



PLANNING PROPOSAL

WOODVILLE ROAD CORRIDOR

April 2024

Contents

| | |
|--|----|
| Contents | 1 |
| Executive Summary | 2 |
| Introduction..... | 4 |
| Background..... | 4 |
| Study Area and Planning Proposal Sites..... | 5 |
| Other Supporting Documents | 7 |
| Part 1: Objectives and Intended Outcomes..... | 9 |
| Objective | 9 |
| Intended Outcomes | 9 |
| Part 2: Explanation of Provisions | 10 |
| Summary of Intended Provisions | 10 |
| 2.1 Land Use..... | 11 |
| 2.2 Height of Buildings - Base | 13 |
| 2.3 Floor Space Ratio – Base..... | 15 |
| 2.4 Lot Size | 17 |
| 2.5 Incentive Height of Buildings | 19 |
| 2.6 Incentive Floor Space Ratio | 21 |
| 2.7 Affordable Housing..... | 23 |
| 2.8 Land Reservation Acquisition | 24 |
| 2.9 Wintergardens..... | 25 |
| Part 3: Justification of Strategic and Site-Specific Merit | 26 |
| Section A – Need for the Planning Proposal..... | 26 |
| Section B – Relationship to the Strategic Planning Framework | 31 |
| Section C – Environmental, social, and economic impact..... | 52 |
| Section D – Infrastructure (Local, State and Commonwealth)..... | 55 |
| Section E – State and Commonwealth interests..... | 56 |
| Part 4: Maps | 57 |
| Part 5: Community Consultation | 58 |
| Part 6: Project Timeline..... | 59 |
| Appendices | 60 |

Executive Summary

The Woodville Road Corridor (WRC or the Corridor) was identified for revitalisation back 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 (the 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 being prepared 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 (WRC-PDP)* establishes the recommended treatments and embellishments for public domain along the Corridor. This will support delivery of setback treatments, new parks and other such 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:

- Woodville Road Corridor Planning Framework Urban Design Report (WRC-UDR).
- 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 draft Planning Proposal.

The draft Planning Proposal was originally 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 draft Planning Proposal and resolved to proceed to Gateway Determination. When the original Planning Proposal was lodged 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 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, floor space ratio of 0.8:1, 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, and between Cleone Street and Wynyard Street 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.

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 for the Corridor 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 for the draft 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 for 29 specific sites with its supporting Strategy, Development Control Plans, Public Domain Plan and potential changes to the Cumberland Local Infrastructure Contributions Plan 2021.
- 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.

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.

The Planning Proposal relates to 31 sites along the Corridor identified in Figure 1 and provides justification for the proposed amendments. It has been prepared in accordance with the Department of Planning and Environment's Local Environmental Plan Making Guideline 2021.

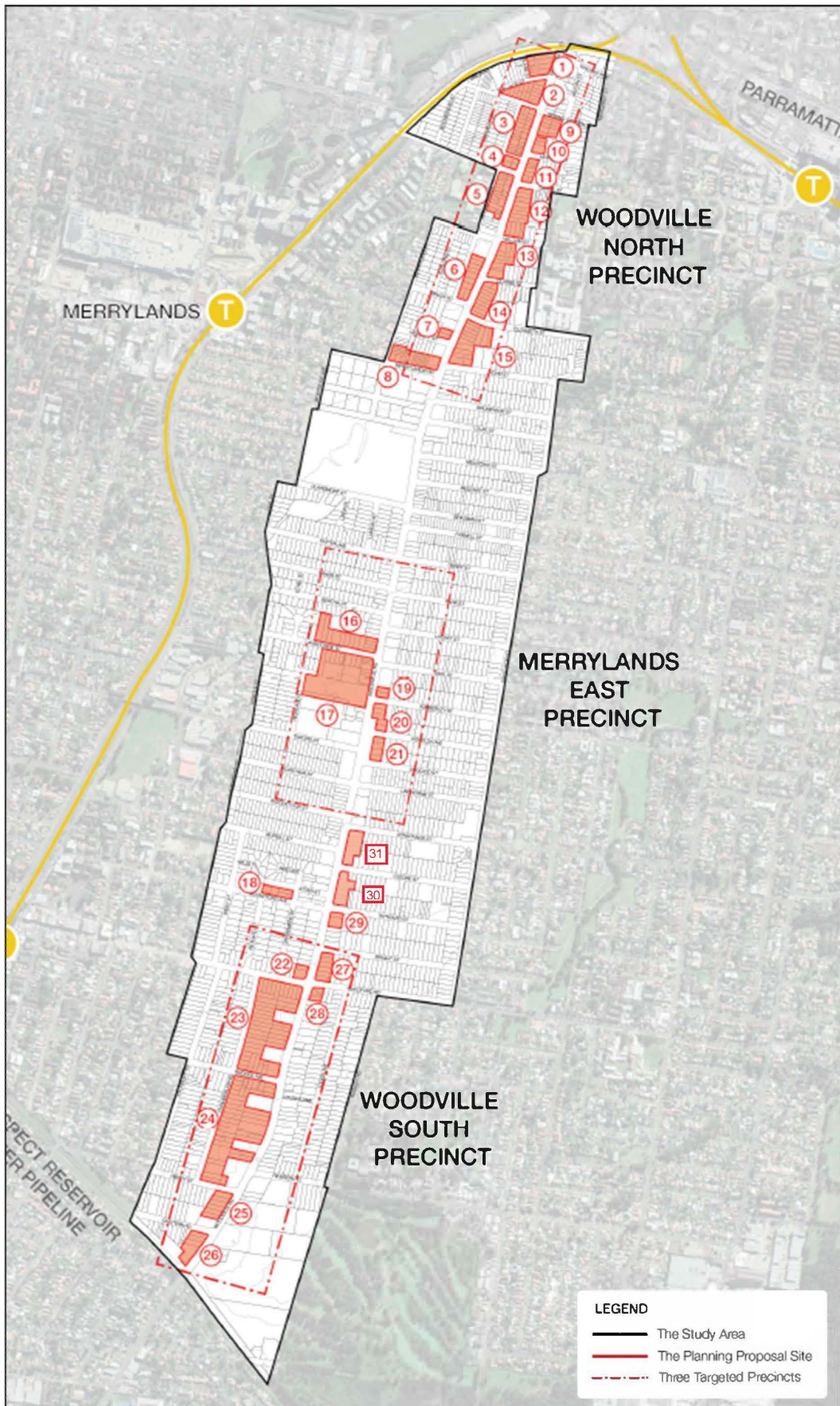


Figure 1: Land to which this Planning Proposal applies (source: CM+, Urban Design Study).

Other Supporting Documents

Implementation of the WRC Planning Proposal is supported by the following documents which are intended to be exhibited alongside the proposal post-gateway.

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 are being prepared for the Cumberland Development Control Plan (DCP) 2021 to apply Corridor specific development controls which supports 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 anticipated to be 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.

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 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 zones to R4 High Density Residential and E1 Local Centre directly adjacent to the Corridor to provide functional development sites, improve amenity and support public transport and freight movements.
- Height of Buildings Map (HOB): change existing maximum building heights to 9 to 12 storeys/31m to 41m along Woodville Road and maximum 3 to 4 storeys/12m 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 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 zones.
- Height of Building Incentives Map (New): introduce maximum buildings heights of 10 or 12 storeys/36m or 41m on nominated sites where affordable housing or recreational areas 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 recreational areas 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 in accordance with the Traffic and Transport Study.
- Clause 6.22 – Affordable Housing in the Woodville Road Corridor: introduce 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 a recreation area 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 the Merrylands Road and Woodville Road, Lansdowne Street and Woodville Road, and Guildford Road and Woodville Road intersections.
- Amend land use zones to R4 High Density Residential along Woodville Road.
- Amend land use zones to R3 Medium Density Residential moving away from Woodville Road.

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.

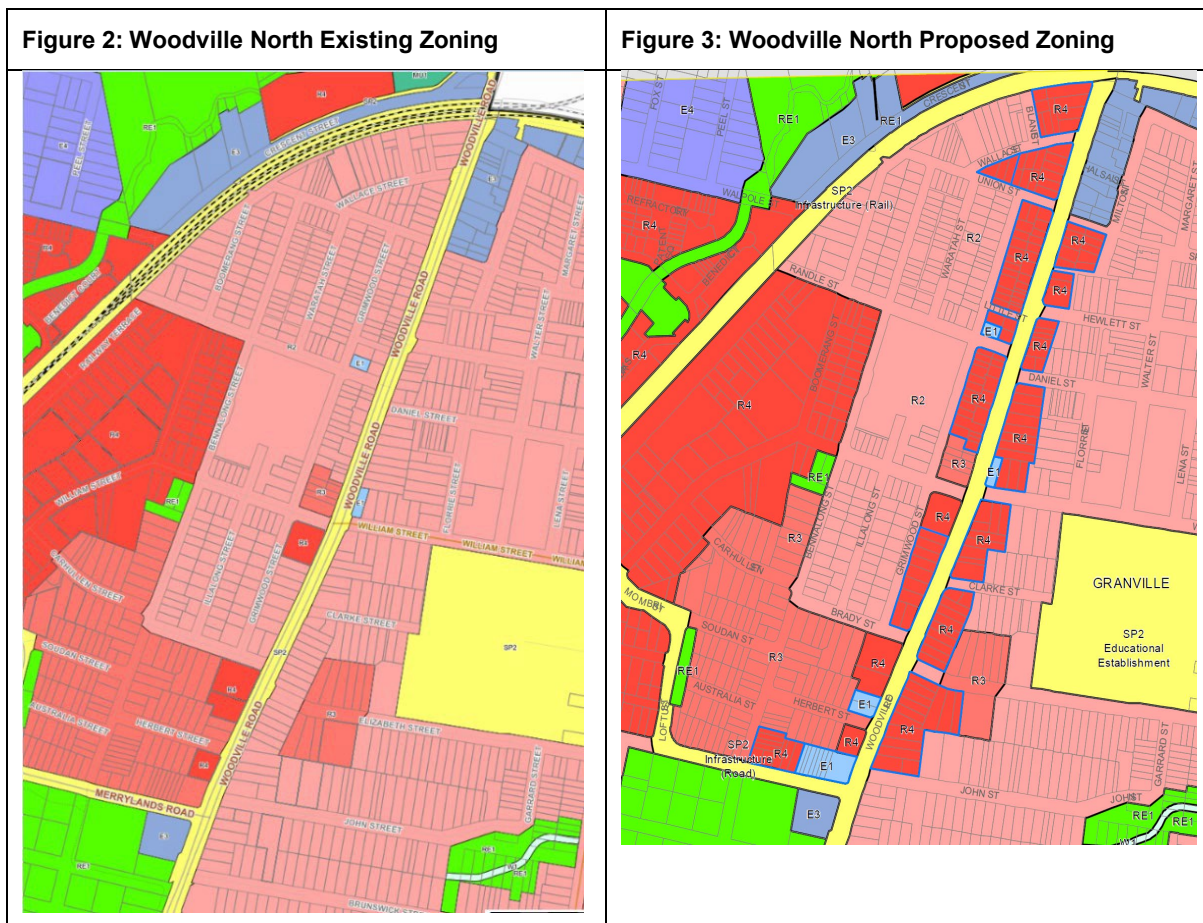


Figure 4: Merrylands East Existing Zoning



Figure 5: Merrylands East Proposed Zoning

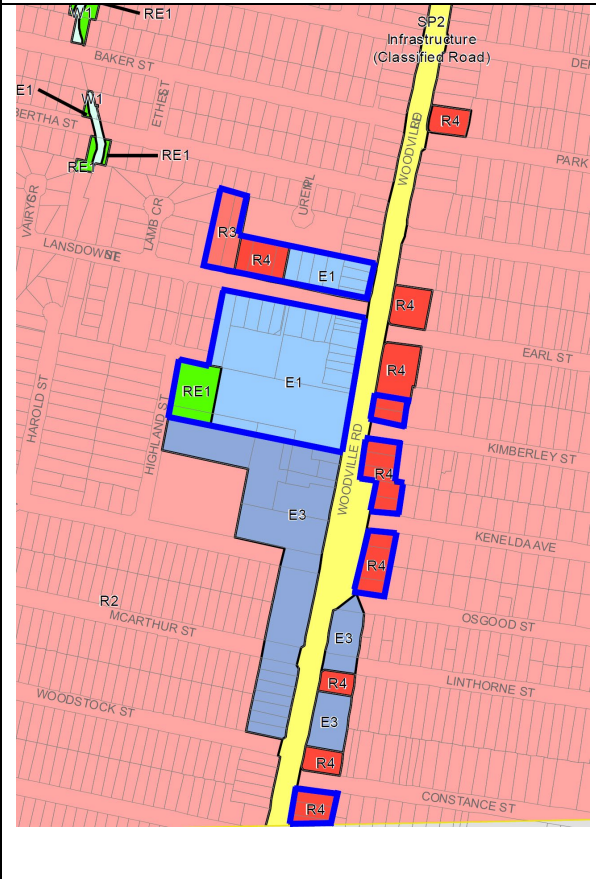
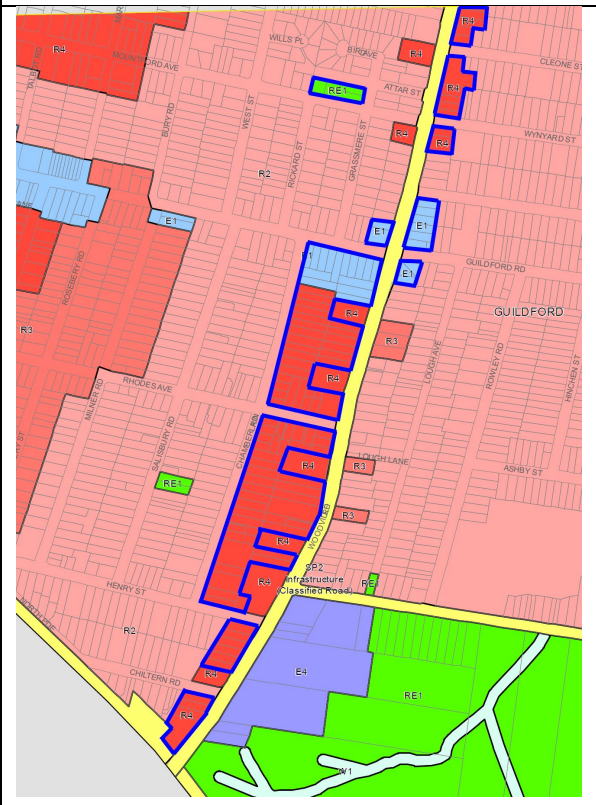


Figure 6: Woodville South Existing Zoning



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 along Woodville Road.
- 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 to 4 storeys/11m to 14m 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.

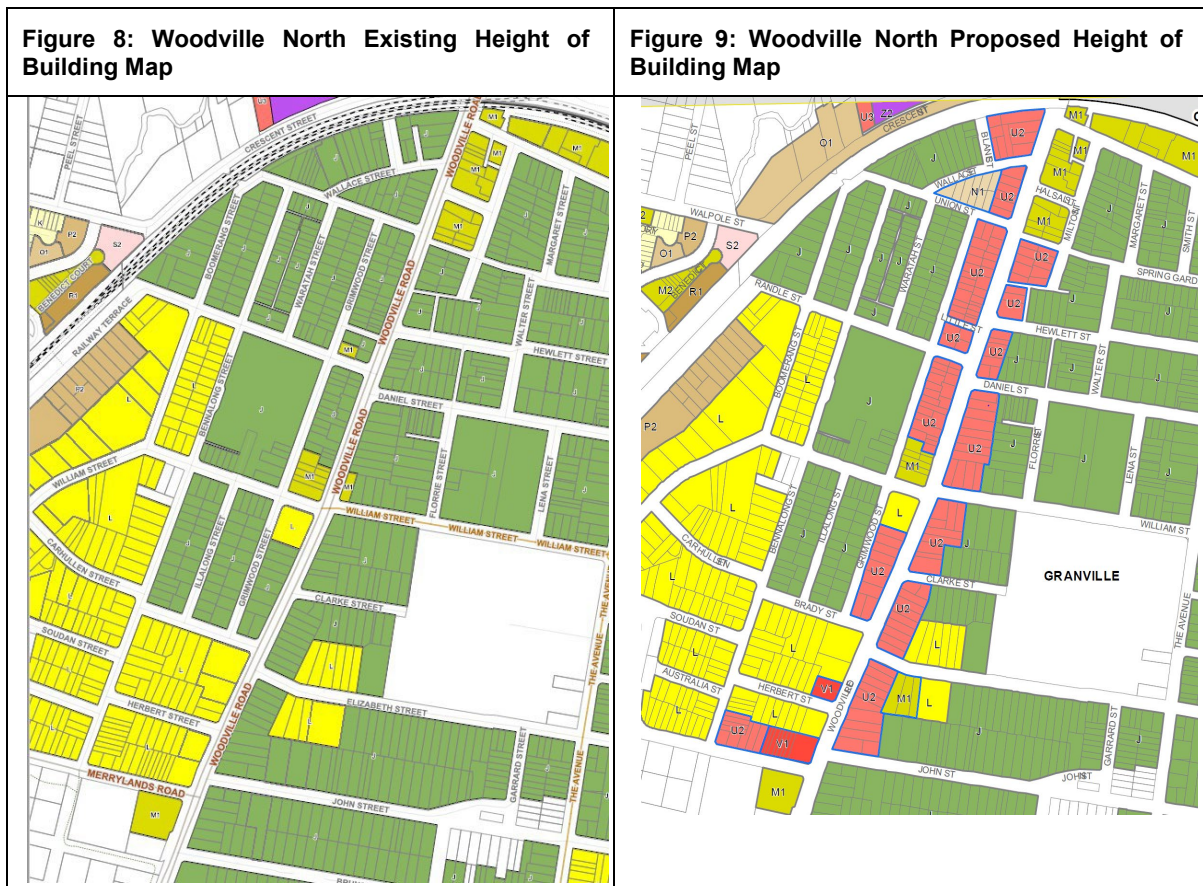


Figure 10: Merrylands East Existing Height of Building Map



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 along Woodville Road.
- 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.



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.

The proposed Lot Size maps are in Appendix 2.

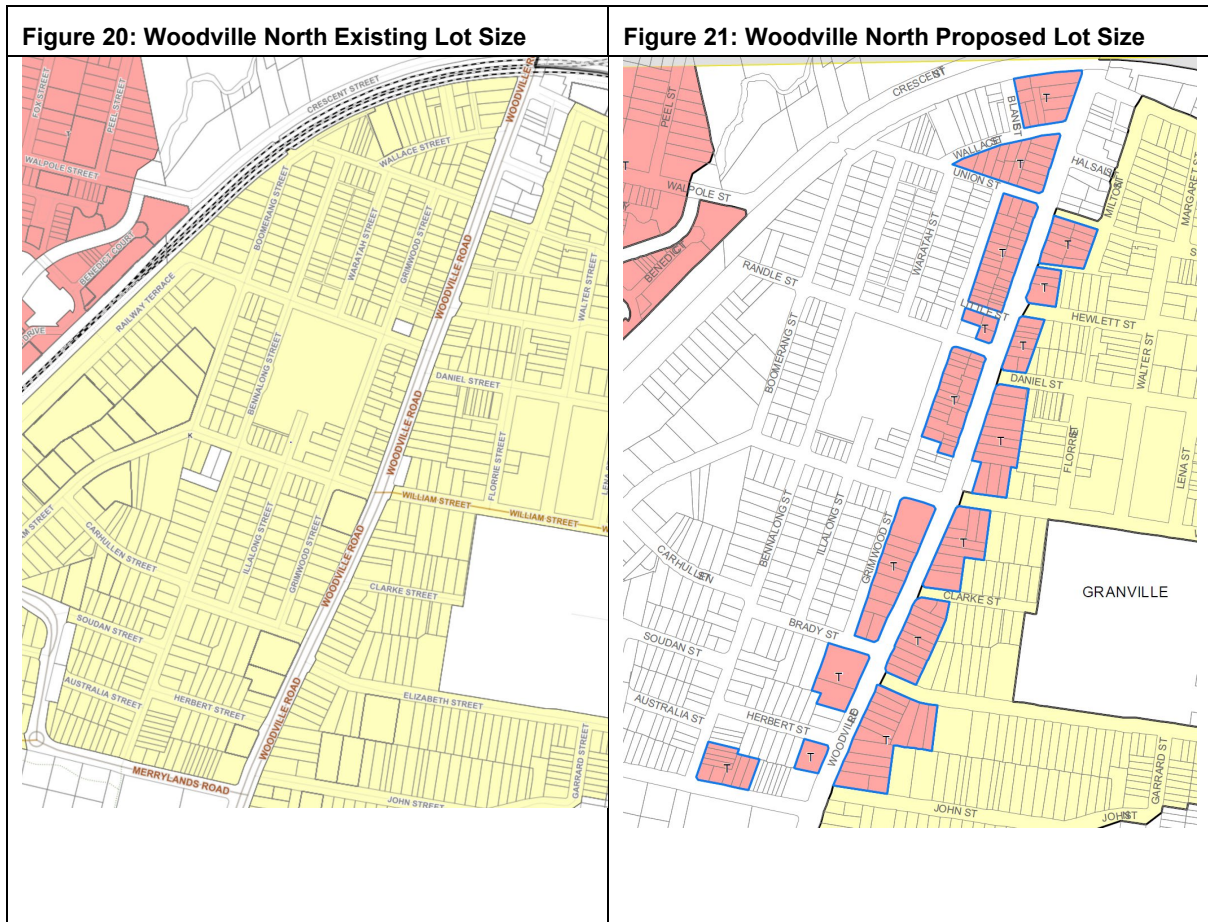


Figure 22: Merrylands East Existing Lot Size



Figure 23: Merrylands East Proposed Lot Size

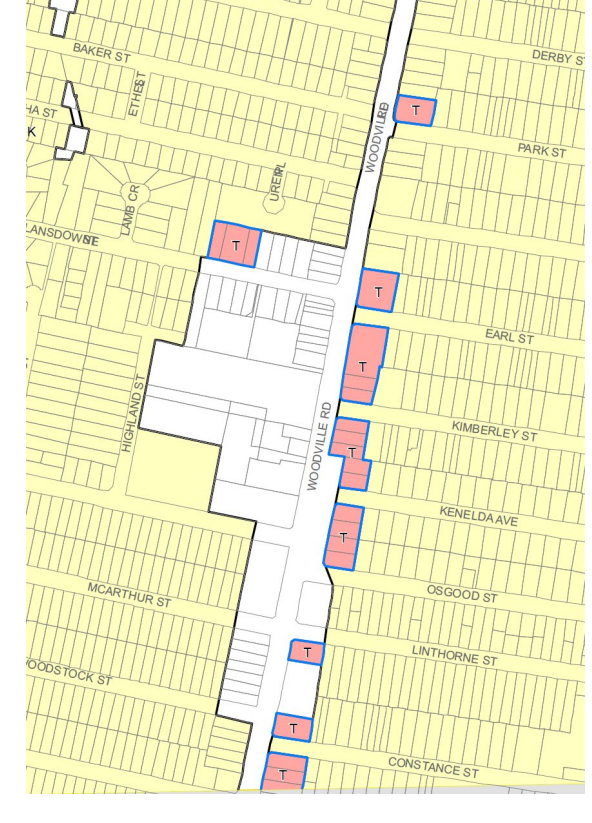
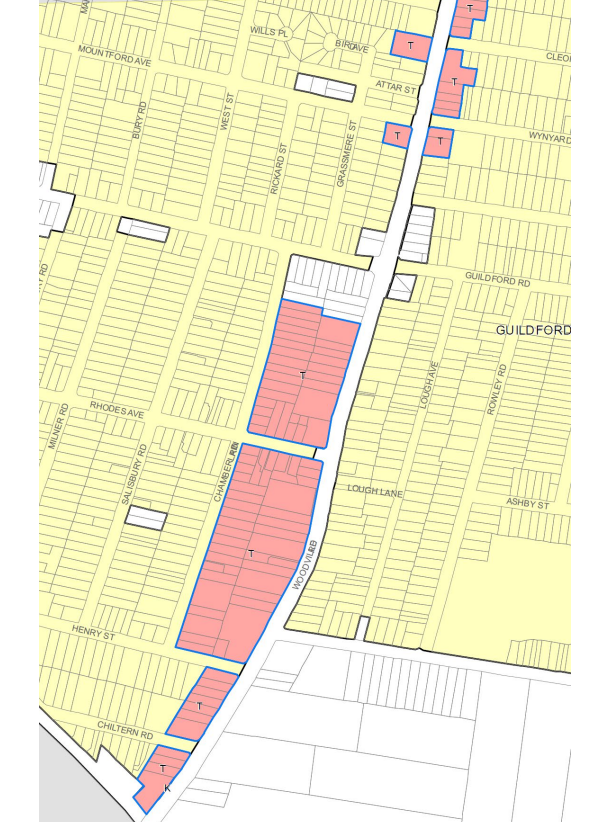


Figure 24: Woodville South Existing Lot Size



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 recreation areas 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

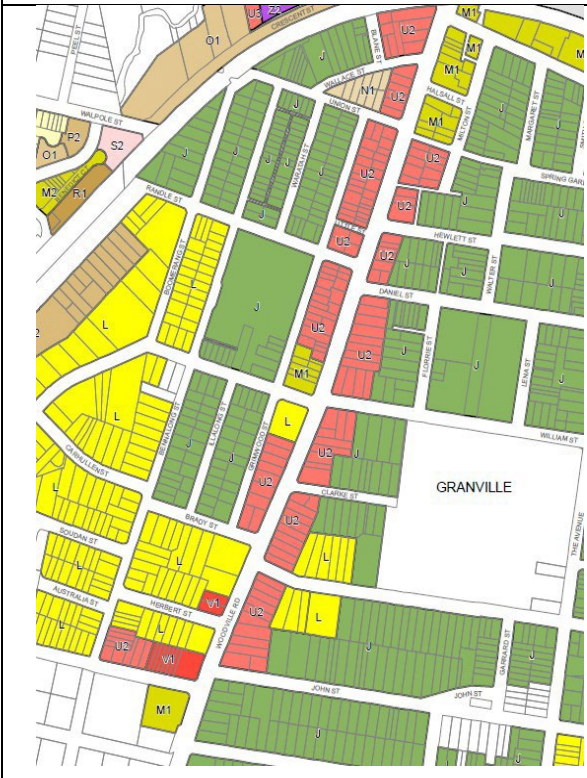


Figure 27: Woodville North Proposed Incentive Height of Building Map

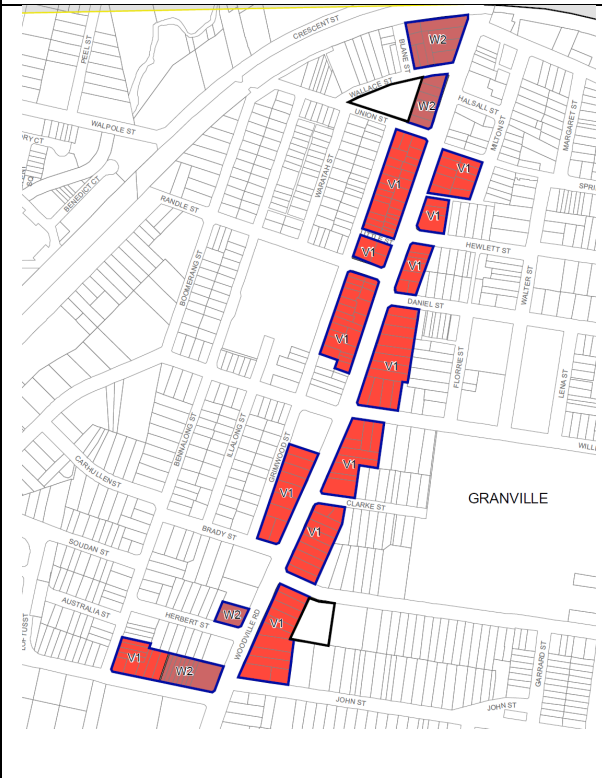
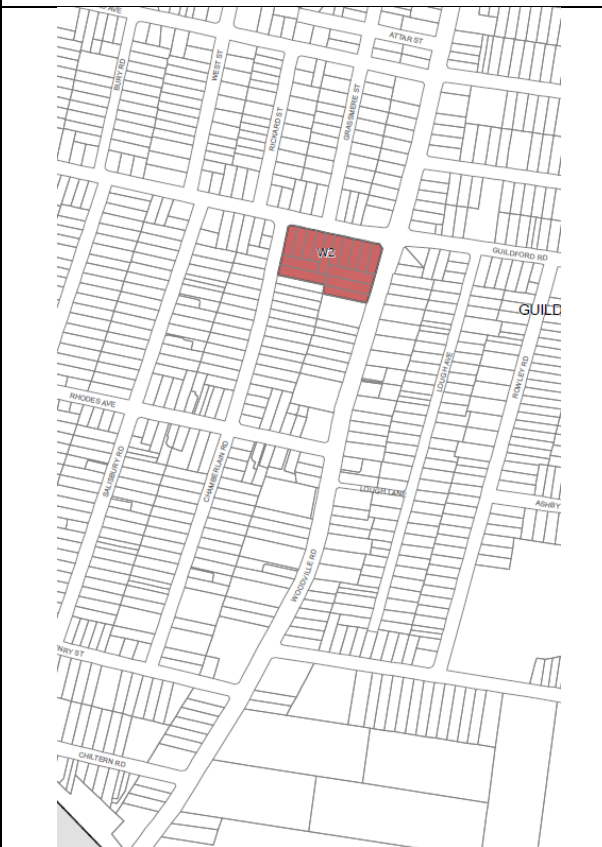


Figure 28: Woodville South Proposed Base Height of Building Map



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 recreation areas 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

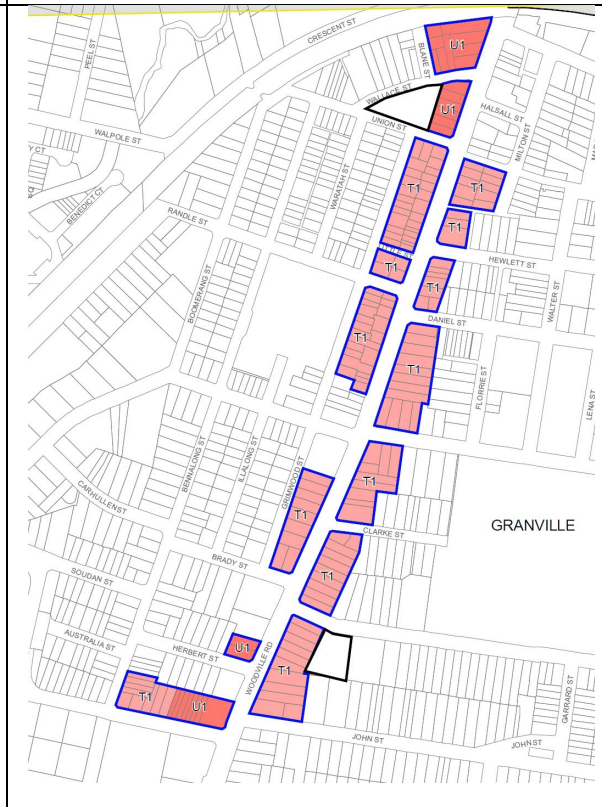


Figure 32: Woodville South Proposed Base Floor Space Ratio Map



Figure 33: Woodville South Proposed Incentive Floor Space Ratio Map



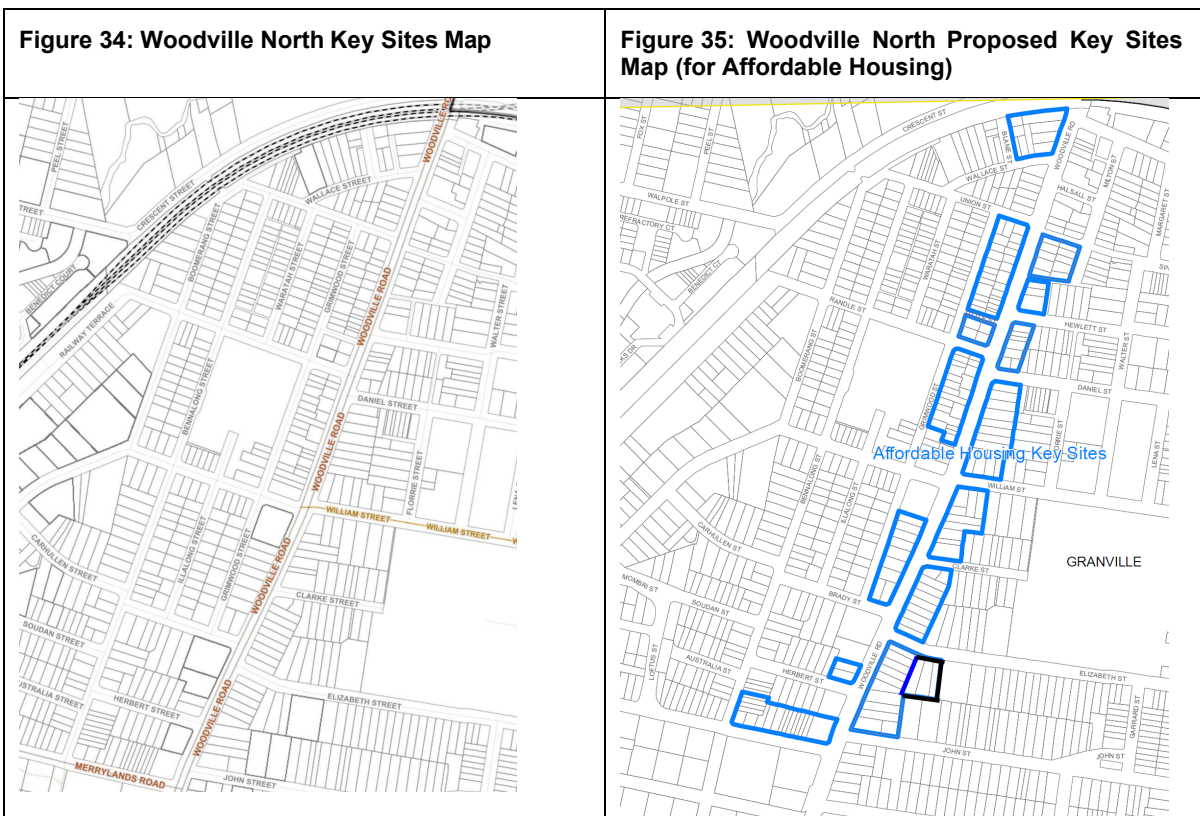
2.7 Affordable Housing

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 total residential floor area.



2.8 Land Reservation Acquisition

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

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 are required to accommodate traffic growth and improve intersection performance.

Figure 36: Woodville North Existing LRA



Figure 37: Woodville North Proposed LRA

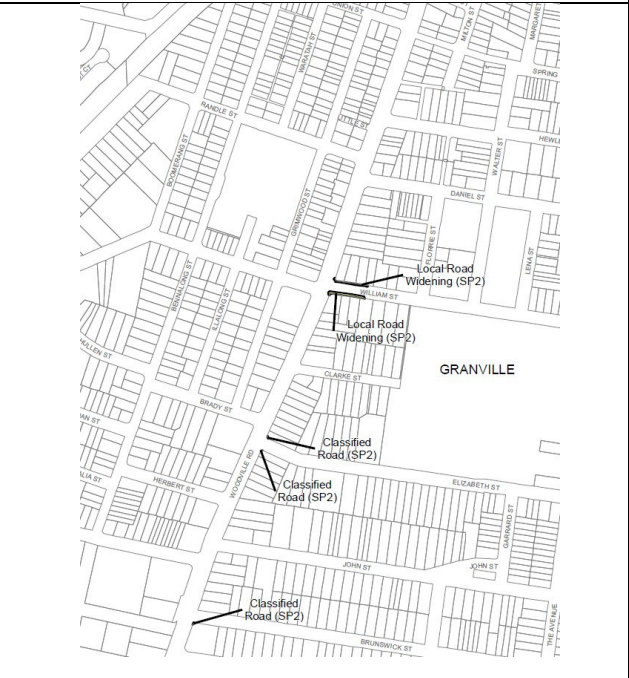
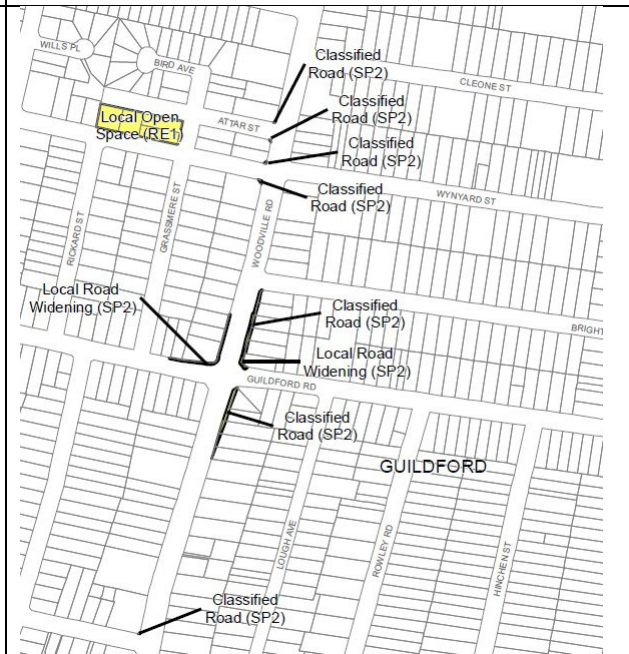


Figure 38: Woodville South Existing LRA



Figure 39: Woodville South Proposed LRA



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.

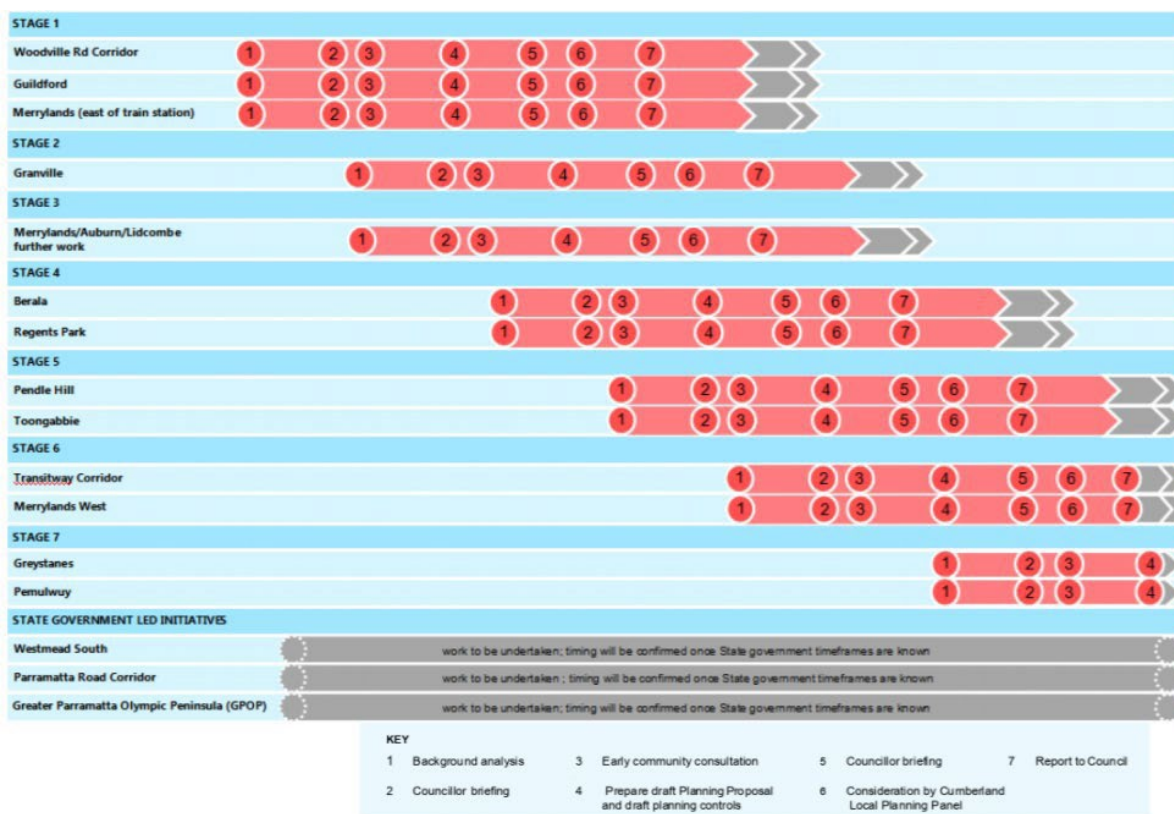
Section A – Need for the Planning Proposal

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 (overpage) 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.

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 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

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 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 714m² of library floorspace.
- At least 828m² of community and cultural space will be required to service the incoming population generated by the Planning Proposal.

Appendix 10 – Air Quality and Noise Impact Assessment

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 potential amendments to CDCP 2021. Key findings from the assessment include:

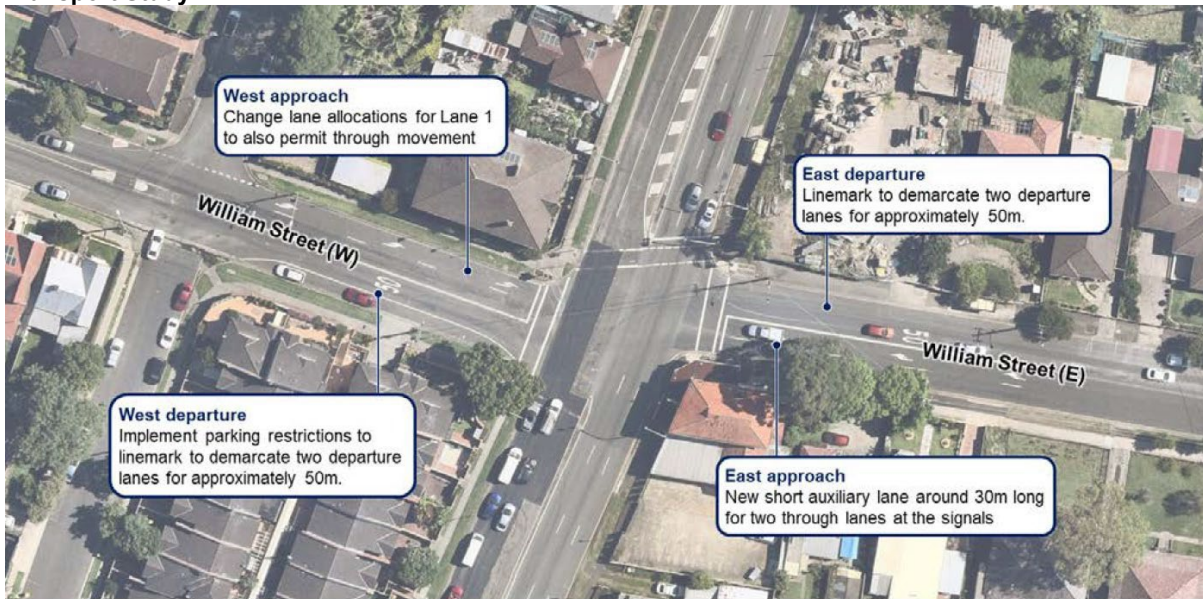
- Results of the air quality modelling indicate that there is potential for air quality impacts to occur at sensitive land uses located up to 20 metres from the kerb of Woodville Road.
- Noise modelling indicates that facades fronting Woodville Road would be exposed to the highest noise levels.

Appendix 11 – Traffic and Transport Study

This study investigated the traffic network impacts of background growth and the Planning Proposal 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:

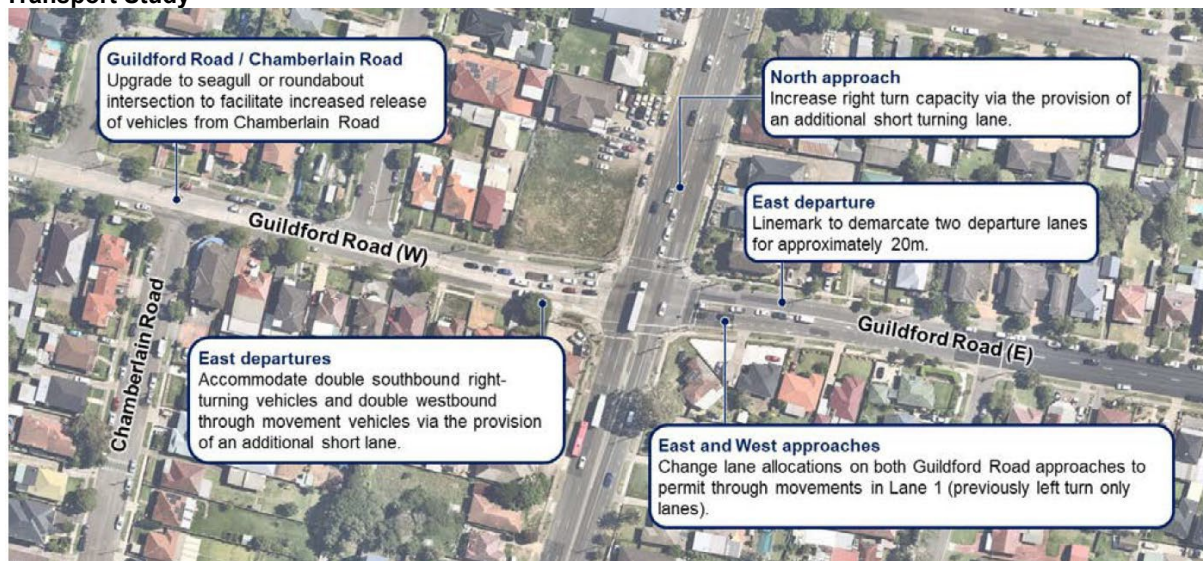
- The Woodville Road / William Street intersection is one of the key intersections in the Woodville North Precinct, facilitating east-west cross movements across the busy movement corridor. To cater for future traffic growth, increased intersection capacity is required at the traffic signals.

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



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 a metropolitan centre, Parramatta CBD, 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"> • Woodville Road Urban Design Study prepared by CM+ (Appendix 5) • Social Infrastructure and Community Needs Assessment prepared by Cred Consulting (Appendix 9) • Traffic and Transport Study prepared by Bitzios Consulting (Appendix 11) <p>The Social Needs and Community Infrastructure Assessment identified 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 recommended road infrastructure works that would be required to support the additional vehicle and pedestrian movements in the study area.</p> |

| Objectives | Consideration |
|--|--|
| | <p>Recommendations from the above studies have been or can be reflected in the draft WRCS, proposed CLEP 2021 amendments, potential CDCP 2021 amendments and in the draft WRC-PDP. The proposed CLEP 2021 amendments include Land Reservation Acquisition Maps for road widening alongside floor space ratio and building height incentives for the provision of recreation areas.</p> <p>A Contributions Plan advice letter has also been provided which Identifies potential changes to the Cumberland Local Infrastructure Contributions Plan 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> |
| <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 over 3,690 additional dwellings along Woodville Road, before application of any incentive controls.</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. • Potential controls in CDCP 2021 for the provision of Provide minimum standards for provision of public infrastructure. <p>Further to the above, the Planning Proposal, draft WRCS, draft WRC-PDP and potential 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 over 3,690 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 Urban Hub through application of incentive provisions.</p> |

| Objectives | Consideration |
|--|--|
| | <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, where possible, when creating the Corridor Masterplan. The integration of these findings resulted in 5 new local parks being proposed for delivery through various planning mechanisms.</p> <p>A Heritage Impact Study (HIS) was undertaken for this Planning Proposal. It identified existing heritage items in proximity to the 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. The HIS findings were incorporated into the Urban Design Study and potential amendments to CDCP 2021.</p> <p>Based on the above, this Planning Proposal is consistent with objectives 6-13 of the GSRP.</p> |
| 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 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 20,788m² 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. • 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. • Requirement for a new public park on site 17. • Potential road closures 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 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. 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 a Traffic and Transport Study.</p> <p>The Social Needs and Community Infrastructure Assessment identified 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 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 recreation areas, potential amendments to CDCP 2021, and in the draft WRCPDP.</p> <p>A Contributions Plan advice letter has also been provided which identifies potential changes to the Cumberland Local Infrastructure Contributions Plan 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 potential 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 over 3,690 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 recreation areas.</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> <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.</p> |

| 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 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 Statement was undertaken for this Planning Proposal. It identified existing heritage items in proximity to the 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.</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, potential amendments to CDCP 2021 can reflect recommendations from the Statement.</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 in industrial and urban services land. | N/A |
| Planning Priority C12: Supporting growth of targeted industry sectors. | <p>Although the Planning Proposal area is not identified as a key precinct or knowledge hub, it does propose an additional 20,788m² of E1 Local Centre floor space providing retail, commercial and employment opportunities.</p> <p>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.</p> |
| 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 potential 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 potential 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. • FSR and HOB incentives for the provision of a new public park on site 2 and site 23. • Requirement for a new public park on site 17. • Potential road closures 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 Urban Design, Heritage and Economic Feasibility, Social Needs and Community Infrastructure, and Traffic and Transport studies whose recommendations have been incorporated into proposed CLEP 2021 amendments, the draft WRCS, potential 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 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 potential controls in CDCP 2021 for the planting of canopy trees at 10-20m intervals along the setbacks to Woodville |

| | | |
|---|--|---|
| | | <p>Road. These will provide social infrastructure and connection.</p> <ul style="list-style-type: none"> • 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 | | |
| 3.2 Objective: We have recreational assets that enhance the livability of our community. | 3.2.2 Our assets provide a range of opportunities for participation in active and entertaining activities. | <p>Consistent</p> <p>A Social Needs and Community Infrastructure Assessment 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, potential amendments to CDCP 2021 and in the draft WRCPDP. This has resulted in every Planning Proposal site being within 200m of existing or proposed public open space.</p> <p>In addition to the above, a Contributions Plan advice letter has been provided which identifies potential changes to the Cumberland Local Infrastructure Contributions Plan 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 potential controls in CDCP 2021 for the planting of canopy trees at 10-20m intervals along the setbacks to Woodville Road.</p> |
| Strategic Goal 4: Providing Local Leadership | | |
| 4.2 Objective: An informed community included in decision making and long- term planning. | 4.1.2 Council conducts long term planning based on community engagement. | <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 | | |
| 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. | iv. Support greater walking and cycling in the Cumberland area, including targeted investments to support access to centres, corridors and public transport services. | Consistent. The Planning Proposal seeks to increase the use of active and public transport along the corridor through potential amendments to CDCP 2021 requiring the dedication of land along the Woodville Road Corridor for an active transport path. Consistent. |
| Local Planning Priority 3 – Align local infrastructure delivery with planned growth. | ii. Continue to work with government, industry and community stakeholders to align local infrastructure delivery with planned growth. 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. | The Planning Proposal has been informed by technical studies including a Social Needs and Community Infrastructure Assessment and a Traffic and Transport Study. The Social Needs and Community Infrastructure Assessment 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. The Traffic and Transport Study recommended road infrastructure works that would be required to support the additional vehicle and pedestrian movements in the study area. The recommendations from the Social Needs and Community Infrastructure Assessment and Traffic and Transport Study have been reflected in the draft WRCS, CLEP 2021 LRA mapping amendments, potential amendments to CDCP 2021 and in the draft WRCPDP. A Contributions Plan advice letter has also been provided which identifies potential changes to the Cumberland Local Infrastructure Contributions Plan to help facilitate the provision of the identified facilities and infrastructure. |

| | | <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 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. |
|---|---|--|
| 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 (over 3,690 new dwellings, not including affordable housing) 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.</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 for the provision of an active transport path along the Woodville Road Corridor to provide fine grain urban |

| | | |
|--|--|--|
| | | <p>form.</p> <ul style="list-style-type: none"> • Draft CLEP 202 floor space and building height incentives for the provision of green public open space as well as potential 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. | <p>Consistent.</p> <p>The Planning Proposal proposes an additional 20,788m² of E1 Local Centre floor space providing retail, commercial and employment opportunities.</p> |
| 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. | <p>Consistent</p> <p>A Social Needs and Community Infrastructure Assessment 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. The identified additional community facilities and open space infrastructure have been reflected in the draft WRCS, potential amendments to CDCP 2021 and in the draft WRCPDP. This has resulted in every Planning Proposal site being within 200m of existing or proposed public open space.</p> <p>In addition to the above, a Contributions Plan advice letter has been provided which identifies potential changes to the Cumberland Local Infrastructure Contributions Plan to help facilitate the provision of the identified facilities and infrastructure.</p> <p>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 potential controls in CDCP 2021 for the planting of canopy trees at 10-20m intervals along the setbacks to Woodville Road.</p> |
| 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. | <p>Consistent</p> <p>The Planning Proposal includes draft CLEP 2021 floor space and building height incentives for the provision of green public open space as well as potential controls in CDCP 2021 for the planting of canopy trees at 10-20m intervals along the setbacks to Woodville Road.</p> <p>These measures seek to help improve the amenity and livability of the Corridor.</p> |

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 over 3,690 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 community infrastructure. 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 (3696 dwellings, not including additional dwellings if draft CLEP 2021 incentive building height and floor space bonuses for the provision of affordable housing or community infrastructure 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 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 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 potential 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. |

| | | <ul style="list-style-type: none"> • 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. |
|--|---|---|
| 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 Heritage Impact Study was undertaken for this Planning Proposal. It identified existing heritage items in proximity to the 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.</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, potential 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 Infrastructure Contributions Plan with planning and delivery of growth infrastructure. | <p>Consistent.</p> <p>The Planning Proposal has been informed by technical studies including a Social Needs and Community Infrastructure Assessment and a Traffic and Transport Study.</p> |
| O2 Public infrastructure provision facilitates access to jobs, health, education and recreation facilities. | | <p>The Social Needs and Community Infrastructure Assessment 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 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, potential amendments to CDCP 2021 and in the draft WRCPDP.</p> |

| | |
|--|--|
| | A Contributions Plan advice letter has also been provided which identifies potential changes to the Cumberland Local Infrastructure Contributions Plan to help facilitate the provision of the identified facilities and infrastructure. |
|--|--|

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 | |
| <p>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> | <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.</p> |
| Priority 2: Policy initiatives which support the delivery of affordable housing | |
| <p>2.2 Continue to seek affordable housing outcomes through planning agreements.</p> | <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 | |
| <p>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> | <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> |

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>Potential CDCP 2021 amendments seek the dedication of land 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"> Potential amendments to CDCP 2021 requiring the dedication of land 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 potential amendments to CDCP 2021 include provisions for new 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. Recommendations from this study can be included in potential amendments to CDCP 2021 and confirm that hazards such as noise and air pollution can be managed.</p> |

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 | <p>Consistent.</p> <p>This Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.</p> |
| Biodiversity and Conservation 2021 | <p>Consistent.</p> <p>This Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP.</p> |
| Resilience and Hazards 2021 | <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> |
| Transport and Infrastructure 2021 | <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> |
| Industry and Employment 2021 | <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> |
| Resources and Energy 2021 | Not Applicable. |
| Primary Production 2021 | Not Applicable. |
| Precincts – Eastern Harbour City 2021 | Not Applicable. |
| Precincts – Central River City 2021 | Not Applicable. |
| 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 | 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. |
| Housing 2021 | Consistent. This Planning Proposal does not contain provisions that contradict or would hinder the application of this SEPP. 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. Compliance with the provisions in the SEPP would be assessed on a site-by-site basis at the Development Application Stage. |

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 | Consistent. 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). |
| 1.3 Approval and Referral Requirements. | Consistent 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. Standard consultation with public authorities is required as part of the Gateway process. |
| 1.4 Site Specific Provisions | Consistent. The Planning Proposal does not seek to amend another environmental planning instrument. |
| Focus area 3: Biodiversity and Conservation | |
| 3.2 Heritage Conservation | Consistent. A Heritage Impact Assessment was undertaken for this Planning Proposal. It identified existing heritage items in proximity to the 29 Planning Proposal sites, 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. 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 potential amendments to CDCP 2021 regarding building height, built form considerations and setbacks reflect recommendations from the Assessment. |

| 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 access to housing, jobs and services by walking, cycling and public transport.</p> |

| Direction | Consistency and Comment |
|--|--|
| 5.2 Reserving Land for Public Purposes | <p>Justifiable inconsistent.</p> <p>The Traffic and Transport Study 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 to support the implementation of these infrastructure works.</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.</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 20,788m² 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.

A Traffic and Transport Study was 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. Some of the recommended road infrastructure works have informed the proposed amendments to the CLEP 2021 Land Reservation Acquisition Maps.

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

Heritage

A Heritage Impact Study was undertaken for this Planning Proposal. It identified existing heritage items in proximity to the 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.

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

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 potential 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 was undertaken for this Planning Proposal. This study 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 can be included in potential amendments to CDCP 2021.

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 over 3,690 new dwellings (not including affordable housing) and 20,788m² of E1 Local Centre Zone floor space.

Social Needs

A Social Needs and Community Infrastructure Assessment 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.

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, potential amendments to CDCP 2021 and in the draft WRCPDP. This has resulted in every Planning Proposal site being within 200m 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 potential 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 potential changes to the Cumberland Local Infrastructure Contributions Plan to help facilitate the provision of the identified facilities and infrastructure.

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.

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 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 amend the CLICP 2020 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:

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

The Infrastructure Schedule includes items such as:

- A new >3,000m² park in WRC North, to be delivered through developer dedication, embellishment and repurposing of the existing road reserve.
- Intersection upgrades at key crossings to minimise the impact of 'east-west' movements on the corridor.
- Significant setbacks along WRC, where achievable, to accommodate public domain improvements and facilitate air quality and acoustic outcomes.

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

For local infrastructure items, the proposed incentives Clause within the Planning Proposal is one such mechanism proposed to support appropriate delivery of public infrastructure. Alongside the Planning Proposal and options to amend the Contributions Plan, potential DCP amendments and draft WRC-PDP will support implementation of the necessary local public infrastructure as the Corridor redevelops.

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 Transport for NSW.

With regards to the proposed intersection upgrades along Woodville Road, Council will seek to work with Transport for NSW 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 (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 revitalisation of 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 (Appendix 11) identified 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 will advise the full list of public authorities that will need to be consulted with as part of the Planning Proposal process. Public authority consultation will be undertaken concurrently with public exhibition as outlined in Part 5: Community Consultation of the Planning Proposal. It is anticipated the following authorities and agencies may require consultation:

- Transport for NSW.
- Sydney Water Corporation.
- NSW Health (Western Sydney Local Health District).
- Schools Infrastructure NSW.
- NSW Environment, Energy and Science (Flooding and Water).
- State Emergency Services (SES).

Prior to seeking a Gateway Determination, Council has consulted directly with Schools Infrastructure NSW and Transport for New South Wales as follows.

Schools Infrastructure NSW (SINSW)

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

Further consultation is anticipated with SINSW alongside the post-gateway public exhibition to confirm community needs now that the proposed future residential numbers are known.

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.

Further consultation is anticipated with TfNSW alongside the post-gateway public exhibition.

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.

If the WRC Planning Proposal is supported by the Minister, formal stakeholder and community consultation, including consultation with public agencies, will be undertaken by Council in accordance with the legislative requirements of the Act and any additional conditions as imposed in a Gateway Determination.

Based on the Planning Proposal being the proposed complex category, a minimum 30 working day public exhibition period is recommended and 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.

It is also anticipated that the Planning Proposal and technical studies will be exhibited alongside the 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.
- Cumberland Local Infrastructure Contribution Plan (if any amendments are required).

While various NSW government agencies and departments will be consulted on the Planning Proposal, the following may be directly affected:

- Land and Housing Corporation.
- Transport for New South Wales.
- Schools Infrastructure NSW.

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 | April 2024 to July 2024 <i>Benchmark Timeframe – 45 working days</i> |
| Complete any additional studies (if required) | July to September 2024 |
| Public Exhibition period | October 2024 to December 2024 <i>Benchmark Timeframe – minimum 30 working days</i> |
| Submissions considered and reviewed | January 2025 to March 2025 |
| Council meeting – consider final Planning Proposal and submissions report | May 2025 |
| Lodgment to the Department for finalisation | May 2025 <i>Benchmark Timeframe - 55 days</i> |
| Gazettal of LEP amendment | June to July 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

Appendix 9 – Social Infrastructure and Community Needs Assessment

Appendix 10 – Air Quality and Noise Impact Assessment

Appendix 11 – Traffic and Transport Study

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