

Item No: LPP012/20

**PLANNING PROPOSAL FOR 106-128 WOODPARK ROAD, SMITHFIELD**

Responsible Division: Environment & Planning  
Officer: Executive Manager Environment and Precincts  
File Number: SC707

<b>Lodged</b>	13 September 2019	
<b>Proponent</b>	Snowside Pty Ltd	
<b>Description of Land</b>	Lots 10 and 11 DP 1007432, 106-128 Woodpark Road, Smithfield	
<b>Site Area</b>	Approximately 67,478m <sup>2</sup>	
<b>Site Description and Existing Use</b>	<p>The overall site is rectangular in shape and has a 165m frontage onto Woodpark Road to the north, and a 405m frontage onto Cumberland Highway (Betts Road) to the east.</p> <p>The overall site currently accommodates four large industrial buildings and associated structures.</p>	
	<p>The proposal seeks to amend the Holroyd Local Environmental Plan 2013 (HLEP 2013) by:</p> <ul style="list-style-type: none"> <li>• Amend Schedule 1 Additional Permitted Uses of the HLEP 2013 to include shop, office premises and business premises as additional permitted uses at 106-128 Woodpark Road, Smithfield.</li> <li>• Amend the Height of Buildings Map (Sheet HOB_006) of HLEP 2013 to apply a maximum Height of Building control of 29 metres on the Stage 3 portion of the site.</li> <li>• Include a cap on the amount of floor space of the additional permitted uses. Shop and business premises will be capped at a total of 10,500m<sup>2</sup> and office premises will be capped at a total of 7,000m<sup>2</sup></li> </ul>	
<b>Existing Planning Controls</b>	Zoning	B5 Business Development
	Height of Building (HoB)	20 metres
	Floor Space Ratio (FSR)	1.0:1
<b>Requested Planning Controls</b>	Zoning	No change
	Height of Building (HoB)	29 metres to southern portion of the site
	Floor Space Ratio (FSR)	No change
	Additional Permitted	Shop and business and office

	Uses	premises to apply to all of the site.
<b>Recommended Planning Controls</b>	Zoning	No change
	Height of Building (HoB)	29 metres to southern portion of the site
	Floor Space Ratio (FSR)	No change
	Additional Permitted Uses	Shop and business and office premises to apply to the southern portion of the site.
<b>Heritage</b>		Nil.
<b>Disclosure of political donations and gifts</b>		Nil.
<b>Previous considerations</b>		Nil.

**SUMMARY:**

This report seeks to provide an overview of a Planning Proposal Request submitted to Council on 13 September 2019 for 106 -128 Woodpark Road, Smithfield. The Proposal seeks to amend the Holroyd Local Environmental Plan 2013 (HLEP 2013) to facilitate the redevelopment of the southern portion (Stage 3) of the site by:

- Amending Schedule 1 additional permitted uses of the HLEP 2013 to include shop, office premises and business premises as additional permitted uses at 106-128 Woodpark Road, Smithfield.
- Amending the Height of Buildings map of HLEP 2013 to apply a maximum height of building control of 29 metres on the Stage 3 portion of the site.
- Including a cap on the amount of floor space related to the additional permitted uses. Shop and business premises will be capped at 10,500m<sup>2</sup> and office premises will be capped at 7,000m<sup>2</sup>

The status of the Planning Proposal is outlined below.

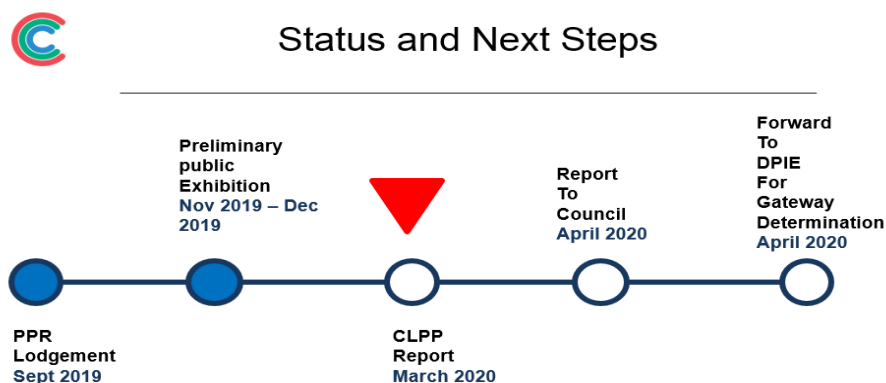


Figure 1 Status of the Planning Proposal

**REPORT:****1. The Site and Its Context**

The subject site (the site) is located at 106-128 Woodpark Road, Smithfield. The overall site is rectangular in shape, and has a total site area of 67,478m<sup>2</sup>. The site has a 165m frontage onto Woodpark Road and a 405m frontage onto Cumberland Highway (Betts Road). The dedicated Parramatta to Liverpool Bus Transitway also adjoins the southern boundary of the site. The entire site slopes downwards towards the southern boundary.



Figure 2 The Site

The overall site currently accommodates four large industrial buildings and associated structures. Vehicular access is provided via a dedicated driveway off Woodpark Road. The land is subject to recent development consents for the northern part of the site for specialised retail premises, childcare centre, medical centre and fast food premises.



Figure 3 Portion of the Site Subject to Development Consents (Stages 1 and 2)

Stage 1 and 2 Redevelopment

Stage 1 facilitates the future development of the entire site through a development consent which includes indicative building envelopes and vehicle access arrangements for future development proposals to be assessed against. In addition, the future development of the site is subject to the following land uses and maximum allocated Gross Floor Areas (GFA):

<b>Land Use Mix</b>	<b>Approved GFA</b>
Bulky goods premises	39,600sqm
Warehouse	2,000sqm
Food and drink premises	1,851sqm
Child Care Centre	1,820sqm
Medical Centre	1,580sqm
<b>Total Maximum GFA</b>	<b>46,851sqm</b>

Table 3 – Approved Land Uses Mix Under Stage 1 Concept Approval

Stage 2 facilitates construction works on the northern part of the overall site, including:

- A two-storey building comprising various sized specialised retail premises, medical centre, and childcare centre
- A single storey building comprising one specialised retail premises and four food and drink premises
- Three separate single storey buildings for use as fast food outlets with 24-hour operation
- Associated works including signage, 594 car parking spaces, 113 bicycle parking spaces, tree removal, landscaping and stormwater works

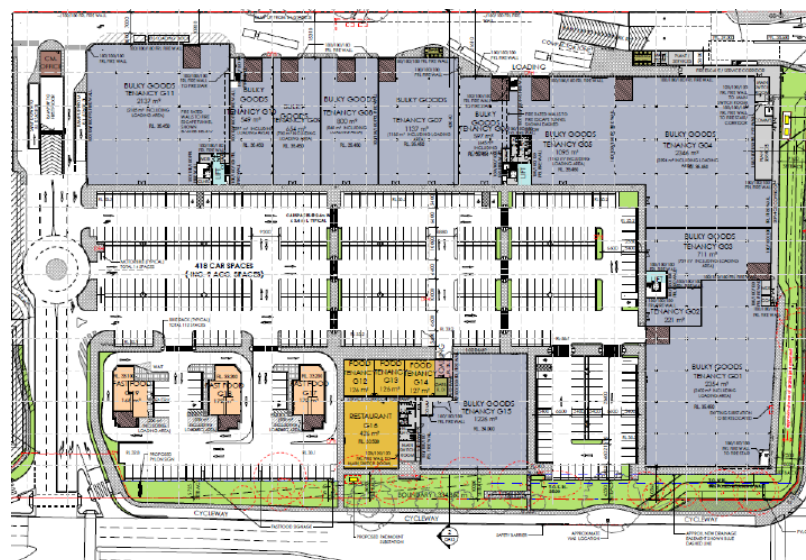


Figure 4 Approved Stage 1 and 2 Design

### Stage 3 Redevelopment

A future development application for the redevelopment of the southern portion of the site is proposed to include offices and traditional retail development.



Figure 5. Southern Portion of Site Subject to Stage 3 Redevelopment

The concept design comprises the following land uses:

- A ground floor mall with:
  - One 3,641sqm ground floor supermarket, inclusive of a liquor store
  - Ten ground floor retail tenancies/shops ranging in size from 160sqm to 1,564sqm
  - One 418sqm fast food tenancy
- Eight specialised retail tenancies over basement 2, ground floor and level 1, ranging in size from 436sqm to 2,696sqm, with a total GFA of 8,964sqm
- Four commercial office tenancies over levels 2 and 3 ranging in size from 1,750sqm to 1,756sqm, with a total GFA of 6,994sqm
- 888 car parking spaces
- Business identification, building identification and way finding signage

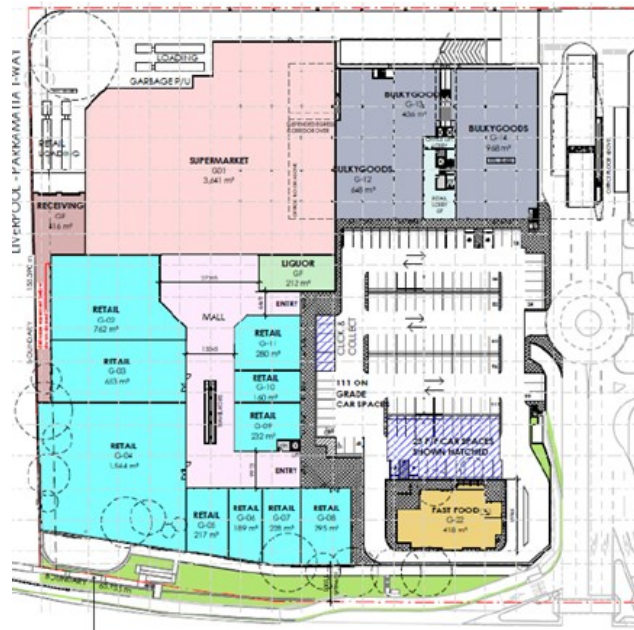


Figure 7. Southern Portion of Site Subject to Stage 3 Redevelopment

### Local Context

The overall site has a frontage onto Woodpark Road to the north and a frontage onto the Cumberland Highway to the east. The dedicated Liverpool to Parramatta Bus Transitway adjoins the southern boundary of the site.

A mix of light industrial uses are located to the north of the site and include vehicle repair/body repair workshops, freight transport facilities and a small number of independent retail premises. General industrial land uses are located to the south and west of the site.

To the east of the site is low-density residential development comprised of 1-2 storey dwellings, reflective of the current R2 zoning. The Cumberland Highway provides significant separation between the residential areas and the site.

### Regional Context

The site is located in the suburb of Smithfield within the local government area of Cumberland City Council, approximately 5km south-west of the Parramatta Central Business District (CBD) and 25km west of the Sydney CBD.

The site is well served by road infrastructure with the site being located on the Cumberland Highway and 3km's to the south of the M4 Motorway. The site is also located adjacent to the Liverpool to Parramatta Transitway and bus stops which service a variety of routes. These bus routes comprise the following:

- T80 – Liverpool to Parramatta via T-way
- 802 – Liverpool to Parramatta via Green Valley
- 820 – Guildford to Merrylands

- 821 – Guildford to Smithfield Industrial Area.

**2. Planning Controls (Holroyd LEP 2013)**

The site is currently zoned B5 Business Development, with an FSR of 1.0:1 and Maximum Height of Building control of 20m apply across the site.



Figure 8 Land Use Zoning

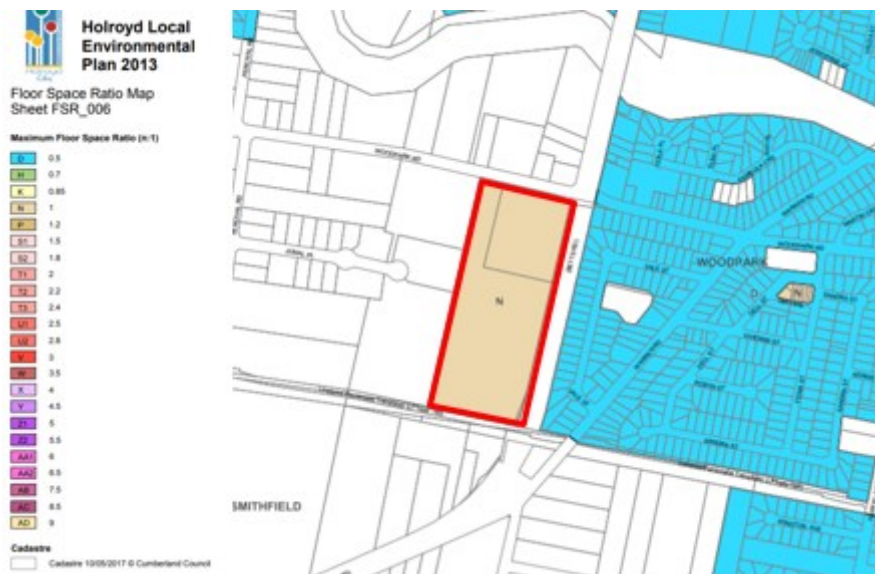


Figure 9 Floor Space Ratio



Figure 10 Height of Buildings

### 3. The Planning Proposal Request

The proposal seeks to:

- Amend Schedule 1 of the HLEP 2013 to include shop, business premises (that do not exceed 10,500sqm in total), and office premises (that do not exceed 7,000sqm) as additional permitted uses to apply to the southern portion of 106-128 Woodpark Road, Smithfield
- Amend map sheet APU\_006 to identify the overall site.
- Amend map sheet HOB\_006 of HLEP 2013 to apply a maximum height of building control of 29 metres to the southern portion of the overall site.



Figure 11 Proposed Amendment to Map Sheet APU\_006



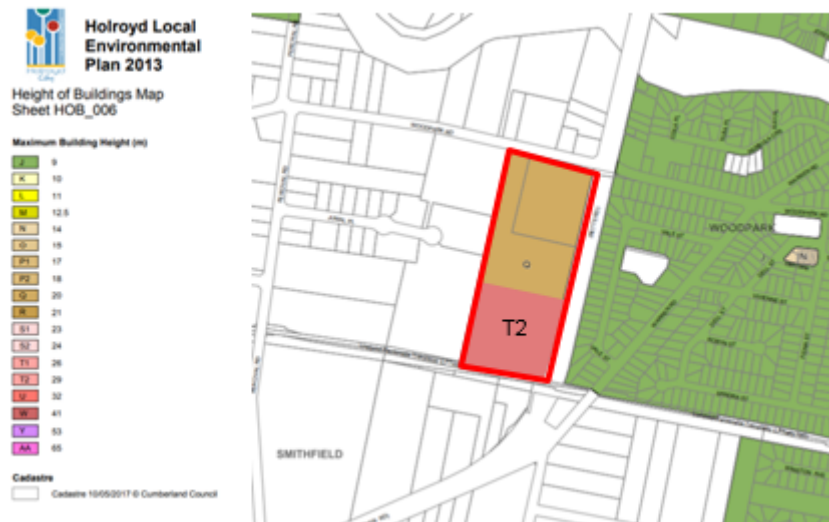


Figure 12 Proposed Amendment to Map Sheet HOB\_006

The intended outcome of this Planning Proposal is to enable the redevelopment of the subject site to realise a high-quality mixed-use development that:

- Contributes to the rejuvenation and revitalisation of the site
- Introduces compatible land uses that will contribute to the creation of a vibrant, active and economically sustainable locality
- Serves as a transformative or catalyst site for the adjoining industrial land
- Provides for the orderly and economic development of the land and is strongly supported by retail businesses
- Leverages the site's strategic location in proximity to a range of bus networks (including the dedicated bus Transitway between Liverpool and Parramatta)
- Increases public amenity with revitalised services in the locality.

This will serve to deliver the vision of the overall site at 106-128 Woodpark Road, Smithfield, as an integrated mixed-use precinct comprising of a variety of compatible land uses that improve amenity and generate employment for the local community and the wider area.

#### Public Benefit Offer

No formal letter of offer providing public benefit has been submitted to Council, however, the applicant acknowledges Council's Planning Agreements Policy and supporting Guidelines.

Council will progress negotiations with the applicant should the Panel and Council support the Planning Proposal being progressed to Gateway Determination. Negotiations will be undertaken in a manner consistent with the Planning Agreements Policy and support Guidelines.

It should be noted that the majority of the public benefits discussed in the planning proposal would not be considered to be public benefits as they are key requirements to enable the redevelopment of the site.

#### **4. Strategic Merit Assessment**

##### Height Increase

There is strategic merit in progressing the proposal to the next phase of assessment as:

- The additional height is of a minor scale and only applies to the southern portion of the overall site
- There are no impacts on any residential areas or public open space, and no adverse overshadowing or overlooking impacts as result of the increase.

##### Traffic and Parking

There is strategic merit in progressing the proposal to the next phase of assessment as:

- Traffic management works that have been approved for the development of the northern part of the site have the capacity to facilitate the redevelopment of the southern portion of the site.
- The site is capable of being self-sufficient in terms of parking provision for the proposed land uses.
- The projected net change in traffic activity as a result of the proposal will not have any unacceptable traffic implications on the road network capacity

##### Economic and Social Benefits of the Additional Permitted Uses

There is strategic merit in progressing the proposal to the next phase of assessment as:

- The proposal provides the landowner with a greater flexibility to redevelop the site for an economically viable land use
- The proposed floor space cap provides Council with certainty that the majority of the site will be development in accordance with the underlying land use zone
- The development has the potential to deliver 1,427 direct ongoing jobs across retail, commercial office, medical and child care uses
- The scale of retail uses will allow for a solid convenience and goods offer serving the immediate worker market and local Smithfield residents

- Supporting analysis determines that the Smithfield trade area has sufficient available spending to support up to three full-line supermarkets at present and into the future. This is due to the size of the Smithfield trade area's resident population and the demand for retail services generated by a large worker population in the Smithfield/Woodpark area
- Supporting analysis submitted with the proposal identifies that, whilst the impact on the Greystanes Shopping Centre is identified in the 'medium' category of impact, this is considered acceptable given it would not be sufficient to undermine the viability of the centre as Greystanes currently trades at an above average sales rate of \$10,100 per square metre
- The quantum of commercial office space should not represent an oversupply of commercial office space that is likely to compete with commercial office space in the Merrylands Strategic Centre.

#### Cumberland 2030: Our Local Strategic Planning Statement

There is strategic merit in progressing the proposal to the next phase of assessment as it is consistent with the following key Local Planning Priorities of Cumberland 2030: Our Local Strategic Planning Statement:

- Planning Priority 10 – Supporting a strong and diverse local economy across town centre and employment hubs, as the additional permitted uses propose provide a greater diversity of land uses on the site that aim to promote greater economic output from the site
- Planning Priority 11 – Promoting local jobs, education opportunities and care services, as the proposal seeks to provide a diverse range of employment activities
- Planning Priority 12 – Facilitating the evolution of employment and innovation lands to meet future needs, as the additional permit uses will meet the needs of the surrounding residential and employment population in Smithfield.

#### Greater Sydney Region Plan

There is strategic merit in progressing the proposal to the next phase of assessment as it is generally consistent with the following planning directions of the Greater Sydney Region Plan:

- Objective 4 – Infrastructure use is optimised, as the proposal provides mixed use retail land uses in proximity to established infrastructure and services that is accessible to a wider population with public transport
- Objective 6 – Services and infrastructure meeting the communities changing needs, as the proposal facilitates a the redevelopment of the site that will provide a range of service to both the surrounding residential population, as well as workers that are employed in the greater Smithfield/Woodpark Industrial employment area

## Central City District Plan

There is strategic merit in forwarding this proposal to the Department of Planning, Industry and Environment for a Gateway Determination, as it is generally consistent with the following Planning Priorities of the Central City District Plan:

- Planning Priority C2 – Planning for a city supported by infrastructure, as the proposal seek to rezone land close to key existing infrastructure such as the Cumberland Highway and Parramatta to Liverpool Transit way.
- Planning Priority C5 – Providing housing supply, choice and affordability with access to jobs, services and public transport, as the proposal seeks to deliver additional jobs and diversity of employment opportunities in close proximity to established residential neighbourhoods.

## **CONCLUSION:**

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It is recommended that the Planning Proposal be reported to Council seeking a Gateway Determination. This recommendation is being made as:

- The proposal provides the landowner with a greater flexibility to redevelop the site for an economically viable land use
- Future development is unlikely to have an overly adverse impact on other nearby supermarkets and retail activities
- The quantum of commercial office space should not represent an oversupply of commercial office space that is likely to compete with commercial office space in the Merrylands Strategic Centre
- The projected net change in traffic activity as a result of the proposal will not have any unacceptable traffic implications on the road network capacity
- Is consistent with the strategic planning framework outlined in Cumberland 2030: Our Local Strategic Planning Statement, Greater Sydney Region Plan and Central City District Plan.

## **CONSULTATION:**

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### ***Preliminary Exhibition of Planning Proposal Request***

The proposal and supporting documentation were exhibited for a period of 28 days, from 11 November 2019 to 11 December 2019, as required by Cumberland's Planning Proposal Notification Policy. A total of three submission were received during the exhibition period. 1 submission did not relate to the proposal, 1 submission support the proposal, and 1 submission objected to the proposed building height and additional permitted uses as they were not consistent with the current planning controls for the site.

## **FINANCIAL IMPLICATIONS:**

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There are no financial implications for Council associated with this report.

**POLICY IMPLICATIONS:**

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This report recommends that this matter be reported to Council for further consideration. Should Council resolves to forward this planning proposal to the Department of Planning, Industry and Environment for a Gateway Determination, there will be a number of policy implications associated with the subsequent stages of the planning proposal process. These will be outlined in subsequent Council reports.

**COMMUNICATION / PUBLICATIONS:**

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There are no communication/publication implications for Council associated with this report.

**REPORT RECOMMENDATION:**






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**That Cumberland Local Planning Panel (CLPP) recommend that:**

**The Planning Proposal Request for 106-128 Woodpark Road, Smithfield, proceed to the next stage of assessment, and be reported to Council seeking a resolution to forward the planning proposal to the Department of Planning, Industry and Environment for a Gateway Determination.**

**ATTACHMENTS**

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1. Planning Proposal Request [↓](#) 
2. Traffic Review [↓](#) 
3. Economic Impact Assessment Retail [↓](#) 
4. Economic Benefits Report [↓](#) 
5. Stage 3 Concept Design [↓](#) 
6. Summary of Submissions [↓](#) 