



PLANNING PROPOSAL

WOODVILLE ROAD CORRIDOR

March 2025

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Executive Summary

The Woodville Road Corridor (WRC or the Corridor) was identified for revitalisation in 2015 by the City of Parramatta. Following changes to the jurisdictional boundaries in 2016 which transferred WRC into Cumberland City, Cumberland 2030: Our Local Strategic Planning Statement reviewed and supported growth in the Corridor.

The Woodville Road Corridor Planning Proposal seeks to facilitate and encourage renewal opportunities that will improve the amenity of the Corridor. The development opportunities in the Corridor are complementary to the growth of Cumberland's existing network of centres through changes to the Cumberland Local Environmental Plan (CLEP) 2021. The Planning Proposal has been prepared in accordance with the Department of Planning and Environment's Local Environmental Plan Making Guideline 2021.

The WRC Planning Proposal seeks to catalyse revitalisation of the Corridor by focusing on 31 sites located around the three (3) precincts of Woodville North, Merrylands East (proposed new local centre) and Woodville South. The proposed amendments to the CLEP 2021 for the 31 planning proposal sites are for the following planning controls:

- Land Zoning Map.
- Height of Buildings Map.
- Floor Space Ratio Map.
- Lot Size Map.
- Incentive Height of Building Map (New).
- Incentive Floor Space Ratio Map (New).
- Key Sites Map (for Affordable Housing Contributions).
- Land Reservation Acquisition Map.
- Clause 6.22 – Affordable Housing in the Woodville Road Corridor.
- Clause 6.23 – Additional Height and Density in Woodville Road Corridor.
- Clause 6.24 – Wintergardens.

The proposed amendments are supported and informed by the following documents for the Corridor:

- *Draft Woodville Road Corridor Strategy* (WRCS) outlines the long-term vision for the corridor:

“Woodville Road Corridor is to be transformed into a thriving tree-lined boulevard, supporting housing diversity and affordability, jobs and economic growth.”

It is intended that the WRCS will provide strategic guidance for future development beyond the 31 sites which are the focus of this planning proposal.

- Amendments to the Cumberland Development Control Plan 2021 (CDCP 2021) for specific built form controls, public domain interfaces and such, focused on:
 - Part F2-10: Merrylands East Precinct Key Site, and
 - Part F4-4: Woodville Road Corridor.
- *Draft Woodville Road Corridor Public Domain Plan* (WRCPDP) establishes the recommended treatments and embellishments for the public domain along the Corridor. This will support delivery of setback treatments, new publicly accessible parks, and other provisions.

- *Draft Affordable Housing Contribution Scheme (AHCS)* outlines the need for affordable housing in the Woodville Road Corridor and the methodology for applying and collecting the affordable housing contributions.

The Planning Proposal and supporting documents have been informed by the following technical studies:

- Urban Design Report.
- Traffic and Transport Study.
- Flood Risk Assessment.
- Air Quality and Noise Impact Assessment Report.
- Economic Feasibility Assessment.
- Social Infrastructure and Community Needs Assessment.
- Contributions Plan Advice Letter.
- Heritage Impact Assessment (HIA).

Early community consultation was undertaken in 2020 as outlined in Part 5 and informed the initial sites proposed in the previous Planning Proposal.

The previous Planning Proposal was considered by the Cumberland Local Planning Panel (CLPP) on 5 May 2021. The CLPP generally supported the Planning Proposal and provided considerations for Council staff including opportunities to provide transitional zoning and open space in the Corridor.

On 2 June 2021, Council considered the Planning Proposal and resolved to proceed to Gateway Determination. When the previous Planning Proposal was submitted to the Department of Planning and Environment (DPE) in 2021, additional information was requested. Upon review, Council identified that various additional studies would be required to respond to the information requested. These additional studies have now been completed and have informed this revised Planning Proposal for the Corridor.

On 20 March 2024, Council endorsed the draft Woodville Road Corridor Strategy and associated Woodville Road Corridor Planning Proposal to be forwarded to the Department of Planning, Housing and Infrastructure (DPHI) for a Gateway Determination, subject to minor amendments including:

- Amend existing planning controls at 112, 114 and 116 Elizabeth St Granville to R4 High Density Residential, floor space ratio of 0.8:1, and height of building to 12m, as resolved by Council at its meeting on 2 June 2021.
- Include properties facing Woodville Road between Constance Street and Cleone Street, Guildford, and between Cleone Street and Wynyard Street, Guildford, as additional planning proposal sites, with a zoning of R4 High Density Residential, maximum building height of 31m and maximum floor space ratio of 1.8:1, which is consistent with the structure plan in the draft Woodville Road Corridor Strategy.

These minor amendments are reflected in this Planning Proposal.

The draft Woodville Road Corridor Strategy and associated Woodville Road Corridor Planning Proposal were submitted to DPHI for Gateway Determination on 29 April 2024. Gateway Determination was received on 1 November 2024 and this updated Planning Proposal addresses the conditions in the Gateway Determination.

Introduction

The Woodville Road Corridor (the Corridor) Planning Proposal seeks to implement the opportunities and strategic considerations identified for the Corridor in Cumberland 2030: Our Local Strategic Planning Statement (LSPS) through amendments to the Cumberland Local Environmental Plan (CLEP) 2021. The Planning Proposal includes implementation of an Affordable Housing Contributions Scheme for the Corridor.

The Planning Proposal has been prepared in accordance with the Department of Planning and Environment's Local Environmental Plan Making Guideline 2021.

The Planning Proposal is the culmination of planning work started by the City of Parramatta in 2015 and continued by Cumberland City Council to the present day.

Background

The Corridor has undergone many changes over the past 20 years, including its transfer into Cumberland City Council's jurisdiction (formerly City of Parramatta) as part of the 2015-2016 amalgamations.

While in the City of Parramatta's jurisdiction the following land use changes were undertaken:

- Pre 2001, the Corridor was the R2 Low Density Residential equivalent.
- With implementation of the Parramatta Local Environmental Plan (PLEP) 2001, the Corridor was rezoned for mixed-use development to stimulate development and revitalize the Corridor. The changes also supported increased market demand for commercial and high-density residential development on a major north-south connector to the Metropolitan Centre of Parramatta.
- PLEP 2011 rezoned the corridor to a lower density form.
- In 2015, City of Parramatta prepared the draft Woodville Road Planning Strategy in response to ongoing community requests. The draft Strategy was publicly exhibited in early 2016 prior to jurisdictional change to Cumberland City Council in late 2016.

Since being transferred to Cumberland City Council the following steps have been completed:

- Between 2017-2020, the Corridor's strategic value was considered and confirmed in the Cumberland 2030: Our Local Strategic Planning Statement, Cumberland Local Housing Strategy and Cumberland Employment and Innovation Lands Strategy.
- In November 2020, Council undertook early community consultation for the Woodville Road Corridor Planning Framework.
- On 2 June 2021, a Planning Proposal, draft Development Control Plan and draft Public Domain Plan for the Woodville Road Corridor was endorsed and supported by Council for lodgment to the Department of Planning and Environment (the Department) requesting Gateway Determination.
- The Planning Proposal was submitted to the Department on 10 June 2021.
- The Department provided preliminary feedback in 2021 on the Planning Proposal and recommended further planning work be undertaken in accordance with the new LEP Plan Making Guideline (released in December 2021).
- Council engaged consultants to support the further planning work required, from which eight (8) technical studies have been produced and informed development of this Planning Proposal with its supporting Strategy, Development Control Plans, and Public Domain Plan.
- On 20 March 2024, the Planning Proposal and supporting documentation were endorsed by Council, subject to minor amendments to planning controls and planning proposal sites. These changes have been actioned and are reflected in this updated planning proposal, and there are now 31 Planning Proposal sites.
- On 29 April 2024, Council submitted the Planning Proposal to DPHI for Gateway Determination. Gateway Determination was received on 1 November 2024 subject to

conditions.

- Additional work to comply with the Gateway Determination conditions.

Study Area and Planning Proposal Sites

Cumberland's portion of Woodville Road extends for 4km from Parramatta Road in the north to the Prospect pipeline at Guildford in the south, as shown in Figure 1. It is a 6 lane, 25-metre-wide arterial road managed by Transport for New South Wales (TfNSW). Woodville Road functions as a major north-south connection serving over 40,000 vehicles per day.

It is noted that the Planning Proposal originally related to 29 sites and that 2 sites (lots facing Woodville Road between Constance Street and Wynard Street, Guildford) were added in accordance with the Council Resolution from the 20 March 2024 Council meeting. The addition of these 2 sites is considered appropriate as they align with the strategic vision for the corridor as, in accordance with the Structure Plan in the draft Woodville Road Corridor Strategy, the 2 additional sites are located in the 'Potential Corridor Area'. This 'Potential Corridor Area' is considered appropriate for renewal where redevelopment is similar to the built form and considers the principles identified for the original 29 Planning Proposal sites.

The Planning Proposal now relates to 31 sites along the Corridor, as identified in Figures 1, 1a, 1b and 1c, and provides justification for the proposed amendments to these sites.

Key Planning Proposal Principles and Outcomes

- 31 Planning Proposal sites.
- Total of 3,617 dwellings, including a potential additional 18 affordable housing dwellings if all affordable housing planning incentives are taken up.
- Affordable Housing Contribution scheme applying to 14 sites in the Woodville North precinct.
- Maximum height of building control of 41m (including incentive provisions).
- Maximum floor space ratio control of 2.5:1 (including incentive provisions).
- Minimum lot size controls consistent with lot zoning, with changes only applying to Planning Proposal sites.
- Overall residential gross floor area of 362,035m².
- Overall non-residential gross floor area of 20,102m².
- Potential of 2,708 ongoing jobs created in the Corridor.
- Quantum of proposed public open space includes:
 - Retention of existing identified land acquisition for the Attar Street local park with an area of 2,600m².
 - New local park on site 2 with a minimum area of 3,000m² to be delivered through the development application process using planning control incentives in Cumberland Local Environmental Plan 2021, and which includes a road closure.
 - New local park on site 23 of a minimum 3,000m² to be delivered through the development application process using planning control incentives in Cumberland Local Environmental Plan 2021.
 - New local park on site 17 with an area of a minimum 3,000m² to be delivered through the development application process.
 - Potential pocket parks of a minimum 640m² through road closures of Union Street, Granville, Daniel Street, Granville, Brady Street, Merrylands, Kenelda Avenue, Guildford, and Rhodes Avenue, Guildford, to be further investigated by Council.
- Lot consolidation will be required to deliver local parks on sites 2, 17 and 23 and will be the responsibility of the applicant during the development application process.
- Land Reservation Acquisition by Council or Transport for NSW at the intersection of William Street and Woodville Road, Granville, and Guildford Road and Woodville Road, Guildford, to aid in traffic movements.
- Provision of identified library and community facilities will be provided through the existing Local Infrastructure Contributions Plan funding.

- Other social and infrastructure works to be provided through the development application process or through State Government grant funding.

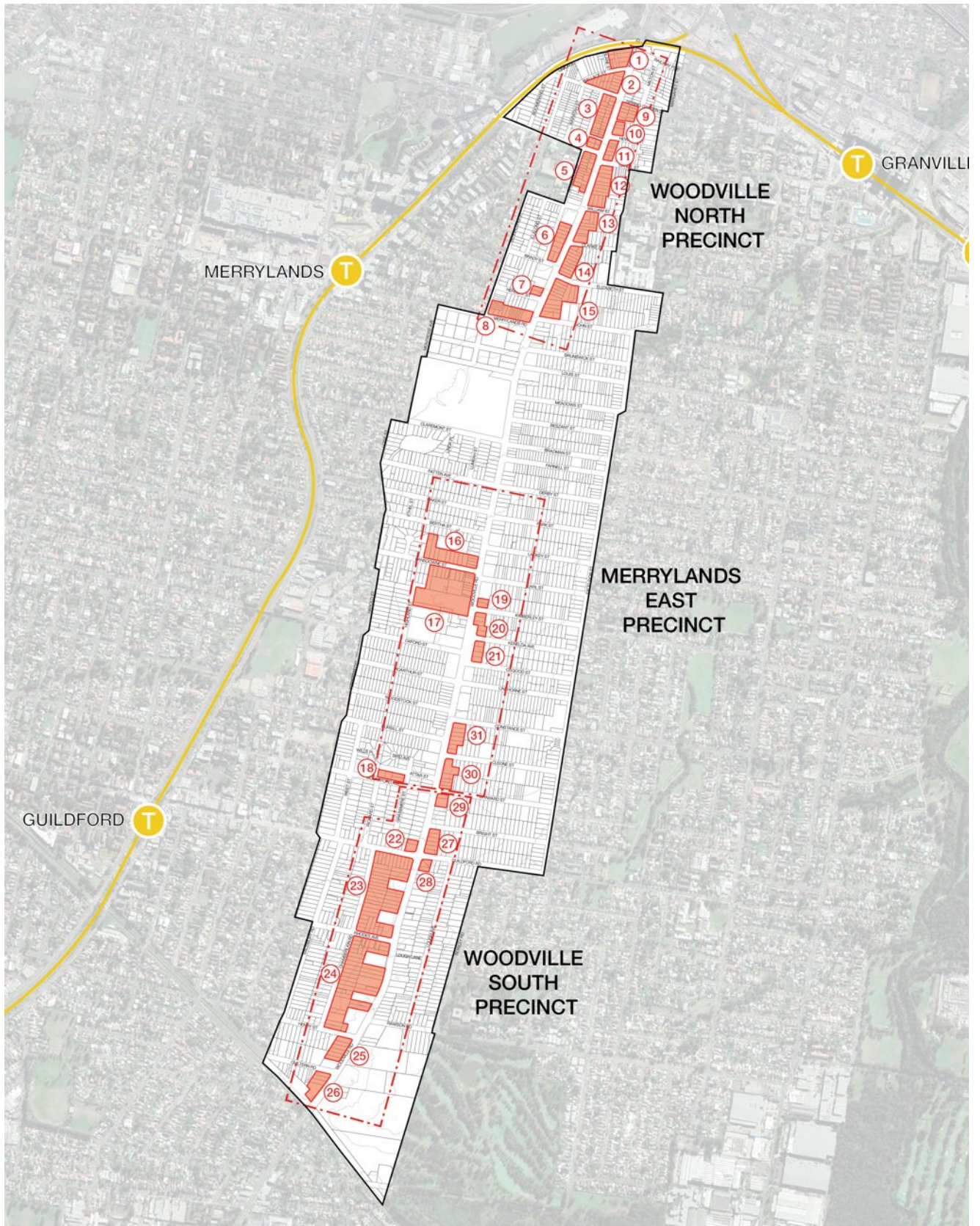


Figure 1: Land to which this Planning Proposal applies (source: CM+, Urban Design Study)

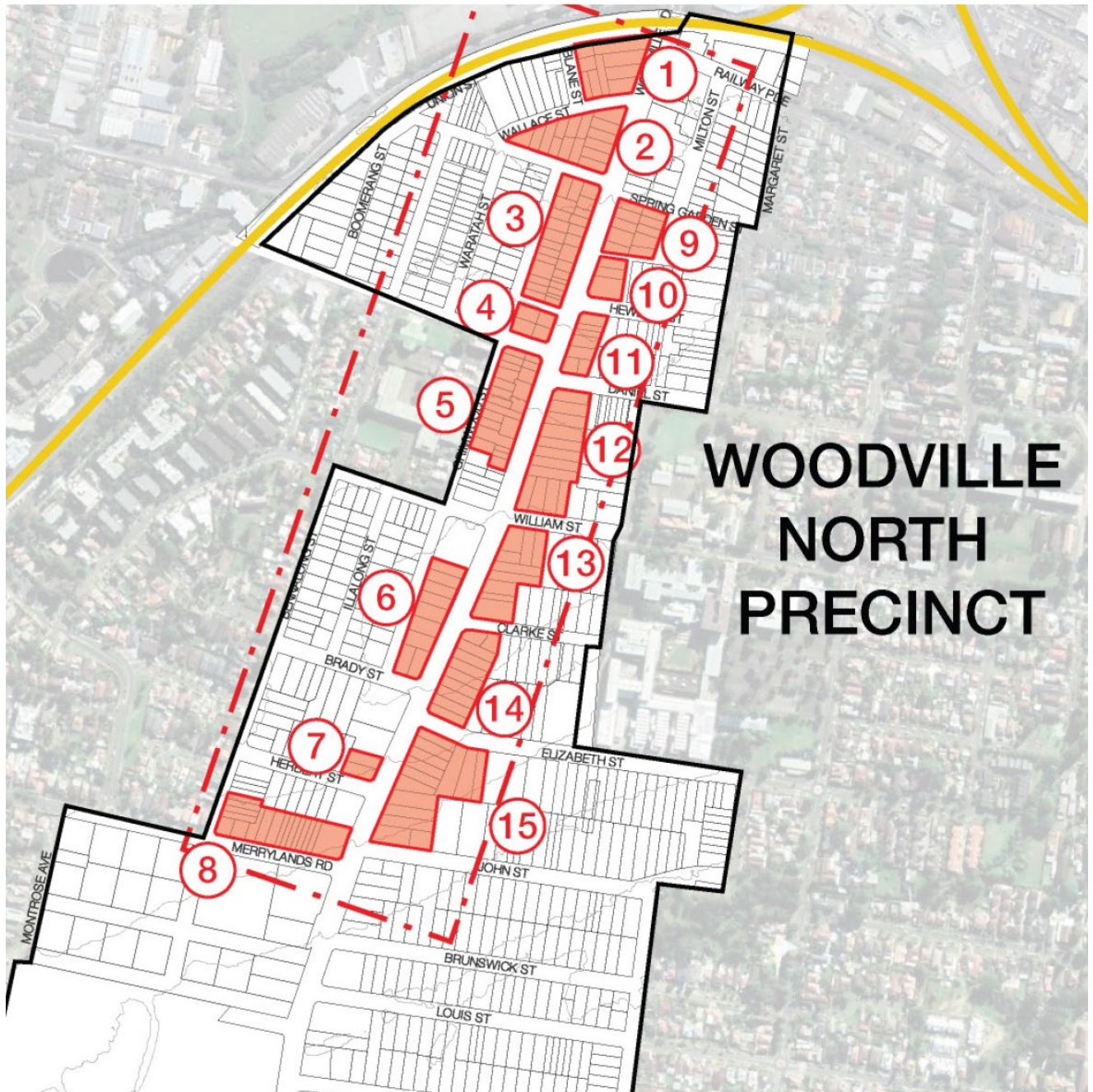
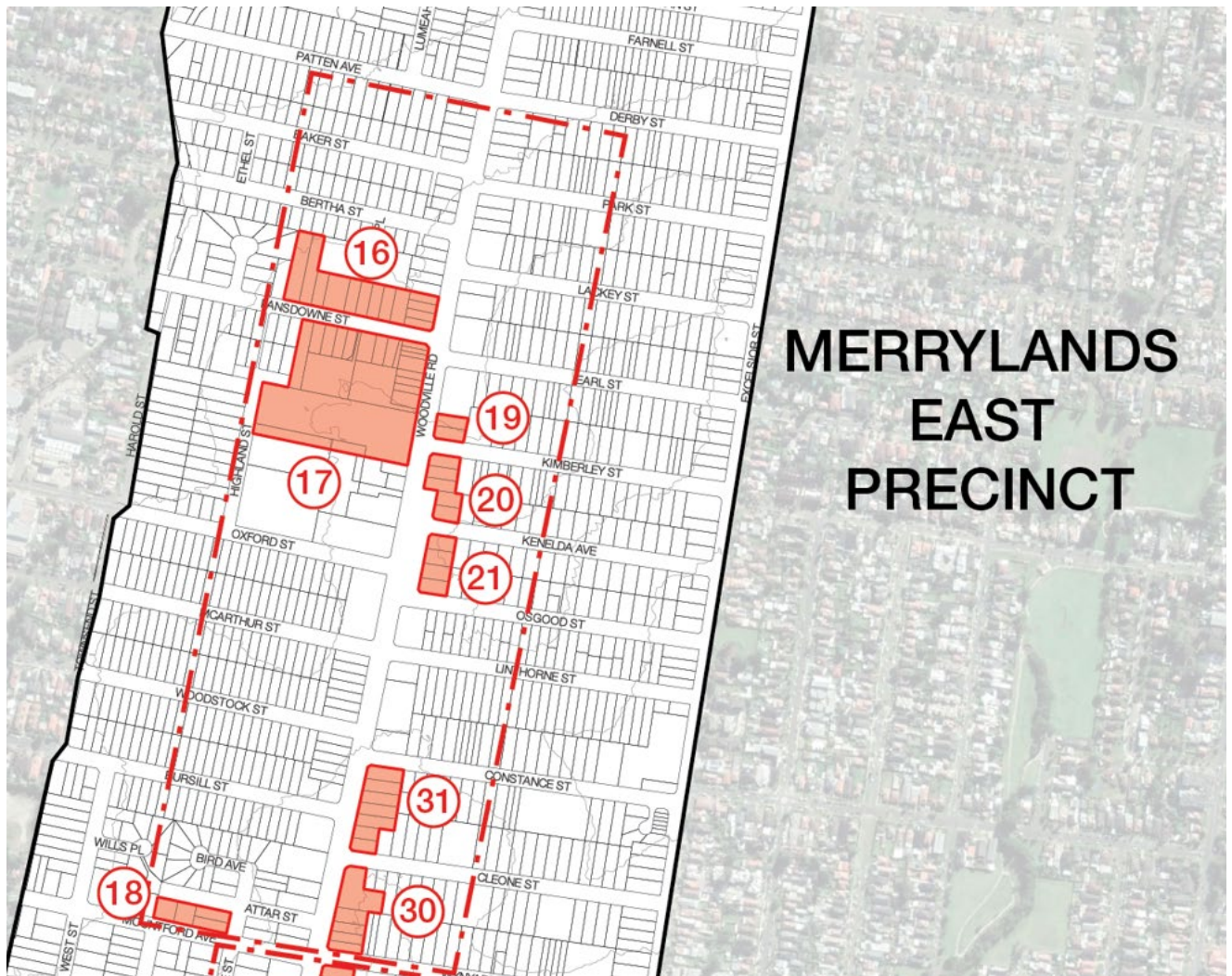


Figure 1a: Land to which this Planning Proposal applies – Woodville North (source: CM+, Urban Design Study)



MERRYLANDS EAST PRECINCT

**Figure 1b: Land to which this Planning Proposal applies – Merrylands East
(source: CM+, Urban Design Study)**

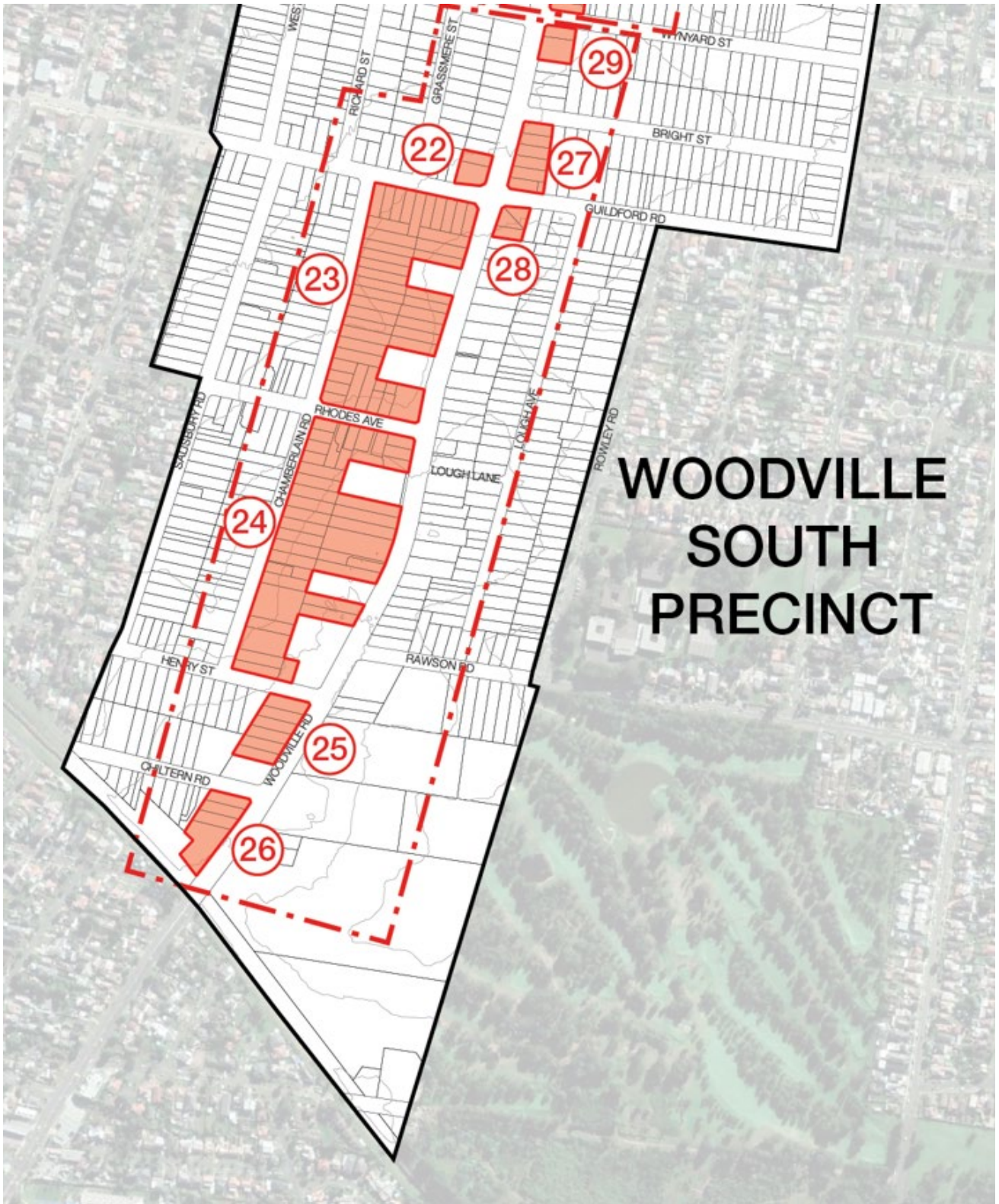


Figure 1c: Land to which this Planning Proposal applies – Woodville South (source: CM+, Urban Design Study)

Other Supporting Documents

Implementation of the WRC Planning Proposal is supported by the following documents which will be exhibited alongside the Planning Proposal.

Draft Woodville Road Corridor Strategy

A Draft Woodville Road Corridor Strategy (WRCS) has been prepared as part of this Planning Proposal, as provided in Appendix 1. The Draft Strategy provides a long-term vision for the Corridor including a structure plan with three (3) key precincts along the Corridor. The WRCS is intended to guide Development Applications and any potential proponent-initiated Planning Proposals along Woodville Road by clarifying the context, priorities and desired built form outcomes for the Corridor.

The Corridor Priorities identified are:

- Affordable and Diverse Housing – Affordable and diverse housing options providing housing solutions for singles and families.
- Open Space and Recreation – New local parks in each precinct with potential pockets parks through road closures.
- Community Facilities – New or enhanced community facilities as the corridor grows.
- Greening of the Corridor – Tree planting within the building setbacks to Woodville Road to provide increased shading and tree canopy.
- Active Transport – Improved walking and cycling paths, and east-west signalised crossings on Woodville Road for safer movements.
- Public Transport – Improved high frequency bus services between Parramatta and Bankstown, servicing the 3 precincts along the way.

Cumberland Development Control Plan 2021

Draft amendments have been prepared for the Cumberland Development Control Plan (DCP) 2021 to apply Corridor specific development controls which support Planning Proposal outcomes. The draft DCP amendments will seek to apply to lots zoned E1 Local Centre, R3 Medium Density Residential and R4 High Density Residential within the Woodville Road Corridor study area. The new DCP section will be prepared to be in line with the urban design masterplan for the corridor, the changes proposed to CLEP 2021 under this Planning Proposal, and to reflect the vision and actions of the draft WRCS and supporting Urban Design Report. These revisions are as follows:

- Part F2-10: Merrylands East Precinct Key Site will apply to Site 17 (John Cootes) as it includes site specific provisions.
- Part F4-4: Woodville Road Corridor will exclude Site 17 (John Cootes) as it is subject to separate site-specific controls in Part F2 of the DCP. This new DCP section will apply to the remaining 30 Planning Proposal sites and outline the necessary Corridor and site-specific provisions.

Woodville Road Corridor Public Domain Plan

A draft Woodville Road Corridor Public Domain Plan (WRC-PDP) has been prepared to support implementation of the draft WRCS, WRC Planning Proposal and draft DCP amendments. As shown in Appendix 3, the WRC-PDP will outline the preferred embellishments, treatments and approaches to public domain delivery within the Woodville Road Corridor study area.

Draft Affordable Housing Contribution Scheme

A draft Affordable Housing Contributions Scheme (AHCS) under *State Environmental Planning Policy (Housing) 2021* (Housing SEPP) has been prepared to support the new Affordable Housing clause

for the Corridor. As shown in Appendix 4, the draft AHCS sets out how, where, and at what rate development contributions will be collected by Council for affordable housing. The draft AHCS includes the evidence base supporting the need for affordable housing and provides operational details including how to calculate contributions and in what form contributions are to be made.

The sites identified for the delivery of affordable housing were chosen due to their proximity to Merrylands Train Station, Granville Train Station and the Parramatta Central Business District, and because they have the ability to provide feasible affordable housing dwellings as part of redevelopment with appropriate floor space ratios and height of buildings for the urban context of Woodville Road.

Key aspects of the AHCS include:

- Applies to new residential gross floor area only.
- Development that is wholly used for social or affordable housing is exempt from the AHCS.
- Development that is exempt development under State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 is exempt from the AHCS.
- Contributions can be made through dedications of dwellings and/or monetary contributions.
- 1% contribution.
- Does not apply to nonresidential floor space.

A phased introduction of the 1% contribution is not considered warranted as it is a low contribution rate and the market will have had enough time to account for the contribution when undertaking feasibility analysis for individual development, as the intent of a 1% contribution has been public since April 2024.

Part 1: Objectives and Intended Outcomes

Objective

The primary objective of this Planning Proposal is to amend CLEP 2021 to facilitate and encourage renewal opportunities that delivers development that is complementary to the growth of the existing network of centres across Cumberland while improving amenity of the Woodville Road Corridor.

Intended Outcomes

- Encourage rejuvenation of the Woodville Road Corridor including establishment of three (3) new distinct precincts; Woodville North, Merrylands East (proposed new local centre) and Woodville South, each with its own character and purpose to serve the needs of the community.
- Contribute to WRC's role as a strategic corridor providing freight movements, housing, jobs and services in mixed-use and residential developments which are appropriate for the local context.
- Support the ongoing role of Woodville Road Corridor as a strategic north-south corridor for Greater Sydney.
- Deliver local infrastructure to support the new population in the Corridor including intersection, community facilities and park upgrades.
- Facilitate delivery of public domain improvements including active street frontages, active transport pathways, interface treatments and delivery of new public open spaces for the growing community.
- Create walkable and rideable precincts that are supported by increased public transport services.
- Provide opportunities for housing growth through additional floorspace and building heights that are designed to a high level of urban design outcomes and responds to potential air quality and acoustic impacts.
- Deliver a portion of dwellings that are affordable to very low, low- and moderate-income households.
- Facilitate a coordinated approach towards the provision of affordable housing.
- Provide affordable housing on land where there is an increase in residential gross floor area, where a need for affordable housing is identified and where development viability can be maintained.
- Permit the conditions of development consent to be imposed on future Development Applications relating to the provision of affordable housing.
- Protect existing Heritage Items.
- Maintain and enhance the urban tree canopy.

Part 2: Explanation of Provisions

This Part of the Planning Proposal provides an explanation of the provisions that are to be included in the proposed LEP.

Summary of Intended Provisions

Amendments to CLEP 2021 are proposed to implement planning controls that reflect the built form and use changes proposed in the draft Woodville Road Corridor Strategy for the 31 Planning Proposal sites, to encourage revitalisation of the Corridor. This will be achieved through the following:

- Land Zoning Map (LZN): change existing zoning to R4 High Density Residential and E1 Local Centre along the Corridor to provide functional development sites, improve amenity and support public transport and freight movements, and change existing R2 Low Density Residential zoned lots on Lansdowne Street to R3 Medium Density Residential to provide a transition from R4 High Density Zoning to adjoining R2 Low Density Residential zoned lots.
- Height of Buildings Map (HOB): change existing maximum building heights to 9 to 12 storeys/31m to 41m along Woodville Road and a maximum 3 to 4 storeys/11m to 14m moving away from Woodville Road, to provide a scale transition down to lower density areas and to align with proposed maximum floor space ratios.
- Floor Space Ratio Map (FSR): change existing maximum floor space ratios to 1.8:1 to 2.5:1 along Woodville Road and a maximum 0.75:1 to 1:1 moving away from Woodville Road, to accommodate feasible development and to align with proposed maximum building heights.
- Lot Size Map: change existing minimum lot sizes to 900m² or N/A to align with proposed R4 High Density Residential and E1 Local Centre zones.
- Height of Building Incentives Map (New): introduce maximum building heights of 10 or 12 storeys/36m or 41m on nominated sites where affordable housing or public open space are provided.
- Floor Space Ratio Incentives Map (New): introduce maximum floor space ratios of 2:1 or 2.5:1 on nominated sites where affordable housing or public open space are provided.
- Key Sites Map (KYS): amend the key sites map to identify planning proposal sites that have access to incentive height of building and floor space ratio provisions if they provide affordable housing in accordance with the Affordable Housing Contribution Scheme.
- Land Reservation Acquisition Map (LRA): amend the land reservation acquisition map to reflect recommended additional traffic lanes or road works required in accordance with the Traffic and Transport Study.
- Clause 6.22 – Affordable Housing in the Woodville Road Corridor: introduce that contributions for affordable housing on nominated sites are to be made in accordance with the Affordable Housing Contribution Scheme.
- Clause 6.23 – Additional Height and Density in Woodville Road Corridor: introduce access to greater building heights and densities on nominated sites where public open space or affordable housing are provided.
- Clause 6.24 – Wintergardens: introduce a clause that encourages the provision of wintergardens along Woodville Road by excluding an area up to 12m² of wintergardens from gross floor area calculations. This is to provide articulation and maintain residential amenity for development fronting Woodville Road. It is noted that wintergardens are already permitted for future mixed-use development on the former John Cootes site located on Woodville Road.

2.1 Land Use

- Amend land use zones to E1 Local Centre at key intersections along the corridor including at the intersections of Merrylands Road and Woodville Road, Lansdowne Street and Woodville Road, and Guildford Road and Woodville Road.
- Amend land use zones to R4 High Density Residential along Woodville Road, Merrylands Road, Chamberlain Road and Elizabeth Street.
- Amend land use zones to R3 Medium Density Residential on Lansdowne Street.

The above changes are proposed to deliver financially feasible building heights and floor space, and to ensure a built form scale transition to lower density areas. These are in accordance with design and built form testing undertaken.

The proposed Land Use Zoning maps are in Appendix 2.

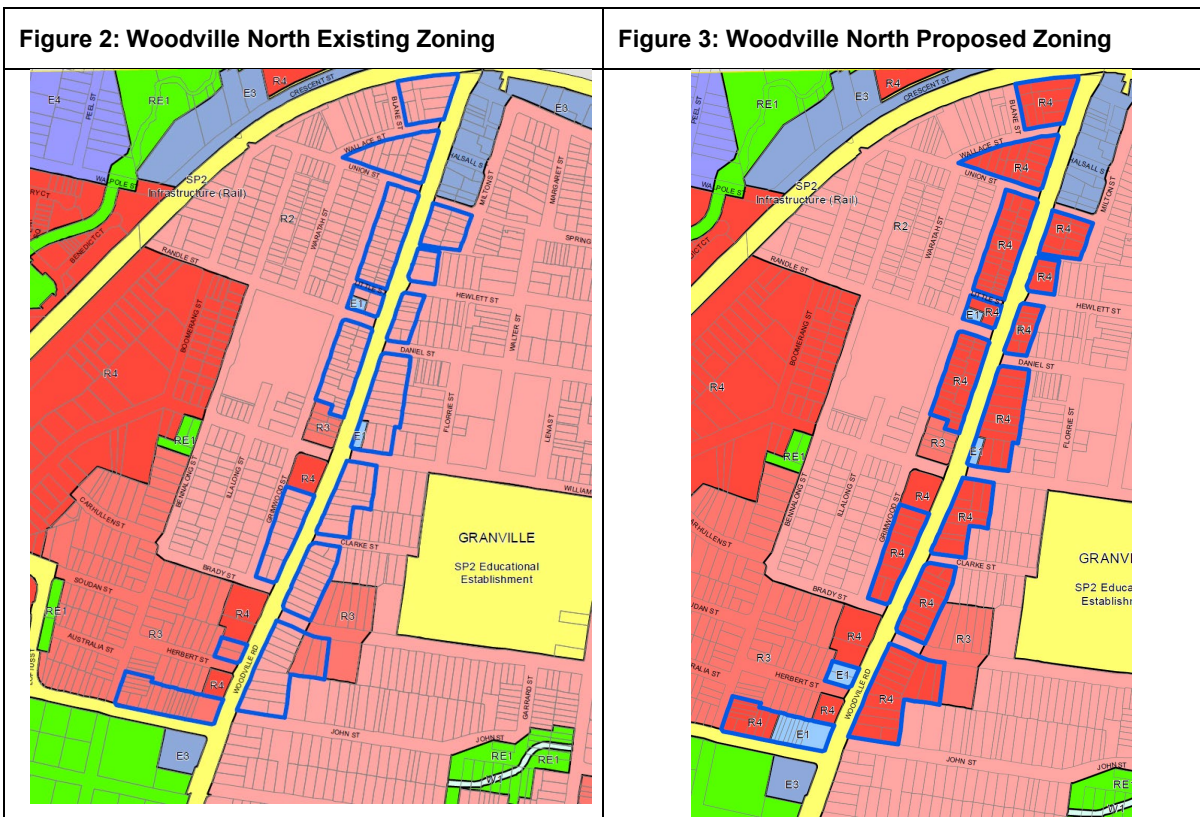


Figure 4: Merrylands East Existing Zoning



Figure 5: Merrylands East Proposed Zoning



Figure 6: Woodville South Existing Zoning

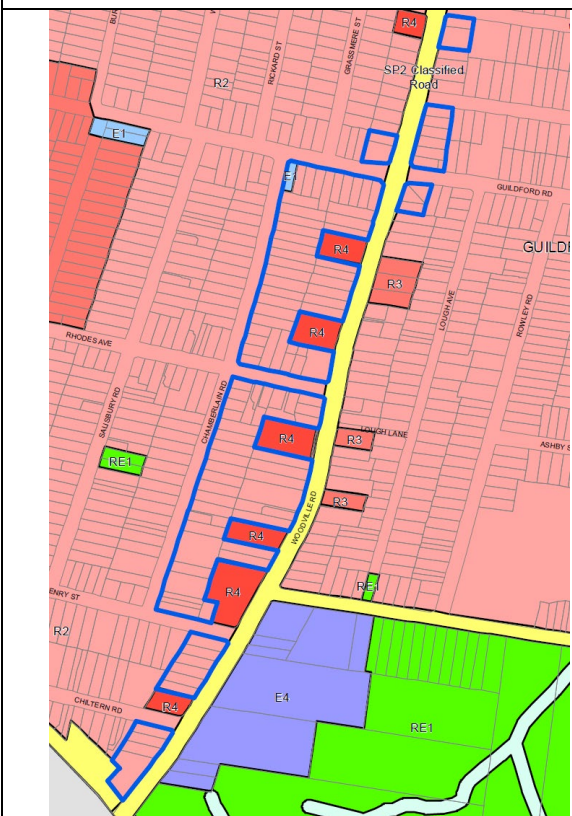
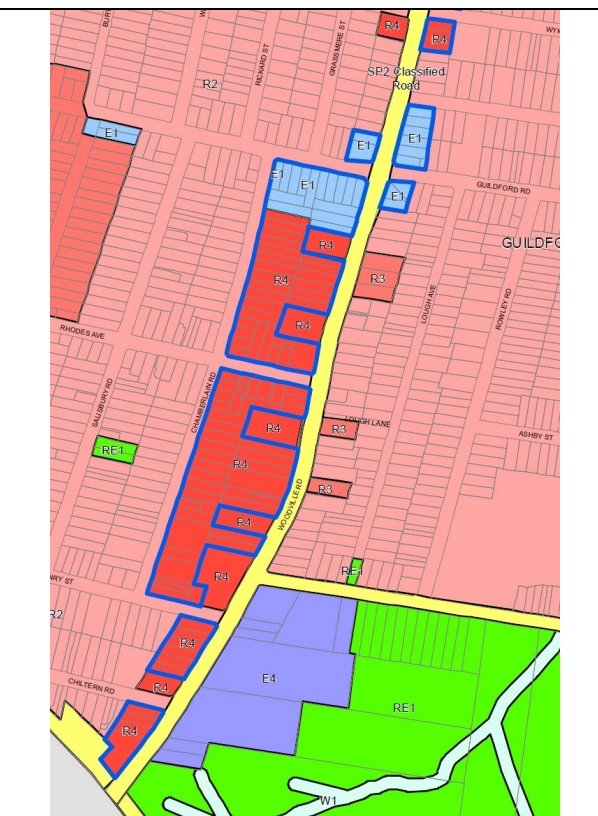


Figure 7: Woodville South Proposed Zoning



2.2 Height of Buildings - Base

- Amend base Height of Buildings to a maximum 12 storeys/41m height for the Merrylands East Precinct Key Site, Site 17.
- Amend base Height of Buildings to a maximum 9 storeys/31m height for Planning Proposal Sites zoned R4 High Density Residential, except for sites on Elizabeth Street which are proposed to have a maximum height of 12m, and sites on Wallace Street and Chamberlain Road which are proposed to have a maximum height of 14m.
- Amend base Height of Buildings to a maximum 9 storeys/31m height for two E1 Local Centre Planning Proposal sites on Randle Street and William Street.
- Amend base Height of Buildings to a maximum 10 storeys/36m height for E1 Local Centre Planning Proposal sites along Woodville Road, except for the Merrylands East Precinct Key Site and two E1 Local Centre Sites at Randle Street and William Street.
- Amend base Height of Buildings to a maximum 3 storeys/11m height for R3 Medium Density Planning Proposal sites.

The above changes are proposed to accommodate feasible development, to be in line with precedent height studies undertaken, to provide a scale transition down to lower density areas, and to align with proposed maximum floor space ratios.

The proposed base Height of Buildings maps are in Appendix 2.

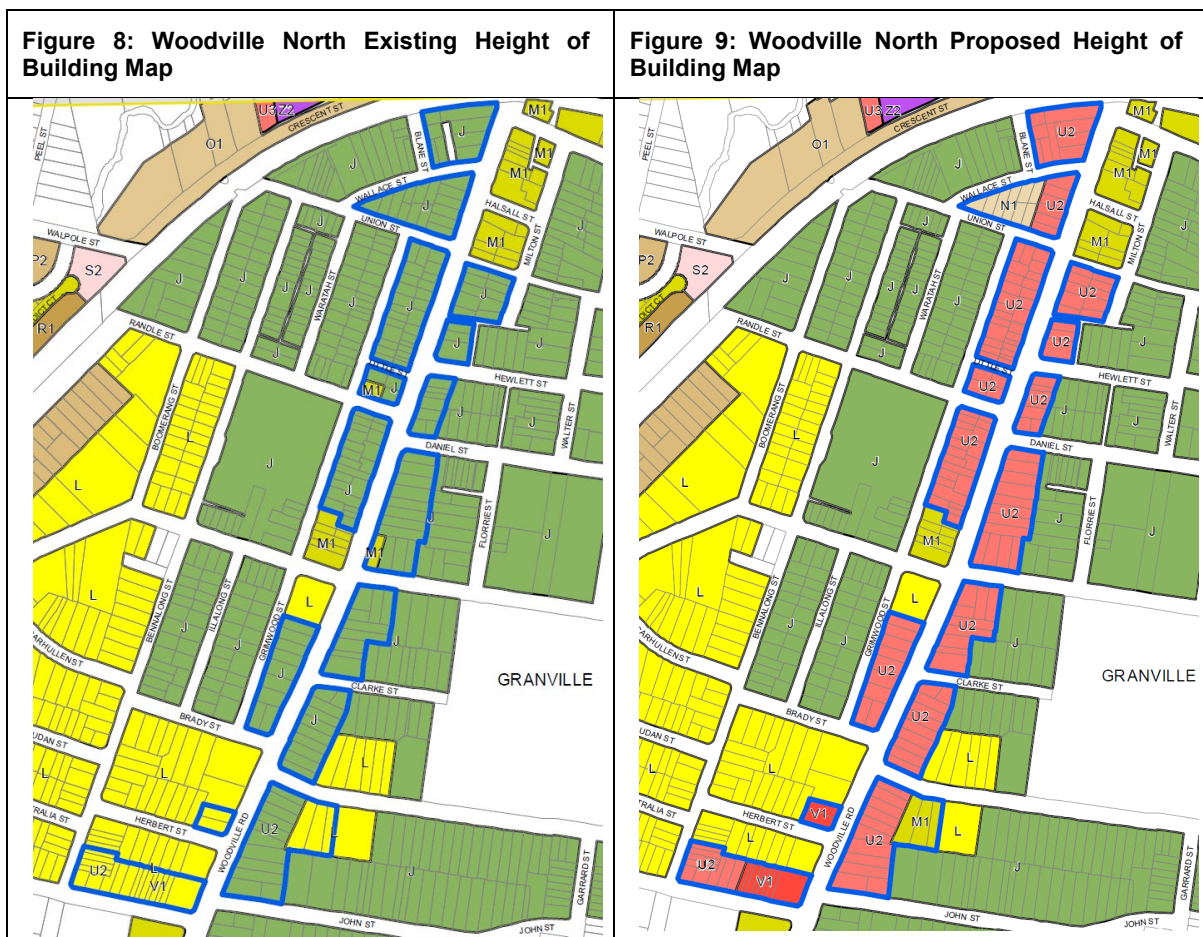


Figure 10: Merrylands East Existing Height of Building Map



Figure 11: Merrylands East Proposed Height of Building Map



Figure 12: Woodville South Existing Height of Building Map



Figure 13: Woodville South Proposed Height of Building Map



2.3 Floor Space Ratio – Base

- Amend base Floor Space Ratio to a maximum 2.5:1 for the Merrylands East Precinct Key Site, Site 17.
- Amend base Floor Space Ratio to a maximum 1.8:1 for Planning Proposal Sites zoned R4 High Density Residential, except for sites on Elizabeth Street (0.8:1) and Wallace Street (1:1).
- Amend base Floor Space Ratio to a maximum 1.8:1 for two E1 Local Centre Planning Proposal sites on Randle Street and William Street.
- Amend base Floor Space Ratio to a maximum 2.0:1 for E1 Local Centre Planning Proposal sites along Woodville Road, except for the Merrylands East Precinct Key Site and two E1 Local Centre Sites at Randle Street and William Street.
- Amend base Floor Space Ratio to a maximum 0.75:1, 0.8:1 and 1:1 moving away from Woodville Road.

The above changes are proposed to accommodate feasible development, to ensure that employment zones having higher density than residential zones, to align with current floor space ratios that apply to adjacent employment and residential zones, and to align with the proposed maximum building heights.

The proposed Base Floor Space Ratio maps are in Appendix 2.

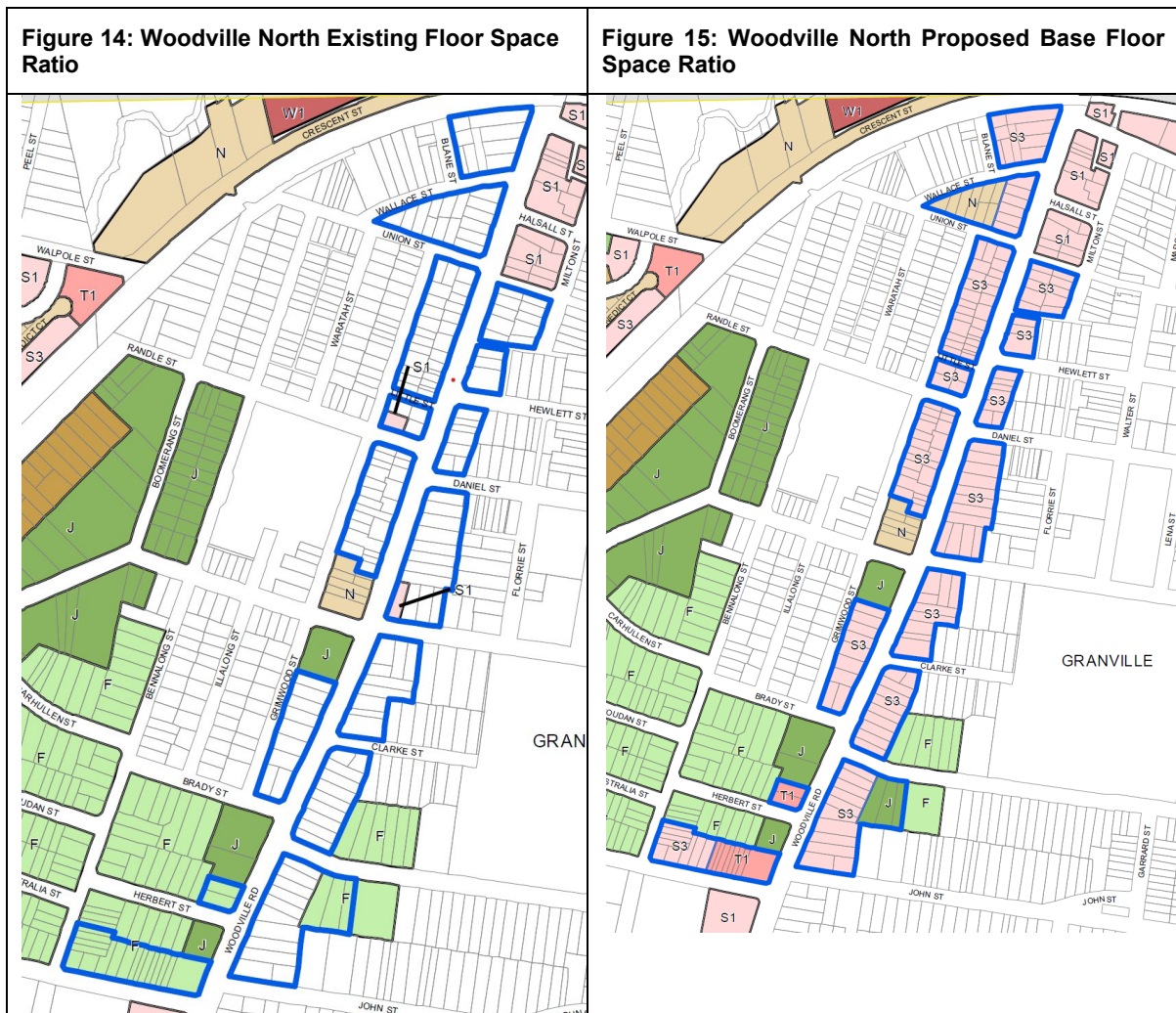


Figure 16: Merrylands East Existing Floor Space Ratio



Figure 17: Merrylands East Proposed Base Floor Space Ratio

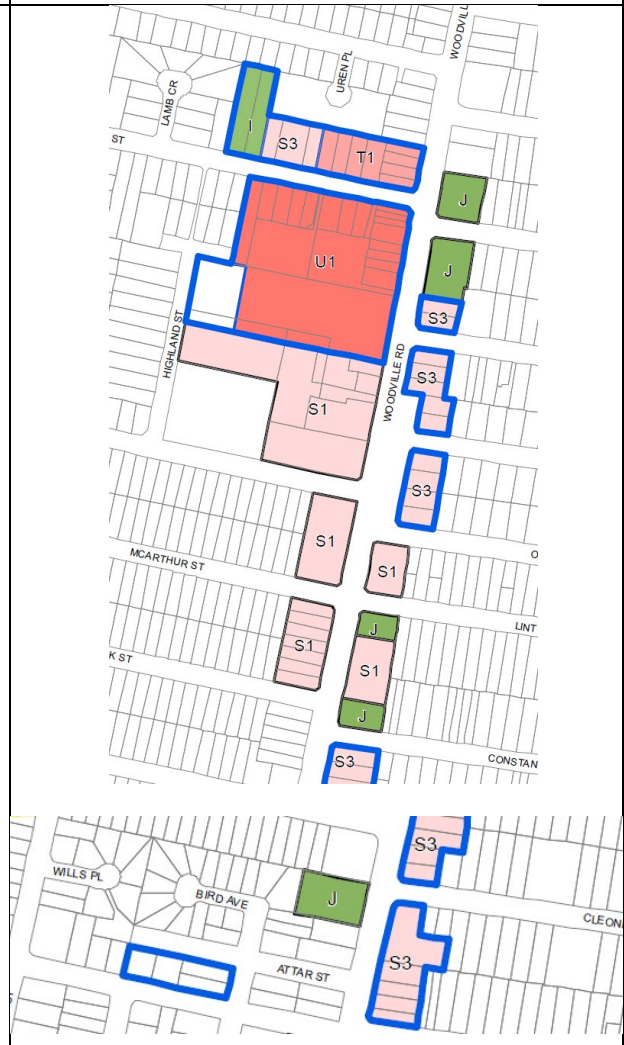


Figure 18: Woodville South Existing Floor Space Ratio



Figure 19: Woodville South Proposed Base Floor Space Ratio



2.4 Lot Size

- Amend lot sizes to 900m² for proposed R4 High Density Residential zoned lots.
- Amend lot sizes to N/A for proposed E1 Local Centre zoned lots.

The above changes are proposed to align with the proposed zones and ensure consistency with similar zoned lots throughout Cumberland. No changes are proposed to the minimum lot size of non Planning Proposal sites.

The proposed Lot Size maps are in Appendix 2.

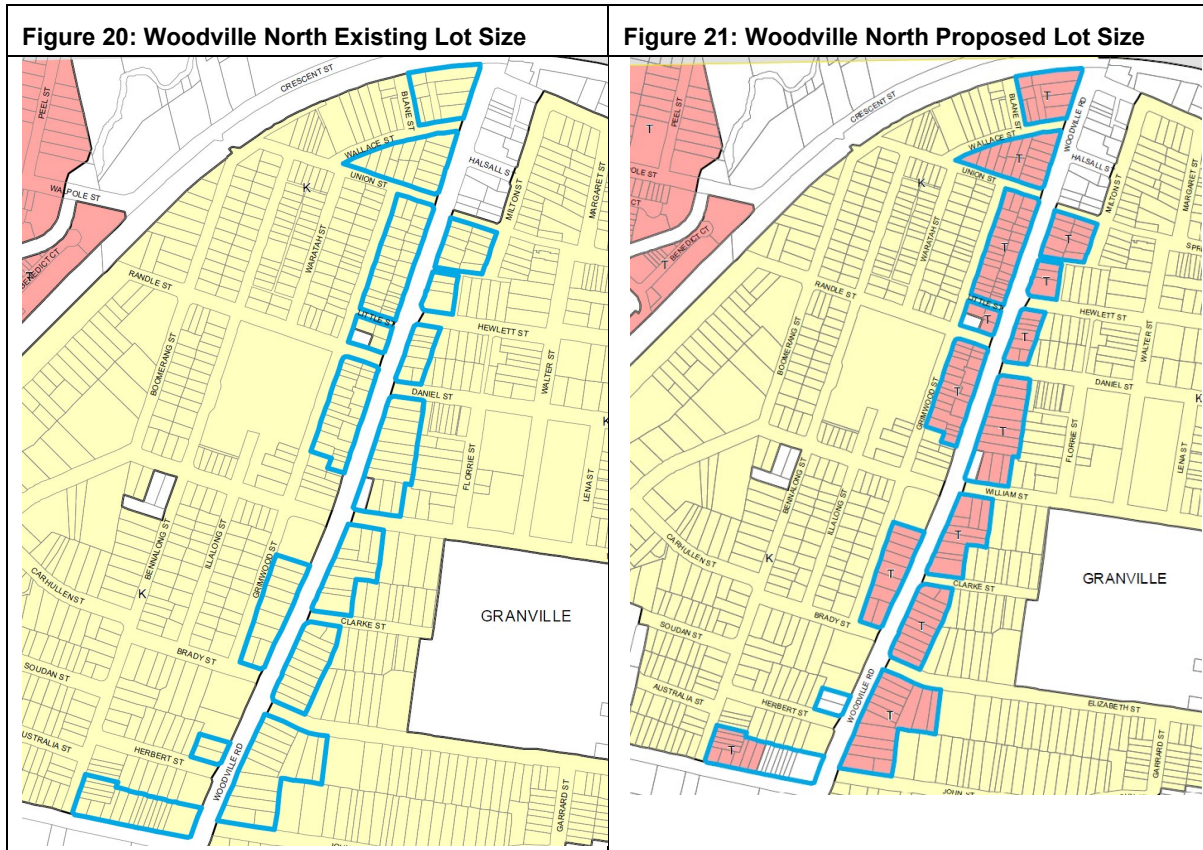


Figure 22: Merrylands East Existing Lot Size



Figure 23: Merrylands East Proposed Lot Size

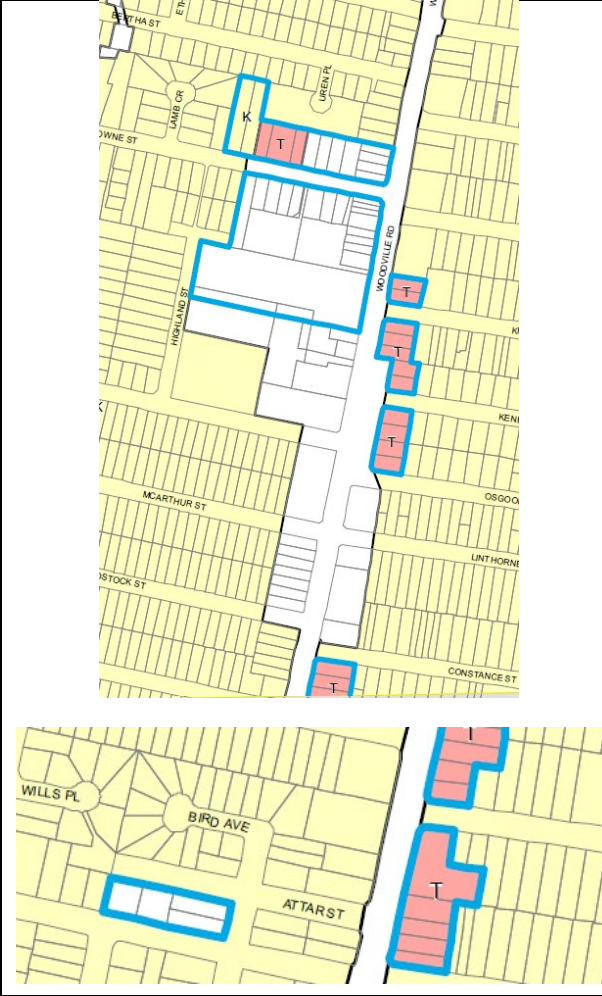
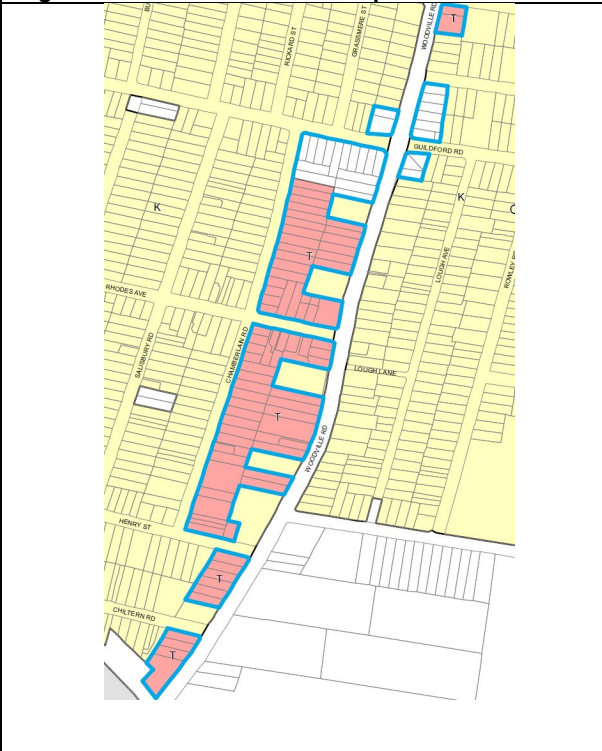


Figure 24: Woodville South Existing Lot Size



Figure 25: Woodville South Proposed Lot Size



2.5 Incentive Height of Buildings

Introduce an incentive Height of Building LEP clause and LEP maps (Appendix 2) where a recreation area is provided on Planning Proposal sites 2 and 23 as follows:

- Site 2: 12 storeys/41m
- Site 23: 12 storeys/41m

Introduce an incentive Height of Building LEP clause and LEP maps (Appendix 2) where affordable housing is provided on Planning Proposal sites 1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, and 15 in accordance with the Affordable Housing Contribution Scheme as follows:

- Site 1: 12 storeys/41m
- Site 3: 10 storeys/36m
- Site 4: 10 storeys/36m
- Site 5: 10 storeys/36m
- Site 6: 10 storeys/36m
- Site 7: 12 storeys/41m
- Site 8: Split 10 storeys/36m and 12 storeys/41m
- Site 9: 10 storeys/36m
- Site 10: 10 storeys/36m
- Site 11: 10 storeys/36m
- Site 12: 10 storeys/36m
- Site 13: 10 storeys/36m
- Site 14: 10 storeys/36m
- Site 15: 10 storeys/36m

The proposed incentive building heights seek to facilitate public open space and affordable housing within the Woodville Road Corridor area, provide economically feasible building heights, align with precedent height studies undertaken, align with proposed incentive floor space ratios, and provide a transition down to lower density areas.

Figure 26: Woodville North Proposed Base Height of Building Map

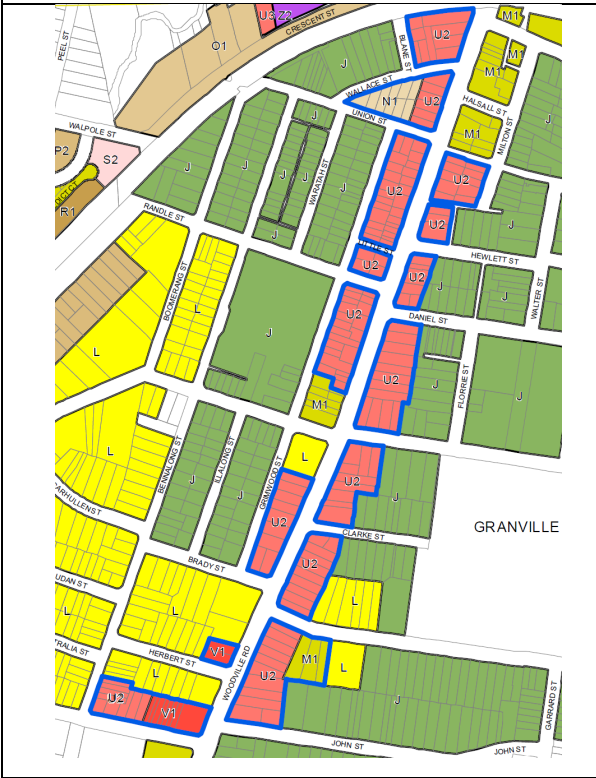


Figure 27: Woodville North Proposed Incentive Height of Building Map

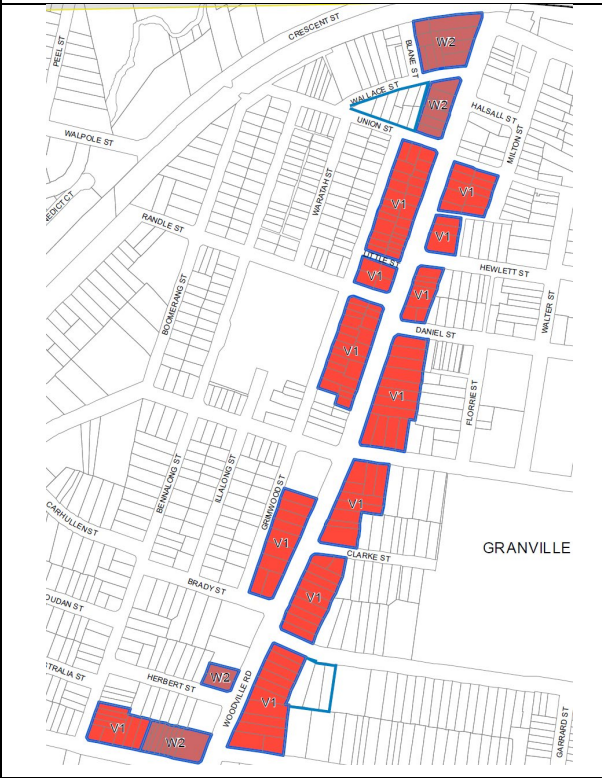


Figure 28: Woodville South Proposed Base Height of Building Map



Figure 29: Woodville South Proposed Incentive Height of Building Map



2.6 Incentive Floor Space Ratio

Introduce an incentive Floor Space Ratio LEP clause and LEP maps (Appendix 2) where a recreation area is provided on Planning Proposal sites 2 and 23 as follows:

- Site 2: 2.5:1
- Site 23: 2.5:1

Introduce an incentive Height of Building LEP clause and LEP maps (Appendix 2) where affordable housing is provided on Planning Proposal sites 1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, and 15 in accordance with the Affordable Housing Contribution Scheme as follows:

- Site 1: 2.5:1
- Site 3: 2:1
- Site 4: 2:1
- Site 5: 2:1
- Site 6: 2:1
- Site 7: 2.5:1
- Site 8: split 2:1 and 2.5:1
- Site 9: 2:1
- Site 10: 2:1
- Site 11: 2:1
- Site 12: 2:1
- Site 13: 2:1
- Site 14: 2:1
- Site 15: 2:1

The proposed incentive floor space ratios seek to facilitate public open space and affordable housing within the Woodville Road Corridor area, align with precedent building height studies undertaken, provide economically feasible building areas, align with proposed incentive Height of Building controls, and provide a transition down to lower density areas.

Figure 30: Woodville North Proposed Base Floor Space Ratio Map

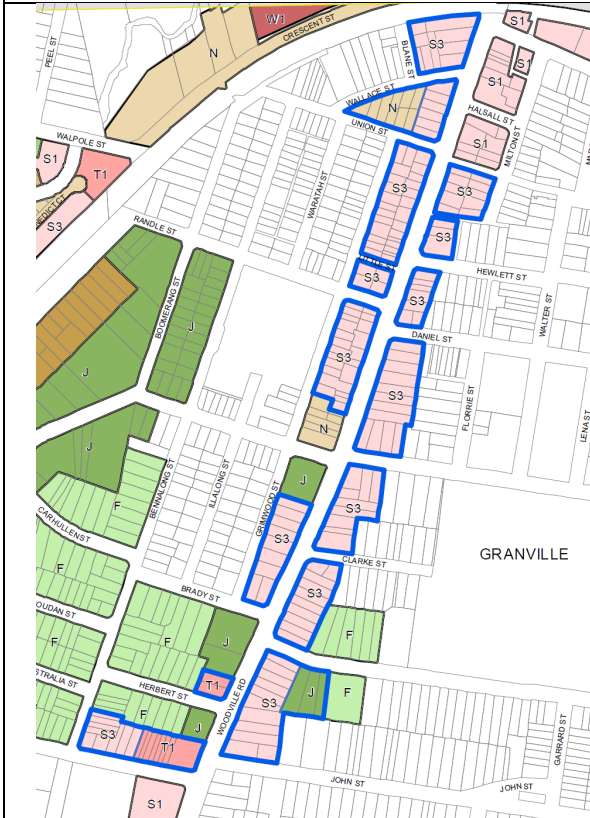


Figure 31: Woodville North Proposed Incentive Floor Space Ratio Map

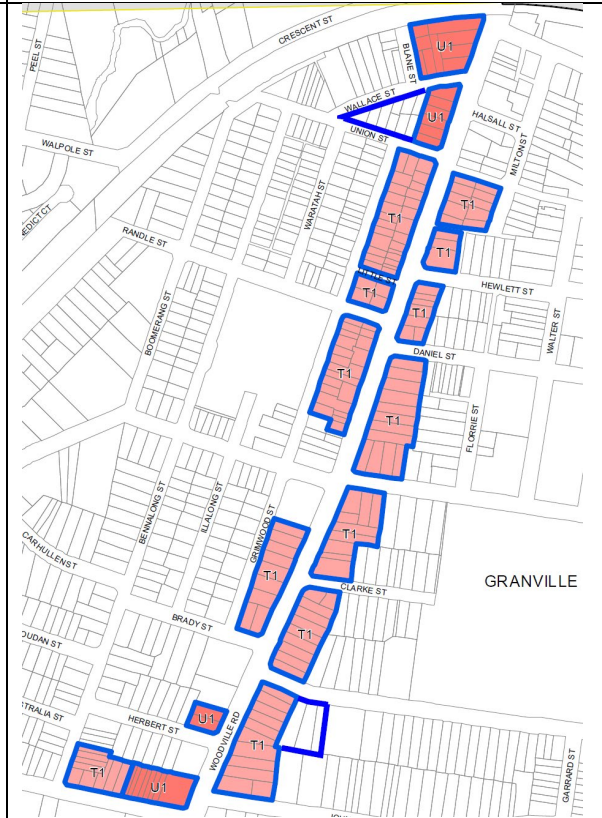


Figure 32: Woodville South Proposed Base Floor Space Ratio Map

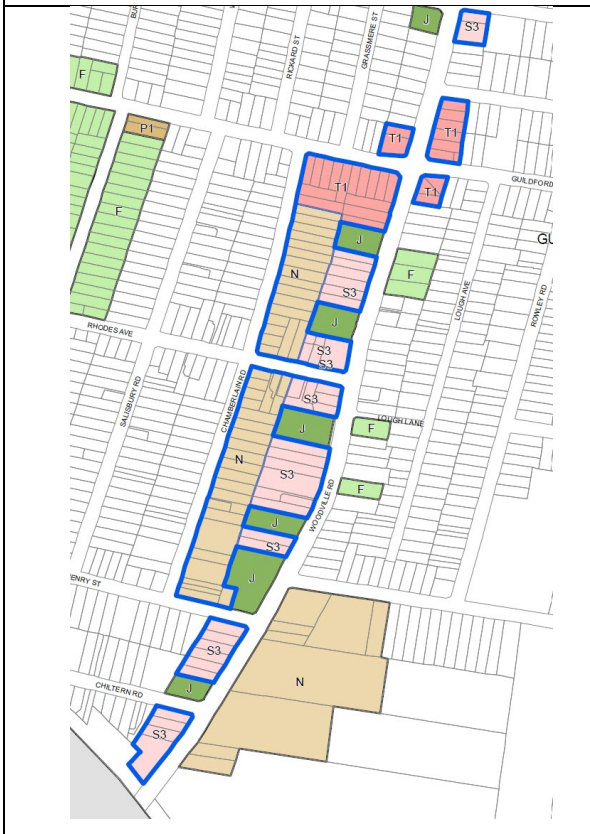


Figure 33: Woodville South Proposed Incentive Floor Space Ratio Map



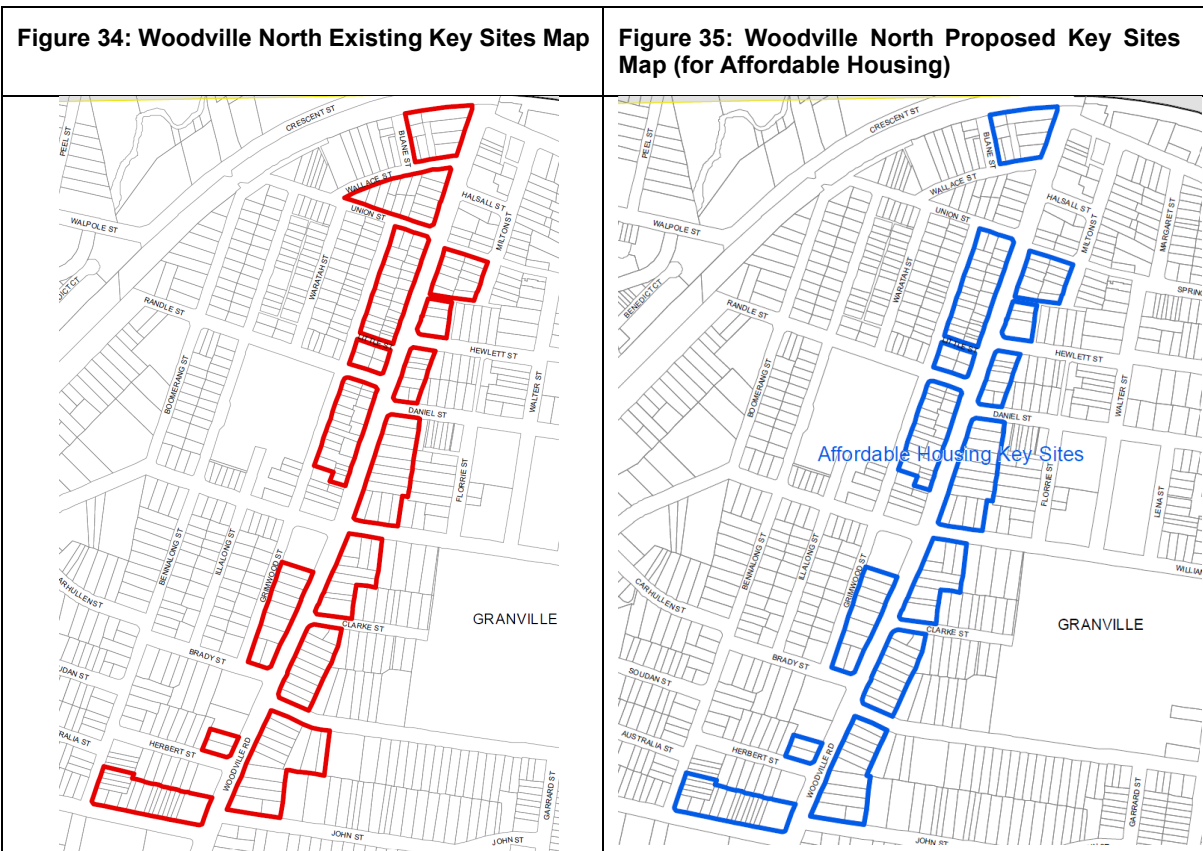
2.7 Affordable Housing

Introduce a clause (Appendix 2) to require contributions for affordable housing to be made in accordance with an Affordable Housing Contribution Scheme.

Sites subject to the provision and the scheme will be shown as Affordable Housing Key Sites on the LEP Key Site Map (Appendix 2) and are sites 1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14 and 15.

This provision is to be read in conjunction with the Draft Affordable Housing Contribution Scheme (Appendix 4).

The intent of this provision is that development for residential purposes on the nominated sites have access to increased height and density if they provide affordable housing within their development, at a rate of 1% of the residential gross floor area.



2.8 Land Reservation Acquisition

Amend the Land Reservation Acquisition LEP maps (Appendix 2) to reflect recommended additional traffic lanes and road works in accordance with the Traffic and Transport Study. These are on the corner of Woodville Road and William Street, Granville and Woodville Road and Guildford Road, Guildford.

This provision is to be read in conjunction with the Traffic and Transport Study (Appendix 11) and Section A, 3.1 below. The additional traffic lanes and road works are required to accommodate traffic growth and improve intersection performance. The relevant acquisition authority would either be Transport for New South Wales (TfNSW) for land fronting Woodville Road, or Cumberland City Council for land on local roads.

Land reservation is only proposed for road infrastructure works on the corner of Woodville Road and William Street, Granville and Woodville Road and Guildford Road, Guildford. All other land or infrastructure works identified in the planning proposal, such as new publicly accessible public open space or potential road closures, are not being acquired by a public authority but provided for through other means. In this regard, they are not represented in the proposed Land Reservation Acquisition maps.



2.9 Wintergardens

Introduce a clause (Appendix 2) that encourages the provision of wintergardens along Woodville Road by excluding an area up to 12m² of wintergardens from gross floor area calculations. This is to provide articulation, private open space and maintain residential amenity in response to air quality concerns from Woodville Road.

This provision is to be read in conjunction with the Air Quality and Noise Impact Assessment (Appendix 10) and Section A, 3.1 below.

Part 3: Justification of Strategic and Site-Specific Merit

Part 3 of the Planning Proposal provides the rationale for the proposed amendments to CLEP 2021 and responds to proposal’s strategic and site-specific merit questions as outlined in the Department of Planning and Environment’s LEP Making Guideline 2021.

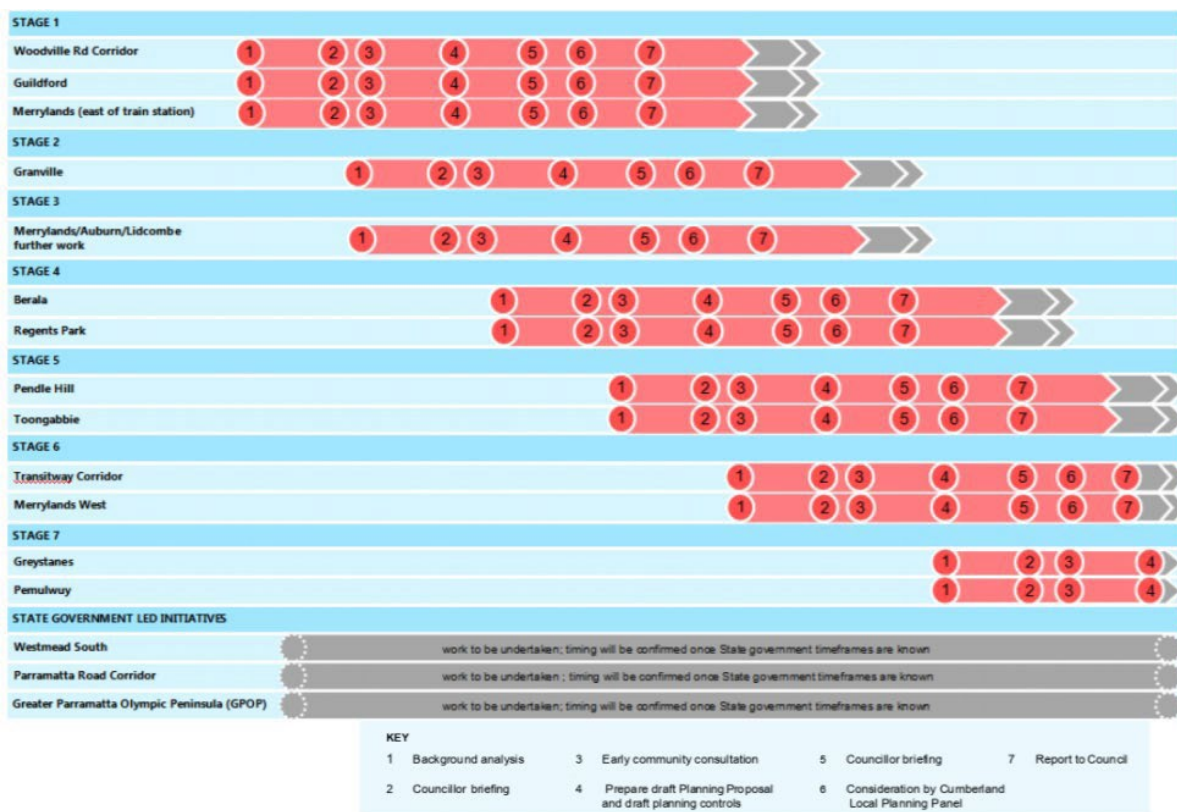
Section A – Need for the Planning Proposal

3.1 Is the planning proposal a result of an endorsed LSPS, strategic study or report?

Yes. The planning proposal is a result of implementing opportunities and strategic considerations identified for the Woodville Road Corridor in Cumberland 2030: Our Local Strategic Planning Statement, Cumberland Affordable Housing Strategy (AHS) and Cumberland Local Housing Strategy (LHS); as well as implementing the Strategic Centres and Corridors Works Program that has been endorsed by Council. Section 3.4 provides a detailed response to how the Planning Proposal achieves the LSPS, AHS and LHS priorities and actions.

The endorsed strategic planning work program for Cumberland City’s key centres and strategic corridors is in Figure 40 below, where planning for the Woodville Road Corridor is identified in Stage 1 as an immediate priority.

Figure 40: Council’s endorsed Strategic Planning Work Program



In addition to the above, the Planning Proposal is informed by technical studies which justify the proposed masterplan and changes to CLEP 2021. These include:

Appendix 5 – Urban Design Study

The built form testing undertaken as part of the urban design study demonstrated that the Planning Proposal should seek to amend land use zoning, floor space and building height provisions in CLEP 2021 to better achieve and implement the objectives and considerations for the Corridor identified in various Council documents, including the Draft Woodville Road Corridor Strategy.

The proposed CLEP 2021 and CDCP 2021 amendments have taken the existing character, desired future character, existing heritage items and recent development in the area into consideration, as well as the following key findings from the Urban Design Study:

- Woodville Road Setback – 6m to 10m on both sides to create a consistent setback control and green corridor along Woodville Road.
- Four-storey street wall height to align with recent development in the area.
- Building heights to allow for the full realisation of associated floor space ratio.
- High density residential zoning immediately along Woodville Road to have a minimum 1.8:1 floor space ratio to align with the minimum tipping point floor space ratio.

The Structure Plan in Figure 41 from the Urban Design Study demonstrates the urban design intent for the corridor including the 3 precincts of the corridor, concentration of employment zones around urban hubs, high density zoning for Planning Proposal sites along Woodville Road, and creation of a green spine along Woodville Road by introducing landscaped setbacks. The addition of sites 30 and 31 in the Planning Proposal is consistent with the intent of the Structure Plan.

Appendix 7 – Economic Feasibility Assessment

This assessment included a feasibility tipping point analysis to determine financially feasible building heights and floor space ratios the corridor required, as well as feasible affordable housing contribution rates for the corridor. Key findings from the Economic Feasibility Assessment included:

- The viability of high-density residential development in the Corridor will be challenging without significant improvements to local amenity.
- A 1% affordable housing contribution is tolerable at the densities proposed.
- The Corridor has an existing undersupply of retail floorspace. The additional retail floorspace envisaged would address this existing shortfall and would not negatively impact on other local centres.
- To incentivise the delivery of new public open space, planning mechanisms such as a 'base and bonus' floorspace should be investigated.
- The addition of sites 30 and 31 to the Planning Proposal do not impact the recommendations of the Assessment.

The urban design study took the findings of the feasibility assessment into account in recommending proposed land uses, floor space ratios and building heights.



Figure 41: Structure Plan, CM+ Urban Design Study

Appendix 9 – Social Infrastructure and Community Needs Assessment and Addendum

This assessment identified the community facilities and open space infrastructure that would be generated by the planning proposal population based on benchmarking. The community facilities and open space needs identified through benchmarking are reflected in proposed the masterplan and LEP incentive floor space ratio and building height incentives. Key findings from the Assessment and Addendum include:

- Woodville Road Corridor has existing deficits in open space provision. The planning framework should seek to address the needs of the future community through renewal opportunities.
- The central and southern sections of the corridor should be prioritised for the location of new open space.
- The additional population resulting from the Planning Proposal is likely to generate the demand for at least two additional play spaces, one for 0-4 yr. olds, and one for 5-11 yr. olds.
- There is a need to provide walkable streets and connections in the corridor.
- The Planning Proposal will generate a demand for 703m² of library floorspace.
- At least 815m² of community and cultural space will be required to service the incoming population generated by the Planning Proposal.
- The addition of sites 30 and 31 to the Planning Proposal do not impact the recommendations of the Assessment.

Appendix 10 – Air Quality and Noise Impact Assessment and Addendum

This study investigated the air quality and acoustic impacts the Woodville Road Corridor would have on the Planning Proposal sites. Air quality and noise impact issues were identified and mitigation recommendations to address these issues have been included in the proposed amendments to CLEP 2021, specifically wintergardens, and proposed amendments to CDCP 2021. Key findings from the assessment include:

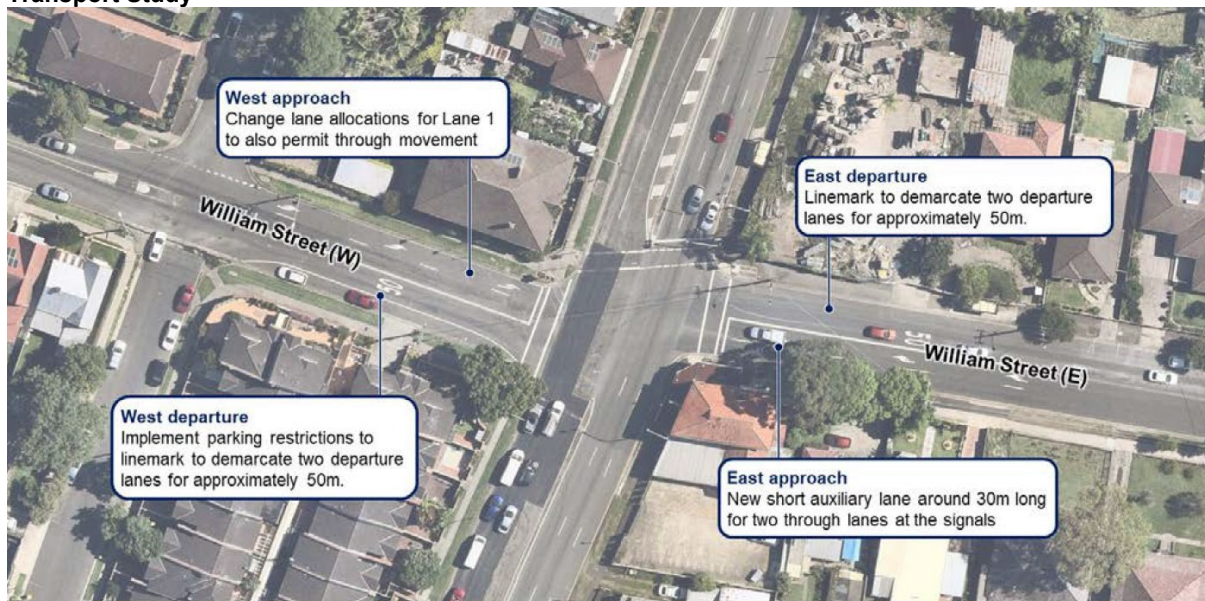
- Results of the air quality modelling indicate that there is potential for air quality impacts to occur at sensitive land uses located up to 20 metres from the kerb of Woodville Road.
- Noise modelling indicates that facades fronting Woodville Road would be exposed to the highest noise levels.
- The addition of sites 30 and 31 to the Planning Proposal do not impact the recommendations of the Assessment.

Appendix 11 – Traffic and Transport Study and Addendum

This study investigated the traffic network impacts of background growth and the Planning Proposal, including potential road closures, and identified road infrastructure works were required to reduce these impacts. Some of the recommended road infrastructure works have informed the proposed amendments to the CLEP 2021 Land Reservation Acquisition Maps. Key findings from the Study included:

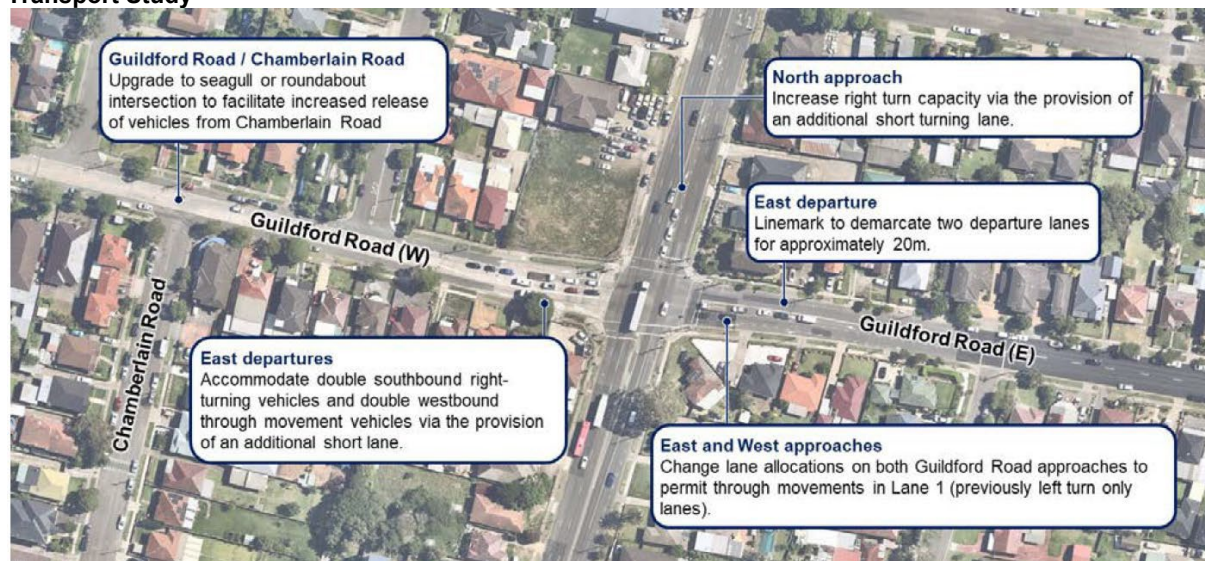
- The Woodville Road / William Street intersection is one of the key intersections in the Woodville North Precinct, facilitating east-west cross movements across the busy movement corridor. To cater for future traffic growth, increased intersection capacity is required at the traffic signals.

Figure 42: Recommended road works for William Street/Woodville Road, Bitzios Consulting Traffic and Transport Study



- The Woodville Road / Guildford Road intersection is currently one of the busiest intersections within the study area. The planned uplift intensifies traffic movements at the intersection, with a concentration of through and right turn movements across the corridor. To cater for the high traffic volumes through this intersection, intersection capacity upgrades are required.

Figure 43: Recommended road works for Guildford Road/Woodville Road, Bitzios Consulting Traffic and Transport Study



- The addition of sites 30 and 31 to the Planning Proposal do not affect the recommendations of the study.

The traffic generation rates used in the Study informed the recommended road infrastructure works and are considered appropriate for the context of Woodville Road as follows:

- Rates used for residential development are more conservative or equal to the rates in the Guide to Traffic Impact Assessment 2024.
- Rates used for commercial/retail development are based on the benchmarking of sites which are of a similar context to Woodville Road.
- Proposed public transport initiatives, active transport links and travel demand management

measures seek to encourage a mode shift from private to public modes of travel.

- The majority of the planning proposal sites are on the border of an 800m public transport catchment.
- An integrated approach to transport planning has been adopted to manage the impacts of population and employment growth through a spectrum of measures, not just through infrastructure upgrades. This is in line with TfNSW's 'Vision and Validate' approach.
- The suite of initiatives and transport strategies outlined in the study justify the use of more 'transit-orientated' generation rates.

Further to the above, the road environment supports the proposed public domain framework and road closures to deliver the proposed local open space. The proposed road closures were tested as part of the microsimulation modelling and the road network was determined to be capable of accommodating the proposed closures, noting that the majority are on minor local roads with minimal existing traffic volumes. The public domain benefits are considered to outweigh the minor traffic impacts at these locations.

Appendix 12 – Contributions Plan Advice

A Contributions Plan advice letter has been provided which identifies options to provide the identified facilities and infrastructure needed to support growth in the Woodville Road Corridor. Changes to the Cumberland Local Infrastructure Contributions Plan are not proposed as part of this Planning Proposal, however, options for the delivery of required infrastructure have been identified and include:

- Dedication to Council and embellishment of 3 new publicly accessible local parks – This is to be achieved through the development application process, through consolidation of lots and redevelopment by developers who choose to access planning control incentives.
- Dedication to Council and embellishment of an active transport path along Woodville Road – This is to be achieved through the development application process, through redevelopment by developers, or through State Government grant funding opportunities.
- Additional library and meeting room space through existing Local Infrastructure Contributions Plan funding.

It is noted that the addition of sites 30 and 31 do not impact the options for the delivery of required infrastructure.

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

Yes, a Planning Proposal is the best means of achieving the objectives and intended outcomes.

Relying on piecemeal variations of applicable development standards through Clause 4.6 of CLEP 2021 or amending CDCP 2021 to facilitate improved amenity and urban design outcomes are not realistic avenues to achieve the overall vision and development opportunities identified for the Corridor.

The WRC Planning Proposal seeks to identify 31 sites that could catalyse revitalisation of the Corridor. By proposing changes in defined pockets along the 4km Corridor, Council is seeking to focus the benefits of revitalisation to support feasibility and ongoing development.

This initial implementation is supported by the WRCS which provides the overall Strategic Merit and intents for the Corridor. The WRCS is intended to support any proponent-initiated Planning Proposals outside of the 31 identified sites that align with the Corridor-wide strategy.

Accordingly, the Planning Proposal and supporting WRCS are the best means of achieving the objectives and intended outcomes.

Section B – Relationship to the Strategic Planning Framework

3.3 Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

Yes. The Planning Proposal gives effect to the directions, objectives and actions of the Greater Sydney Region Plan and Central City District Plan.

Greater Sydney Region Plan – A Metropolis of Three Cities (2018)

The Greater Sydney Region Plan (GSRP) is the Greater Cities Commission’s (GCC) vision of three cities where most residents live within 30 minutes of their jobs and services. It sets a 40- year vision and establishes a 20-year plan to manage growth and change across Greater Sydney, informing district and local plans and the assessment of planning proposals.

The GSRP contains 10 directions and 40 objectives to guide future growth. The Planning Proposal has been assessed against the objectives as follows:

Table 1: Assessment against GSRP

Objectives	Consideration
<p>Infrastructure and Collaboration</p> <p>Objective 1: Infrastructure supports the three cities.</p> <p>Objective 2: Infrastructure aligns with forecast growth – growth infrastructure compact.</p> <p>Objective 3: Infrastructure adapts to meet future needs.</p> <p>Objective 4: Infrastructure use is optimised.</p> <p>Objective 5: Benefits of growth realised by collaboration of governments, community and business.</p>	<p>Consistent – The Planning Proposal seeks to optimise existing infrastructure, provide additional housing within 30mins of the metropolitan centre of Parramatta and demonstrates an evidence-based approach to infrastructure planning.</p> <p>Woodville Road Corridor is one of the main north-south State Road connectors into Parramatta CBD. With additional public transport services providing direct access into Parramatta, this Corridor will become part of the Central River City’s future inner-city suburbs.</p> <p>The housing growth proposed has been informed by various demand analysis including:</p> <ul style="list-style-type: none"> • Urban Design Study prepared by CM+ (Appendix 5). • Social Infrastructure and Community Needs Assessment and Addendum prepared by Cred Consulting (Appendix 9). • Traffic and Transport Study and Addendum prepared by Bitzios Consulting (Appendix 11). <p>The Social Needs and Community Infrastructure Assessment and Addendum identify the additional community facilities and open space infrastructure the Planning Proposal population would generate and provide recommendations on the provision of these.</p> <p>The Traffic and Transport Study and Addendum recommend road infrastructure works that would be required to support the additional vehicle and pedestrian movements in the study area.</p> <p>Recommendations from the above studies have been or can be reflected in the draft WRCS, proposed CLEP 2021 amendments, proposed CDCP 2021 amendments and in the draft WRC-PDP. The proposed CLEP 2021 amendments include Land Reservation Acquisition Maps for road widening only, alongside floor space ratio and building height incentives for the provision of public open space.</p> <p>Further to the above, a Contributions Plan advice letter has also been provided which identifies options to help facilitate the provision of the identified facilities and infrastructure.</p> <p>Based on the above, this Planning Proposal is consistent with objectives 1-5 of the GSRP.</p>

Objectives	Consideration
<p>Livability</p> <p>Objective 6: Services and infrastructure meet communities' changing needs.</p> <p>Objective 7: Communities are healthy, resilient and socially connected.</p> <p>Objective 8: Greater Sydney's communities are culturally rich with diverse neighbourhoods.</p> <p>Objective 9: Greater Sydney celebrates the arts and supports creative industries and innovation.</p> <p>Objective 10: Greater housing supply.</p> <p>Objective 11: Housing is more diverse and affordable.</p> <p>Objective 12: Great places that bring people together.</p> <p>Objective 13: Environmental heritage is identified, conserved and enhanced.</p>	<p>Consistent – The Planning Proposal seeks to provide planning control amendments that will facilitate delivery of 3,617 additional dwellings along Woodville Road, not including additional dwellings that can be provided if planning incentive controls are taken up.</p> <p>To support these future residents the following elements have been carefully considered through a place-based approach:</p> <ul style="list-style-type: none"> • Well-designed built environment: great places are enjoyable and attractive, they are safe, clean and flexible with a mix of sizes and functions. • Social infrastructure and opportunity: great places are inclusive of people of all ages and abilities, with a range of authentic local experiences and opportunities for social interaction and connections. • Fine grain urban form: great places are walkable of human scale, with a mix of land uses including social infrastructure and local services at the heart of communities. <p>The key outcomes for the Planning Proposal associated with these elements are:</p> <ul style="list-style-type: none"> • Woodville North Urban Hub – support residential living in proximity to Granville, Merrylands and Parramatta with defined mixed-use areas to provide convenience goods and services for residents. • Merrylands East Proposed Local Centre – allow for large scale retail and commercial development to meet the day to day needs of residents along the corridor. • Woodville South Urban Hub – allow for residential living with defined mixed-use areas to provide convenience goods and services for residents, alongside the delivery of new parklands. • High-density housing directly adjacent to the corridor to assist in mitigate the amenity issues associated with the transport corridor to nearby residents. • A 4-storey street wall height to all buildings with upper-level setbacks to provide fine grain urban form. • Active frontage requirements in defined areas to focus activity. • Dedication of land for the provision of an active transport pathways along the Woodville Road Corridor to support greening of the Corridor, increased CPTED functions and a fine grain urban form. This includes the planting of canopy trees at 10-20m intervals along the setbacks to Woodville Road. These will provide social infrastructure and connection. • Proposed controls in CDCP 2021 for the provision of public infrastructure. <p>Further to the above, the Planning Proposal, draft WRCS, draft WRCPDP and proposed amendments to CDCP 2021 will facilitate greater access to services, commercial opportunities, employment and open space, and facilitate an improved public domain where people can connect.</p> <p>The addition of 3,617 new dwellings will facilitate diverse housing options in addition to the introduction of an AHCS in response to affordable housing needs in Cumberland. The AHCS is proposed for properties within the Woodville North precinct through application of planning control incentive provisions and can provide 18 affordable housing dwellings.</p> <p>The Corridor has planned for communities that are healthy, resilient and socially connected as the urban design study incorporated the findings of the Social Needs and Community Infrastructure Assessment and Addendum, where possible, when creating the Corridor Masterplan. The integration of these findings resulted in 5 new publicly accessible local parks being proposed for delivery through various planning mechanisms.</p>

	<p>A Heritage Impact Assessment (HIA) was undertaken for this Planning Proposal. It identified existing heritage items in proximity to the Woodville Road Corridor, outlined the potential impacts the proposed built form may have on those heritage items, and included recommendations on proposed built form to ensure the integrity of the heritage items was maintained. The HIA findings were incorporated into the Urban Design Study and proposed amendments to CDCP 2021.</p> <p>Based on the above, this Planning Proposal is consistent with objectives 6-13 of the GSRP.</p>
Objectives	Consideration
Direction 6: A well-connected city	
<p>Productivity</p> <p>Objective 14: A Metropolis of Three Cities - integrated land use and transport create walkable and 30-minute cities.</p> <p>Objective 16: Freight and logistics network is competitive and efficient.</p> <p>Objective 19: Greater Parramatta is stronger and better connected.</p> <p>Objective 22: Investment and business activity in centres.</p> <p>Objective 24: Economic sectors are targeted for success.</p>	<p>Consistent – The Planning Proposal will support productivity outcomes to co-locate employment activities within metropolitan, strategic and local centres and attract housing in and around centres to create walkable, cycle-friendly neighbourhoods as follows:</p> <ul style="list-style-type: none"> • Facilitate the development of the Merrylands East Local Centre through changes to land use zoning, floor space and building height provisions in CLEP 2021. These will allow for large scale retail and commercial development to meet the day to day needs of residents along the corridor. • Facilitate the creation of Woodville North and Woodville south urban hubs which will allow mixed use development with the commercial portion able to provide local goods and services for residents. • Proposed medium and high-density housing along the corridor in proximity to the Merrylands Local Centre, Woodville North Urban Hub and Woodville South Urban Hub. • Dedication of land by the developer to Council through the development application process for the provision of an active transport path along the Woodville Road Corridor. <p>Although the Planning Proposal area is not identified as a key employment area or knowledge hub, it does propose an additional 20,102m² of E1 Local Centre floor space providing retail, commercial and employment opportunities. Retail demand analysis has shown that provision of this additional E1 Local Centre floor space along the corridor will support the demands of the proposed growth and not impact the operation of surrounding retail and commercial centres in Cumberland.</p> <p>The Woodville Road Corridor is not identified as a Trade Gateway and is not in proximity to a Trade Gateway. It is an important freight and movement corridor which this Planning Proposal does not seek to change.</p> <p>Together these changes and ongoing movement function of the Corridor will support the productivity outcomes for the GSRP to:</p> <ul style="list-style-type: none"> • Drive opportunities for investment and business across Greater Sydney. • Deliver an internationally competitive freight and logistics sector. • Support a diverse economy. • Support a network of centres. • Rebalance the city's eastern economic focus. • Deliver a 30-minute city. <p>Based on the above, this Planning Proposal is consistent with objectives 14, 16, 19, 22 and 24 of the GSRP.</p>

Objectives	Consideration
<p>Sustainability</p> <p>Objective 30: Urban tree canopy cover is increased.</p> <p>Objective 31: Public open space is accessible, protected and enhanced.</p> <p>Objective 32: The Green Grid links parks, open spaces, bushland and walking and cycling paths.</p> <p>Objective 33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change.</p> <p>Objective 34: Energy and water flows are captured, used and re-used.</p> <p>Objective 35: More waste is re-used and recycled to support the development of a circular economy.</p> <p>Objective 36: People and places adapt to climate change and future shocks and stresses.</p> <p>Objective 37: Exposure to natural and urban hazards is reduced.</p> <p>Objective 38: Heatwaves and extreme heat are managed.</p>	<p>Consistent – The Planning Proposal seeks to implement measures that will transform the character of the Corridor while maintaining its key movement function. These measures include increases to the urban tree canopy with new open spaces and trees planted every 10-20m along Woodville Road.</p> <p>The measures outlined in the Planning Proposal, draft WRCS, draft WRCPDP and potential CDCP 2021 controls would enhance the extent of urban tree canopy and access to public open spaces through the following:</p> <ul style="list-style-type: none"> • New active transport paths along the Woodville Road Corridor, to be dedicated to Council by the developer through the development application process. • Planting of canopy trees at 10-20m intervals along the setbacks to Woodville Road • FSR and HOB incentives for the provision of a new public park on site 2 and site 23, embellished and dedicated to Council by the developer through the development application process. • Requirement for a new public park on site 17, embellished and dedicated to Council by the developer through the development application process. • Potential road closures by Council, creating supporting local pocket parks on Union Street, Daniel Street, Brady Street, Kenelda Avenue, and Rhodes Avenue. • Integration of Water Sensitive Urban Design outcomes. • Identifying minimum embellishments and treatments for the public domain. <p>These measures seek to adapt the Corridor to climate change, especially urban heat in and around the Central River City.</p> <p>The provisions for new publicly accessible open space, new through-site links and new active transport paths will connect into a network of existing and proposed open spaces, footpaths and cycleways, including connections to Duck River. The enhancement of open spaces and pathways along and around Woodville Road seeks to support healthier lifestyles and environments for the whole community.</p> <p>The Planning Proposal responds to objective 37 as it has been informed by technical studies including a Flood Risk Assessment and Addendum. Recommendations from the Assessment have been included in proposed amendments to CDCP 2021 and confirm that hazards such as flooding can be managed.</p> <p>Further to the above, site 8 currently contains a petrol station. Considering its current use, a contamination assessment and remediation works will be required by SEPP (Resilience and Hazards) 2021 to be undertaken as part of any future development application submitted for that part of the site.</p> <p>Recommendations from these studies are being considered in potential amendments to CDCP 2021 and confirm that hazards such as flooding, noise and air pollution can be managed.</p> <p>Existing controls in CDCP 2021 seek to manage waste and recyclable materials in developments.</p> <p>Based on the above, this Planning Proposal is consistent with objectives 30-38 of the GSRP.</p>

Central City District Plan

The Central City District Plan 2018 is a 20-year plan that outlines planning priorities and actions to support the Greater Sydney Region Plan, under the same set of themes and directions. The District Plan has 22 Planning Priorities which planning authorities must give effect to in preparing planning proposals.

Table 2: Assessment against the Central City District Plan

Planning Priority	Consideration
Direction: A city supported by infrastructure	
Planning Priority C1: Planning for a city supported by infrastructure.	See responses to GRSP Objectives 1 – 5 above.
Direction: A collaborative city	
Planning Priority C2: Working through collaboration.	<p>This Planning Proposal aims to promote orderly development that aligns with the objectives of Local, District and Regional planning frameworks.</p> <p>The Planning Proposal is based on Council's LSPS, CSP, Local Housing Strategy and Affordable Housing Strategy which were the subject of community and stakeholder engagement. It has also been informed by early engagement undertaken with the community in 2020.</p> <p>The Planning Proposal will be subject to further extensive collaboration and engagement with the community and stakeholders during its public exhibition.</p>
Direction: A city for people	
Planning Priority C3: Providing services and social infrastructure to meet people's changing needs.	<p>The Planning Proposal has been informed by technical studies including a Social Needs and Community Infrastructure Assessment and Addendum, and a Traffic and Transport Study and Addendum.</p> <p>The Social Needs and Community Infrastructure Assessment and Addendum identify the additional community facilities and open space infrastructure the Planning Proposal population would generate and provided recommendations on the provision of these.</p> <p>The Traffic and Transport Study and Addendum recommended road infrastructure works that would be required to support the additional vehicle and pedestrian movements in the study area.</p> <p>Recommendations from the above studies have been reflected in the draft WRCS, proposed CLEP 2021 LRA mapping amendments, proposed CLEP 2021 floor space and building height incentives for the provision of public open space, proposed amendments to CDCP 2021, and in the draft WRCPDP.</p> <p>A Contributions Plan advice letter has also been provided which identifies options to help facilitate the provision of the identified facilities and infrastructure.</p>
Planning Priority C4: Fostering healthy, creative, culturally rich and socially connected communities.	The Planning Proposal, draft WRCS, draft WRCPDP and proposed amendments to CDCP 2021 will facilitate greater access to services, commercial opportunities, employment and open space, and facilitate an improved public domain where people can connect.
Direction: Housing the city	
Planning Priority C5: Providing housing supply, choice and affordability with access to jobs, services and public transport.	<p>The Planning Proposal is consistent with the Cumberland Local Housing Strategy and seeks to provide 3,617 dwellings within the Woodville Road Corridor Study area, not including additional dwellings where developments take up incentive building height and floor space bonuses for the provision of affordable housing or public open space.</p> <p>The Planning Proposal will facilitate diverse housing along the Corridor through changes to land use zoning, floor space and building height provisions in CLEP 2021.</p>

	Furthermore, this Planning Proposal will facilitate affordable housing through incentive floor space and building height LEP provisions and through the introduction of an AHCS. The planning control incentive provisions can provide 18 affordable housing dwellings.
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Planning Priority	Consideration
Direction: A city of great places	
Planning Priority C6: Creating and renewing great places and local centres, and respecting the District's heritage.	<p>This Planning Proposal seeks to create great places through:</p> <ul style="list-style-type: none"> Facilitating the development of the Merrylands East Local Centre through changes to land use zoning, floor space and building height provisions in CLEP 2021. These will allow for large scale retail and commercial development to meet the day to day needs of residents along the corridor. These will result in a well-designed built environment, social infrastructure and opportunity and fine grain urban form. Facilitating the creation of Woodville North and Woodville South urban hubs which will allow mixed use development, with the commercial portion able to provide local goods and services for residents. This facilitates a well-designed built environment. Dedication of land to Council by developers through the development application process for the provision of an active transport path along the Woodville Road Corridor, providing fine grain urban form. Draft LEP floor space and building height incentives for the provision of green public open space. These will provide social infrastructure and connection. <p>Further to the above, a Heritage Impact Assessment was undertaken for this Planning Proposal. It identified existing heritage items in proximity to the Woodville Road Corridor, outlined the potential impacts the proposed built form may have on those heritage items, and included recommendations on proposed built form to ensure the integrity of the heritage items was maintained.</p> <p>The urban design study took the findings of the heritage study and the existing environmental heritage into account in its analysis of the area and subsequent built form recommendations. Furthermore, proposed amendments to CDCP 2021 reflect recommendations from the Assessment.</p>
Direction: A well-connected city	
Planning Priority C7: Growing a stronger and more competitive Greater Parramatta.	N/A
Direction: Jobs and skills for the city	
Planning Priority C8: Delivering a more connected and competitive GPOP Economic Corridor.	N/A
Planning Priority C9: Delivering integrated land use and transport planning and a 30-minute city.	See response to GSRP Objectives 1 to 13 above
Planning Priority C10: Growing investment, business opportunities and jobs in strategic centres.	<p>The Planning Proposal seeks to facilitate the development of the Merrylands East Local Centre through changes to land use zoning, floor space and building height provisions in CLEP 2021.</p> <p>The Merrylands East Local Centre will play a crucial role in providing for the day to day needs of residents along the corridor.</p>
Planning Priority C11: Maximising opportunities to attract advanced manufacturing and innovation	N/A

in industrial and urban services land.	
Planning Priority C12: Supporting growth of targeted industry sectors.	Although the Planning Proposal area is not identified as a key precinct or knowledge hub, it does propose an additional 20,102m ² of E1 Local Centre floor space providing retail, commercial and employment opportunities. Economic analysis has shown that provision of this additional E1 floor space along the corridor will not impact the operation of other retail and commercial centres in Cumberland.
Direction: A city in its landscape	
Planning Priority C13: Protecting and improving the health and enjoyment of the District's waterways.	The Planning Proposal does not contain any provisions that are contrary to this objective. Existing and proposed potential controls in CDCP 2021 require the provision of Water Sensitive Urban Design.

Planning Priority	Consideration
Planning Priority C14: Creating a Parkland City urban structure and identity, with South Creek as a defining spatial element.	N/A
Planning Priority C15: Protecting and enhancing bushland, biodiversity and scenic and cultural landscapes.	The Planning Proposal does not contain any provisions that are contrary to this objective as the proposed changes to planning controls along the Woodville Road Corridor apply to sites that are already urbanised and developed.
Planning Priority C16: Increasing urban tree canopy cover and delivering Green Grid connections.	The Planning Proposal, draft WRCS, draft WRCPDP and proposed amendments to CDCP 2021 include provisions for new open space, planting of canopy trees at 10-20m intervals along the setbacks to Woodville Road, new through-site links and new active transport paths. These would connect to the network of existing and proposed open spaces, footpaths and cycleways, including Duck River.
Planning Priority C17: Delivering high quality open space.	The Planning Proposal, draft WRCS, draft WRCPDP and proposed amendments to CDCP 2021 controls would enhance access to public open spaces through the following: <ul style="list-style-type: none"> • New active transport paths along the Woodville Road Corridor, dedicated to Council by the developer through the development application process. • FSR and HOB incentives for the provision of a new public park on site 2 and site 23, dedicated to Council by the developer through the development application process. • Requirement for a new public park on site 17, dedicated to Council by the developer through the development application process. • Potential road closures by Council, creating supporting local pocket parks on Union Street, Daniel Street, Brady Street, Kenelda Avenue, and Rhodes Avenue. • Identifying minimum embellishments and treatments for the public domain.
Planning Priority C18: Better managing rural areas.	N/A
Direction: An efficient city	
Planning Priority C19: Reducing carbon emissions and managing energy, water and waste efficiently.	See response to GSRP Objectives 30 – 38 above.
Direction: A resilient city	

Planning Priority C20: Adapting to the impacts of urban and natural hazards and climate change.	See response to GSRP Objectives 30 – 38 above.
Implementation	
Planning Priority C21: Preparing local strategic planning statements informed by local strategic planning.	The Cumberland LSPS was endorsed by Council and the Greater Sydney Commission in March 2020.
Planning Priority C22: Monitoring and reporting on the delivery of the Plan.	This cannot be achieved by the Planning Proposal alone and requires collaboration with the State Government to ensure that the objectives are being met. Outcomes of this Planning Proposal and future proponent-initiated Planning Proposals will be monitored against the Woodville Road Corridor Strategy, should it be endorsed, to ensure the vision for the Corridor and character of the precincts are being implemented.

3.4 Is the Planning Proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GCC, or another endorsed local strategy or strategic plan?

The Planning Proposal helps to implement Council’s LSPS and several other Council strategies. An overview of these strategies and how the Planning Proposal responds to these is outlined below.

Cumberland Community Strategic Plan 2017-27

The Community Strategic Plan (CSP) 2017-2027 provides a 10-year strategic vision and planning framework for balancing Council’s commitment to social cohesion, the local economy, the natural and built environments and the wider community. The CSP consists of:

- A high-level community vision for the future.
- 4 Strategic Goals to guide progress towards the vision.
- 9 Objectives to align to the Strategic Goals.
- 20 Strategies for achieving the objectives.
- Wellbeing, livability and sustainability baselines and targets.

The Planning Proposal is consistent with Strategic Goals and Objectives in the Plan as follows:

Table 3: Consistency with the Cumberland Community Strategic Plan

Objective	Strategy	Consistency
Strategic Goal 1. Supporting Community Health, Safety and Wellbeing		
1.2 Objective: A safe, healthy and active community.	1.2.1 Provide access to services that improve health and wellbeing.	See responses to Local Planning Priorities 4 and 13 in the LSPS table above.
Strategic Goal 2. Enhancing the Natural and Built Environment		
2.1 Objective: Celebrate our diverse built and natural environments.	2.1.1 Prepare land use plans and controls that value our heritage, encourage Economic development, facilitate local infrastructure improvements and create vibrant precincts.	Consistent. The Planning Proposal has been informed by an Urban Design Study, Heritage Impact Assessment, Economic Feasibility Assessment, Social Needs and Community Infrastructure Assessment and Addendum, and Traffic and Transport Study and Addendum. Recommendations from these studies have been incorporated into proposed CLEP 2021 amendments, the draft WRCS, proposed amendments to CDCP 2021 and the draft WRCPDP.
2.2 Objective: Places and spaces that are vibrant and connect us.	2.2.2 Activate and support our centres, local areas and local businesses to be vibrant places that connect people.	Consistent. The Planning Proposal seeks the following: <ul style="list-style-type: none"> • Facilitate the development of the Merrylands East Local Centre through changes to land use zoning, floor space and building height provisions in CLEP 2021. These will include allowing for large scale retail and commercial development to meet the day to day needs of residents along the corridor. • Facilitate the creation of Woodville North and Woodville south urban hubs which will allow mixed use development with the commercial portion able to provide local goods and services for residents. This facilitates a well-designed built environment. • Dedication of land by developers to Council through the development application process, for the provision of an active transport path along the Woodville Road Corridor to provide fine grain urban form. • Draft CLEP 2021 floor space and building height incentives for the provision of green public open space as well as proposed controls in CDCP 2021 for the planting of canopy trees at 10-20m intervals along the setbacks to Woodville Road. These will provide social infrastructure and connection. • Controls in CDCP 2021 for the provision of a 4-storey street wall height and active frontages to provide fine grain urban form. • Provide minimum standards for provision of public infrastructure in the public domain.
Objective	Strategy	Consistency
Strategic Goal 3. Delivering Sustainable Infrastructure and Services		

<p>3.2 Objective: We have recreational assets that enhance the livability of our community.</p>	<p>3.2.2 Our assets provide a range of opportunities for participation in active and entertaining activities.</p>	<p>Consistent</p> <p>A Social Needs and Community Infrastructure Assessment and Addendum was undertaken for this Planning Proposal. It identified existing community facilities and open space in proximity to the study area, undertook benchmarking to identify the additional community facilities and open space infrastructure the Planning Proposal population would generate, and provided recommendations on the type and location of the additional community facilities and open space infrastructure required.</p> <p>The Urban Design Study took the findings of the assessment into consideration when creating the Corridor Masterplan, and the identified additional community facilities and open space infrastructure have been reflected in the draft WRCS, proposed amendments to CDCP 2021 and in the draft WRCPDP. This has resulted in most Planning Proposal sites being within 230m of existing or proposed public open space.</p> <p>In addition to the above, a Contributions Plan advice letter has been provided which identifies options to help facilitate the provision of the identified facilities and infrastructure.</p> <p>This Planning Proposal also includes Draft CLEP 2021 floor space and building height incentives for the provision of green public open space as well as proposed controls in CDCP 2021 for the planting of canopy trees at 10-20m intervals along the setbacks to Woodville Road.</p>
<p>Strategic Goal 4: Providing Local Leadership</p>		
<p>4.2 Objective: An informed community included in decision making and long-term planning.</p>	<p>4.1.2 Council conducts long term planning based on community engagement.</p>	<p>Consistent.</p> <p>The Planning Proposal is based on Council's LSPS, CSP, Local Housing Strategy and Affordable Housing Strategy which were the subject of community and stakeholder engagement. It has also been informed by Early Engagement undertaken with the community in 2020.</p> <p>The Planning Proposal will be subject to further extensive collaboration and engagement with the community and stakeholders during its public exhibition.</p>

Cumberland 2030: Our Local Strategic Planning Statement

Cumberland 2030: Our Local Strategic Planning Statement was endorsed by Council and the Greater Sydney Commission in March 2020. The LSPS outlines a long-term strategic vision to guide land use planning, housing and infrastructure delivery in Cumberland. The LSPS is structured around 4 themes, 16 planning priorities and actions within each priority. It identifies renewal opportunities along the Woodville Road Corridor to improve amenity and provide development that is complementary to the growth of the existing network of centres. It also advocates for improvements in accessibility within town centres, and delivery of housing choice to suit changing needs.

The Planning Proposal is consistent with the Themes, Planning Priorities and Actions in the LSPS as follows:

Table 4. Consistency with Cumberland 2030: Our Local Strategic Planning Statement

Planning Priority	Action	Consistency
Getting around: Access and movement		
<p>Local Planning Priority 2 – Advocate for a range of transport options that connect our town centres and employment hubs, both locally and to Greater Sydney.</p> <p>Local Planning Priority 3 – Align local infrastructure delivery with planned growth.</p>	<p>iv. Support greater walking and cycling in the Cumberland area, including targeted investments to support access to centres, corridors and public transport services.</p> <p>ii. Continue to work with government, industry and community stakeholders to align local infrastructure delivery with planned growth.</p> <p>iii. Actively encourage the shared use of land and facilities, including schools, where it will not reduce the existing availability of public open space for general community use.</p>	<p>Consistent.</p> <p>The Planning Proposal seeks to increase the use of active and public transport along the corridor through proposed amendments to CDCP 2021 requiring the dedication to Council of land by developers along the Woodville Road Corridor for an active transport path.</p> <p>The Planning Proposal has been informed by technical studies including a Social Needs and Community Infrastructure Assessment and Addendum, and a Traffic and Transport Study and Addendum.</p> <p>The Social Needs and Community Infrastructure Assessment and Addendum identified the additional community facilities and open space infrastructure the Planning Proposal population would require and provided recommendations on the type and location of these. This included an opportunity to share the open space in Granville South Public School.</p> <p>The Traffic and Transport Study and Addendum recommended road infrastructure works that would be required to support the additional vehicle and pedestrian movements in the study area.</p> <p>The recommendations from the Social Needs and Community Infrastructure Assessment and Addendum, and Traffic and Transport Study and Addendum have been reflected in the draft WRCS, CLEP 2021 LRA mapping amendments, proposed amendments to CDCP 2021 and in the draft WRCPDP.</p> <p>A Contributions Plan advice letter has also been provided which identifies options to help facilitate the provision of the identified facilities and infrastructure.</p>

Planning Priority	Action	Consistency
Places and spaces for everyone: Housing and community		
Local Planning Priority 5 – Deliver housing diversity to suit changing needs.	iii. Facilitate the planned residential growth of Cumberland, consistent with the Centres Framework.	<p>Consistent.</p> <p>The LSPS identifies renewal opportunities along the Woodville Road Corridor to improve amenity and provide development that is complementary to the growth of the existing network of centres.</p> <p>Furthermore, the endorsed strategic planning work program for Cumberland City’s key centres and strategic corridors identifies the Woodville Road Corridor in Stage 1 as an immediate priority.</p> <p>The anticipated residential growth will be complementary to the growth of the existing network of centres.</p>
Local Planning Priority 6 – Deliver affordable housing suitable for the needs of all people at various stages of their lives.	<p>iii. Identify opportunities to support the planning and delivery of affordable housing in Cumberland.</p> <p>v. Adopt effective planning mechanisms and policies that increase the supply of affordable housing in Cumberland.</p>	<p>Consistent.</p> <p>The Planning Proposal will facilitate affordable housing through a new affordable housing clause in CLEP 2021, an incentive floor space and building height clause in CLEP 2021 and through the introduction of an AHCS. Planning control incentive provisions can provide 18 affordable housing dwellings.</p>
Local Planning Priority 7 – Design vibrant and attractive centres and encourage healthy living.	<p>iii. Promote and encourage walkability through a connected pedestrian network which includes safe and improved crossings, wayfinding signage, shade and seating.</p> <p>iv. Planning for renewal and revitalisation of Cumberland’s local centres.</p>	<p>Consistent.</p> <p>This Planning Proposal, associated draft WRCS, draft WRCPDP and potential amendments to CDCP 2021 encourage walkability and the development of the Merrylands East Local Centre as follows:</p> <ul style="list-style-type: none"> • Through changes to land use zoning, floor space and building height provisions in CLEP 2021. These will include allowing for large scale retail and commercial development to meet the day to day needs of residents along the corridor. • Dedication of land to Council by developers for the provision of an active transport path along the Woodville Road Corridor to provide fine grain urban form. • Draft CLEP 2021 floor space and building height incentives for the provision of green public open space as well as proposed controls in CDCP 2021 for the planting of canopy trees at 10-20m intervals along the setbacks to Woodville Road. These will provide social infrastructure and connection. • Provide minimum standards for provision of public infrastructure in the public domain.

Planning Priority	Action	Consistency
Local jobs and businesses: Economy, employment and centres		
Local Planning Priority 10 – Support a strong and diverse local economy across town centres and employment hubs.	ii. Support business and industry as important element of our local economy and culture.	Consistent. The Planning Proposal proposes an additional 20,102m ² of E1 Local Centre floor space providing retail, commercial and employment opportunities.
The great outdoors: Environment and open spaces		
Local Planning Priority 13 – Protect and enhance natural and green spaces and sports facilities.	vii. Council will explore opportunities to increase the percentage of homes within 400 m of quality green space (200 m for high density developments) as part of its passive open space hierarchy.	Consistent A Social Needs and Community Infrastructure Assessment and Addendum identified existing community facilities and open space in proximity to the study area, undertook benchmarking to identify the additional community facilities and open space infrastructure the Planning Proposal population would generate, and provided recommendations on the type and location of the additional community facilities and open space infrastructure required. The Urban Design Study took the findings of the assessment into consideration when creating the Corridor Masterplan. The identified additional community facilities and open space infrastructure have been reflected in the draft WRCS, proposed amendments to CDCP 2021 and in the draft WRCPDP. This has resulted in most Planning Proposal site being within 230m of existing or proposed public open space. In addition to the above, a Contributions Plan advice letter has been provided which identifies options to help facilitate the provision of the identified facilities and infrastructure. Furthermore, this Planning Proposal includes draft CLEP 2021 floor space and building height incentives for the provision of green public open space as well as proposed controls in CDCP 2021 for the planting of canopy trees at 10-20m intervals along the setbacks to Woodville Road.
Local Planning Priority 16 – Support urban cooling to minimise heat island effects.	iii. Progress work on urban cooling through Council's strategies, plans and programs.	Consistent The Planning Proposal includes draft CLEP 2021 floor space and building height incentives for the provision of green public open space as well as proposed controls in CDCP 2021 for the planting of canopy trees at 10-20m intervals along the setbacks to Woodville Road. These measures seek to help improve the amenity and livability of the Corridor.

Cumberland Local Housing Strategy 2020

The Cumberland Local Housing Strategy was adopted by Council in June 2020 and endorsed by the Department of Planning and Environment in July 2021. The Strategy identifies the key priorities,

objectives and actions for future planning, delivery, and design of housing within Cumberland. It also outlines how Cumberland will meet the housing priorities in the Central City District Plan.

The Strategy recognises the importance of the Woodville Road Corridor to facilitate sustainable growth.

The Planning Proposal is consistent with the Priorities, Objectives and Actions in the Local Housing Strategy as follows:

Table 5. Consistency with the Local Housing Strategy

Objective	Action	Consistency
Priority 1. Delivering housing diversity to suit changing community needs		
O1. A mix of dwelling types, sizes and tenure to meet demand within Cumberland’s diverse community is delivered.	1.2 Promote and encourage investment in, and increased supply of, social, affordable and community housing by all sectors (private, public and community).	<p>Consistent.</p> <p>The Planning Proposal seeks to provide 3,617 dwellings within the Woodville Road Corridor Study area, not including additional dwellings where developments take up incentive building height and floor space bonuses for the provision of affordable housing or public open space. It will facilitate diverse housing along the Corridor through changes to land use zoning, floor space and building height provisions in CLEP 2021.</p> <p>Furthermore, this Planning Proposal will facilitate affordable housing through incentive floor space and building height CLEP 2021 provisions and through the introduction of an AHCS. It is consistent with the Cumberland Affordable Housing Strategy.</p>
Priority 2. Promoting transit-oriented housing options to support the 30-minute City		
O1. Mixed use development at centres, strategic corridors and strategic precincts results in well-designed, human-scale and livable communities within walking distance to transport services and infrastructure.	2.2. Progress reviews of key centres, corridors and precincts to ensure that planning controls and infrastructure provision are aligned to support housing supply targets for Cumberland.	<p>Consistent.</p> <p>The LSPS identifies renewal opportunities along the Woodville Road Corridor to improve amenity and provide development that is complementary to the growth of the existing network of centres.</p> <p>Furthermore, the endorsed strategic planning work program for Cumberland City’s key centres and strategic corridors identifies the Woodville Road Corridor in Stage 1 as an immediate priority.</p>
O4 Diversification of housing choice in centres, strategic corridors and strategic precincts is facilitated through master-planning and the application of a place-based approach.		<p>The Planning Proposal seeks the following:</p> <ul style="list-style-type: none"> • The anticipated residential growth (3,617 dwellings, not including additional dwellings if CLEP 2021 incentive building height and floor space bonuses for the provision of affordable housing or public open space are taken up) will be complementary to the growth of the existing network of centres. • Facilitate the development of the Merrylands East Local Centre through changes to land use zoning, floor space and building height provisions in CLEP 2021. These will include allowing for large scale retail and commercial development to meet the day to day needs of residents

		<p>along the corridor.</p> <ul style="list-style-type: none"> • Facilitate the creation of Woodville North and Woodville south urban hubs which will allow mixed use development with the commercial portion able to provide local goods and services for residents. This facilitates a well- designed built environment. • Dedication of land to Council by developers for the provision of an active transport path along the Woodville Road Corridor to provide fine grain urban form. • Draft CLEP 2021 floor space and building height incentives for the provision of green public open space as well as proposed controls in CDCP 2021 for the planting of canopy trees at 10-20m intervals along the setbacks to Woodville Road. These will provide social infrastructure and connection. • Controls in CDCP 2021 for the provision of a 4-storey street wall height and active frontages to provide fine grain urban form. • Provide minimum standards for provision of public infrastructure in the public domain. • Facilitate diverse housing along the Corridor through changes to land use zoning, floor space and building height provisions in CLEP 2021.
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Objective	Action	Consistency
Priority 4. Valuing heritage and cultural diversity in housing		
O2 The changing needs of the community are met through the provision of a mix of housing that addresses their needs and preferences.	4.3 Support Cumberland's natural, built and cultural diversity through Council's strategies, plans and programs, including items listed under the Cumberland Local Environmental Plan and the State Heritage Act.	<p>Consistent.</p> <p>A HIA was undertaken for this Planning Proposal. It identified existing heritage items in proximity to the Woodville Road Corridor, outlined the potential impacts the proposed built form may have on those heritage items, and included recommendations on proposed built form to ensure the integrity of the heritage items was maintained.</p> <p>The urban design study took the findings of the heritage study and the existing environmental heritage into account in its analysis of the area and subsequent built form recommendations.</p> <p>Furthermore, proposed amendments to CDCP 2021 will reflect recommendations from the study.</p> <p>Further to the above, the Planning Proposal will not have significant impacts on the natural environment as the proposed changes to planning controls along the Woodville Road Corridor apply to sites that are already urbanised and developed.</p>
Priority 5. Infrastructure-led housing delivery		
O1 Services and infrastructure that meet the changing needs of the community are delivered in a planned and sequenced manner.	5.2 Align the collection of funding collected from the Cumberland Local	<p>Consistent.</p> <p>The Planning Proposal has been informed by technical studies including a Social Needs and Community Infrastructure Assessment and Addendum and a Traffic and Transport Study and</p>

<p>O2 Public infrastructure provision facilitates access to jobs, health, education and recreation facilities.</p>	<p>Infrastructure Contributions Plan with planning and delivery of growth infrastructure.</p>	<p>Addendum.</p> <p>The Social Needs and Community Infrastructure Assessment and Addendum identified the additional community facilities and open space infrastructure the Planning Proposal population would generate and provided recommendations on the type and location for the provision of these.</p> <p>The Traffic and Transport Study and Addendum recommended road infrastructure works that would be required to support the additional vehicle and pedestrian movements in the study area.</p> <p>The above have been reflected in the draft WRCS, proposed CLEP 2021 LRA mapping amendments, proposed amendments to CDCP 2021 and in the draft WRCPDP.</p> <p>A Contributions Plan advice letter has also been provided which identifies options to help facilitate the provision of the identified facilities and infrastructure.</p>
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Cumberland Employment and Innovation Lands Strategy 2019

The Cumberland Employment and Innovation Lands Strategy was endorsed by Council in May 2019 and endorsed by the Department of Planning and Environment in February 2023. The Strategy outlines the land use approach for employment and innovation land precincts across the Cumberland area as well as other actions and services which can be implemented by Council that complement land use development for these areas.

The following observations and commentary are provided regarding the application of the EILS to Woodville Road and this Planning Proposal.

- Woodville Road is recognised as one of the major roads that links freight movement.

This Planning Proposal does not seek to change the regional transportation role of Woodville Road but aims to reduce private vehicle use along the Corridor by providing more walking and cycling opportunities to employment, retail and commercial services.

- Woodville Road is not identified as one of the 10 precincts the Strategy identifies a land use approach is needed to support the transition of these precincts in meeting the future needs of residents and workers in the area. However, the areas surrounding Woodville Road, being Holroyd and Granville, are recognised as an ‘Emerging local centre’ and a ‘Creative learning precinct’.

‘Emerging local centres’ support local growth including the potential to target health, ancillary retail, food/beverage as emerging job sectors. The ‘Creative learning precinct’ focuses on industry and business collaboration, and greater alignment of the education sector to equip the local population with new skills and innovation capacity.

The potential increase in housing diversity and supply along Woodville Road and the proximity of the Corridor to these 2 precincts are complementary. The area covered by this Planning Proposal has access to various employment opportunities.

Cumberland Affordable Housing Strategy 2020

The Cumberland Affordable Housing Strategy was adopted by Council in November 2020 and identifies

key priorities and actions which Council can pursue to continue to facilitate the delivery of affordable housing over the next 20 years. It also aligns with the Central City District Plan and Cumberland 2030: Our Local Strategic Planning Statement.

The strategy identifies the following key statistics applicable to the Woodville Road Corridor study area:

- There is a projected need of 10,700 new affordable housing dwellings in Cumberland between 2016 and 2036.
- There is a moderate proportion of people private renting (21%) in the Woodville Road Corridor study area compared to the Cumberland City average of 30.9%. However, in the Guildford East area there is a higher proportion of people in social housing rentals (13.3%) compared to the Cumberland City average of 7.1%.
- Data from the 2016 Census shows that approximately 56.7% household in the study area are very low to low-income households.

The Planning Proposal is consistent with the Priorities and Actions in the Cumberland Affordable Housing Strategy as follows:

Table 6: Consistency with the Affordable Housing Strategy

Actions	Consistency
Priority 1: Planning controls that contribute to affordable housing feasibility and delivery	
1.1 Progress the review of planning controls for key centres and corridors, with consideration of development feasibility, housing mix and parking requirements to facilitate delivery of affordable housing.	<p>Consistent.</p> <p>The Planning Proposal will facilitate diverse housing along the Corridor through proposed amendments to land use zoning, floor space and building height provisions in CLEP 2021.</p> <p>In addition to the above, an Economic Feasibility study has been undertaken for this Planning Proposal which confirmed the feasibility of a 1% affordable housing contribution rate for the Woodville North Precinct. As such, an affordable housing clause is proposed for CLEP 2021, incentive floor space and building height provisions are proposed where affordable housing in Woodville North is provided, and an AHCS is also proposed to be introduced. 18 affordable housing dwellings can be provided if all incentive provisions are taken up.</p>
Priority 2: Policy initiatives which support the delivery of affordable housing	
2.2 Continue to seek affordable housing outcomes through planning agreements.	<p>Consistent</p> <p>Proposed CLEP 2021 incentive floor space and building height provisions to promote the development of affordable housing are voluntary and will not impact the delivery of affordable housing incomes through planning agreements should applicants choose to go that route.</p>
Priority 3: Effective collaboration with key stakeholders to maximise delivery of affordable housing on the ground	
3.1 Work collaboratively with public and private housing providers to facilitate the delivery of social, affordable and community housing, through strategic planning and other initiatives.	<p>Consistent.</p> <p>An Economic Feasibility study has been undertaken for this Planning Proposal which supports the feasibility of 1% affordable housing contribution for the Woodville North Precinct. In this regard, this Planning Proposal seeks the introduction of an Affordable Housing Contributions Scheme, Affordable Housing Clause and Affordable Housing Key sites in CLEP 2021.</p> <p>The sites identified for the delivery of affordable housing were chosen due to their proximity to Merrylands Train Station, Granville Train Station and the Parramatta Central Business District, and because they have the ability to provide feasible affordable housing dwellings as part of redevelopment with appropriate floor space ratios and height of buildings for the urban context of Woodville Road.</p>

3.5 Is the Planning Proposal consistent with any other applicable State and regional studies or strategies?

Yes. The Planning Proposal is consistent with the following applicable State strategies.

Future Transport Strategy

The Future Transport Strategy has been prepared by Transport for NSW and sets the strategic directions for Transport in NSW. It seeks to integrate and guide land use and transport planning across NSW.

The Planning Proposal implements and gives effect to Directions and Responses in the Future Transport Strategy as follows:

Table 7: Consistency with the Future Transport Strategy

Responses	Consistency
C1. Connectivity is improved across NSW	
C1.1 Enhance 30 minute metropolitan cities.	<p>Consistent.</p> <p>The Woodville Road Corridor is within 30-minute access to the Parramatta Metropolitan Centre. The study area's strategic location presents an opportunity to transform the area to a vibrant and livable corridor.</p> <p>The Planning Proposal seeks to:</p> <ul style="list-style-type: none"> • Facilitate the development of the Merrylands East Local Centre through changes to land use zoning, floor space and building height provisions in CLEP 2021. These will include allowing for large scale retail and commercial development to meet the day to day needs of residents along the corridor. • Facilitate the creation of Woodville North and Woodville South urban hubs which will allow mixed use development with the commercial portion able to provide local goods and services for residents.
C2. Multimodal mobility supports end-to-end journeys	
C2.1 Support car-free, active, sustainable transport options.	<p>Consistent.</p> <p>Proposed CDCP 2021 amendments seek the dedication of land to Council by developers for the provision of an active transport path along the Woodville Road Corridor.</p>
P2. Transport infrastructure makes a tangible improvement to places	
P2.1 Support thriving and healthy 15-minute neighbourhoods	<p>Consistent.</p> <p>The Planning Proposal seeks:</p> <ul style="list-style-type: none"> • Proposed amendments to CDCP 2021 requiring the dedication of land to Council by developers for the provision of an active transport path along the Woodville Road Corridor. • Draft CLEP2021 floor space and building height incentives for the provision of green public open space as well as controls in CDCP 2021 for the planting of canopy trees at 10-20m intervals along the setbacks to Woodville Road. These will provide social infrastructure and connection. • Controls in CDCP 2021 for the provision of a 4-storey street wall height and active frontages to provide fine grain urban form. • A draft WRCPDP which provides minimum standards for the provision of public infrastructure in the public domain.
P2.3 Incorporate green, blue and OCHRE infrastructure	<p>Consistent.</p> <p>The planning proposal, draft WRCS and supporting proposed amendments to CDCP 2021 include provisions for new publicly accessible open space, new through-site links and new active transport paths. These would connect to the network of existing and proposed open spaces, footpaths and cycleways, including Duck River.</p>
P2.5 Improve the amenity of places along State Roads	<p>Consistent.</p> <p>This Planning Proposal does not seek to change the regional transportation role of Woodville Road but aims to reduce private vehicle use along the Corridor by providing more walking and cycling opportunities to employment, retail and commercial services.</p> <p>Furthermore, the Planning Proposal seeks to improve the amenity and livability of residents along the corridor through street tree planting, landscaping and provision of active transport paths.</p>
P4. Transport minimises environmental impacts	
P4.2 Improve air quality and reduce noise	<p>Consistent.</p> <p>The Planning Proposal has been informed by technical studies including an Air Quality and Noise Impact Assessment Report and Addendum.</p>

	Recommendations from this study are included in proposed amendments to CDCP 2021 and confirm that hazards such as noise and air pollution can be managed.
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3.6 Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

Consistency with the applicable SEPPs is discussed in the table below.

Table 8: Consistency with applicable SEPP's

SEPP	Consistency and Comment
Planning Systems 2021	Consistent. This Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.
Biodiversity and Conservation 2021	Consistent. This Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.
Resilience and Hazards 2021	Consistent This Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP. Compliance with the provisions in the SEPP would be assessed on a site-by-site basis at the Development Application Stage.
Transport and Infrastructure 2021	Consistent This Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP. Compliance with the provisions in the SEPP would be assessed on a site-by-site basis at the Development Application Stage.
Industry and Employment 2021	Consistent This Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP. Compliance with the provisions in the SEPP would be assessed on a site-by-site basis at the Development Application Stage.
Resources and Energy 2021	Not Applicable.
Primary Production 2021	Not Applicable.
Precincts – Eastern Harbour City 2021	Not Applicable.
Precincts – Central River City 2021	Consistent. Planning Proposal sites 9,10, 11, 12, 13, 14 and 15 are located within the State Environmental Planning Policy (Urban Renewal) 2010 Granville Potential Precinct Map. This Planning Proposal encourages higher density housing and amalgamation of sites and does not restrict access to or development of infrastructure. This Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.
Precincts – Western Parkland City 2021	Not Applicable.
Precincts – Regional 2021	Not Applicable.
Exempt and Complying Development Codes 2008	Consistent. This Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.

SEPP	Consistency and Comment
Sustainable Buildings 2022	<p>Consistent</p> <p>This Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.</p> <p>Compliance with the provisions in the SEPP would be assessed on a site-by-site basis at the Development Application Stage.</p>
Housing 2021	<p>Consistent.</p> <p>This Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.</p> <p>A draft AHCS is proposed as part of this Planning Proposal. Please refer to section 2.6 of this Planning Proposal for more information on the proposed AHCS.</p> <p>Compliance with the provisions in the SEPP would be assessed on a site-by-site basis at the Development Application Stage.</p>

3.7 Is the Planning Proposal consistent with applicable Ministerial Directions (section 9.1 Directions) or key government priority?

Consistency with the applicable Ministerial Directions, also referred to as the Local Planning Directions, is discussed in the table below:

Table 9: Consistency with applicable Section 9.1 Ministerial Directions

Direction	Consistency and Comment
Focus area 1: Planning Systems	
1.1 Implementation of Regional Plans	<p>Consistent.</p> <p>This Planning Proposal is consistent with the Greater Sydney Region Plan and Central City District Plan, as demonstrated in section 3.3 (refer Tables 1 and 2).</p>
1.3 Approval and Referral Requirements.	<p>Consistent</p> <p>This Planning Proposal does not seek to change existing requirements for concurrence, consultation or referral provisions and does not identify any developments as designated development.</p> <p>Standard consultation with public authorities is required as part of the Gateway process.</p>
1.4 Site Specific Provisions	<p>Consistent.</p> <p>The Planning Proposal does not seek to amend another environmental planning instrument.</p>
Focus area 3: Biodiversity and Conservation	
3.2 Heritage Conservation	<p>Consistent.</p> <p>A Heritage Impact Assessment was undertaken for this Planning Proposal. It identified existing heritage items in proximity to the Woodville Road Corridor, outlined the potential impacts the proposed built form may have on those heritage items, and included recommendations for proposed built form to ensure the integrity of the heritage items was maintained.</p> <p>The Urban Design Study took the findings of the heritage study and the existing environmental heritage into account in its analysis of the area and subsequent built form recommendations. Proposed amendments to CLEP 2021 and proposed amendments to CDCP 2021 regarding building height, built form considerations and setbacks reflect recommendations from the Assessment.</p>

Direction	Consistency and Comment
3.7 Public Bushland	<p>Consistent.</p> <p>The Planning Proposal relates to urban land and does not contain any bushland.</p>
Focus area 4: Resilience and Hazards	
4.1 Flooding	<p>Consistent.</p> <p>A Flood Risk Assessment was prepared for this Planning Proposal and shows consistency with:</p> <ul style="list-style-type: none"> • NSW Flood Prone Land Policy. • The principles of the Floodplain Development Manual 2021. • Considering flooding in land use planning guidelines. • The adopted Duck River flood study. <p>Modelled development on the Planning Proposal sites:</p> <ul style="list-style-type: none"> • Will not be located in a floodway. • Will only result in minor isolated flood level increases with mitigation measures available to reduce this impact. • Will not be located in high hazard areas. • Will largely fall outside of flood prone land. • Have been identified to institute Shelter-in-place as an appropriate preliminary emergency management strategy. • Will not likely result in a significantly increased requirement for government spending on emergency management services, flood mitigation and emergency response measures, which can include but are not limited to the provision of road infrastructure, flood mitigation infrastructure and utilities.
4.4 Remediation of Contaminated Land	<p>Justifiably inconsistent</p> <p>Site 8 is currently zoned R3 Medium Density Residential and is proposed to be rezoned to E1 Local Centre under this Planning Proposal. The site currently contains a service station which is assumed to be operating under existing use rights.</p> <p>Council has not undertaken a preliminary investigation of the land in accordance with the contaminated land planning guidelines, however it is anticipated that such an assessment would reveal that the site could be made suitable for uses in the E1 Local Centre zone subject to appropriate contamination management and/or remediation at the development application stage.</p> <p>The application of SEPP Resilience and Hazards 2021 at the DA stage will ensure that the site is remediated before the land is used for any permitted use.</p>
4.5 Acid Sulfate Soils	<p>Justifiably inconsistent.</p> <p>The Planning Proposal Sites are mapped as Class 5 in CLEP 2021 and proposed changes to land zoning will represent some intensification of land uses.</p> <p>Council has not undertaken an acid sulfate soils study to assess the appropriateness of the change in land use zones, however it is anticipated that such an assessment would reveal that the sites could be made suitable for the proposed permitted uses.</p> <p>Given the Acid Sulfate Soils provisions in CLEP 2021, specific responses to acid sulfate soils can be addressed site by site through the development application process.</p>
Focus area 5: Transport and Infrastructure	
5.1 Integrating Land Use and Transport	<p>Consistent.</p> <p>The Planning Proposal meets all the objectives of this direction as it facilitates</p>

	access to housing, jobs and services by walking, cycling and public transport.
Direction	Consistency and Comment
5.2 Reserving Land for Public Purposes	<p>Justifiable inconsistent.</p> <p>The Traffic and Transport Study and Addendum for the Planning Proposal recommended road infrastructure works that would be required to support the additional vehicle and pedestrian movements in the study area. In this regard, the Planning Proposal seeks to create Land Reservation Acquisitions for State Road and Local Road widening only, to support the implementation of these infrastructure works. No other land acquisition is proposed.</p> <p>The proposed Land Reservation Acquisitions are considered of minor significance as they only occur at two intersections of the Corridor directly in front of Planning Proposal sites, being at Woodville Road and William Street and Woodville Road and Guildford Road. The largest proposed acquisition is for an approximate length of 50m and an approximate width of 3m. The applicable Land Acquisition authority would either be TfNSW or Cumberland Council, depending on whether the road is a state road or local road.</p>
Focus area 6: Housing	
6.1 Residential Zones	<p>Consistent.</p> <p>The Planning Proposal facilitates:</p> <ul style="list-style-type: none"> • Diverse housing choice in various locations along the Woodville Road Corridor. • The provision of affordable housing. • Efficient use of existing infrastructure and services. • New housing that is of good design. <p>All proposed zones, E1 Local Centre, R4 High Density Residential and R3 Medium Density Residential, will allow for increased housing supply through higher proposed densities than what currently exists along the Corridor.</p>
Focus area 7: Industry and Employment	
7.1 Employment Zones	<p>Consistent.</p> <p>The Planning Proposal facilitates an additional 20,102m² of floor space in the E1 Local Centre zone. The Economic Feasibility Assessment undertaken details that this additional employment zone floor area in the Corridor is supported due to an existing deficiency in commercial floor space.</p>

Section C – Environmental, social, and economic impact

3.8 Is there any likelihood that critical habitat or threatened species, populations or ecological communities or their habitats will be adversely affected because of the proposal?

The planning proposal will not adversely affect critical habitat, threatened species, populations or ecological communities or their habitats. The proposed changes to planning controls along the Woodville Road Corridor apply to sites that are already urbanised and developed.

3.9 Are there any other likely environmental effects of the planning proposal and how are they proposed to be managed?

It is unlikely that the proposal will result in any environmental effects that cannot be managed through proposed CLEP 2021 provisions, existing CLEP 2021 provisions, consistency with existing and proposed Development Control Plans and Development Consent Conditions.

Traffic and Transport

A Traffic and Transport Study and Addendum were undertaken to investigate the traffic network impacts of background growth and the Planning Proposal. Recommended road infrastructure works were identified to reduce the impacts of the background growth and planning proposal developments. These infrastructure works include increased intersection capacity at the Woodville Road / William Street intersection and the Woodville Road / Guildford Road intersection. These road infrastructure works have informed the proposed amendments to the CLEP 2021 Land Reservation Acquisition Maps.

The addition of sites 30 and 31 do not amend the recommended road infrastructure works or other recommended traffic and transport strategies identified in the study.

Refer to Section A, 3.1 and Appendix 11 for detailed information on the recommended road works.

Heritage

A Heritage Impact Assessment was undertaken for this Planning Proposal. It identified existing heritage items in proximity to the original 29 Planning Proposal sites, outlined the potential impacts the proposed built form may have on those heritage items, and included recommendations on proposed built form to ensure the integrity of the heritage items was maintained.

An updated Heritage Impact Assessment reflecting the addition of sites 30 and 31 is not provided. An updated Assessment is not considered warranted as sites 30 and 31 do not contain existing or proposed heritage items, are not within an existing or proposed heritage conservation area and are not in proximity to existing or proposed heritage items or heritage conservation areas. In this regard, any future development on sites 30 and 31 do not have heritage considerations, and the conclusions and recommendation of the Heritage Impact Assessment undertaken for the original 29 Planning Proposal sites remain the same.

Refer to Appendix 6 for detailed information on the impacts and recommendations on built form.

The urban design study took the findings of the Assessment and the existing environmental heritage into account in its analysis of the area and subsequent built form recommendations. Proposed amendments to CLEP 2021 and proposed amendments to CDCP 2021 regarding building height, built form considerations and setbacks reflect recommendations from the study.

Air Quality and Noise Impacts

An Air Quality and Noise Impact Assessment Report and Addendum were undertaken for this Planning Proposal. These investigated the air quality and acoustic impacts the Woodville Road Corridor would have on buildings on the Planning Proposal sites. Air quality and noise impact issues were identified and mitigation recommendations to address these issues are included in proposed amendments to CDCP 2021.

The addition of sites 30 and 31 do not amend the mitigation recommendations identified in the Assessment. This is because they contain similar built forms to other Planning Proposal sites already modelled.

Refer to Section A, 3.1 and Appendix 10 for detailed information on the impacts and mitigation measures.

Contamination

Site 8 is currently zoned R3 Medium Density Residential and is proposed to be rezoned to E1 Local Centre under this Planning Proposal. The site currently contains a service station which is assumed to be operating under existing use rights.

Council has not undertaken a preliminary investigation of the land in accordance with the contaminated land planning guidelines, however it is anticipated that such an assessment would reveal that the site could be made suitable for uses in the E1 Local Centre zone, subject to appropriate contamination management and/or remediation at the development application stage.

The application of SEPP Resilience and Hazards 2021 at the DA stage will ensure that the site is remediated before the land is used for any permitted purpose.

3.10 Has the Planning Proposal adequately addressed any social and economic effects?

The Planning Proposal will result in net positive social and economic effects as it will facilitate 3,617 new dwellings (not including dwellings associated with the take up of incentive provisions and 20,102m² of E1 Local Centre Zone floor space.

Social Needs

A Social Needs and Community Infrastructure Assessment and Addendum was undertaken for this Planning Proposal. These identified existing community facilities and open space in proximity to the study area, undertook benchmarking to identify the additional community facilities and open space infrastructure the Planning Proposal population would generate, and provided recommendations on the type and location of the additional community facilities and open space infrastructure required.

The addition of Planning Proposal sites 30 and 31 do not amend the recommendations of the additional community facilities and open space infrastructure required.

Refer to Section A, 3.1 and Appendix 9 for further details on the assessment and benchmarking undertaken to identify community facilities and open space.

The Urban Design Study took the findings of the assessment into consideration when creating the Corridor Masterplan, and the identified additional community facilities and open space infrastructure have been reflected in the draft WRCS, proposed amendments to CDCP 2021 and in the draft WRCPDP. This has resulted in every Planning Proposal site being within 230m of existing or proposed public open space.

This Planning Proposal also includes Draft CLEP 2021 floor space and building height incentives for the provision of green public open space as well as proposed controls in CDCP 2021 for the planting of canopy trees at 10-20m intervals along the setbacks to Woodville Road.

In addition to the above, a Contributions Plan advice letter has been provided which identifies options to help facilitate the provision of the identified facilities and infrastructure. These options include:

- Dedication to Council and embellishment of 3 new publicly accessible local parks through the development application process, through consolidation of lots and redevelopment by developers who choose to access planning control incentives.
- Dedication to Council and embellishment of an active transport path along Woodville Road through the development application process, through redevelopment by developers or through State Government grant funding opportunities.
- Additional library and meeting room space through existing Local Infrastructure Contributions Plan funding.

Affordable Housing

An Economic Feasibility study has been undertaken for this Planning Proposal which concluded that a 1% affordable housing contribution was feasible for the Woodville North Precinct. In this regard, this Planning Proposal seeks the introduction of an AHCS, Affordable Housing clause in CLEP 2021 and

Affordable Housing Key sites in CLEP 2021. The introduction of the scheme and LEP provisions will help to provide more affordable housing in a community that would benefit from its availability. 18 affordable housing dwellings can be provided if all incentive provisions are taken up.

The sites identified for the delivery of affordable housing were chosen due to their proximity to Merrylands Train Station, Granville Train Station and the Parramatta Central Business District, and because they have the ability to provide feasible affordable housing dwellings as part of redevelopment with appropriate floor space ratios and height of buildings for the urban context of Woodville Road.

Refer to Section A, 3.1 and Appendix 7 for further details regarding the feasibility of affordable housing contributions in the Corridor.

Economic Feasibility

An Economic Feasibility Assessment was undertaken for the Planning Proposal. This assessment included a feasibility tipping point analysis to determine financially feasible building heights and floor space ratios the corridor required.

The addition of Planning Proposal sites 30 and 31 do not impact the feasibility tipping point analysis undertaken.

The Urban Design Study took the findings of the feasibility assessment into account in recommending proposed land use zones, floor space ratios and building heights.

Refer to Section A, 3.1 and Appendix 9 for further details regarding economic feasibility and impact of the Planning Proposal.

Section D – Infrastructure (Local, State and Commonwealth)

3.11 Is there adequate public infrastructure for the Planning Proposal?

The Planning Proposal is supported by an Infrastructure Schedule and options to facilitate additional growth within the Corridor. The Woodville Road Corridor is an urban area already serviced by transport, community and utility services including electricity, telecommunications, water and sewer. The additional public infrastructure proposed in the Infrastructure Schedule (refer Appendix 9 and 12) was informed by the various demand analysis undertaken as part of the following studies:

- Urban Design Study prepared by CM+ (Appendix 5).
- Social Infrastructure and Community Needs Assessment and Addendum prepared by Cred Consulting (Appendix 9).
- Air Quality and Noise Impact Assessment and Addendum (Appendix 10).
- Traffic and Transport Study and Addendum prepared by Bitzios Consulting (Appendix 11).

The Infrastructure Schedule includes items such as:

- New 3,000m² park in WRC North, Merrylands East and WRC South.
- Intersection upgrades at key crossings.
- Significant setbacks along WRC, where achievable, to accommodate public domain improvements.

The proposed infrastructure items have been costed by a qualified Quantity Surveyor and due to the high cost of infrastructure delivery, alternative mechanisms of delivery have been explored and tested for feasibility, where required.

Changes to the Cumberland Local Infrastructure Contributions Plan are not proposed as part of this

Planning Proposal, however, options for the delivery of required infrastructure have been identified and include:

- Dedication to Council and embellishment of 3 new publicly accessible local parks, by developers through the development application process. It is noted that the delivery of the publicly accessible public parks on Planning Proposal sites 2, 17 and 23 relies on developers consolidating and redeveloping existing lots and seeking to access incentive heights and floor space ratios. Land Acquisition by Council for the provision of these parks is not proposed.
- Potential local road closures being investigated and managed by Council to provide for pocket parks.
- Dedication to Council and embellishment of an active transport path along Woodville Road through the development application process or through State Government grant funding opportunities.
- Additional library and meeting room space through existing Local Infrastructure Contributions plan funding.
- Land Reservation Acquisition by Council or TfNSW for intersection upgrades.

For State infrastructure items, consultation with the relevant authorities or agencies will be undertaken. Preliminary consultation has already been conducted with Schools Infrastructure NSW and TfNSW.

With regards to the proposed intersection upgrades along Woodville Road, Council will seek to work with TfNSW to design and fund the necessary upgrades to improve movements along this Corridor.

Woodville Road Corridor is classified as a State Main Road. The 'predict and plan' traffic analysis undertaken in the Traffic and Transport Study and Addendum (Appendix 11) demonstrated that the Corridor will need improvements based on background growth alone when forecast out to 2031. The anticipated private vehicle traffic generation from the additional residential growth is minor in nature and not the sole source of the recommended infrastructure upgrades along the Corridor. Furthermore, the proposed development directly adjacent to Woodville Road will facilitate relocation of driveways to side and rear roads, supporting improved movements along the Corridor.

Alongside the proposed intersection upgrades, the Traffic and Transport Study and Addendum (Appendix 11) identify the opportunity for improved public transport services along the Corridor. Council supports this recommendation as identified in the draft WRCS and will advocate to TfNSW for increased frequency of services along the Corridor with direct access to Parramatta.

The abovementioned measures alongside Council's local infrastructure provisions will ensure that adequate public infrastructure is available to support the proposed levels of growth.

Section E – State and Commonwealth interests

3.12 What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?

The Gateway Determination requires consultation with the following public authorities for a minimum 30 working days. Public authority consultation will be undertaken concurrently with public exhibition as outlined in Part 5: Community Consultation of the Planning Proposal.

- Transport for NSW.
- Sydney Water.
- Health Infrastructure NSW.
- Department of Education/Schools Infrastructure NSW.
- State Emergency Services (SES).
- Endeavour Energy.
- Jemena Gas.
- Department of Climate Change, Energy, the Environment and Water.
- City of Parramatta Council.
- City of Canterbury Bankstown Council.
- Fairfield City Council.

Prior to seeking a Gateway Determination, Council consulted directly with Schools Infrastructure NSW and TfNSW as follows:

Schools Infrastructure NSW (SINSW)

SINSW has been consulted in relation to the Woodville Road Corridor Planning Proposal as part of regular meetings. SINSW noted that there are already intentions to improve/expand some of the schools along the Corridor.

Transport for NSW (TfNSW)

TfNSW was consulted during the work undertaken for the Traffic and Transport Study and had no outstanding concerns to address. TfNSW has requested that the final Traffic and Transport Strategy Report be sent to them for review, which will occur during the Public Exhibition period.

Part 4: Maps

The Planning Proposal seeks to make the following amendments to CLEP 2021 maps:

- Amend existing Land Use Zoning Maps.
- Amend existing Floor Space Ratio Maps.
- Amend existing Height of Building Maps.
- Amend existing Lot Size Maps.
- Create new Floor Space Ratio Incentives Maps.
- Create new Height of Buildings Incentives Maps.
- Amend existing Key Sites Maps.
- Amend existing Land Reservation Acquisition Maps.

Appendix 2 provides the existing and proposed CLEP 2021 maps.

Part 5: Community Consultation

Early consultation on the initial proposed planning controls for the Woodville Road Corridor occurred throughout November and December 2020, 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.

Exhibition material was made publicly available in electronic form on Council's website and its 'Have Your Say' community engagement webpage. A letter and brochure were posted out to properties identified within a 400m buffer of Woodville Road. The Have Your Say page received 4,397 views during the early consultation period, with 1,083 document downloads. A total of 58 written submissions were received in response to the early consultation, 20 in support (including 1 petition), 21 neutral and 17 in objection. Council officers also responded to phone calls during the consultation period, assisting residents and stakeholders with their enquiries. The community feedback from early consultation was considered as part of the technical studies recently undertaken.

As Gateway Determination has been received, Public Exhibition of the Planning Proposal for a period of a minimum 30 working days will be undertaken by Council in accordance with the legislative requirements of the Act and conditions imposed in the Gateway Determination.

Public Exhibition will include the following engagement approaches at a minimum:

- Dedicated webpage on Council's Have Your Say website.
- Letters to owners and occupiers of the Planning Proposal sites and neighbouring properties.
- Newspaper advert.
- Notification to those who have previously made a submission on the project.
- Social Media posts.
- NSW Government Planning Portal.
- Public information sessions.

The Planning Proposal and technical studies will be exhibited alongside other supporting documents, including:

- Draft Woodville Road Corridor Strategy.
- Draft Site-specific Development Control Plan Provisions for the Corridor.
- Draft Woodville Road Corridor Public Domain Plan.
- Draft Affordable Housing Contribution Scheme.

Part 6: Project Timeline

In accordance with the requirements set out in the Local Environmental Plan Making Guideline 2021, the table below outlines the anticipated project timeline of the Planning Proposal to progress through the LEP Making process as a complex Planning Proposal. The timeframes and dates are estimates and may change over the life of the proposal.

Table 10: Anticipated Project Timeline

Stage	Indicative Timeframe
Local Planning Panel meeting	5 May 2021 (actual)
Council meeting – consider draft Planning Proposal	20 March 2024 (actual)
Gateway Determination request lodged to the Department	April 2024
Gateway Determination received	1 November 2024
Complete any additional studies (if required)	November 2024 to January 2025
Public Exhibition period	March 2025 to April 2025
Submissions considered and reviewed	May 2025 to June 2025
Council meeting – consider final Planning Proposal and submissions report	July 2025
Lodgment to the Department for finalisation	August 2025
Gazettal of LEP amendment	September 2025

Appendices

Appendix 1 – Draft Woodville Road Corridor Strategy

Appendix 2 – Summary of Recommended Planning Controls

Appendix 3 – Draft Woodville Road Corridor Public Domain Plan

Appendix 4 – Draft Affordable Housing Contributions Scheme

Appendix 5 – Urban Design Study

Appendix 6 – Heritage Impact Assessment

Appendix 7 – Economic Feasibility Assessment

Appendix 8 – Flood Risk Assessment and Addendum

Appendix 9 – Social Infrastructure and Community Needs Assessment and Addendum

Appendix 10 – Air Quality and Noise Impact Assessment and Addendum

Appendix 11 – Traffic and Transport Study and Addendum

Appendix 12 – Contributions Plan Advice

Appendix 13 – Planning Proposal Lots

Appendix 14 – CLPP May 2021 Minutes

Appendix 15 – June 2021 Council Report

Appendix 16 – June 2021 Council Minutes

Appendix 17 – Summary of Previous Submissions

Appendix 18 – 20 March 2024 Council Report

Appendix 19 – 20 March 2024 Council Minutes

Appendix 20 – Shadow Study

Appendix 21 – Amendments to Cumberland Development Control Plan 2021

Appendix 22 – Gateway Determination Letter