



CUMBERLAND  
COUNCIL

# **PLANNING PROPOSAL**

## **Woodville Road, Merrylands**

(244 and 246-264 Woodville Road, 2-4, 6, 8-8A, 10-12 and 14-16 Lansdowne Street, and 19 Highland Street, Merrylands)

**March 2019**

**Document History**

Proponent versions:

No.	Author	Version
1.	Knight Frank Town Planning	May 2015
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Cumberland Council versions:

No.	Author	Version
1.	Cumberland Council	16 August 2017 – amended post-Gateway Determination
2.	Cumberland Council	3 July 2018 – amended post-exhibition to reflect evolution of Planning Proposal
3.	Cumberland Council	13 March 2019 – amended post 20 February 2019 Council resolution to revert to the planning controls outlined in the Gateway Determination of 24 June 2016

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## INTRODUCTION

This Planning Proposal explains the intended effect of, and justification for, the proposed amendment to the *Parramatta Local Environmental Plan 2011 (Parramatta LEP 2011)*. It has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* and the Department of Planning and Environment guides, *Local Environmental Plans - a guide to preparing local environment plans* (December 2018) and *Planning Proposals - a guide to preparing planning proposals* (December 2018).

## Background

On 26 May 2015, Parramatta City Council received a planning proposal request and supporting documents from Knight Frank Town Planning on behalf of landowners, affecting land at 246-264 Woodville Road, 2-4, 8-8A and 14-16 Lansdowne Street, and 19 Highland Street, Merrylands.

244 Woodville Road and 6, 10 and 12 Lansdowne Street, Merrylands were added to the Planning Proposal site as per the Gateway Determination (issued in 2016).

The total site area of the Planning Proposal is approximately 2.84 ha in size. A list of relevant lot and deposited plan numbers (the Site) are included in Table 1 below:

**Table 1 – Lot and Deposited Plan Numbers**

Property Address	Lot and Deposited Plan
248 Woodville Road	Lot 2 DP 204284
256 Woodville Road	Lots 4-7 DP 128586 & Lot 1 DP 433824
258-264 Woodville Road	Lot 2581 DP 803841 & Lot 1 DP 382912
19 Highland Street	Lot F DP 382911
6 Lansdowne Street	Lot B DP 409259
8 Lansdowne Street	Lot F DP364338 & Lot 2 DP 385967
10 Lansdowne Street	Lot D DP 364338
12 Lansdowne Street	Lot C DP 364338
14 Lansdowne Street	Lot A DP 344408
16 Lansdowne Street	Lot 81 DP 128805
8A Lansdowne Street	Lot 1 DP 385967
244 Woodville Road	Lot A DP 379850
246 Woodville Road	Lot B & C DP 379850
2 Lansdowne Street	Lot 1 DP 204284 & Lot A DP 418199
4 Lansdowne Street	Lot A DP 409259

The existing Site comprises a freestanding warehouse building, which previously contained a furniture retailer (John Cootes) and several single residential dwellings. The Site, as it fronts Woodville Road, is part of a low scale informal strip centre development.



Figure 1 – Location of the Planning Proposal Site

## Current Controls and Context

Under the *Parramatta LEP 2011*, the Site:

- is zoned part *B6 Enterprise Corridor* and part *R2 Low Density Residential* (refer to **Figure 6** in Part 4 - Mapping);
- has a maximum building height of part 12m (4 storeys) and part 9m (3 storeys) (refer to **Figure 7** in Part 4 - Mapping); and
- has a maximum floor space ratio (FSR) of part 1.5:1 and part 0.5:1 (refer to **Figure 8** in Part 4 - Mapping).

The land surrounding the Site is subject to the *Parramatta LEP 2011* and, as illustrated in Figures 6-8, includes:

- detached dwellings on Lansdowne Street and Highland Street zoned *R2 Low Density Residential* with a maximum FSR of 0.5:1 and a building height of 9m;
- detached dwellings and two 4 storey mixed use buildings directly opposite the land at 237 and 249 – 253 Woodville Road, zoned *R2 Low Density Residential* and with a maximum FSR of 0.5:1 and building height of 9m;
- a service station and fast food retailing to the south with a common boundary to the Site, zoned *B6 Enterprise Corridor* with a maximum FSR of 1.5:1 and building height of 12m; and
- Granville South Public School to the south with a common boundary to the Site, which is classified as a General Heritage Item (Item 1243) and is zoned part *B6 Enterprise Corridor* with a maximum FSR of 1.5:1 and height of 12m, and part zoned *R2 Low Density Residential* with a maximum FSR of 0.5:1 and building height of 9m.

## PART 1 - OBJECTIVES OR INTENDED OUTCOMES

The Planning Proposal seeks to amend the *Parramatta LEP 2011* to facilitate the future re-development of the Site for mixed use purposes comprising retail, residential, community, and recreation uses. Specific objectives and outcomes of the Planning Proposal are:

- to facilitate the development of the Site as a new mixed-use neighbourhood centre and in doing so, become a catalyst for further urban renewal along the Woodville Road corridor.
- improved accessibility via the proposed new streets to be located within the Site connecting to Woodville Road, Highland Street and Lansdowne Street.
- ensure the future built form and scale of development respects the surrounding built context and users (both existing and future).

## PART 2 - EXPLANATION OF PROVISIONS

This Planning Proposal seeks to amend the *Parramatta LEP 2011* in relation to the zone, height and floor space ratio (FSR) controls.

In order to achieve the desired objectives, the following amendments to the *Parramatta LEP 2011* are proposed:

1. Amend the zoning in the **Land Zoning Map** (Sheet LZN\_006 and Sheet LZN\_011) from part *B6 Enterprise Corridor* and part *R2 Low Density Residential* to *B4 Mixed Use*, as shown in **Figure 11** (in Part 4) of this Planning Proposal.
2. Amend the maximum building height in the **Height of Buildings Map** (Sheet HOB\_006 and Sheet HOB\_011) from part 9 metres and 12 metres to a maximum of 31 metres across the Site, as shown **Figure 12** (in Part 4) of this Planning Proposal.
3. Amend the maximum FSR in the **Floor Space Ratio Map** (Sheet FSR\_006 and Sheet FSR\_011) from part 0.5:1 and part 1.5:1 to 2:1 across the Site, as shown in **Figure 13** (in Part 4) of this Planning Proposal.
4. Introduce a site-specific provision to exclude gross floor area (GFA) for wintergardens from the calculation of FSRs for apartments fronting Woodville Road. This is proposed through the addition of a new clause 6.13 to the *Parramatta LEP 2011*.

The above proposed amendments would need to be legally drafted and included within the *Parramatta LEP 2011*.

### Gateway Determination

The NSW Department of Planning and Environment (DPE) issued a Gateway Determination on 24 June 2016 to progress the Planning Proposal, with certain amendments, and exhibit it (See Attachment 1 for the Gateway Determination).

The Gateway Determination required properties in other ownerships and which would otherwise be isolated as a result of the Planning Proposal to be included in the Planning Proposal, being 244 Woodville Road and 6, 10 and 12 Lansdowne Street, Merrylands. The Planning Proposal has been altered to incorporate these properties, and now affects land at 244 and 246-264 Woodville Road, 2-4, 6, 8-8a, 10-12 and 14-16 Lansdowne Street, and 19 Highland Street, Merrylands. The Site (revised) is shown in Figure 1 (previous pages).

The Gateway Determination specifically required the Planning Proposal to address height transitions between the Site and the lower scale surrounding areas. This was addressed via a site-specific draft *Woodville Road Neighbourhood Centre Precinct Development Control Plan* (draft DCP), which was prepared for inclusion under Part 4 of the *Parramatta Development Control Plan 2011 (Parramatta DCP 2011)* to provide detailed development principles and controls for achieving height transitions. This draft DCP is currently being amended.

The Planning Proposal, originally prepared by Knight Frank Town Planning on behalf of Wiltex Pty Ltd (the Proponent), was amended by Cumberland Council to reflect the requirements of the Gateway Determination and to rectify minor drafting issues.

The Planning Proposal was exhibited from 15 January 2018 to 1 March 2018, in accordance with the Gateway Determination.

The Planning Proposal was further amended after the post-Gateway exhibition, in response to issues raised and further analysis.

An extension to the Gateway Determination timeframe was provided extending the date for completion to 1 July 2018.

The assessment of the planning proposal request, including consideration of submissions, along with the Planning Proposal and associated draft DCP for the Site was reported to Council on 18 July 2018. At that meeting, Council resolved to amend the Planning Proposal to:

- B2 Local Centre zone with a maximum height of 31m and maximum FSR of 2.4:1 at the front of the Site; and
- R4 High Density Residential zone with a reduced maximum height 24m and reduced maximum FSR of 1.5:1 at the rear of the Site.

A further extension was sought in late June 2018 to enable the finalisation of the Planning Proposal and an extension was provided to 1 October 2018.

The Site was sold in mid-2018 and the Proponent submitted a revised planning statement (Attachment 2), revised architectural concept drawings (Attachment 3), a social impact assessment (Attachment 4), and a revised economic impact assessment (Attachment 5) to Council on 24 December 2018 requesting Council to support the original Gateway Determination for a proposed B4 Mixed Use Zone, FSR of 2:1, and height of building control of 31 metres across the Site.

Council at its 20 February 2019 meeting resolved to proceed with controls for the Site, as outlined in the Gateway Determination; and to forward the Planning Proposal to the DPE, subject to the negotiation of a planning agreement to the satisfaction of Council prior to finalisation. Council also resolved to amend the draft DCP controls '4.1.12 Woodville Road Neighbourhood Centre Precinct' of the *Parramatta DCP 2011* to reflect the amended Planning Proposal. These amendments are currently being made.

This Planning Proposal has therefore been amended to reflect the 20 February 2019 Council resolution.

An extension has been sought on 4 March 2019 requesting an alteration of the Gateway Determination with a revised timeframe of 30 September 2019 to finalise the Planning Proposal.

## **2.1 Other relevant matters**

### **2.1.1 Development Control Plan**

A draft DCP has been prepared and is currently being amended to provide detailed development controls required to manage the development of the land. The draft DCP includes objectives and provisions to:

- achieve building height transitions between the Site and adjoining low scale residential development on Lansdowne Street and Highland Street;
- guide the future character of the neighbourhood precinct and the relationship to Woodville Road and the adjoining School;
- encourage a vibrant retail centre;
- ensure high quality public open space; and
- provide safe and efficient pedestrian and vehicular access to, from and through the Site.

### **2.1.2 Voluntary Planning Agreement**

The Proponent has provided a preliminary letter of offer to enter into a voluntary planning agreement (VPA) (Attachment 6). The terms of agreement have not yet been agreed upon. Once the terms of agreement have been finalised, a draft VPA will be exhibited.

## **PART 3 - JUSTIFICATION**

This part describes the reasons for the proposed outcomes and development standards in the Planning Proposal.

### **3.1 Section A - Need for the Planning Proposal**

This section establishes the need for the Planning Proposal in achieving the key outcomes and objectives.

#### **3.1.1 Is the Planning Proposal a result of any study or report?**

The *Woodville Road Urban Design Study* (Woodville Road Study) was prepared by Parramatta City Council in November 2014. The *Draft Woodville Road Strategy* was prepared, based on this study, by Parramatta City Council in late 2015. The Site has been the subject of detailed testing in both these documents to determine the most appropriate land use and built outcomes. Both documents identified the Site as being appropriate and ideally located for a mixed use neighbourhood centre.

The *Draft Woodville Road Strategy* was exhibited by Parramatta City Council from 24 February 2016 to 25 March 2016. It was not adopted, however, due to Council amalgamations in May 2016. The Planning Proposal was lodged after the completion of the *Woodville Road Study* in May 2015.

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

Consideration has been given to achieving the intended outcomes of the Planning Proposal by awaiting the next Council or local government area wide review of the *Parramatta LEP 2011*

or the preparation of the Cumberland LEP. However, given that this planning proposal request was lodged in 2015, and the comprehensive Cumberland LEP will not be completed until at least mid-2020, a Planning Proposal accompanied by a site-specific DCP is considered the most effective means of achieving the intended outcomes.

Another alternative considered was to seek a variation to the current FSR and building height development standards under clause 4.6 of the *Parramatta LEP 2011*. However, the level of FSR and height variation being sought is considered too significant for approval via the development application process under clause 4.6.

The Planning Proposal is, therefore, considered the best means of achieving the intended objectives for the Site as the current zoning or principal development standards neither permit the type, nor extent of development envisaged for the Site under this Planning Proposal.

### **3.2 Section B - Relationship to strategic planning framework**

This section assesses the relevance of the Planning Proposal to the directions outlined in key strategic planning policy documents.

#### **3.2.1 Is the Planning Proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy?**

##### ***Greater Sydney Region Plan: A Metropolis of Three Cities***

The recently released *Greater Sydney Region Plan: A Metropolis of Three Cities* provides direction for Sydney's liveability, productivity, and sustainability, and for the location of housing, employment, infrastructure and open space. The plan identifies a housing target across Sydney of 725 000 new homes by 2036 and sets out a new plan for the city's future over the next two decades.

The plan aims to align infrastructure and growth to restructure economic activity and access across the three cities that will make up Greater Sydney. Cumberland is within the Central River City, which will have Parramatta as a Central Business District.

The Planning Proposal will enable a mixed use neighbourhood centre, comprising approximately 250 dwellings, approximately 25,000 m<sup>2</sup> of retail, commercial and recreational uses, and a Public Park. Accordingly, the Planning Proposal is consistent with a number of key objectives and actions contained in the strategy, being:

- Objective 10 – Greater housing supply
- Objective 12 – Create great places that bring people together
- Objective 22 – Investment and business activity in centres
- Objective 30 – Urban tree canopy cover is increased
- Objective 31 – Public open space is accessible, protected and enhanced

##### ***Our Greater Sydney 2056: Central City District Plan***

The *Our Greater Sydney 2056: Central City District Plan* promotes the provision of housing and employment in areas with easy access to transport and other services. The Planning Proposal is considered to specifically address four key priorities for the Central City District, as discussed in Table 2:

**Table 2 – Consistency with the Central City District Plan**

Planning Priorities	Consistency
Providing housing supply, choice and affordability, with access to jobs, services and public transport (Planning Priority C5)	The Planning Proposal is expected to provide a diversity of housing choice with mainly 1, 2 and 3 bedroom units. The Planning Proposal would potentially yield approximately 250 dwellings, significantly increasing the diversity of housing choice in the immediate area, all within close proximity to bus services and the new neighbourhood centre.
Creating and renewing great places and local centres, and respecting the District's heritage (Planning Priority C6)	<p>The <i>Woodville Road Urban Design Study</i> reviewed the existing land use pattern and built form of the corridor, identified strategic opportunities and constraints, and recommended future development options and built forms. The study identifies the subject land as being a key site for a mixed use centre due to its location and ability to fill the 'gap' between the catchments of the Merrylands and Guildford centres. The <i>Draft Woodville Road Strategy</i> anticipates that development of the Site would act as a catalyst for the renewal of the Woodville Road corridor.</p> <p>The proposed redevelopment would renew a currently underutilised site into a mixed use neighbourhood centre focused around a new Public Park and new streets, and would diversify housing choice. This would yield significant amenity improvements for the immediate population and the Woodville Road corridor more generally.</p> <p>A large format supermarket is anticipated, which would act as the primary anchor for the provision of new retail facilities.</p>
Increasing urban tree canopy cover and delivering Green Grid connections (Planning Priority C16)	A deep soil setback of 10m along Woodville Road and the proposed planting of trees within the setback would increase urban tree canopy cover and improve amenity.
Delivering high quality open space (Planning Priority C17)	New road works with landscaped streets, as part of the proposed development, would result in good pedestrian connectivity and access to the proposed Public Park of at least 2000 m <sup>2</sup> . This would ensure new residents in the development have good access to public open space and would improve access to public open space for existing residents in the area.

***Draft Centres Policy***

The *NSW Government's Draft Centres Policy - Planning for Retail and Commercial Development* was released as a consultation draft in April 2009 to provide a planning framework for the development of new and existing retail and commercial centres in NSW. Whilst the draft policy has not been formally adopted by Government, it does provide a useful indicator or measure of desirable planning outcomes against which to assess aspects of the Planning Proposal. The Planning Proposal is considered to specifically address a number of the principles embodied in the policy, as outlined in Table 3:

**Table 3 – Consistency with the Draft Centres Policy**

Principles	Consistency
Principle 1 – Retail and commercial activity should be located in centres to ensure the most efficient use of transport and other	The Planning Proposal meets the principle of reducing car journeys through the co-location of residential, retail and commercial development, with other social and community facilities in one location.

<p>infrastructure, proximity to labour markets, and to improve the amenity and liveability of those centres.</p>	<p>The Planning Proposal provides a focal point for the community through the provision of public open space and retail services.</p>
<p>Principle 2 – The planning system should be flexible enough to enable centres to grow, and new centres to form.</p>	<p>The policy notes that where it is not possible to accommodate growth in existing centres, or where there is significant market demand, new centres will need to be identified and land zoned to permit retail and commercial development and that some lower-order centres might expand and take on greater importance at the expense of others, or new centres may form and compete with more established centres.</p> <p>The subject land is a key site for a small mixed use centre due to its location and ability to fill the 'gap' between the catchments of the Merrylands and Guildford centres. The site has potential to act as a catalyst for the renewal of the Woodville Road corridor.</p>
<p>Principle 6 – Retail and commercial development should be well designed to ensure it contributes to the amenity, accessibility, urban context and sustainability of centres.</p>	<p>The <i>Draft Woodville Road Strategy</i> attempts to stimulate economic renewal and investment in the area while delivering an appropriate transition to the adjoining residential areas. It determines the most appropriate land use pattern for this corridor and aims to create a neighbourhood centre at the Site, which will act as a catalyst for the renewal of the Woodville Road corridor.</p>

### 3.2.2 Is the Planning Proposal consistent with the local council's Community Strategic Plan or other local strategic plan?

#### ***Cumberland Community Strategic Plan 2017 - 2027***

The *Cumberland Community Strategic Plan 2017- 2027* was adopted by Cumberland Council in June 2017 and is a 10 year plan for the future growth and development of Cumberland. Based on extensive community engagement, this plan identifies six strategic goals for Cumberland, being:

- Strategic Goal 1 – A great place to live
- Strategic Goal 2 – A safe accessible community
- Strategic Goal 3 – A clean and green community
- Strategic Goal 4 – A strong local economy
- Strategic Goal 5 – A resilient built environment
- Strategic Goal 6 – Transparent and accountable leadership

This Planning Proposal is broadly consistent with goals 1, 2, 3, 4 and 5 in that it will:

- provide residential development within a planned neighbourhood centre.
- provide for a greater diversity and mix of housing types than is currently permitted under the R2 and B6 zoning.
- provide for improved amenity and accessibility via provision of a new Public Park, landscaped streetscapes, and improved pedestrian connections.
- ensure the development of the Site provides some benefits for the community and is part of a wider strategic vision for Woodville Road.

### ***Draft Woodville Road Strategy 2015***

The *Woodville Road Study 2014* and the *Draft Woodville Road Strategy 2015* represent Parramatta City Council's investigations and consideration of potential future redevelopment along Woodville Road.

The *Woodville Road Study 2014* reviewed the existing land use pattern and built form of the corridor, identified strategic opportunities and constraints and recommended future development options and built forms. It identifies the subject land as being a key site for a mixed use centre due to its location and ability to fill the 'gap' between the catchments of the Merrylands and Guildford centres.



**Figure 2 – Location of Site within the Draft Woodville Road Strategy 2015**

The objective of the *Draft Woodville Road Strategy 2015* was to provide new development opportunities that balance the need to provide new housing and to revitalise Woodville Road. The *Draft Woodville Road Strategy 2015* recommends changes to the land zoning, height and FSR controls for the majority of properties fronting Woodville Road, two development nodes at the intersection of Merrylands Road/Woodville Road and Guildford Road/Woodville Road, and the Site as a potential neighbourhood centre (Figure 2). Five strategic objectives were identified by the *Draft Woodville Road Strategy 2015*, being:

- Strategic Objective 1 – Creating a new neighbourhood centre
- Strategic Objective 2 – Enhancing connections to established centres
- Strategic Objective 3 – Design quality
- Strategic Objective 4 – Provide new housing
- Strategic Objective 5 – Managing Woodville Road as a key transport route

The need for a new neighbourhood centre corresponded with the Site being a significant landholding (2.6 ha) under single ownership. This provided Parramatta City Council an opportunity to masterplan a significant portion of the corridor to create a new centre without the need for amalgamation, which is the site for this Planning Proposal. The *Draft Woodville Road Strategy 2015* proposed the Site to be zoned *B4 Mixed Use* with an FSR of 2.25:1 and a height of 3 – 9 storeys.

The *Draft Woodville Road Strategy 2015* was reported to Parramatta City Council at its meeting of 23 November 2015. Both the Council report and the draft Strategy itself acknowledge this Planning Proposal. The report detailed the status of this Planning Proposal and indicated that the Planning Proposal would involve a more detailed site specific assessment of the capability of this Site.

As the *Draft Woodville Road Strategy* was not adopted by Parramatta City Council (due to Council amalgamations in May 2016), the planning controls applicable to Woodville Road are those that are currently contained in the *Parramatta LEP 2011*.

### 3.2.3 Is the Planning Proposal consistent with the applicable State Environmental Planning Policies?

An assessment of the Planning Proposal against relevant State Environmental Planning Policies (SEPPs) to the Site and proposed development is provided in Table 4 below.

**Table 4 – Consistency with State Environmental Planning Policies**

State Environmental Planning Policy (SEPP)/Deemed SEPPS	Consistent		N/A	Comment
	Yes	No		
SEPP No.55 - Remediation of Land	✓			The Site is currently zoned for urban purposes, being <i>B6 Enterprise Corridor</i> and <i>R2 Low Density Residential</i> . A limited environmental and hazardous materials assessment was undertaken in June 2014 for the majority of the Site. As the report did not indicate whether the land is suitable, or will be suitable, after remediation for residential use, an Environmental Site Investigation was undertaken to further assess the environmental risk and potential liabilities posed by the Site in March 2016. A review of both documents indicates that the land could be made suitable for residential uses after remediation. Controls have been placed in the draft DCP to require a remedial action plan to be submitted to Council for assessment and comment prior to the determination of the development application (DA).

SEPP No.64 Advertising and Signage			✓	To be considered at DA stage, if required.
SEPP No.65 Design Quality of Residential Flat Development	✓			Compliance requirements considered at a higher level during the assessment of the Planning Proposal. Detailed compliance with the SEPP to be demonstrated at the time of making a DA for the Site's redevelopment.
SEPP (Affordable Rental Housing) 2009			✓	To be considered at DA stage, if required.
SEPP (Housing for Seniors or People with a Disability) 2004			✓	To be considered at DA stage, if required.
SEPP (BASIX) 2004			✓	Detailed compliance with BASIX requirements of the SEPP to be demonstrated at DA stage.
SEPP (Exempt and Complying Development Codes) 2008			✓	The SEPP may apply to future development of the Site.
SEPP (Infrastructure) 2007	✓			It is noted that any proposal/DA for the Site will require referral to the Roads & Maritime Services (RMS) in accordance with clause 104 (Traffic Generating Development) of the SEPP given its proximity to a classified road, being Woodville Road.
SEPP (State and Regional Development) 2011	✓			The future re-development of the Site may be deemed 'regional development' as the capital investment value is likely to be over \$30 million. To be determined at DA stage.
SEPP (Vegetation in Non-Rural Areas) 2017			✓	The number of trees on the Site is not substantial. Any proposed removal will be assessed at DA stage.
Sydney Harbour Catchment Regional Environmental Plan 2005			✓	The water quality of the catchment would be ensured through storm water controls in the <i>Parramatta DCP 2011</i> .

### 3.2.4 Is the Planning Proposal consistent with applicable Ministerial Directions (s.9.1 directions)?

The Planning Proposal is generally consistent with the relevant Section 9.1 Ministerial Directions in that it achieves and/or gives effect to the principles, aims, objectives or policies set out in the directions. Table 5 addresses the relevant directions.

**Table 5 – Consistency with s.9.1 Ministerial Directions**

Ministerial Directions – Summary	Consistency
<b>1. Employment and Resources</b>	
1.1 Business and Industrial Zones	This direction applies to the Planning Proposal as it will affect land within an existing business zone. The Planning Proposal is considered to be consistent with this direction as the proposed zone and FSR controls would enable a higher

	<p>potential employment generating floor space than under current planning controls.</p> <p>As per the Hill PDA <i>Woodville Road, Merrylands Economic Assessment</i> (Dec 2018) submitted by the Proponent, the proposed development is expected to:</p> <ul style="list-style-type: none"> <li>• result in employment growth through a net increase of 804 jobs on site (consistent with objective 1a); and</li> <li>• result in a potential gain in floor space for employment uses (consistent with objective 1b).</li> </ul> <p>Although the development would result in a net loss in land zoned B6 for bulky goods employment, it would lead to an increase in employment generating uses through the retail and commercial component incorporated into the mixed use development to be zoned <i>B4 Mixed Use</i>. As per the economic assessment, the proposed development is also expected to generate +323 construction job years directly.</p> <p>The proposed rezoning would result in a potential gain in floor space for employment uses. With the Site currently vacant, the development proposes to include more than 8900 m<sup>2</sup> retail space anchored by a 4000 m<sup>2</sup> large format supermarket.</p>
<p><b>2. Environment and Heritage</b></p>	
<p>2.1 Environmental Protection Zones</p>	<p>The Site and surrounds are not zoned for environmental protection purposes nor are they identified as such in the <i>Parramatta LEP 2011</i>. The area is not currently identified on Council's LEP maps relating to Riparian Lands &amp; Waterways, Landslide Risk and Biodiversity. Accordingly, the environmental attributes of the Site are not considered significant enough so as to warrant the inclusion of site-specific provisions that facilitate the protection of any sensitive areas.</p>
<p>2.3 Heritage Conservation</p>	<p>The Site is not heritage listed. The future re-development of the Site at the suggested densities is not considered to have any adverse impacts upon the heritage listed buildings located within the Granville South Public School site. These buildings are along the Woodville Road frontage and are separated visually from the Site by a 7/11 service station, convenience store and a number of retail food outlets.</p>
<p><b>3. Housing, Infrastructure and Urban Development</b></p>	
<p>3.1 Residential Zones</p>	<p>This Direction applies to the Planning Proposal as it affects land within a zone where significant residential development is proposed.</p> <p>Part of the Site is already zoned for residential purposes. However, the Planning Proposal would achieve and promote many of the requirements contained in this direction (4a-d, 5a-5b), as follows:</p> <ul style="list-style-type: none"> <li>• The Planning Proposal would broaden the current choice of building types in the local area/market. It would provide in the order of 250 residential dwellings comprising 1, 2 and 3 bedroom units.</li> <li>• The Planning Proposal is expected to make efficient use of existing infrastructure and services, particularly in terms of sewer and water with any necessary Site amplifications to be investigated at DA stage.</li> <li>• In terms of access, the Site is within walking distance of local bus (&lt;100m) and cycle distance to rail services (1.7 km to Merrylands Train Station and 1.8 km to Guildford Train Station) and can be accessed via the adjacent major arterial road corridor.</li> <li>• The Site and surrounding residential areas including Woodville Road, Lansdowne Street and Highland Street are already serviced with sewer, water, power supply and telecommunications. This matter would be considered in greater technical detail at DA stage.</li> </ul>

	<ul style="list-style-type: none"> <li>The Planning Proposal seeks to increase the permissible density over the subject land (not decrease it) and is therefore consistent with Direction 3.1.</li> </ul>
1.4 Integrating Land Use and Transport	<p>This direction applies to planning proposals that will create, alter or remove a zone or a provision relating to urban land, including land zoned for residential, business, industrial, village or tourist purposes.</p> <p>A Planning Proposal must locate zones for urban purposes and include provisions that give effect to and are consistent with the aims, objectives and principles of:</p> <ul style="list-style-type: none"> <li><i>Improving Transport Choice – Guidelines for Planning and Development</i> (DUAP 2001), and</li> <li><i>The Right Place for Business and Services – Planning Policy</i> (DUAP 2001).</li> </ul> <p>The Site has limited public transport connectivity and is considered to be somewhat inconsistent with this direction. It is located outside the reasonable walking catchment (800m) to the nearest train stations at Merrylands (1.7 km walking distance) and Guildford (1.8 km walking distance). However, the Site is within 100 metres of a bus stop, with one bus service running along Woodville Road between Parramatta and Bankstown 7 days per week, generally at 30 minute intervals.</p> <p>The <i>Draft Woodville Road Strategy</i> recognises the potential for the area to provide an increase in housing choice in an infill area in close proximity to a number of local centres. The aim of the strategy is to create a neighbourhood centre at the Site, which is expected to act as a potential catalyst for the renewal of the Woodville Road corridor.</p> <p>Due to the availability of current transport options, the strategic importance of the Site to the renewal of the Woodville Road corridor and the Site being ideally located to take advantage of any future transport enhancements, it is considered that any inconsistency with this Direction is of minor significance. The Gateway Determination also concurred that this inconsistency is of a minor significance.</p>
<b>4. Hazard and Risk</b>	
4.1 Acid Sulphate Soils	<p>This Planning Proposal is considered to be inconsistent with this direction as an acid sulfate soils study, required when an intensification of land uses is proposed, has not been prepared. This inconsistency is considered to be of minor significance given that:</p> <ul style="list-style-type: none"> <li>The Site is subject to a Class 5 Acid Sulfate Soils classification; and</li> <li>The matter will be further considered at DA stage under clause 6.1 of the <i>Parramatta LEP 2011</i>.</li> </ul>
4.3 Flood Prone Land	The Site is not known to be flood affected.
4.4 Planning for Bushfire Protection	The Site does not adjoin bushland, nor is it known to be adversely affected by bushfire hazards.
<b>6. Local Plan Making</b>	
6.1 Approval and Referral Requirements	The Planning Proposal does not propose any such provisions listed in Direction 6.1.
6.2 Reserving Land for Public Purposes	No new reservations are proposed, nor are they proposed to be reduced by the Planning Proposal. However, the proposed intersection design at Lansdowne Street and the widening of Woodville Road to accommodate an additional lane

	<p>would require a widening of the road reservation. This would become the subject of future discussion and assessment by both Council and the RMS.</p> <p>The Park is proposed to be dedicated to Council as part of a VPA and will not be identified on the Land Reservation Acquisition Map.</p>
<p>6.3 Site Specific Provisions</p>	<p>The Planning Proposal proposes the introduction of a site-specific clause to exclude wintergardens in apartments fronting Woodville Road from being included in the calculation of Gross Floor Area. Overuse of this provision would be addressed by ensuring that the area of the wintergarden to be excluded from the calculation of FSR is equal to the minimum balcony area required under the <i>Parramatta 2011</i> controls.</p> <p>As the inclusion of a wintergarden component in the Planning Proposal is considered to be advantageous to address air quality issues along Woodville Road, it is considered that the use of a site-specific clause can be justified in this instance as of minor significance.</p>

### 3.3 Section C - Environmental, social and economic impact

This section considers the potential environmental, social and economic impacts which may result from the Planning Proposal.

#### 3.3.1 Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the Proposal?

The Site is not known to include any such species, populations or ecological communities or their habitats. The land is already zoned for urban purposes and is located within a well-established urbanised area of the Woodville Road corridor. The Site is largely devoid of vegetation (tree cover). These matters can, if required, be addressed further at the DA stage.

#### 3.3.2 Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

The Planning Proposal has considered various likely environmental effects such as heritage, contamination, construction and noise impacts, flooding, and water and energy use.

##### ***Heritage***

The Site is not heritage listed but is located next to the Granville South Public School, which is a heritage item. The future re-development of the Site at the suggested densities is not considered to have any adverse impacts upon the listed buildings located within the Granville South Public School site. These buildings occur along the Woodville Road frontage and are separated visually from the Site by a 7/11 service station, convenience store and a number of retail food outlets.

##### ***Contamination***

There are reasonable grounds to believe that the Site may be contaminated, due to its industrial history and condition as described in the environmental and hazardous materials study provided by the Proponent. A further Environmental Site Investigation was undertaken by the Proponent to characterise potential contamination and assess environmental risk. A review of both documents indicates that the land could be made suitable for residential uses after remediation. The draft DCP includes controls to require a remedial action plan to be submitted to Council for assessment prior to the determination of any future DAs.

### ***Construction and Noise Impacts***

Concerns have been raised by the NSW Department of Education and the Granville South Public School P&C in regards to potential construction impacts and disruption due to noise, dust and traffic during the construction of the proposed development. Controls on contamination, air quality, and noise and vibration have been included in the draft DCP. It is also anticipated that Construction Management Plans would be developed in consultation with the School as part of the DA process to ensure demolition and construction activities have minimal impact on students, parents and staff.

Development facing Woodville Road is likely to be affected by noise and air pollution due to the high volume of traffic along the Woodville Road corridor. Controls have been included in the draft DCP for development facing Woodville Road to ensure adequate air quality and noise abatement measures. A 10m setback along Woodville Road with the planting of trees and shrubs within this setback and an upper-level setback of 6m is also expected to improve the amenity of the Woodville Road corridor for both residents and the wider community.

### ***Flooding, Water and Energy Use***

The Site is not flood affected. Water and energy use would be considered under BASIX and at the DA stage.

### **3.3.3 How has the Planning Proposal adequately addressed any social and economic effects?**

#### ***Social Impacts***

The Planning Proposal is expected to have a positive social effect, particularly in its efficient utilisation of existing infrastructure and services. It will take advantage of its strategic position within the wider Woodville Road renewal corridor and in the planned creation of a neighbourhood centre function within the Site, comprising a range of convenience retailing and community infrastructure.

The proposed rezoning would result in the following community benefits:

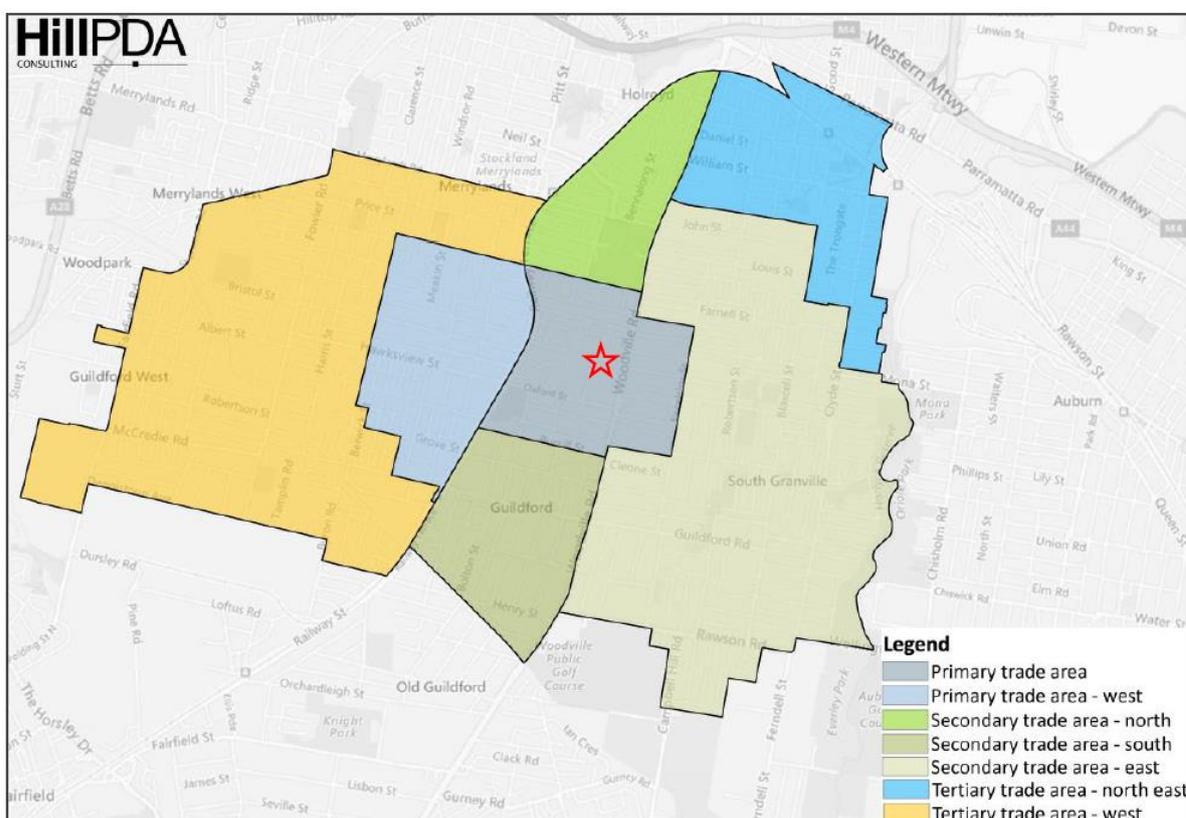
- Creation of local employment opportunities, with a projected 323 jobs created during construction, and a further 804 when operational.
- Provision of a 2000m<sup>2</sup> Central Park along Highland Street surrounded by active uses and connected to the new development by streets internal to the Site.
- Potential provision of a mix of dwelling types to cater for different age and income groups in Cumberland, including housing suited to smaller households.
- Provision of over 8000m<sup>2</sup> of retail outlets anchored by a large format supermarket, widening the retail offer for residents and the neighbouring community.
- Reduced car trips by providing increased population density within walking proximity to a bus stop, school and planned neighbourhood retail centre.
- A 10m deep soil setback along Woodville Road with the planting of trees and shrubs within this setback to green the corridor.
- A neighbourhood centre with a complementary mix of uses located close to amenities and services will create opportunities for both formal and informal social/community interaction, thereby strengthening overall community resilience and cohesion.

There is the potential for the Planning Proposal to have an adverse impact on the surrounding uses. The Planning Proposal will address this by:

- managing the interface of the development on the Site with surrounding residential uses and the Granville South Public School through a site-specific DCP.
- managing construction and noise impacts through the development of Construction Management Plans as part of the DA process.

### ***Economic***

The Planning Proposal will help meet housing in the area and provide employment. Given the Site's proximity to the Granville South Public School and access to public transport, a mixed use development is considered appropriate for the proposed location. The mixed use development is also expected to create additional demand for retail and business services, helping to support the viability of the neighbourhood centre.



**Figure 3 – Site's main trade areas (Source: Hill PDA)**

Hill PDA's *Merrylands Woodville Road Economic Impact Assessment* (December 2018) submitted by the Proponent found there are considerable economic benefits of amending the zoning on the Site. The likely primary trade area (PTA East) of the railway line is a walkable catchment of 500m to 800m. The PTA East comprises the geographic area generally bounded by Claremont Street and Granville Park to the north, Woodville Road and Excelsior Street to the east and Bursill Street to the south and the railway line to the west. Retail facilities at the Site would capture a majority proportion of everyday food and grocery shopping, as well as top-up shopping, from residents in this area. This is an area of 4,029 people that is expected to increase to 5,979 people by 2031 (Figure 3).

The Planning Proposal also offers the most proximate alternative for food and grocery shopping for Merrylands residents west (PTA West) of the railway line using private motor vehicle. PTA West extends 900m west of the Railway line to Chetwynd Road, north to St Anne Street and south to Guildford Road West. It also includes parts of Merrylands and Guildford. This is an area of 5,853 people that is expected to increase to 6,671 people by 2031 (Figure 3).

The Planning Proposal is also likely to have secondary trade areas (STA) and tertiary trade areas (TTA). An STA is likely to capture a minor proportion of food and grocery related expenditure.

The total trade area (PTA, STA and TTA combined) is an area of 66,845 people expected to increase to 87,886 by 2031, a growth in population of approximately 21,000 persons or 31% between 2017 and 2031. This is a wide area with only one full line supermarket being the Woolworths store in Granville.

Hill PDA estimates demand for more than 12,000 m<sup>2</sup> of retail space in the PTA East by 2021. This is expected to increase to 16,400 m<sup>2</sup> by 2031. More than 80% of this demand is in food services including supermarket space. With an estimated 2,200 m<sup>2</sup> existing supply, being the ALDI food store and several fast food outlets, there is ample demand for additional retail space. Growth in expenditure in the wider main trade area (MTA) will generate demand for an additional 52,000 m<sup>2</sup> of retail floor space from 2017 to 2031.

Existing centres in the locality will enjoy growth in retail trade due to growth in population and expenditure in the wider trade area. All centres will experience an increase in trading levels from 2018 to 2023 with or without the proposed centre on Woodville Road. On this basis, the trading impacts of the proposed centre would be acceptable. The proportion of growth in expenditure captured by the new centre is well within acceptable limits enabling other centres to share some of that growth. The proposed neighbourhood centre would therefore not threaten the role, function or commercial viability of any existing centre.

The Planning Proposal would lead to a net increase in jobs (+769 jobs), workers remuneration (+\$24.9m), and gross value-added or (contribution to GDP) (\$35.6m). Construction would generate additional economic activity (+\$486m), 323 job years directly in construction and a further 958 job years through production and consumption induced multiplier impacts.

Following full development in 2023, the PTA will house almost 11,000 people, which in itself will warrant a full-line supermarket based shopping centre (generally considered to be around 9,000 to 10,000 residents). From 2018 to 2026, the MTA will house an additional 11,700 people meaning that the proposed centre is responding to growth as well as responding to a current undersupply of supermarket space.

The provision of a centre at the Site would widen the retail offer for residents in the trade area and serve the growing community in the Merrylands Guildford area. The neighbourhood centre would also provide a shopping destination and would contribute towards ensuring Merrylands is a desirable and sustainable place in which to live, work and shop.

### 3.3.4 How has the Planning Proposal adequately addressed any other planning matters?

#### *Land Use Planning*

Situated 6km from Parramatta CBD and 1.7 km from Merrylands, the Site is well positioned for increased density in order to locate housing with access to employment opportunities (Figure 4).



**Figure 4 – Proposed Neighbourhood Structure in the *Draft Woodville Road Strategy 2015***

For comparative purposes, the local centre of Merrylands West allows FSRs of 2.2:1, 2.4:1 and 2.8:1 and a maximum building height of up to 23 m (7 storeys) whereas the local centre of Guildford allows for an FSR of 2:1 and a maximum building height of up to 17 m (5 storeys). These are both higher order centres, however, compared to a neighbourhood centre desired for the Site. The density proposed within the Planning Proposal is greater than that of a typical Neighbourhood Centre and more in line with a Local Centre such as Merrylands West or one located on a heavy rail line such as Guildford.

Merrylands West and Guildford local centres, however, are comprised of small lots under fragmented ownership that would require significant site amalgamation to support any significant uplift in density. As the Site is large, with the majority under single ownership (2.6 ha out of 2.84 ha), it offers an opportunity to provide higher density with a greater design outcome.

Applying a FSR of 2:1 and a maximum height of up to 31m (9 storeys) to the Site is, therefore, considered to be appropriate despite it being a neighbourhood centre and not a local centre.

**FSR Assessment**

Parramatta City Council received a planning proposal request for the land initially at a FSR of 3.6:1 in 2015; however, a number of FSR scenarios have been considered. Table 6 below illustrates the FSR options considered for the Site under the *Woodville Road Urban Design Study*, the revised FSR scenarios prior to the reporting of the Planning Proposal to Parramatta City Council for gateway assessment, and the maximum FSR specified for the Site in the Gateway Determination.

**Table 6 – FSR Scenarios for the Site to Gateway**

Scenarios	FSR	Height of Buildings
<i>Woodville Road Urban Design Study</i>		
Low	1.42:1	4 – 5 storeys (12 – 18.4m)
Medium	1.53:1	3 – 9 storeys (12 – 30.4 m)
High	1.86:1	3 – 12 storeys (12 – 39.4 m)
<i>Proponent’s Preliminary Proposal</i>		
Concept Masterplan (March 2015)	3.6:1	Predominantly 12, 14 and 18 storeys
<i>Proponent’s Formal Planning Proposal</i>		
Revision A (26 May 2015)	3.2:1	
Revision B (12 October 2015)	2.25:1	
<i>Parramatta City Council</i>		
Council Assessment	2:1	
Council Resolution	2.25:1	
<i>Gateway Determination</i>		
Maximum	2:1	9 storey maximum

Following Gateway Determination, modelling and site testing was undertaken by Cumberland Council and the revised concept master plans submitted by the Proponent were considered in the process of developing the DCP to determine the suitability of an FSR of 2:1.

On the basis of this modelling and further consideration of the Planning Proposal after the Post-Gateway exhibition, the FSR for the Site identified in the Gateway Determination was recommended to be revised as follows (Table 7), primarily to achieve a more appropriate transition of development type and scale to the surrounding lower density development.

**Table 7 – Proposed Amendment to the Planning Proposal**

<b>Gateway Determination (24 June 2016)</b>	<b>Proposal Resolved by Council at 18 July 2018 meeting</b>
FSR 2:1	Part 2.4:1 (eastern part of Site) Part 1.5:1 (western part of Site)
It is also recommended that the zone and maximum building height be amended as follows:	
Zone: <i>B4 Mixed Use</i>	Part B2 Local Centre (eastern part of Site) Part R4 High Density Residential (western part of Site)
Maximum height: 31m	Part 31m (eastern part of Site) Part 24m (western part of Site)

The Site was subsequently sold around mid-2018, however, and the Proponent submitted an amended concept scheme on 24 December 2018 proposing a reduction in the residential component and a proposed increase in the commercial/retail component. To enable the amended

concept scheme, the Proponent requested the planning controls to revert to that provided for in the 24 June 2016 Gateway Determination.

Council staff considered the merit of this request and recommended to Council at its 20 February 2019 meeting (See Attachment 7) an alternative approach for Council's consideration: *B2 Local Centre* with a maximum building height of 31 metres and an FSR of 2:1 across the Site, and *RE1 Public Recreation* for the Public Park. The report to Council also made recommendations about corresponding amendments to the site-specific controls in the draft DCP.

Council at that meeting resolved to proceed with the following controls for the site, as outlined in the Gateway Determination of 24 June 2016: *B4 Mixed Use* zone with a maximum building height of 31m and maximum FSR of 2:1 across the Site; and to forward the Planning Proposal to the DPE, subject to the negotiation of a planning agreement to the satisfaction of Council prior to finalisation. Council also resolved to amend the DCP controls '4.1.12 Woodville Road Neighbourhood Centre Precinct' of the *Parramatta DCP 2011* to reflect the amended proposal (See Attachment 8). These amendments are currently being made.

### ***Urban Design***

Some of the urban design issues identified during Parramatta City Council's assessment of the Planning Proposal included the following:

- buildings shown in the Planning Proposal not compliant with the ADG in relation to separation between buildings;
- the need for site-specific controls in the *Parramatta LEP 2011* to be introduced to exclude wintergardens on Woodville Road from the calculation of FSRs; and
- overlooking of school children accessing the play areas during recess and lunch, as well as before and after school.

These issues will be addressed through proposed controls in the draft DCP that is consistent with the ADG and SEPP 65, and a site-specific control is proposed to be introduced in the *Parramatta LEP 2011* in regards to wintergardens.

The draft DCP was developed for the 'Woodville Road Neighbourhood Centre', which consists of the site area defined as the 'key site' in the draft DCP and residential lots surrounding the Site. It provides detailed controls on the location and configuration of the built form and setbacks, transition to adjacent lower density residential properties, and access into the Site.

The draft DCP is based on an analysis of the Site constraints, suitable development forms for a neighbourhood centre and the testing of the Proponent's preferred development concept and urban design study, a revised version of which was submitted to Council in August 2016.

Further amendments are being made to the DCP post Council's resolution to proceed with the controls for the Site as outlined in the Gateway Determination.

Urban design considerations that will be addressed through the draft DCP are outlined as follows in Table 8:

**Table 8 – Urban design considerations**

Urban design consideration	How it will be addressed in the DCP
The context of the overall Site as part of an emerging strip centre and as part of a wider neighbourhood centre.	<ul style="list-style-type: none"> <li>• Deep soil setback of 10m along Woodville Road to allow future road and carriageway widening.</li> <li>• Internal roads to connect the Site internally and with the surrounding road network.</li> <li>• Entry into the Site via Woodville Road only permissible via a proposed signalised intersection at Lansdowne Street.</li> </ul>
Vibrant, pedestrian friendly, self-sufficient neighbourhood centre	<ul style="list-style-type: none"> <li>• Establishment of a Public Park, retail and commercial centre, and residential development.</li> <li>• Over 8000 m<sup>2</sup> of retail floor space, which is anticipated to be anchored by a large format supermarket.</li> <li>• Active street frontage along the new street, and next to the Public Park.</li> <li>• Quality public spaces and amenities.</li> <li>• Adequate footpath widths along the active street frontage and adequate street setback along other streets.</li> <li>• Requirement for a public domain concept plan for all applications involving new roads and the Public Park to be submitted during the DA stage.</li> </ul>
Human-scale design  Transition in scale between key development site and lower scale residential development	<ul style="list-style-type: none"> <li>• Varying heights through the Site with tallest buildings (9 storeys) along Woodville Road, 7 storey buildings in the middle of the Site, and 4 storey buildings along Lansdowne Street.</li> <li>• Street wall height of two storeys along internal streets and a street wall height of two storeys along Woodville Road.</li> <li>• Upper level setbacks of 6m for development within the Site and an upper level setback of 6m for development facing Woodville Road.</li> </ul>
Quality open space	<ul style="list-style-type: none"> <li>• Park to be a minimum of 2000 m<sup>2</sup> and fully embellished.</li> <li>• 85% to be deep soil planting zones.</li> <li>• More than 50% of the Park to receive direct sunlight between 12pm and 2pm during the winter solstice.</li> </ul>
Visual interest in the built form	<ul style="list-style-type: none"> <li>• Various controls on how to achieve architectural diversity, building elements, maximum linear length of the building.</li> </ul>
Traffic and parking	<ul style="list-style-type: none"> <li>• Preferred vehicle entries denoted in the draft DCP.</li> <li>• Requirement for a detailed traffic study to be submitted with any DA for the Site.</li> </ul>

***Traffic Engineering and Site Access***

The planning proposal request submitted by the Proponent to Parramatta City Council proposed a signalised intersection at Kimberley Street and Woodville Road. Concerns were raised by Parramatta City Council and the RMS about access to the Site from Woodville Road and the proposed intersection as this would have required significant reworking of traffic arrangements and would have adversely affected the smooth flow of southbound traffic along Woodville Road.



**Figure 5 – Proposed signalised intersection at Lansdowne Street.**

The location of the signalised intersection was subsequently moved to Lansdowne Street and Woodville Road (Figure 5), and this change was reflected in the updated Transport Impact Assessment submitted by the Proponent. The new internal streets within the Site leads to a left-out only onto Woodville Road. A right-turn bay would be provided for south-bound vehicles along Woodville Road wishing to turn into Lansdowne Street.

The RMS has provided road design comments and has also noted that agreement should be reached on the staging (i.e., trigger points linked to the development yield) of the identified road works, and agreed road works with associated staging plan to be incorporated into a planning agreement between the Proponent and Council. This will be addressed as part of the VPA.

In terms of accessing the Site, the *John Cootes Site 246-264 Woodville Road, Merrylands Transport Impact Assessment (Transport Impact Assessment)* prepared by GTA (for the Proponent) on 9 October 2015 was for an indicative development yield comprising approximately 590 residential apartments set above 8,400 m<sup>2</sup> GFA of lower level non-residential land uses. The current concept scheme submitted by the Proponent estimates approximately 256 residential apartments set above two storeys of 25,000 m<sup>2</sup> GFA of commercial, community and recreational land uses. The commercial land uses, and in particular the retail land uses, is expected to generate significantly more traffic movements than the residential component, and therefore a requirement has been included in the draft DCP for a traffic study to be submitted that identifies and addresses traffic generation issues associated with the overall development of the Site.

Council’s engineers have also raised concerns in regards to the methodology used in the transport impact assessment submitted by the Proponent in which modelling of Lansdowne Street/Woodville Road and Oxford Street/Woodville Road have been undertaken in isolation and not as a network. The traffic generation rate of 4.6 vph/100sqm for the residential component of the proposal is also lower than the RMS guidelines of 5.6 vph/100sqm, and the report does not explain how this generation rate was derived. These have been added as a

requirement in the draft DCP, for any future traffic studies that are a requirement for DAs lodged for the Site or part therefore, to identify and address traffic generation issues associated with the overall development of the Site.

*The Transport Impact Assessment* prepared by GTA also only addressed issues of traffic generation, but did not consider issues of detailed design around the functioning of loading bays and how commercial deliveries would be undertaken. The Proponent's latest concept scheme submitted on 24 December 2018 indicates the loading bay entry to be located along Lansdowne Street with the car park entry to be located along the new, internal street within the Site. This is considered to be appropriate as it minimises conflict between commercial and private vehicles.

### **3.4 Section D - State and Commonwealth Interests**

#### **3.4.1 Is there adequate public infrastructure for the Planning Proposal?**

The Planning Proposal will deliver community and road infrastructure needed to service the Site. Some infrastructure such as the Public Park will benefit the users of the development and also serve the wider community.

It is noted the Site and surrounding residential areas are currently serviced with sewer, water, power supply and telecommunications. Any Site redevelopment would seek to access these existing utilities. This matter, including any required amplifications, will be a matter for consideration and technical investigation at the DA stage.

Public transport access is limited and additional public transport servicing the Site would be of great benefit.

#### **3.4.2 What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?**

State public authorities were consulted during the post-gateway public exhibition period from 15 January 2018 to 1 March 2018 in accordance with the Gateway Determination. These authorities included the NSW Department of Education, Transport for NSW (TfNSW), the RMS, and Transdev NSW.

The public exhibition of the draft DCP was done together with the Planning Proposal.

Three (3) submissions were received from public authorities, being TfNSW, the RMS and the NSW Department of Education. None of these authorities raised an objection to the Planning Proposal or draft DCP provisions, but did include a range of matters to be considered as part of the Planning Proposal assessment and any future development application.

Woodville Road is a classified road under the care, control and management of the RMS. The RMS expressed concern regarding the location of the signalised intersection at Kimberley Street/Woodville Road as initially proposed by the Proponent. After closely liaising with the RMS, the Proponent proposed road widening along the eastern edge of the Site along Woodville Road, a signalised intersection at Lansdowne Street/Woodville Road, and prohibition of exit movements from Earl Street (Attachment 6). This proposal is supported by the RMS 'in principle' subject to an agreement reached on the staging (i.e., trigger points linked to the development yield) of the identified road works, and the agreed road works and staging plan

to be incorporated into a planning agreement between the applicant and Council. The RMS also noted that any proposed staging plan should be supported by appropriate traffic analysis.

TfNSW emphasised the need for network improvements on Woodville Road and reiterated the need for road upgrades to be agreed with the RMS and to be incorporated into a VPA as part of the Planning Proposal.

The NSW Department of Education raised concerns about the impact of multi-storey development adjacent to the School boundaries and the potential for overshadowing and overlooking of internal and external spaces within the School. A deep soil setback along the southern boundary of the Site, as to be stipulated in the draft DCP, is expected to provide a sufficient landscaped buffer with large, mature trees and an understorey of shrubs. Furthermore, design guidelines for development along the southern boundary of the Site to avoid such impacts have been incorporated into the draft DCP.

Concerns were also raised about noise, dust and traffic during construction, and the safety of vehicles and pedestrians accessing the School during peak hours. These issues have been addressed via additional controls in the draft DCP.

Concerns were also raised about the impact on demand for teaching spaces and associated government school infrastructure. Cumberland Council will work together with the NSW Department of Education to address these concerns.

## **PART 4 - MAPPING**

This section contains the mapping for this Planning Proposal in accordance with the DP&E's guidelines on LEPs and Planning Proposals.

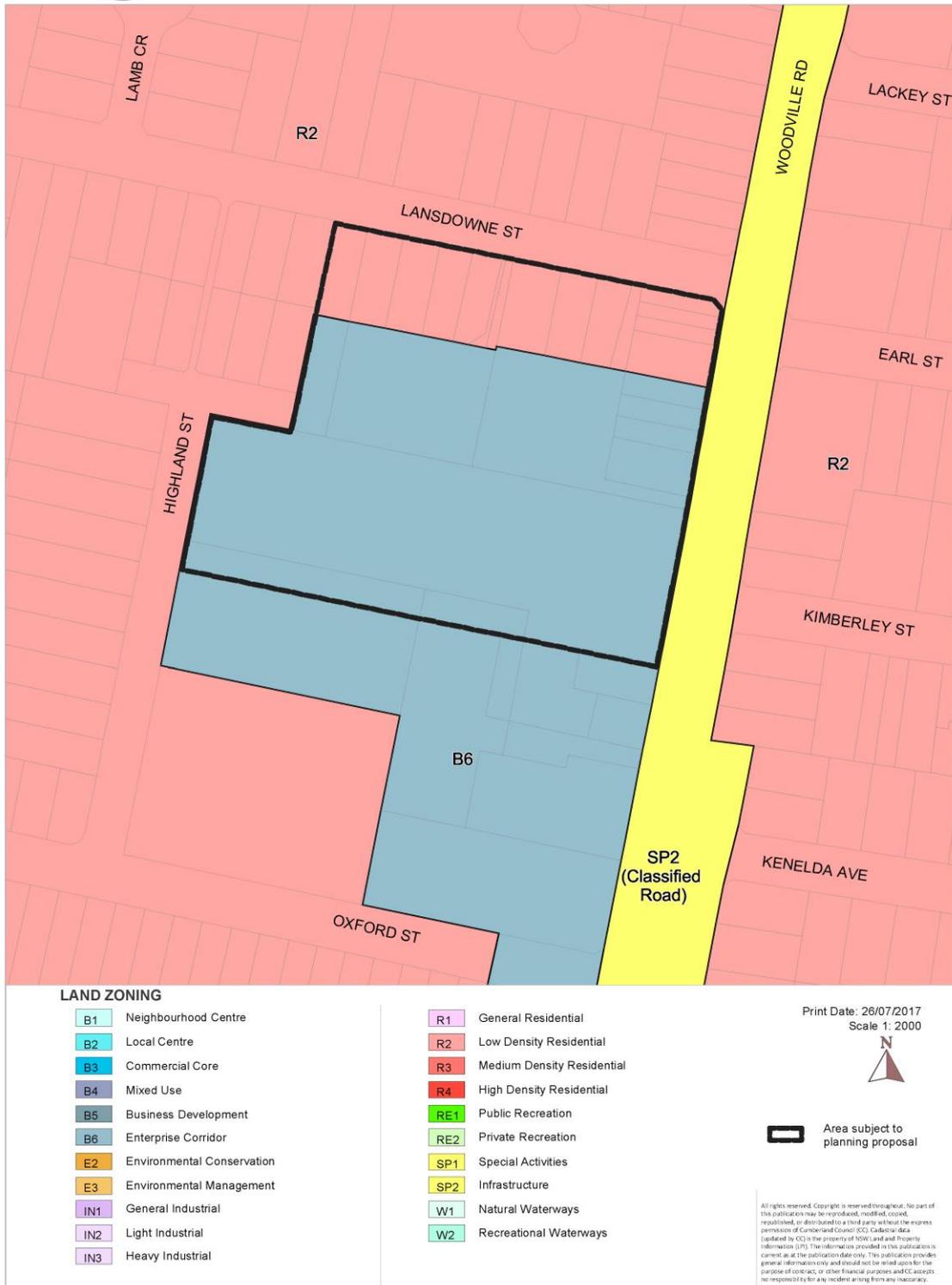
### **4.1 Existing controls**

This section contains map extracts from the *Parramatta LEP 2011*, which illustrate the current controls applying to the Site:

- Figure 6 illustrates the existing part *B6 Enterprise Corridor* and part *R2 Low Density Residential* zone applying to the Site.
- Figure 7 illustrates the existing part 9m (3 storey) and part 12m (4 storey) height limits applying to the Site.
- Figure 8 illustrates the existing part 0.5:1 and part 1.5:1 FSR controls applying to the Site.
- Figure 9 illustrates the heritage sites located adjacent to and nearby the Site.
- Figure 10 illustrates the flooding extent in the vicinity of the Site.



**ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979**  
**CUMBERLAND COUNCIL**  
**Parramatta Local Environmental Plan 2011**



**Figure 6 - Existing zoning, Parramatta LEP 2011 Land Zoning Map.**

Figure 6 above illustrates the existing part *B6 Enterprise Corridor* and part *R2 Low Density Residential* zone applying to the Site.



Figure 7 - Existing building heights, *Parramatta LEP 2011* Height of Buildings Map

Figure 7 above illustrates the existing part 9m (3 storey) and part 12m (4 storey) height limits applying to the Site.

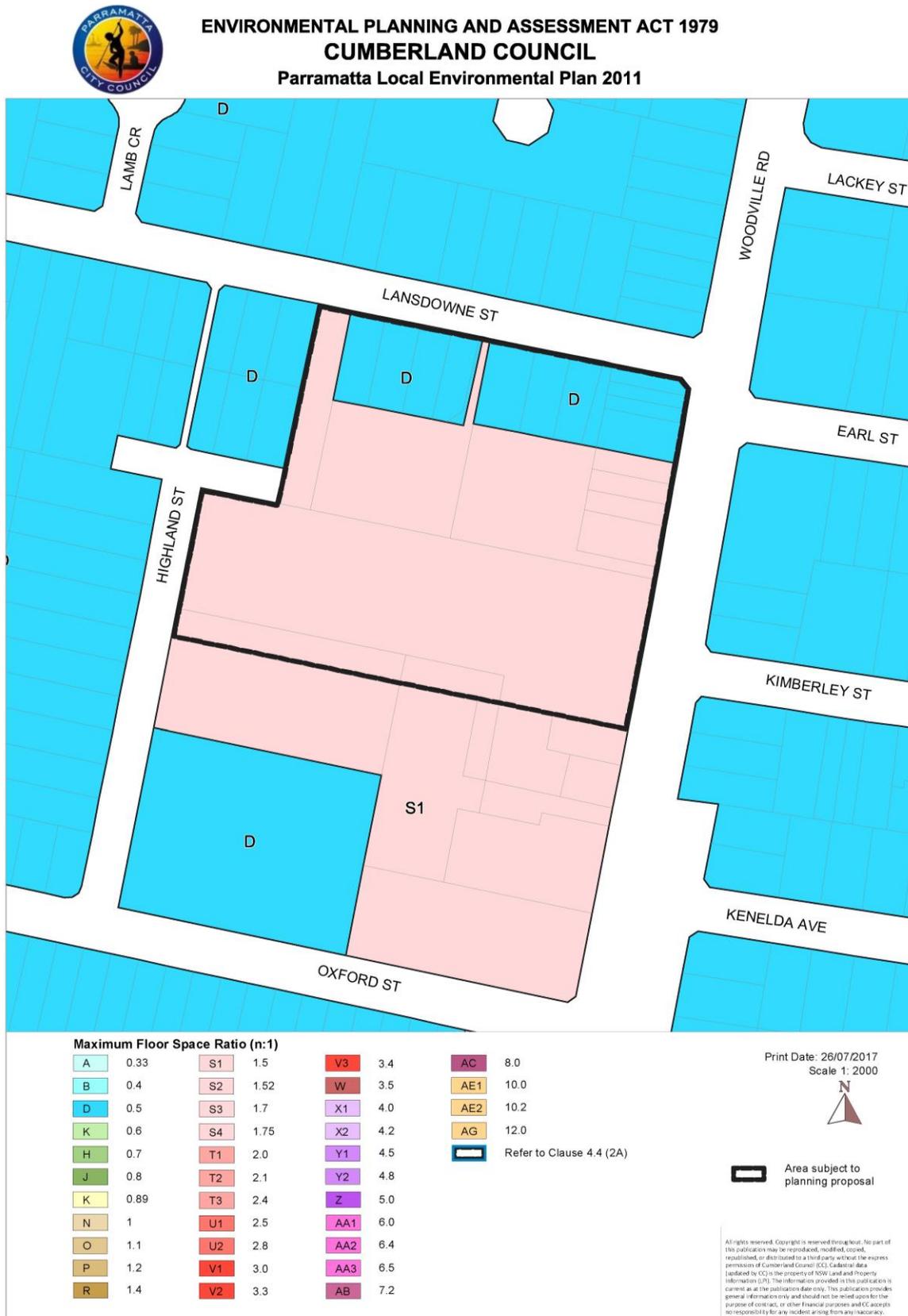
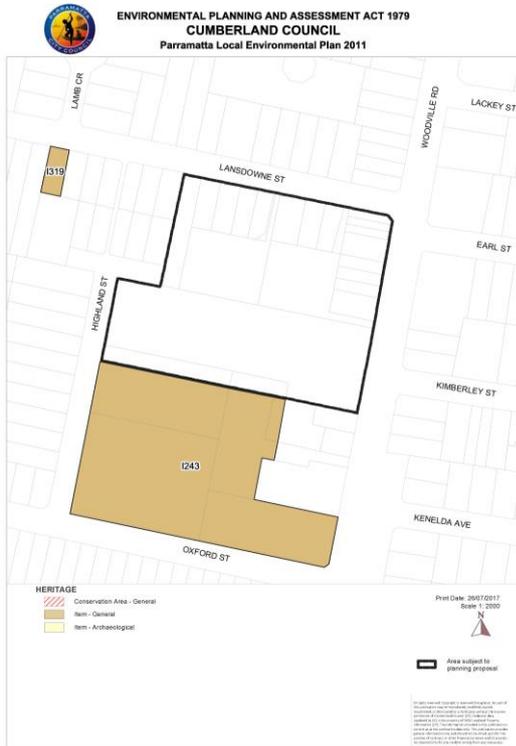


Figure 8 - Existing FSR, Parramatta LEP 2011 Floor Space Ratio Map

Figure 8 above illustrates the existing part 0.5:1 and part 1.5:1 FSR controls applying to the Site.



**Figure 9 - Existing heritage items, *Parramatta LEP 2011 Heritage Map***

Figure 9 above illustrates the heritage sites located adjacent to and nearby the Site.



**Figure 10 - Existing flooding extent, *Parramatta LEP 2011 Flooding Map***

Figure 10 above illustrates the flooding extent in the vicinity of the Site.

## 4.2 Proposed controls

The figures in this section (Figures 11, 12 and 13) illustrate the proposed zoning, building height and floor space ratio controls sought by this Planning Proposal.

- Figure 11 illustrates the proposed zoning for the Site.
- Figure 12 illustrates the proposed maximum building height.
- Figure 13 illustrates the proposed FSR for the Site.

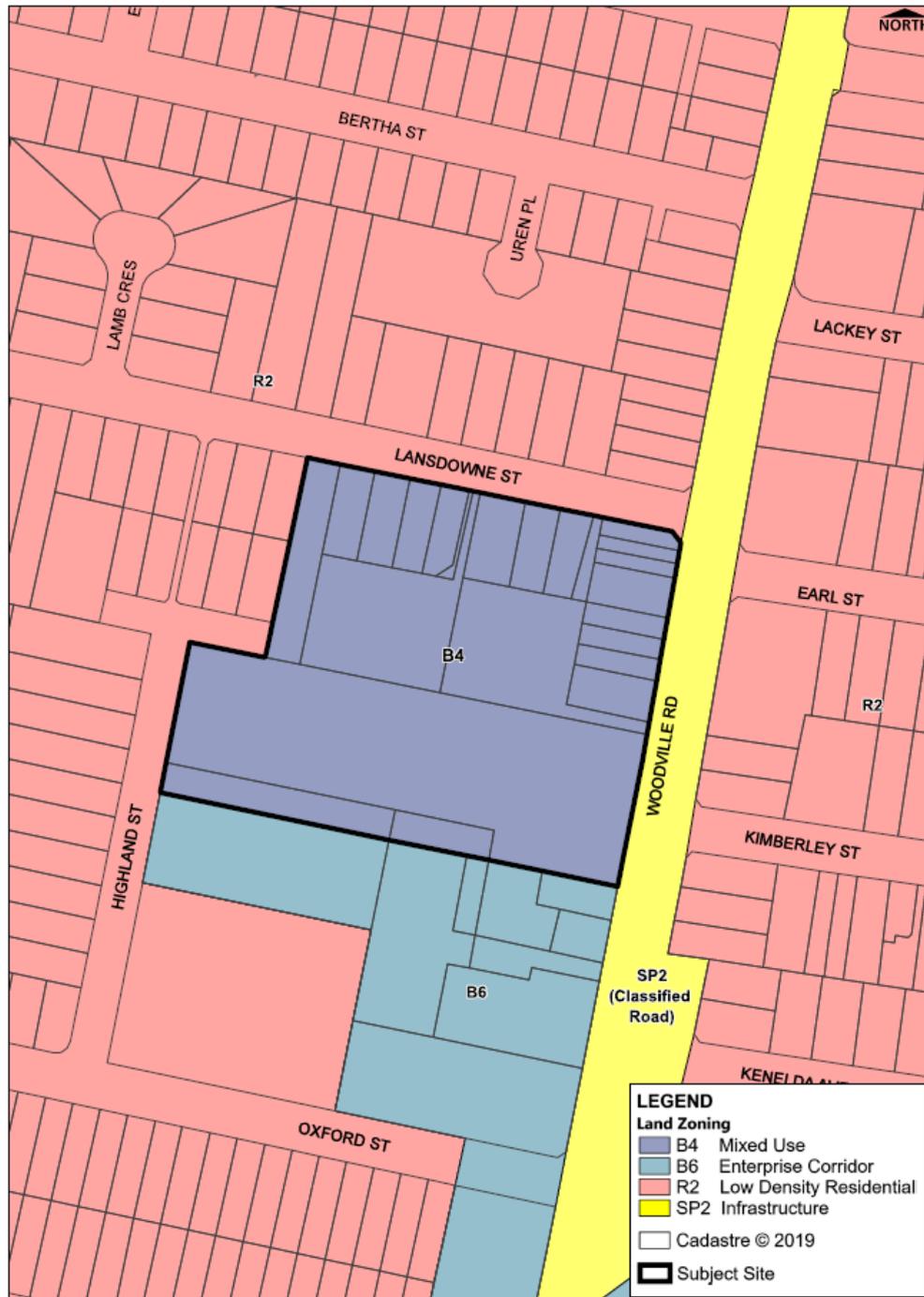


Figure 11 - Proposed amendment to the *Parramatta LEP 2011* Land Zoning Map

Figure 11 above illustrates the proposed *B4 Mixed Use* zone.

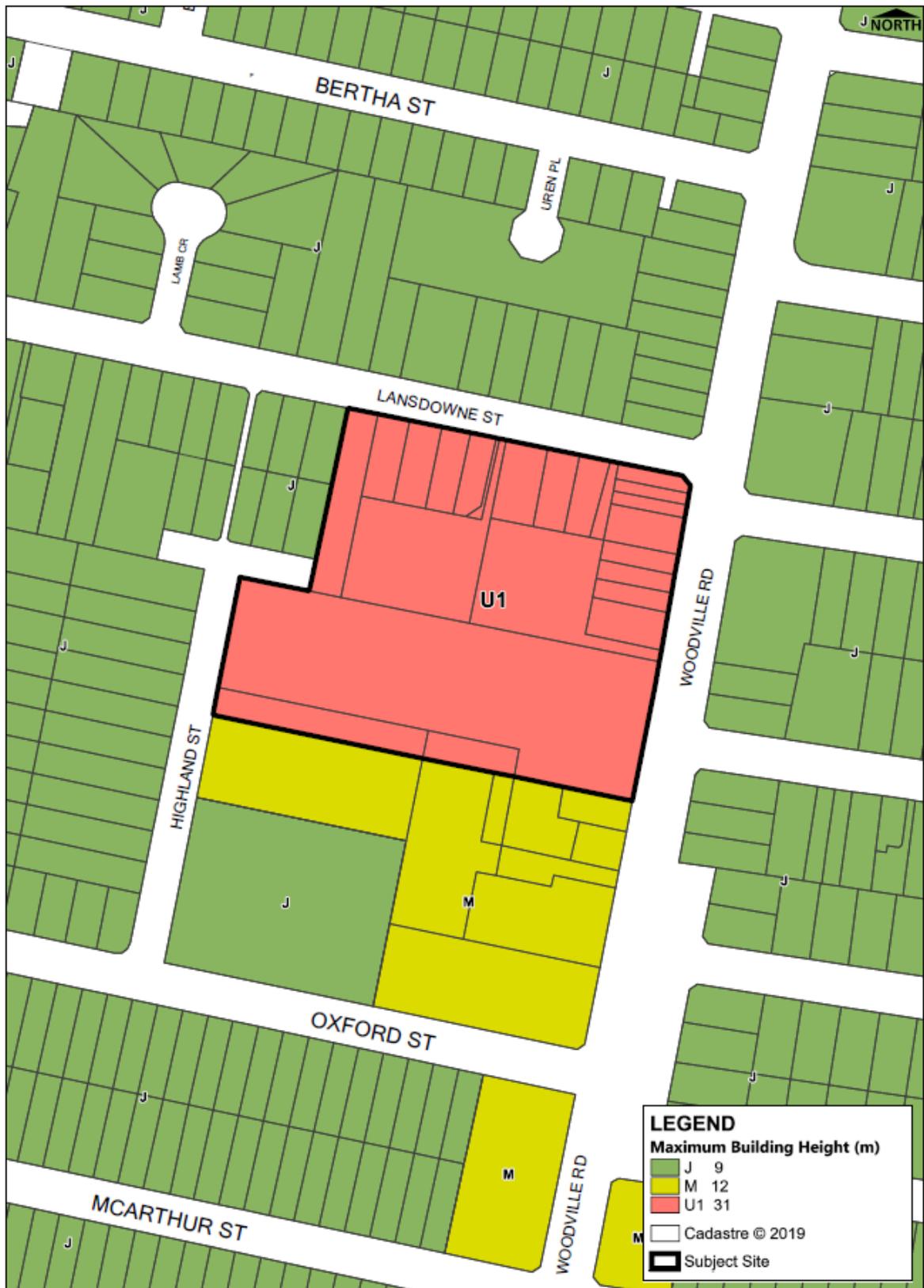


Figure 12 - Proposed amendment to the *Parramatta LEP 2011* Height of Building Map

Figure 12 above illustrates the proposed maximum building height of a maximum of 31m (approximately 9 storeys) across the Site.

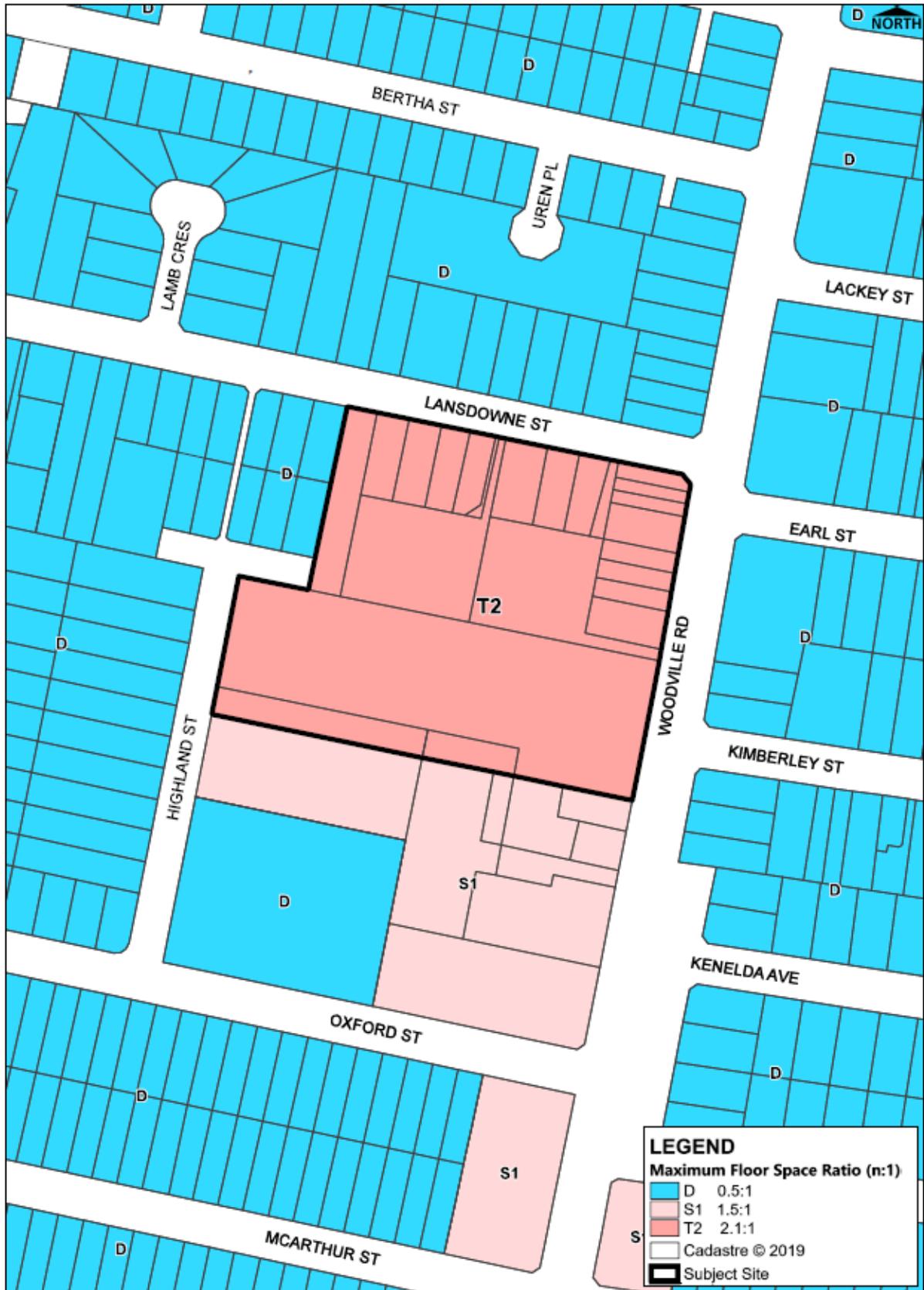


Figure 13 - Proposed amendment to the *Parramatta LEP 2011* Floor Space Ratio Map

Figure 13 above illustrates the proposed FSR of 2:1 for the Site.

## **PART 5 - COMMUNITY CONSULTATION**

Ten (10) submissions were received by Cumberland Council from the community. Two of these were duplicates, and thus, eight (8) submissions were considered. One (1) submission was received from the Granville South Public School P&C and another one (1) submission was received from the Proponent who responded to matters relating to the draft DCP.

Granville South Public School P&C raised concerns regarding the height of the building proposed adjacent to the School grounds and the building setback from the School boundary. During the process of determining the distribution of heights within the Site, overshadowing of the School play area and classrooms was taken into consideration. A deep soil setback along the southern boundary of the Site seeks to minimise overshadowing of the School play areas.

Overlooking into the School property will be minimised through controls that have been added into the draft DCP relating to the orientation and design of buildings adjoining the School boundary. The proposed deep soil setback will also allow medium sized trees (with a minimum 6-8 metres mature height) with an understorey of shrubs (1.5m – 3m) and ground cover to be grown.

Concerns were also raised about noise pollution during the demolition and construction of the Site, and the resulting disruption to classes. Additionally, the Granville South Public P&C raised concerns about air quality and asbestos. Controls have been added to the draft DCP on air quality, contamination, and noise and vibration. Construction management plans would also be developed after the DA stage in collaboration with the School. It is also anticipated that the School will be contacted to seek input during the DA stage.

To address safety concerns for students whilst crossing Woodville Road, the Granville South Public P&C suggested that Council look into alternative options for crossing such as an overpass across Woodville Road. Whilst Council acknowledges the safety concerns of students crossing Woodville Road, an overpass is not specifically required as a result of the Planning Proposal and would need to be requested from the RMS.

A summary of issues raised in the six (6) submissions from the community that can reasonably be considered under the Planning Proposal and that have been addressed through this Planning Proposal are listed briefly below:

- Strategic planning content and zoning matters
- Infrastructure provisions
- Economic considerations
- Traffic and transport
- Urban design
- Proximity of proposed development to primary school
- Draft Woodville Road Planning Strategy
- Housing affordability

Issues raised by the Proponent on the draft DCP have been considered throughout this Planning Proposal.

## PART 6 - PROJECT TIMELINE

An alteration to the Gateway has been approved by the DPE with a revised date for completion of 1 October 2019.

Date of Gateway	24 June 2016
Date of Public Exhibition	15 January 2018 – 1 March 2018
Request for Amended Gateway	11 March 2019
Timeframe for Completion of Planning Agreement	March – April 2019
Public Exhibition of VPA	May – June 2019
Consideration of submissions and additional consultation with Government Agencies	May – June 2019
Timeframe for consideration of the Planning Proposal post exhibition (Report to Council)	July – August 2019
Submission to Department for Finalisation	September 2019
Plan amendment made	October 2019