be expanded, creating an activity zone that includes the Transitway station. A variety of uses at ground level will create a safe and animated environment. Taller buildings will be placed to take advantage of a topography which will minimise their impact. Lower buildings will provide a transition between the precinct and adjoining low rise dwellings and heritage areas.

Site consolidation will allow ample communal open space to be offered to residents. Visitors and residents will enjoy a pedestrian network that is pleasant convenient while access to nearby parks will be improved.

4. Objectives and controls

4.1 Precinct Objectives

- O1. Focus new development around the existing commercial precinct of the Finlayson Transitway Station, that shall consist of:
 - where permissible, retail and commercial uses, at ground floor fronting the Great Western Highway,
 - appropriate residential development around the commercial core; and
 - facilitating appropriate scale and size of development.
- O2. Any proposed development in the Finlayson Transitway Precinct responds to:
 - site opportunities and constraints; and
 - the need for high quality building design
- O3. Any proposed building in the Finlayson Transitway Station Precinct, regardless of its use or type, being of a quality design, such that the design:
 - responds and contributes to its context, being the key natural and built features of the area;
 - provides an appropriate scale in terms of the bulk and height that suits the scale of the street and the surrounding buildings;
 - achieves an appropriate built form for the site and the building's purpose, in terms of building alignments, proportions, building type and the manipulation of building elements;
 - has a density appropriate for the site and its context, in terms of floor space yields (or numbers of units or residents, and
 - makes efficient use of natural resources, energy and water throughout the building's full life cycle, including construction;
 - recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in greater aesthetic quality and amenity for both occupants and the adjoining public domain;

- provides amenity through the physical, spatial and environmental quality of the development;
 - optimises safety and security, both internal to the development and for the public domain;
 - responds to the social context and needs of the local community in terms of lifestyles, affordability, and access to social facilities;
 - provides quality aesthetics that:
 - require an appropriate composition of building elements, textures, materials and colours;
 - reflect the use, internal design and structure of the development; and
 - all development within the Finlayson Transitway Station Precinct shall be undertaken in a way that promotes the principles of ecologically sustainable development.
- O4. Ensure any development adjoining a heritage item does not adversely impact upon the heritage item and/or heritage conservation area.
- O5. All development within the Finlayson Transitway Station Precinct shall be undertaken in a way that promotes the principles of ecologically sustainable development.
- O6. Maintain retail, commercial and community activity at street and ground floor level to deliver an active enterprise corridor and encourage commercial office space or other suitable non-residential uses at the first floor level of development.
- O7. Encourage mixed use development along the enterprise corridor and local business centre.

4.2 Site Consolidation

Objectives

- O1. Ensure all sites achieve the required minimum width to adequately provide for basement car parking.
- O2. Ensure all sites achieve the required minimum width to allow for a site configuration that permits a consistent landscaped open space to the rear of sites.
- O3. Ensure any site amalgamation pattern does not restrict the development opportunity of any adjoining site or the ability of adjoining sites to provide basement car parking or rear open space.
- O4. Encourage a more continuous building form.

Controls

- C1. Amalgamation of lots in accordance with Figure 13 is required for redevelopment.
- C2. The minimum lot frontage for all development in Finlayson shall be 30m.
- C3. In instances where amalgamation cannot be achieved, the following information must be submitted with any development application:
 - two written valuations indicating the value of the remaining sites that were to be developed in conjunction with the applicants properties. These are to be undertaken by two independent valuers registered with the Australian Valuers Institute, and;

- evidence that a reasonable offer has been made to the owners(s) of the affected sites to purchase and valuation reports.
- C4. Alternative consolidation patterns may be considered by Council if it can be demonstrated that development controls can be satisfied on the land and adjoining properties.
- C5. Where amalgamation (as required) is not achieved, the applicants must show that the remaining sites, which are not included in the consolidation, will still be able to achieve the development outcome prescribed in this DCP, including achieving the required vehicular access, basement parking and built form.
- C6. Sites must not be left such that they are physically unable to develop in accordance with the prescribed built form outcomes outlined in this DCP.
- C7. Properties not identified in Figure 13 shall redevelop in accordance with the development controls detailed in Part C of this DCP.

Note:

Potential value can include, (but is not limited to) the land locked site developed jointly with adjoining properties, or on its own, under Cumberland LEP 2021 and this plan.

A reasonable offer shall be a fair market value, and include for all expenses that would be incurred by the owner in the sale of the land locked site.

Council will accept as documentary evidence a copy of a written offer delivered by registered mail to the affected owner(s) and dated no more than 3 months prior to the date of lodgment of the development application.



Figure 13: Lot amalgamation plan

4.3 Private accessway, land dedication and vehicular entries

Objectives

- O1. Require buildings fronting primary roads to have vehicular access from the rear or side of the property.
- O2. Ensure sites utilise existing access ways from the rear of the property for vehicular access and parking.

- O3. Create secondary vehicular access where necessary to mitigate amenity and access constraints.
- O4. Create clear and direct pedestrian connections.
- O5. Allow improved circulation space for pedestrians and future residents within the precinct.

Controls

- C1. A 12m connecting laneway between Rawson Road and Florence Street is required in accordance with Figure 14.
- C2. A 15m connecting laneway between Florence Street and Quinn Street is required in accordance with Figure 14.
- C3. A pedestrian link is required between Chelmsford Road and Centenary Road as identified in Figure 15.
- C4. Where buildings front the Great Western Highway and Centenary Road, vehicular access must be provided from the rear or side, via laneways or secondary roads.
- C5. Refer to Part G of this DCP to ensure that any relevant objectives and controls for vehicular access are complied with.

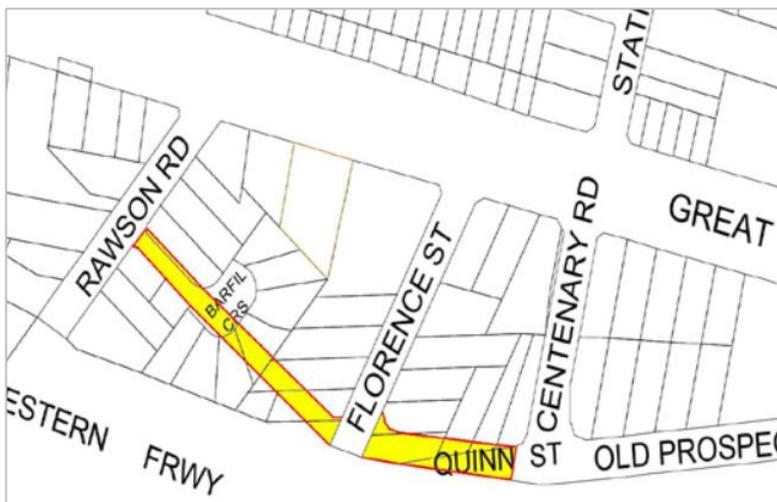


Figure 14: Proposed laneways



Figure 15: Proposed pedestrian link

4.4 Building Height

Objectives

- O1. Require an appropriate scale relationship between building heights and street width.
- O2. Ensure the appropriate management of overshadowing, access to sunlight and privacy.
- O3. Enable flexibility of uses by implementing higher floor to ceiling heights within buildings for the ground and first floors.
- O4. Reduce the visual impact of buildings on the public domain.
- O5. Allow activation of the street edge on primary roads.

Controls

- C1. The maximum height for development within the Finlayson Transitway Precinct is detailed within the *Cumberland Local Environmental Plan 2021*.
- C2. The maximum building storey limits are detailed in Figures 16 and 17.
- C3. Street wall height, setbacks and minimum floor to ceiling heights are referenced in Parts B and C of this DCP.



Figure 16: Building heights – East



Figure 17: Building heights - South

4.5 Building Setbacks

Objectives

- O1. Create a clear threshold by providing a transition between public and private space.
- O2. Establish the desired spatial proportions of the street.
- O3. Require a continuous built edge within commercial and mixed use development for activation of the street edge.
- O4. Enable visual and acoustic privacy for residential development.
- O5. Require setbacks which appropriately respond to the building separation requirements.
- O6. Retain a landscaped setback character for residential development.

Controls

- C1. Setbacks shall be in accordance with Figures 18 and 19.
- C2. Development along the Great Western Highway between:
 - South - Rawson Road and Centenary Road;

- South - Centenary Road, Old Prospect Road and Great Western Highway;
- North - Land Street and Bransgrove Street; and
- North - Intersection of Station Street and Great Western Highway (east and west) shall be built to the boundary to form a continuous street edge.

Note: Front, side and rear setbacks, unless indicated otherwise in Figures 18 and 19 are to be in accordance with setbacks indicated in Part B or Part C of this plan.



Figure 18: Setbacks – North



Figure 19: Building setbacks – South

5. Sherwood Transitway Precinct

5.1 Desired Future Character Statement

Sherwood will become a compact mixed use centre. It will retain the feel of a neighbourhood, but higher density residential development will increase housing choice and maximise the use of the transitway precinct and station. Site consolidation and redevelopment will rationalise land use and define the precinct.

Higher residential densities will be centred around the Transitway station. More consistent setbacks and more attractive built form will define the street edges and increase residential amenity.

New laneways will increase permeability for pedestrians. The compact form of Sherwood will encourage walking. Services will be available in close proximity to the Transitway station, convenient for time-poor commuters.

Early planning for a supermarket will encourage its integration into the area. “Sleeving” the supermarket and other large plate facilities will promote activity around it, creating a safe and interesting environment for pedestrians.

6. Objectives and controls

6.1 Precinct Objectives

- O1. Create an active and vibrant mixed use, transit oriented village by:
 - allowing active retail uses to front Sherwood Road;
 - where permitted, providing the opportunity for appropriate commercial activity;
 - prioritising pedestrians throughout the business core of the precinct; and
 - facilitating appropriate scale and size of development.
- O2. Improvement of vehicular and pedestrian traffic flow in the precinct by:
 - restricting vehicular egress and ingress to buildings on Sherwood Road and Merrylands Road;
 - where necessary, the creation of new street connections;
 - the creation of clear and direct pedestrian through site links in the business core of the Precinct; and
 - enabling clear and direct pedestrian accessibility to the Sherwood Transitway station.
- O3. Any proposed development responds to:
 - site opportunities and constraints;
 - the prominence of the intersection of Sherwood and Merrylands Roads; and
 - the need for high quality building design.
- O4. Any proposed building in the Sherwood Transitway Station Precinct, regardless of its use or type, being of a quality design, such that the design:
 - responds and contributes to its context, being the key natural and built features of the area;
 - provides an appropriate scale in terms of the bulk and height that suits the scale of the street and the surrounding buildings;

- achieves an appropriate built form for the site and the buildings purpose, in terms of building alignments, proportions, building type and the manipulation of building elements;
 - has a density appropriate for the site and its context, in terms of floor space yields (or numbers of units or residents);
 - makes efficient use of natural resources, energy and water throughout the building's full life cycle, including construction;
 - recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in greater aesthetic quality and amenity for both occupants and the adjoining public domain;
 - provides amenity through the physical, spatial and environmental quality of the development;
 - optimises safety and security, both internal to the development and for the public domain;
 - responds to the social context and needs of the local community in terms of lifestyles, affordability, and access to social facilities;
 - provides quality aesthetics that:
 - require an appropriate composition of building elements, textures, materials and colours; and
 - reflect the use, internal design and structure of the development.
- O5. All development within the Sherwood Transitway Station Precinct shall be undertaken in a way that promotes the principles of ecologically sustainable development.
- O6. Maintain retail, commercial and community activity at street and ground floor level to deliver an active enterprise corridor and encourage commercial office space or other suitable non-residential uses at the first floor level of development

6.2 Site Consolidation

Objectives

- O1. Ensure all sites provide the required minimum frontage to adequately provide for basement car parking.
- O2. Ensure all sites achieve the required minimum width to allow for a site configuration that permits a consistent landscaped open space to the rear of the site.
- O3. Ensure any site amalgamation pattern does not restrict the development opportunity of any adjoining site or the ability of adjoining sites to provide basement car parking or rear open space.
- O4. Establish fine grain shopfronts along primary retail streets.

Controls

- C1. Amalgamation of lots in accordance with Figure 20 is required for redevelopment
- C2. The minimum lot frontage for all development in the Sherwood Precinct shall be 30m.
- C3. Where amalgamation cannot be achieved, the following information must be submitted with any development application:

- two written valuations indicating the value of the remaining sites that were to be developed in conjunction with the applicants properties. These are to be undertaken by two independent valuers registered with the Australian Valuers Institute; and
 - evidence that a reasonable offer has been made to the owner(s) of the affected sites to purchase and valuation reports.
- C4. Where amalgamation (as required) is not achieved, the applicants must show that the remaining sites, which are not included in the consolidation, will still be able to achieve the development outcome prescribed in this part of the *Cumberland DCP 2021*, including achieving the required vehicular access, basement parking and built form.
- C5. Sites must not be left such that they are physically unable to develop in accordance with the prescribed built form outcomes outlined in this DCP.

Note: Potential value can include, (but is not limited to) the land locked site developed jointly with adjoining properties, or on its own, under Cumberland LEP 2021 and this plan.

A reasonable offer shall be a fair market value, and include for all expenses that would be incurred by the owner in the sale of the land locked site.

Council will accept as documentary evidence a copy of a written offer delivered by registered mail to the affected owner(s) and dated no more than 3 months prior to the date of lodgement of the development application.

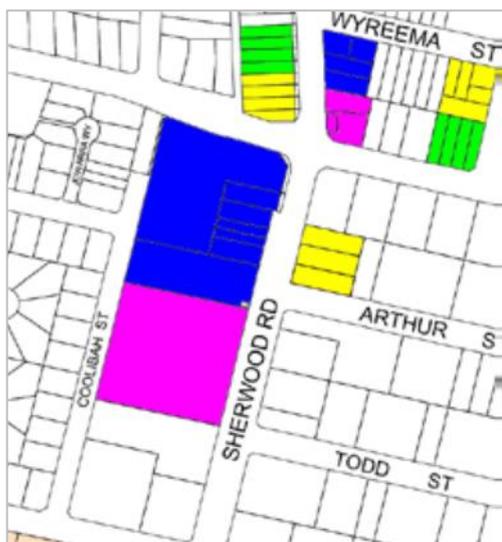


Figure 20: Lot Amalgamation Plan

6.3 Private access ways, vehicular entries and land dedication

Objectives

- O1. Require buildings fronting primary roads to locate vehicular access at the rear of the property.
- O2. Ensure sites utilise existing access ways from the rear of the property for vehicular access and parking.
- O3. Mitigate any impacts of vehicular traffic on residences and the adjoining precinct.

- O4. Allow improved circulation space for pedestrians and future residents within the precinct.
- O5. Ensure pedestrian connections have sufficient width to allow for outdoor dining in commercial areas.

Controls

- C1. Where possible, buildings fronting Sherwood, Centenary or Merrylands Roads, must provide vehicular access from the rear or side, via laneways or secondary roads.
- C2. Dedication of land at all corners of the intersection of Sherwood Road and Merrylands Road and Centenary Road for public domain improvements is required in accordance with Figure 21 for development.
- C3. A 12m connecting laneway between Merrylands Road and Coolibah Street is required in accordance with Figure 21.
- C4. Vehicular access is to be designed in accordance with relevant objectives and controls for vehicular access in Part G.

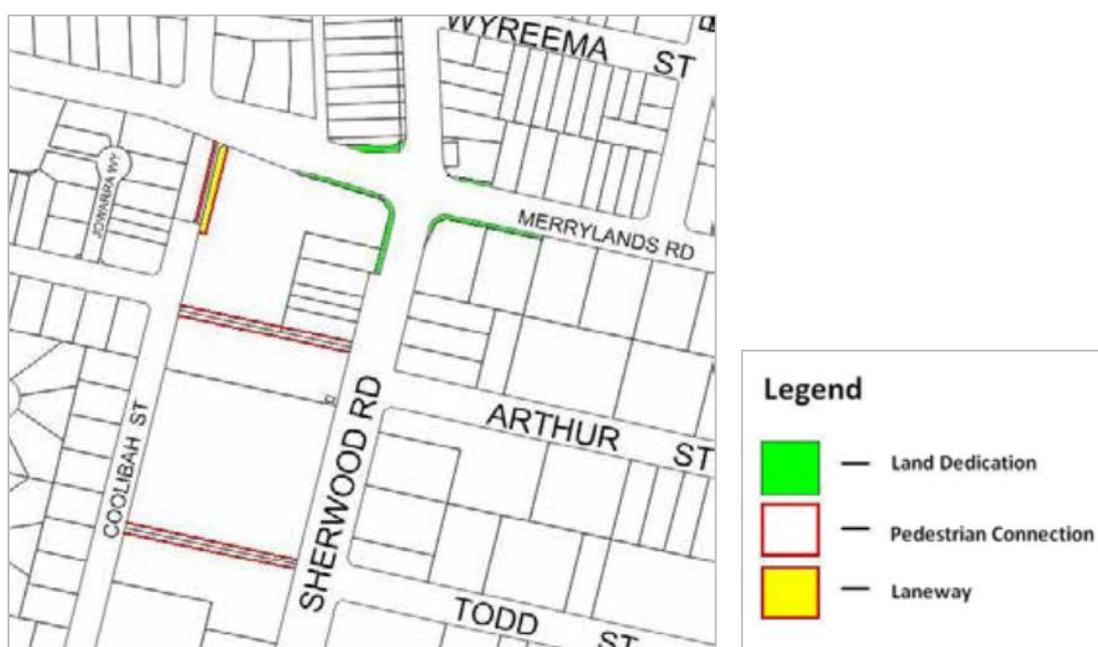


Figure 21: Proposed laneways and land dedication

6.4 Building Height

Objectives

- O1. Ensure an appropriate scale relationship between building height and street width.
- O2. Ensure the appropriate management of overshadowing, access to sunlight and privacy.
- O3. Enable flexibility of uses by implementing higher floor to ceiling heights within buildings for the ground and first floors.
- O4. Reduce the visual impact of buildings on the public domain.
- O5. Allow activation of the street edge on primary road.

Controls

- C1. The maximum height for development within the Sherwood Transitway Precinct is detailed within the *Cumberland Local Environmental Plan 2021*.
- C2. The maximum building storey limits are detailed in Figure 22.
- C3. Street wall height, setbacks and minimum floor to ceiling heights are referenced in Parts B and C of this DCP.



Figure 22: Building heights

6.5 Building Setbacks and Separation

Objectives

- O1. Create a clear threshold by providing a transition between public and private space.
- O2. Establish the desired spatial proportions of the street.

- O3. Require a continuous built edge within commercial and mixed use development for activation of the street edge.
- O4. Retain a landscaped setback character for residential development.
- O5. Require setbacks which appropriately respond to the building separation requirements.

Controls

- C1. Setbacks shall be in accordance with Figure 23.
- C2. Development along Sherwood Road is to be built to the boundary of adjoining properties to form a continuous street edge.

Note: Side setbacks, unless indicated otherwise in Figure 23 are to be in accordance with setbacks indicated in Part B or Part C of this plan.



Figure 23: Setbacks

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CUMBERLAND
CITY COUNCIL

PART F4-3 TAMPLIN ROAD RESERVE

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1. Introduction

1.1 Land to which this Part applies

This part applies to the land shown on Figure 1 and known as the Tamplin Road Reserve.

1.2 Purpose of this Part

This Part shall be read in conjunction with the following Parts of the *Cumberland DCP 2021*, which contain objectives and development controls that may relate to development in this part:

Part A – Introduction and General Controls

Part B – Development in Residential Zones

Part C – Development in Business Zones

Part E – Other Land Use Based Development Controls

Part G - Miscellaneous Development Controls

Definitions

2. Vision and location

2.1 Land to which this Section applies

The historic Linnwood Estate is located in the suburb of Guildford and is bounded by Tamplin and Byron Roads (refer to Figure 1).

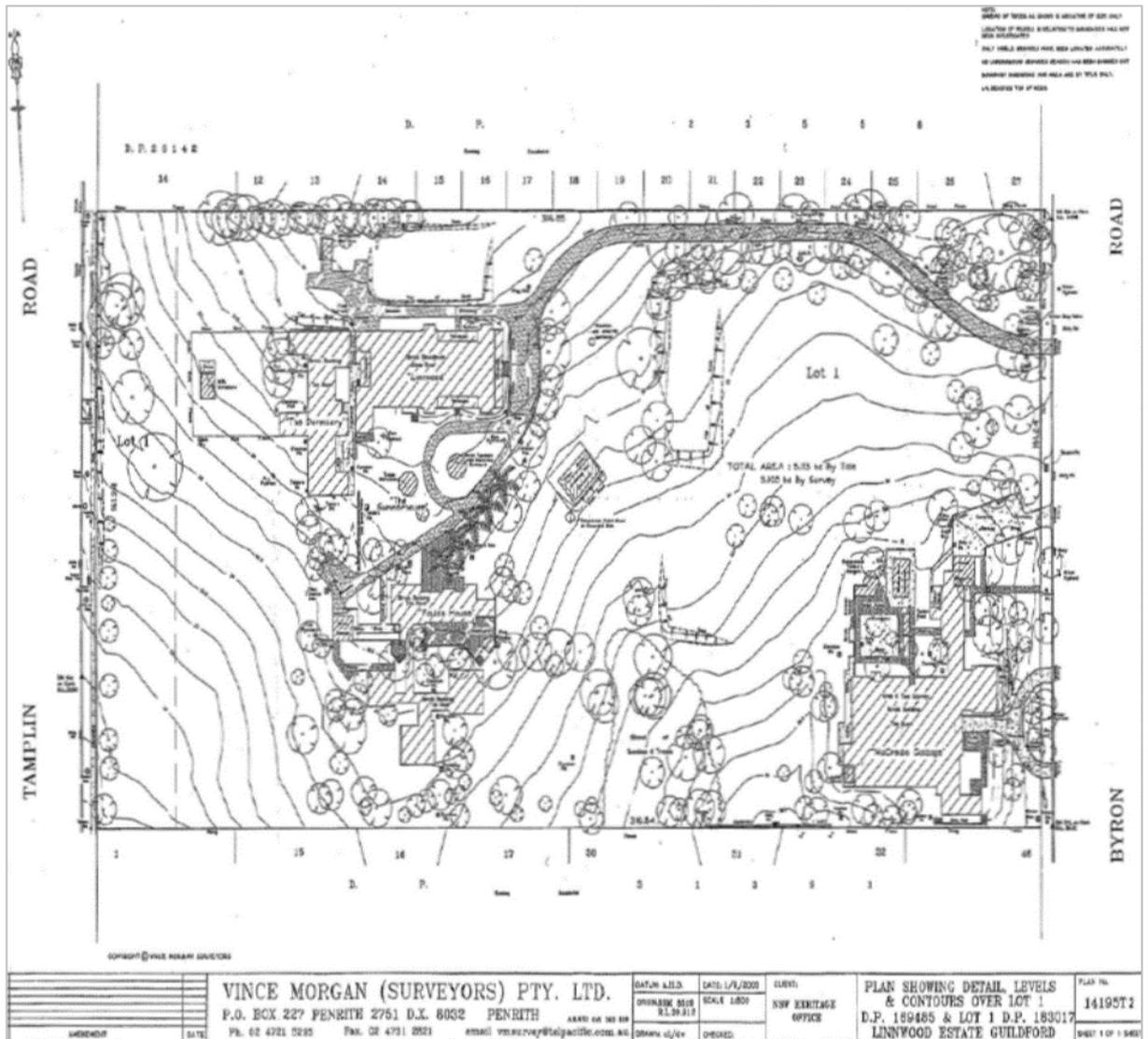


Figure 1: The original Linnwood Estate allotment, pre subdivision

The Estate comprises of several buildings which are classified as of State heritage significance. These buildings are located in the central and eastern sections of the site and comprise of the McCredie Cottage, “Linnwood” the original house, dormitory extensions and Faulds House.

This section of the DCP applies to the western portion of the estate or Lot 10, as shown in Figure 2. The DCP is intended to guide the development on the site to ensure that the recognised heritage significance and the cultural setting of the Estate’s heritage items are conserved.

Development must also be consistent with the recommendations of the *Linnwood Conservation Plan (2004)*; available at Council. The *Linnwood Conservation Plan* was prepared for the entire Linnwood Estate including the subdivided Lot 10.

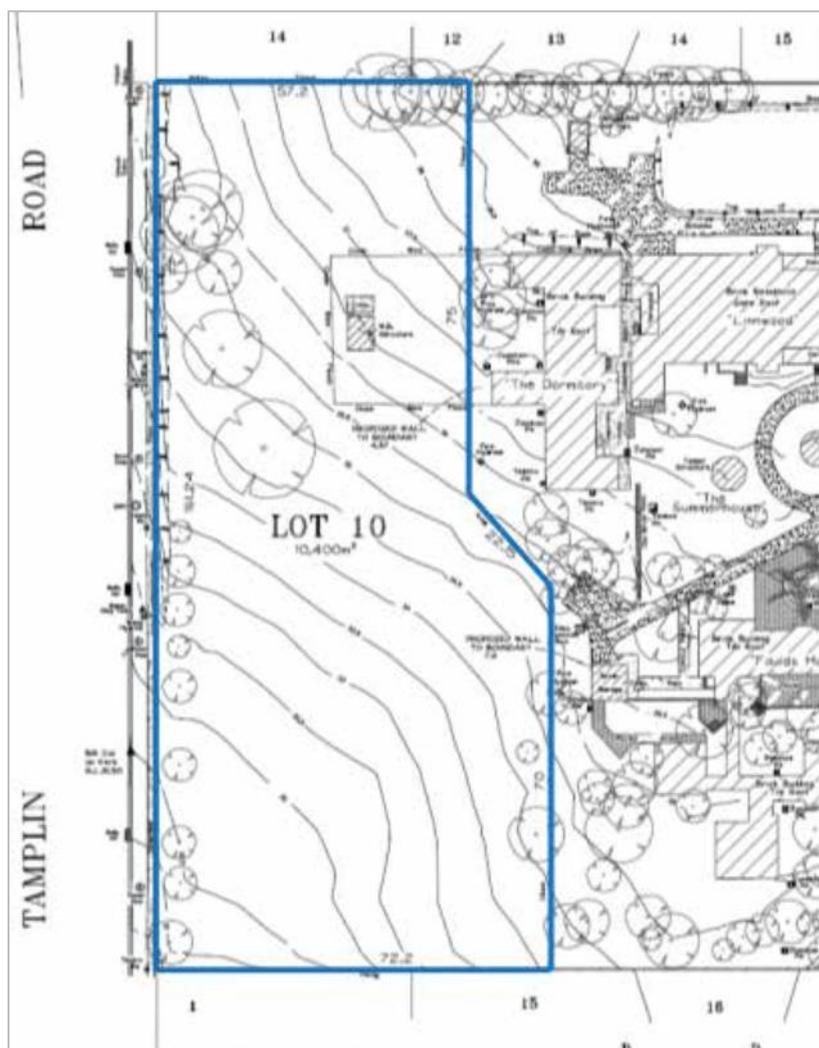


Figure 2: Lot 10, the proposed subdivided lot, outlined in blue

3. Objectives and controls

Objectives

- O1. Minimise any negative impact on the State heritage significance of the Linnwood Estate.
- O2. Identify an appropriate heritage curtilage to protect key view corridors.
- O3. Maintain and improve the setting of the existing significant trees.
- O4. Provide a visual buffer to the Linnwood Estate's heritage items.
- O5. Ensure any proposed development is planned and developed in an environmentally responsive manner and is consistent with the Conservation Policy recommendations of the *Linnwood Conservation Plan*.

Controls

Setbacks

- C1. Setback controls as outlined below and in Figure 4.
- C2. Development shall be setback a minimum of 6m from the principal street frontage, Tamplin Road.
- C3. The minimum side setback from the south eastern and north western boundaries of the site must be at least 1m (refer to Figure 4).
- C4. The minimum rear setback from the north eastern boundary must be in accordance with Figure 4.

Height

- C5. Development shall have a maximum height of 2 storeys.
- C6. Any future development must ensure that the heritage items are not subject to any unreasonable overshadowing.

Roof Form

- C7. The roof form of any future development shall have regard to the style, form, pitch and bulk of the existing heritage items.
- C8. Materials to be used shall include terracotta or slate tiles. These materials must be of a dark uniformed colour (such as black, dark grey or olive).
- C9. New roof shapes shall be of a 'hipped' style, with a pitch similar to the dormitory building and Faulds House.

Heritage

- C10. The laundry building, as shown in Figure 4 and addressed in the *Linnwood Conservation Plan*, may be demolished due to its poor physical condition. Any demolition, will be subject to Council approval.
- C11. Any future development must retain the six existing trees, as illustrated in Figure 4 and within the Linnwood Conservation Plan. These trees are from the original local eucalypt woodland, known as Cumberland Forest and are of historic significance.
- C12. Create a heritage curtilage as shown in Figure 4. This curtilage area is recognised by the Conservation Plan to ensure the current view corridor to the Linnwood Grounds is preserved:
 - no buildings are to be built within the designated heritage curtilage. Only recreational structures are allowed and may be in the form of open gazebos, BBQ facilities, tables or benches;
 - a 2m setback must be incorporated along the south eastern and south western boundaries of the curtilage area as outlined in Figure 4;
 - palisade fencing must be used along the north eastern boundary of the curtilage area in order to retain the view corridor (see Figure 4);
 - subject to Council approval existing trees and shrubs within this curtilage area may be removed and this curtilage area may be planted with low density vegetation and ground covers only;

- this curtilage area must be used as a communal open space only; and
 - the curtilage area should incorporate heritage interpretive panel(s) in accordance with the Linnwood Conservation Plan. Details should be provided as part of any future development approval.
- C13. The curtilage area and dimensions are outlined in Figure 4 and should be read in conjunction with Figure 3, which identifies the 3 features which delineate the view corridor which in turn defines the curtilage area.
- the size of the curtilage area should be approximately 40 sqm;
 - 'Boundary A' of the curtilage area, as illustrated in Figure 4, must be aligned with the 3 key architectural points in Figure 3.
 - a clear view corridor must be retained between these 3 key features, as they are of historical importance. These features include the following and as illustrated in Figure 3:



Figure 3: Architectural features

- (1) The south eastern entry to the porch of 'Linnwood' the original house;
- (2) The most eastern corner of the dormitory building; and
- (3) Parallel to the existing pathway drawn from the south western corner of Faulds house.

Colours and Material

- C14. New buildings are to incorporate a colour scheme and appropriate materials which will minimise intrusive elements and will contribute to the cohesiveness of the surrounding area.
- C15. Colours and materials must be compatible with the character of the existing streetscape and should not detract from the original heritage items within the Linnwood Estate in particular the "Linnwood" House and Fauld House.

- C16. To encourage the use of traditional construction materials, the following is recommended:
- brown or dark red bricks; or
 - brickwork which is rendered in a soft colour scheme.
- C17. Full details of colours and materials should be provided with any future DA.

Pedestrian Walkway

- C18. Create a shared pedestrian walkway from Tamplin Road to the designated heritage curtilage area as shown in Figure 4. This pathway will provide common access to the heritage curtilage area and also a common view corridor for occupants of the development.
- this pathway shall be a private pathway for use by the occupants of the new development only;
 - this pathway must be a least 1m wide;
 - a minimum building setback of 1m , either side of the pathway, must be implemented; and
 - the area contained in this setback may consist of low density vegetation and ground covers only.
- C19. The location of the pathway is flexible and can be altered in accordance with the future development of the land, however the pathway must connect the curtilage area to Tamplin Road, and provide common access for all occupants of the development.
- C20. Future built form must be separated into at least 2 building blocks on either side of the pedestrian walkway. This will allow the construction of the shared pedestrian pathway.

Fences

- C21. Front fences and gates along Tamplin Road, should be of a Palisade style as they are appropriate to the existing character of the heritage items:
- palisade fences have panels of cast iron with shaped tops, connected by a horizontal rail; and
 - front Fences should be a maximum of 1500mm high.
- C22. Palisade fencing must also be used along the north eastern boundary of the curtilage area, in order to retain the view corridor into the Linnwood Estate.
- C23. Boundary fences along the side and rear boundary of the site should be constructed using timber materials:
- side and rear boundary fences should be a maximum of 1800mm high.

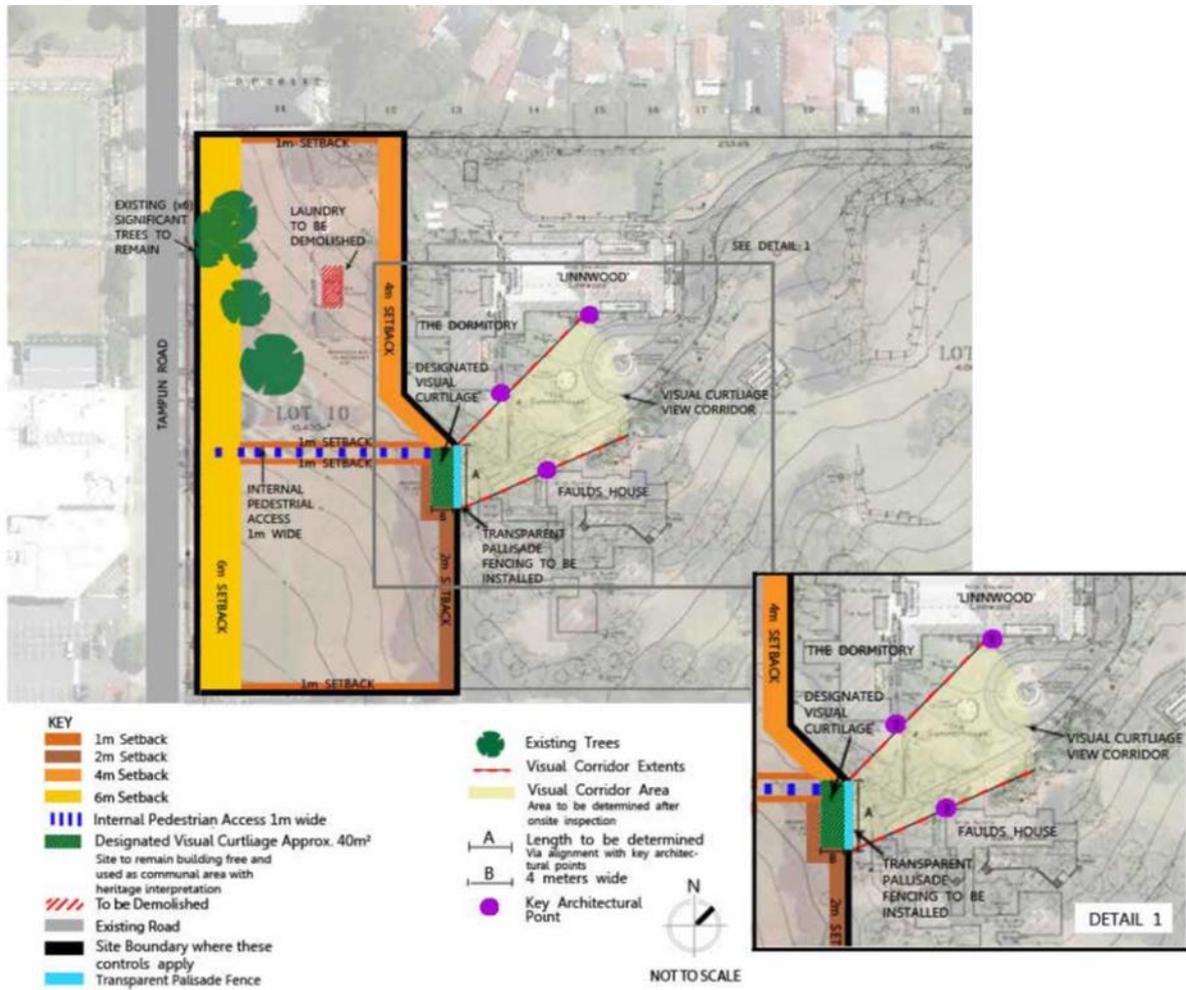


Figure 4: Lot 10, the proposed subdivided- identifying the site's development controls

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