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Prepared for: CUMBERLAND CITY COUNCIL

Woodville Road Corridor Planning Framework

AMENDED Urban Design Report

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22030 | January 2025

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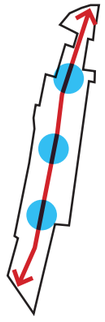
Woodville Road Corridor Planning Framework



Revision	Date	Description	By	Chk	App
01	14/10/2022	Draft Stage 1 Report	DW/NG	DN/WW	WW
02	28/04/2023	Draft Stages 1+2 Report	DW	HB	RN
03	09/06/2023	Revised Stages 1+2 Report	DW/EC	EC	RN
04	23/10/2023	Final Stages 1+2 Report	SS	SS	BR
05	27/11/2023	Final Urban Design Report	SS	SS	BR
DPHI GATEWAY DETERMINATION					
06	21/11/2024	Draft AMENDED Urban Design Report	HB	HB	AL
07	29/11/2024	Final AMENDED Urban Design Report	HB	HB	AL
08	05/12/2024	Final AMENDED Urban Design Report v2	HB	HB	AL
09	09/01/2025	Graphic Update	HB	HB	AL
10	30/01/2025	Graphic Update	HB	HB	AL

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Woodville Road Corridor - North Precinct

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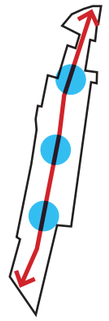

Executive Summary

Overview

The Woodville Road Corridor (WRC) study area, situated within the Cumberland Local Government Area, plays a pivotal role in guiding future development that is aligned with the Cumberland Local Strategic Planning Statement 2030 (CLSP) .

In 2022, the Draft WRC Planning Proposal (WRC Planning Proposal 2021), Draft WRC Development Planning Control Plan (DCP), and Draft WRC Public Domain Plan received endorsement from the Council and were subsequently submitted to the Department of Planning, Housing and Infrastructure (DPHI) for a gateway determination. The primary aim of this study was to provide the technical information required by the DPHI to support the Draft WRC Planning Proposal.

Conybeare Morrison (CM+) was commissioned by Cumberland City Council (CCC) to conduct an urban design study of the WRC and develop a planning framework to guide future development. A broader consultant team was also engaged separately by CCC to support this study, covering various aspects such as traffic and transport, economic feasibility, social and community needs, heritage preservation, flood control, air quality, and acoustic considerations.

In April 2024 CCC submitted the WRC Planning Proposal to DPHI for a Gateway determination, to which it received Gateway approval in November 2024. The Gateway approval included conditions to be complied with. Additionally, CCC resolutions included minor changes to the urban design study. This report captures both DPHI and CCC conditions and resolutions.

This framework is rooted in a comprehensive background review, an analysis of the study area, and a consideration of its strategic and local context to inform the development of the WRC planning framework.

The key challenges of the site include:

- Woodville Road, which divides the study area into two parts.
- The railway corridor and pipelines, which limit connectivity to the surrounding areas.
- Traffic noise, impacting the acoustic quality of the area.
- Long blocks and a limited number of east-west signalised pedestrian crossings, affecting the area's permeability and connectivity.
- The absence of a 'Gateway Statement', which results in a lack of a distinct sense of place and unique identity.
- The existence of superblocks in the Woodville South Precinct, presenting challenges such as amalgamation, built forms transitioning to the lower-density areas, and providing suitable vehicular access.

WRC Framework

The framework identifies three sub-precincts along the road corridor, namely the Woodville North Precinct, Merrylands East Precinct, and Woodville South Precinct. Each sub-precinct provides opportunities to enhance height an density along the provision for improved employment, residential, open space and community outcomes.

Within these precincts, a total of 31 Planning Proposal sites are designated for further analysis and built form testing. The aim is ensuring that proposed structure plan and master plans align with the goals outlined in the Local Strategic Planning Statement 2030.

WRC Structure Plan

The structure plan focuses on the intensification strategy for the 31 Planning Proposal sites, which will concentrate non-residential uses in the future 'Urban Hubs.' The structure plan also includes an inspirational 'Corridor Area' immediately along the WRC to define the WRC spine, as well as 'Transition Areas' introduced along the length of the corridor to provide for appropriate urban design outcomes.

The key elements of the WRC Structure Plan (refer to Figure 1) are outlined as follows:

- Concentrate new employment zones for Planning Proposal sites at key Woodville Road / East-West Street intersections (three key employment areas proposed, one for each precinct), with the employment zone in Merrylands East having higher height and density, and other employment zones having lower development intensity, aligning with the Cumberland LSPS centre hierarchy.
- Introduce a high-density residential zone along the first row of properties along Woodville Road and medium-density zones beyond for Planning Proposal sites.
- Provision of an urban hub in each precinct to serve the local community. Community facilities should be provided in accordance with the recommendations in the Social and Community Infrastructure Report.
- Transforming Woodville Road into a 'green spine' by introducing landscape setbacks to mitigate acoustic and air quality issues caused by vehicular traffic.
- Provision of additional pedestrian crossings along Woodville Road to enhance east-west connectivity and pedestrian safety.
- Leveraging the existing green corridors/facilities along Duck Creek, Little Duck Creek, and the railway line by linking them through east-west 'green links.'
- Introduction of street closures in appropriate locations to create a series of pocket parks along the corridor to improve living amenity.
- Introduction of a four-story street wall height (podium) along Woodville Road and local streets, with up to nine-story buildings set back from the podium to create a human-scaled streetscape.
- Application of a proper incentive strategy to encourage amalgamation in the Woodville South Precinct to provide vehicular access from a local road rather than Woodville Road.

Precinct Master Plan

Key design outcomes for each precinct (refer to Figure 2) in addition to the structure plan include:

Woodville North Precinct Master Plan

- Introduction of a new mixed-use zone fronting Granville Park to provide job opportunities close to living amenities. This zone enjoys higher development potential than other land use zones.
- Provision of new local open space along Union Street to meet future needs.

Merrylands East Precinct Master Plan

- Enhancing a 'village' feel for the precinct by introducing an urban plaza, recreational facilities, ground-floor activation, and a mix of uses in the precinct.
- Aligning with the Council LSPS by introducing the highest development potential within the Merrylands East Precinct on the development-ready John Cootes site.
- Introduction of a new mixed-use zone to the north of Lansdowne Street, providing job opportunities close to the emerging Local Centre.
- Increasing the precinct's permeability by introducing through-site links and road access on the John Cootes site.
- Increasing the size of public open space within the John Cootes site to a minimum of 3,000m².
- Utilizing the land near the Kenelda Avenue/Woodville Road intersection to provide improved local open space.

Woodville South Precinct Master Plan

- Encouraging site amalgamation between Woodville Road and Chamberlain Road to facilitate vehicular access from a local street rather than Woodville Road.
- Introduction of a new mixed-use zone at the Guildford Road/ Woodville Road intersection, providing employment and living opportunities.
- Limiting the building height along Chamberlain Road to four stories, reflecting adjacent low density to the west.
- Provision of new public open space close to the future mixed-use area and transferring Rhodes Avenue to a new local open space.

The Structure Plan and Master Plans for each precinct have informed the Cumberland Local Environmental Plan 2021 (CLEP 2021) Amendments, the Draft Cumberland Development Control Plan (DCP) for Woodville Road, and F2-10 Merrylands East Neighbourhood Centre Amendments.

Together, this suite of design and planning controls will serve to ensure the vision of the Woodville Road Corridor is achieved. The plan provides renewal opportunities that enhance the amenity of the corridor and foster development complementary to the growth of the existing network of centres.

Executive Summary

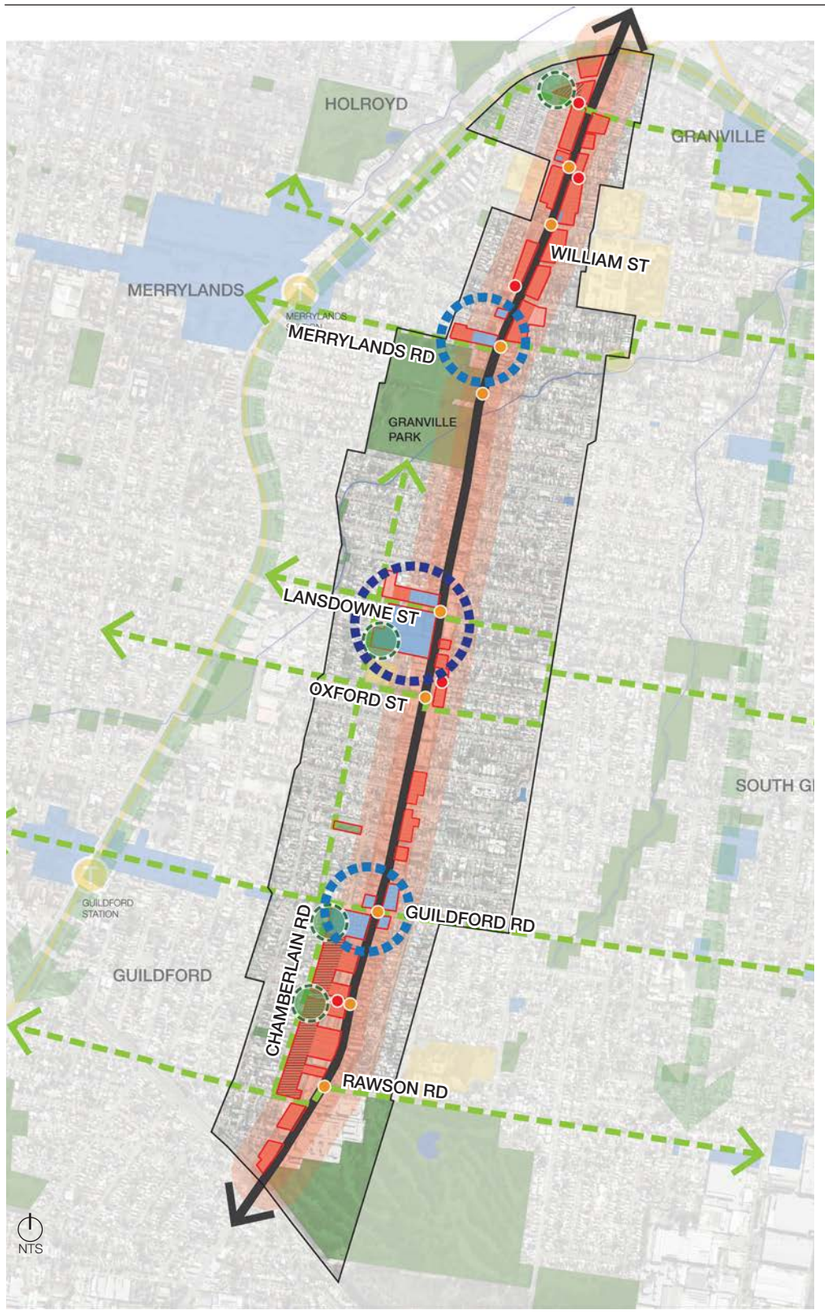

Figure 1: Structure Plan

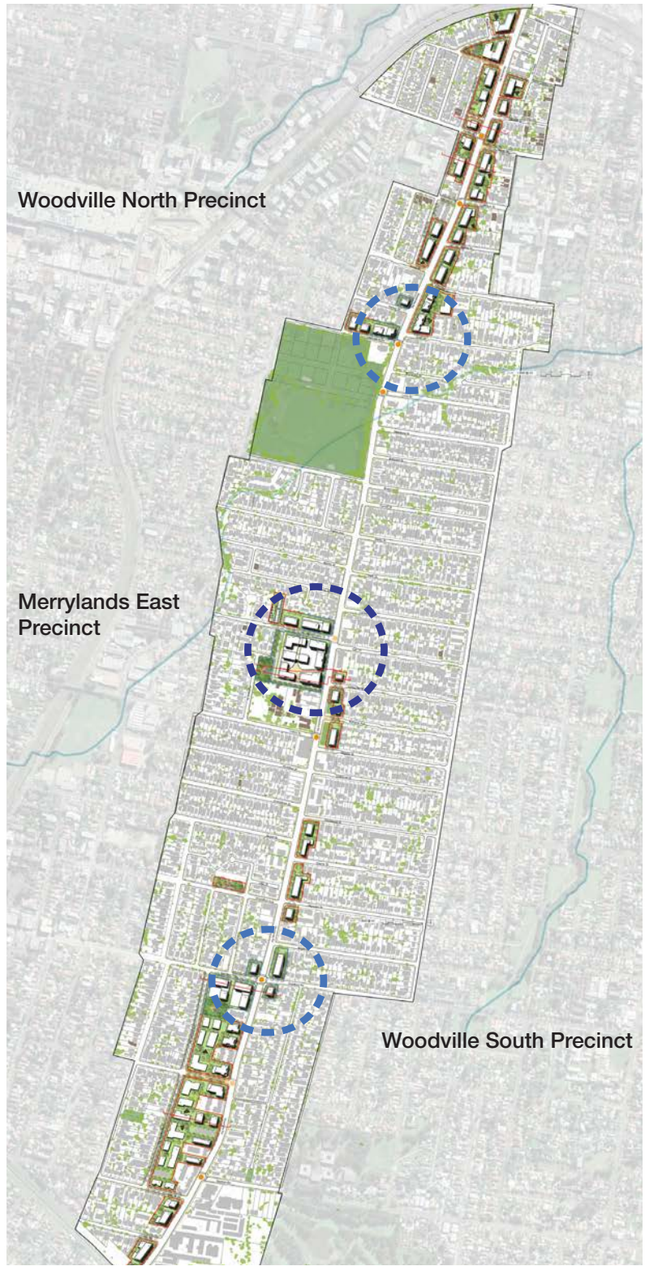

Figure 2: Illustrative Master Plan

Granville Park

1.0 Introduction

1.1 Background Introduction

Conybeare Morrison International (CM+) has been engaged by Cumberland City Council (CCC) to conduct an urban design study of the Woodville Road Corridor (WRC) - the study area, and develop a planning framework to guide the future development within the study area. It is noted that a broader consultant team has been engaged separately by CCC to support this study, including: traffic and transport, economic feasibility, social and community needs, heritage, flooding, air quality and acoustic.

In 2020, CCC undertook early consultation on land use planning along the WRC to inform the preparation of a planning framework and detailed controls for the corridor. In 2021, the Draft WRC Planning Proposal (WRC Planning Proposal 2021), Draft WRC Development Planning Control Plan (DCP) and Draft WRC Public Domain Plan were considered by the Cumberland Local Planning Panel (CLPP). Subsequently, the revised Draft Planning Proposal was endorsed by Council and submitted to the Department of Planning, Housing and Infrastructure (DPHI) for gateway determination. In 2022, DPHI requested further technical studies to support the above mentioned Planning Proposal.

To inform the development of the WRC planning framework, CM+ have conducted a thorough background review, analysis of the study area, its strategic and local context. The detailed review, Urban Design analysis and the draft planning framework are provided in the following chapters of this report.

1.2 The Study Area + Planning Proposal Sites

The Woodville Road Corridor study area is located in the centre of Cumberland Local Government Area (LGA), and it is one of three strategic corridors identified in Cumberland Local Strategic Planning Statement 2030 (LSPS). Its strategic location provides a major cross-regional north and south connection between Parramatta CBD and Bankstown.

The overall study area (solid black line shown in Figure 3) is defined in the Draft Planning Proposal prepared by Council. It extends about four kilometres from Parramatta Road in the north to the Prospect Reservoir Water Pipeline at Guildford in the south, and covers an area of approximately 250ha. The study area currently has a mix of uses; however, it is predominately low density housing.

Three targeted precincts have been identified by Council to provide urban renewal opportunities of the WRC (doted red rectangles shown in Figure 3), including Woodville North Precinct, Merrylands East Precinct and Woodville South Precinct.

Within those three targeted precincts, 31 Planning Proposal sites (including additional sites identified post- Early Consultation and through Council resolution) have been identified by Council to conduct further built form testing. This is to ensure future development can accommodate the housing and job targets in the LSPS whilst providing an ultimate Urban Design outcome for the area.

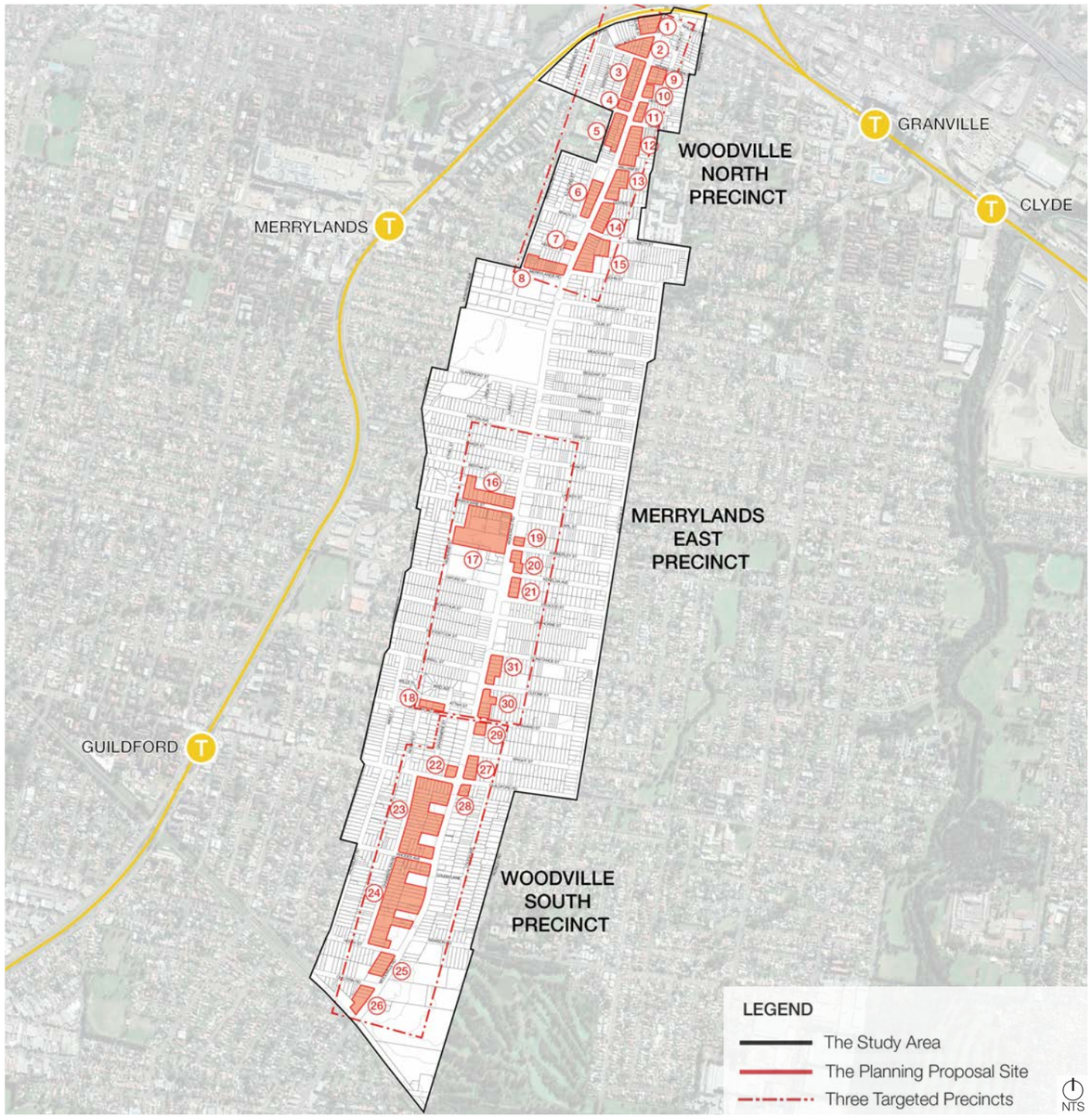

Figure 3: Woodville Road Corridor Key Plan

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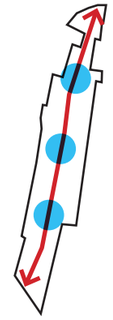


1.0 Introduction

1.3 Project Objectives

The project aims to:

- Understand both short-term and long-term roles and function of the WRC in its strategic and local context.
- Develop a vision and a well considered planning framework for WRC that aligns with the visions outlined in the strategic documents.
- Provide a planning framework that guides the future development and achieves an ultimate Urban Design outcome in the study area.
- Improve living amenity, connectivity, accessibility, sustainability, housing choice and diversity within the study area.
- Support and facilitate future growth of the economy by providing employment opportunities where appropriate.
- Identify infrastructure and public domain opportunities in order to support future growth (in a collaboration with other consultants).
- Inform future amendments to the Draft WRC Planning Proposal and Cumberland Local Environmental Plan 2021 (CLEP 2021) and Cumberland Development Control Plan (DCP) accordingly.

1.4 Methodology

This project has been undertaken in three phases. Phase 1 of the project focuses on the development of an Urban Design vision and principles. Phase 2 includes structure plan development, built form design testing and preparation of a built form master plan for the 31 Planning Proposal sites. Phase 3 provides recommendations for amendments to the Draft CLEP 2021 and Draft DCP based on the master plan. Phase 4 focuses on updating and revising the master plan and Urban Design report in accordance with the Gateway approval conditions:

Phase 1 - Understanding and Visioning

- Attend an Inception Meeting with Council to receive background information and confirm the project objectives, program and deliverables.
- Conduct a site visit of the study area and its surrounding context.
- Undertake a literature review.
- Conduct an Urban Design Analysis to identify constraints and opportunities.
- Work with Council and other consultants to establish the Urban Design Vision and Principles for the study area.

Phase 2 - Exploring and Design Testing

- Develop two high level Structure Plans based on the Urban Design Vision and Principles with input from Council and the consultant team.
- Conduct a Design Workshop to confirm a Preferred Structure Plan or hybrid.
- Work iteratively with Council's Economic Feasibility Consultant and other consultants to prepare the Draft Master Plan.
- Attend a Council Workshop to present the Draft Master Plan and receive input from Council and the consultant team.

Develop and document the Final Draft Master Plan, based on the feedback from Council and the consultant team.

Phase 3 - Recommendations and Implementation

- Work closely with Council to identify potential CLEP 2021 diagram changes.
- Provide the recommendations to amend the Draft CDCP and associated diagrams for WRC.
- Attend a Council Workshop to present the Draft CDCP controls changes.
- Finalise and submit the CDCP controls recommendations and Block Control Diagrams (five detailed testing sites and John Cootes site).

Phase 4 - Updating and Revising (Gateway Conditions)

- Work closely with Council to review and identity required updates to meet the conditions of the Gateway approval.
- Amend the Urban Design report in accordance with DPHI's Gateway approval conditions.
- Attend a Council Workshop to present the amended Draft Urban Design report and associated studies.
- Finalise and submit the Amended Urban Design report (including all associated studies - solar access and built form diagrams).

2.0 Strategic Context

2.1 A Metropolis of Three Cities

The Greater Sydney Regional Plan - A Metropolis of Three Cities (The Regional Plan) by the Greater Cities Commission is a 40 year vision for Metropolitan Sydney. It envisions a 30-minute city, where residents live within 30 minutes travel of their jobs, education and health facilities, services and great places. The three cities identified in the Plan are:

- The Eastern Harbour City
- The Central River City
- The Western Parkland City

The Woodville Road Corridor study area is located in the Central River City, which is undergoing a major transformation led by investment in transport and other infrastructure. The Regional Plan projects that the population of the Central River City will grow from 1.3 million in 2016 to 1.7 million by 2036. It is anticipated that the growth will transform the Central River City from a suburban to a more urban environment.

The study area is approximately 20 kilometres from Sydney Airport and Sydney CBD (20-minute drive), about 30 kilometres from the future Western Sydney Airport and Aerotropolis (30-minute drive), and only about one kilometres from Parramatta CBD.

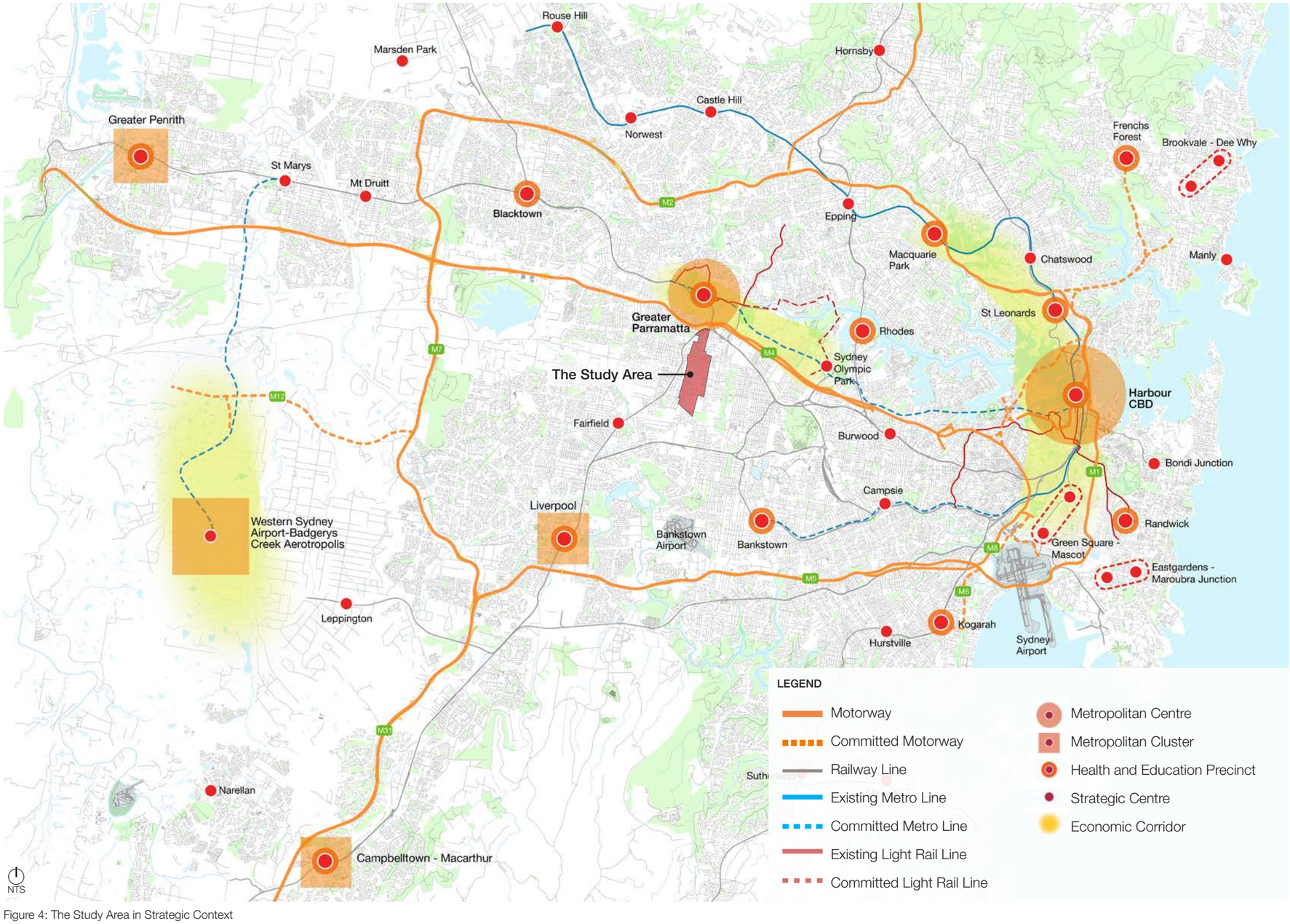


Figure 4: The Study Area in Strategic Context

Implications for the study:
Re–visioning of the Woodville Road Corridor presents an opportunity to transform the area to a vibrant and livable neighbourhood that fulfils the 30-minute city vision in the Regional Plan.

2.0 Strategic Context

2.2 Central City District Plan

Central City District Plan (the District Plan) is a 20-year plan to manage growth and achieve the 40-year vision identified in the Regional Plan. The District Plan will guide the growth of the Central City District, which is part of Central River City, to year 2036.

The District Plan covers four individual Councils - The Hills Shire, Blacktown, Parramatta and Cumberland. It is projected that the Central City District will have a population of 1,521,500 by 2036, an additional 550,500 people compared with the 2016 population. The Central City District will accommodate 31% of total population growth in the Greater Sydney area. An additional 207,500 dwellings are projected by 2036, which equals an average annual supply of 10,375 dwellings.

The District Plan emphasises the importance of transport infrastructure to facilitate the population and job growth of the district. It promotes sustainability, housing diversity and easy access to public transport and infrastructure, including schools, hospitals, recreational and community facilities. Intra and Inter District connectivity will be improved and active transport, including walking and cycling paths, and green links will further improve the district's livability.

It is noted that the District Plan identifies Guildford Local Centre is located within the study area; however, the Cumberland Local Strategic Planning Statement 2030 designates Merrylands East Local Centre.

Implications for the study:
The Woodville Road Corridor is situated on the doorstep of the Greater Parramatta area, which is Sydney's second CBD. The study area's strategic location presents a opportunity to facilitate future growth. This study focuses on housing diversity, living amenity and job creation.

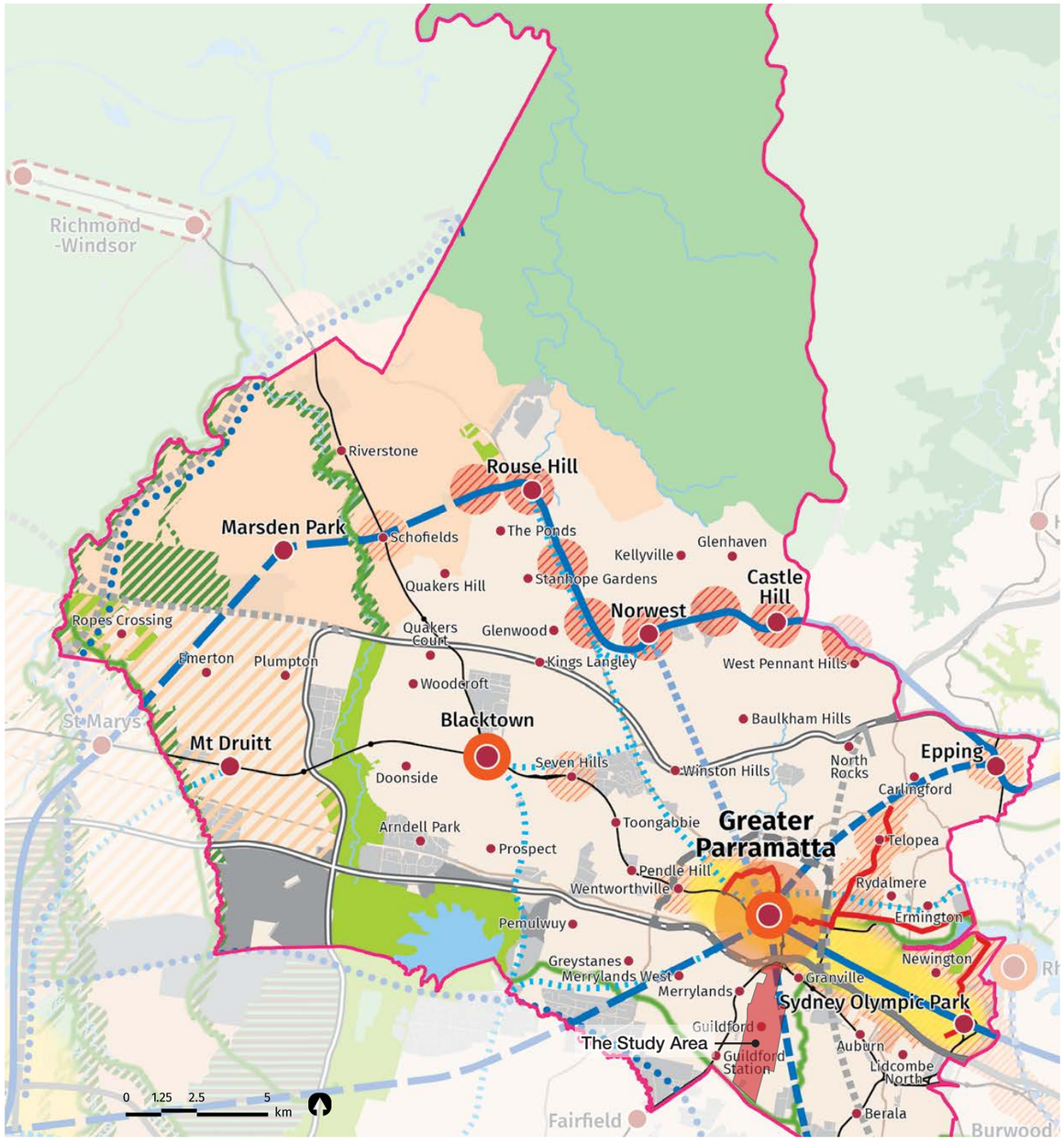


Figure 5: South District Plan

Key

- Metropolitan Centre
- Health and Education Precinct
- Strategic Centre
- Local Centre
- Economic Corridor
- Western Sydney Employment Area
- Industrial Land
- Land Release Area
- Transit Oriented Development
- Urban Renewal Area
- Greater Penrith to Eastern Creek Growth Area
- Urban Area
- Protected Natural Area
- Metropolitan Rural Area
- Major Urban Parkland including National Parks and Reserves
- Waterways
- South Creek Parkland Investigation
- Green Grid Priority Corridor
- Train Station
- Committed Train Link
- Train Link/Mass Transit Investigation 0–10 years
- Train Link/Mass Transit Investigation 10–20 years
- Train Link/Mass Transit Visionary
- Freight Rail Investigation
- City Serving Transport Corridor
- Light Rail
- Motorway
- Committed Motorway
- Road Investigation 10–20 years
- Road Visionary
- District Boundary

2.0 Strategic Context

2.3 Cumberland 2030: Our Local Strategic Planning Statement (LSPS 2030)

In 2018, the DPHI introduced a requirement for local Councils in NSW to prepare an LSPS, which sets out a 20-year land use vision to manage future growth and realise the regional / district plans. The LSPS will also inform changes to local level plans including the Local Environmental Plan (LEP) and Development Control Plan (DCP). The LSPS needed to be endorsed by the DPHI or the relevant planning authority (eg the Greater Cities Commission).

The Cumberland LSPS 2030 was endorsed by the Greater Cities Commission (GCC) in March 2020 through its assurance review process. Cumberland LSPS 2030 provides a 10-year plan and 20-year vision for the Cumberland area's economic, social and environmental land use needs. It identifies 16 planning priorities across access, movement, housing, community, economy, employment, centre, environment and open space to realise the following vision:

'A diverse and inclusive community, offering easy access to jobs and services, with places and spaces close to home that take advantage of our natural, built and cultural heritage'

The Woodville Road Corridor is considered a strategic corridor and key north-south connection within the LGA, connecting to Parramatta Metropolitan Centre to the north, and Bankstown Airport and Liverpool to the south. It provides urban renewal opportunities to improve the area's living amenity, housing and job growth.

Implications for the study:
The LSPS emphasises the importance of the Woodville Road Corridor to facilitate jobs and housing growth, and improve the corridor's amenity. This study investigates an appropriate planning framework to transform the Woodville Road Corridor into vibrant and livable neighbourhoods, contributing to the identity of the Cumberland LGA .

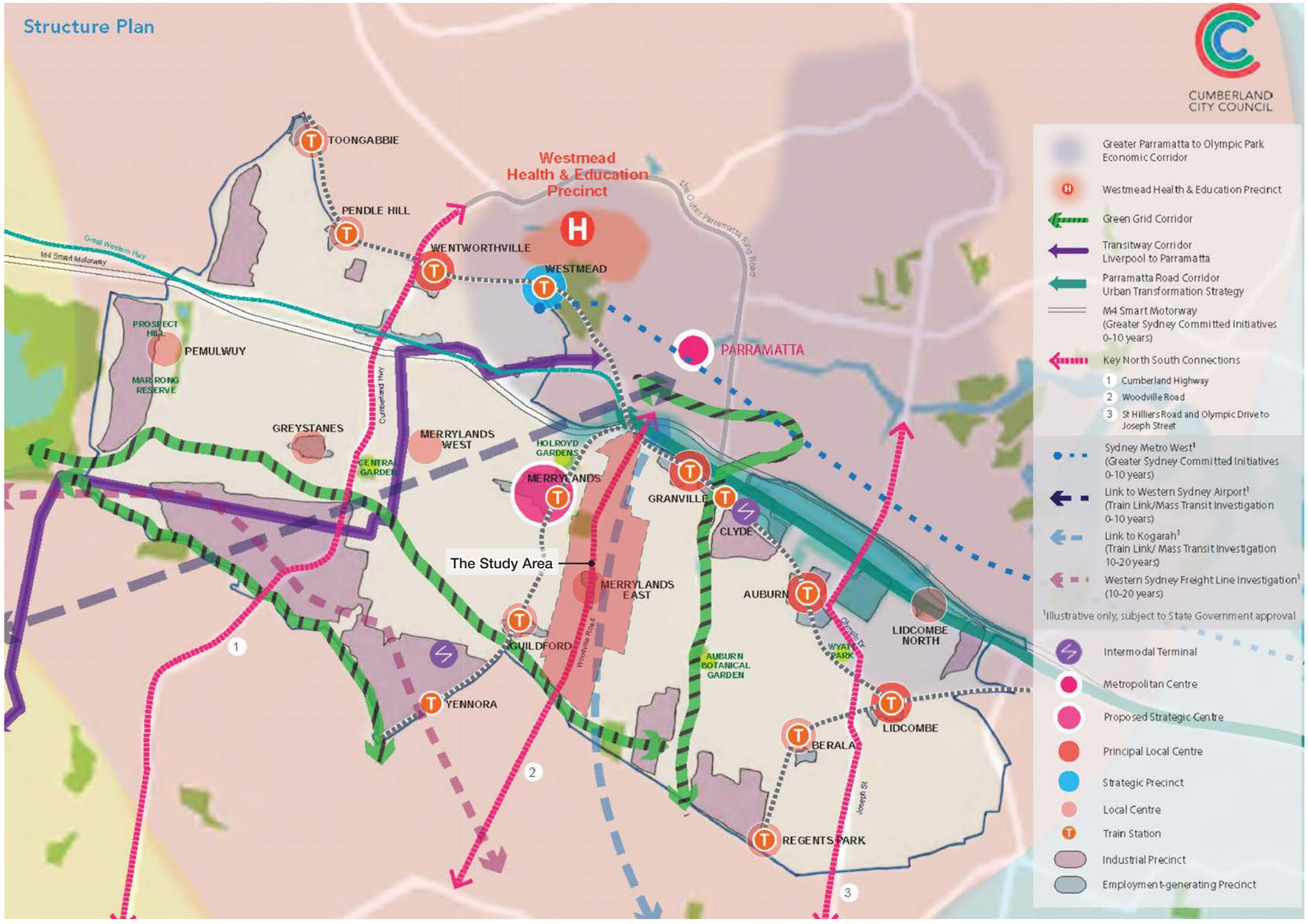
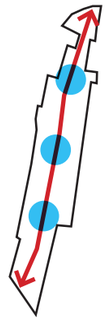


Figure 6: Cumberland LSPS 2030 - Structure Plan



2.0 Strategic Context

2.4 Cumberland Local Housing Strategy

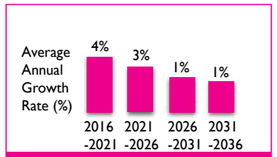
Cumberland Local Housing Strategy (LHS) was adopted in June 2020. It sets a 20-year housing strategy for the Cumberland LGA to manage future growth, meet demand and improve housing affordability. It identifies a vision, five key priorities and two land use planning approaches to deliver housing supply.

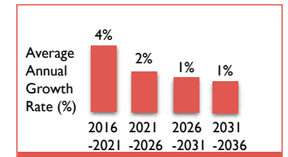
It is anticipated that Cumberland's population will increase by 30% to reach 304,811 people by 2036. An additional 28,519 dwellings are required to accommodate this future population growth. The LHS indicates that:

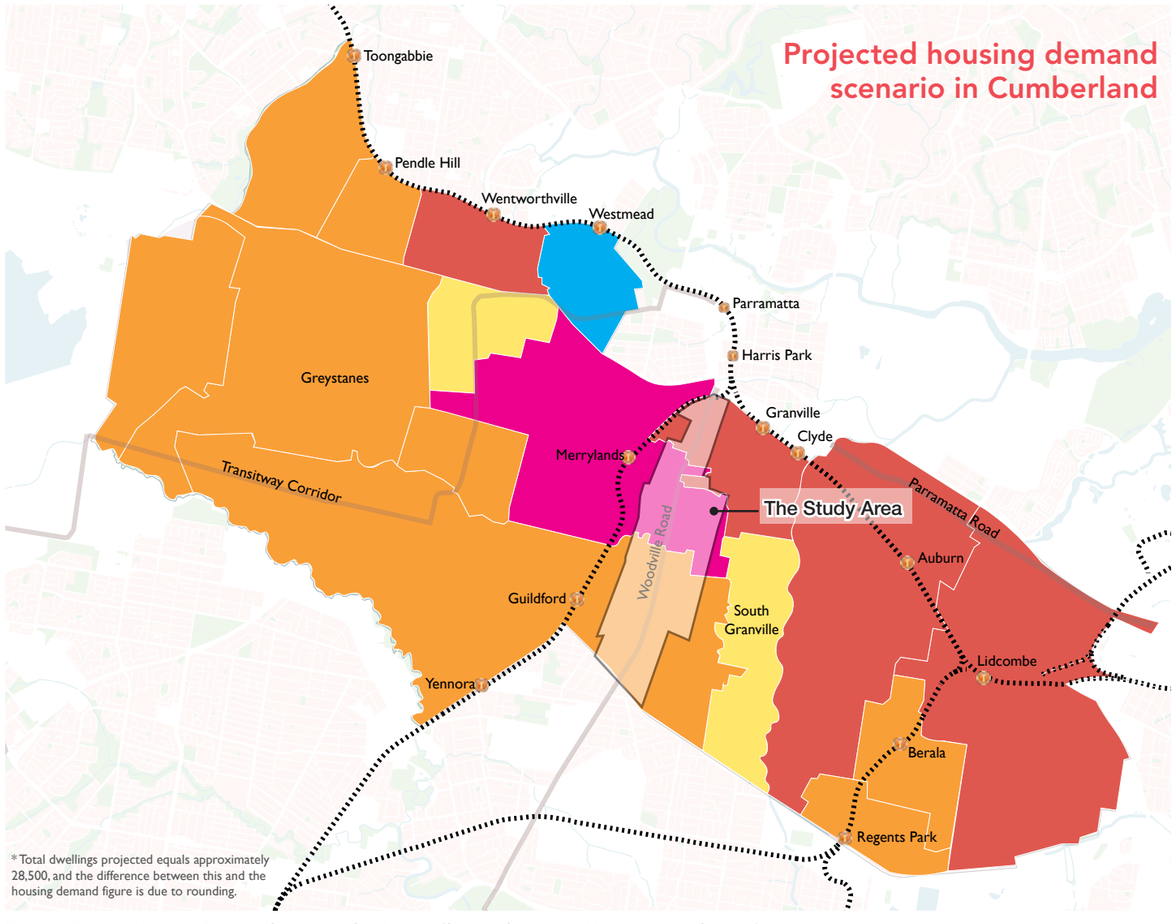
'...the majority of the projected dwelling growth is expected to occur in Cumberland's proposed strategic centres, principal local centres, strategic precinct and their surrounding areas.' (Figure 7)

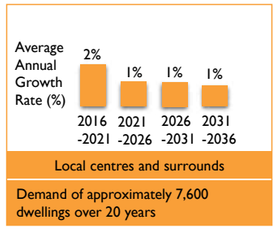
The LHS also forecasts that there is a growing demand for one to two bedroom housing suitable for lone person households, and it is expected that lone person household will be increased by 2036.

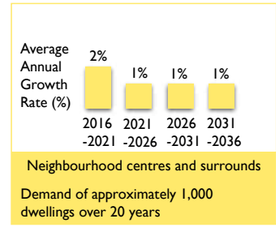
	Forecast population	Forecast households	Forecast dwellings
0-5 year (2016-2021)	34,100	10,700	11,200
6-10 year (2022-2026)	19,500	6,800	7,200
11-20 year (2027-2036)	25,200	9,600	10,100
Total	78,800	27,200	28,500











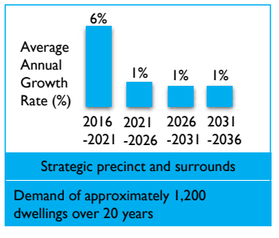
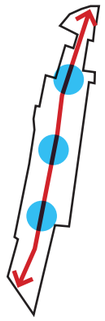


Figure 7: Projected Housing Demand Scenario in Cumberland (Source: Cumberland Local Housing Strategy)

Implications for the study:
Future growth along the Woodville Road Corridor aligns with the LHS. It provides additional housing in the right locations to accommodate future population growth and promote housing affordability.



2.0 Strategic Context

2.5 Cumberland Affordable Housing Strategy and Affordable Housing Policy

The Cumberland Affordable Housing Strategy (AHS) was adopted in November 2020. In light of the Affordable Housing Target set in the Central City District Plan, the AHS outlines key priorities and actions that will facilitate the delivery of affordable housing by Council over the next 20 years.

The AHS forecasts that there will be a demand of over 10,700 new affordable housing dwellings required by 2036 in the Cumberland LGA. It also notes that:

'Between 6,000 and 7,000 additional affordable housing dwellings have been identified in the anticipated development pipeline, with a gap of between 3,700 to 4,700 additional affordable housing dwellings to be identified and progressed through various mechanisms.'

The AHS indicates that many of these additional affordable housing dwellings are estimated to be provided in Cumberland's key Centres and Strategic Corridors.

Cumberland Affordable Housing Policy was adopted by Council in July 2021. It outlines seven principles to govern the provision of affordable housing in Cumberland. The Policy also provides the following affordable housing targets:

- Council has a target of 15% of additional residential floor space to be dedicated for very-low, low- and moderate-income households in strategic locations undergoing significant urban renewal, and where development feasibility can support this.
- The Central City District Plan has a target of 5-10% of additional residential floor space, to be dedicated for very low- and low-income households - this applies to all Planning Proposals and Development Applications.

Implications for the study:
It is critical to understand the existing affordable housing provisions within the study area to guide planning along the Woodville Road Corridor.

2.6 Cumberland Employment and Innovation Lands Strategy

Cumberland Employment and Innovation Lands Strategy (EILS) was adopted by Council in 2019. It provides a 10-year framework for managing employment and innovation lands in Cumberland. Those lands are defined within the area zoned:

- E4 General Industrial (formerly known IN1 and IN2)
- E3 Productivity Support (formerly known as B5, B6 and B7)

The EILS identifies ten precincts across the Cumberland LGA to support the employment and innovation needs. It also outlines five planning principles:

- *Elevating the strategic importance of Cumberland's employment and innovation lands within the context of strategic planning for Greater Sydney and the Central City District and identify their role and function*
- *Recognising the importance of the freight network in supporting the ongoing viability of employment and innovation lands to ensure the major freight routes and facilities are not unnecessarily constrained by residential growth in the vicinity*
- *Seeking new ways of facilitating the growth of innovative businesses through the use of planning mechanisms and policies.*
- *Ensuring the land use planning framework for employment and innovation lands promotes innovation and target industries, and*
- *Promoting the health of employment and innovation lands in response to population growth, land use change and infrastructure provision.*

It also identifies a number of targeted industry sectors to support the employment and innovation lands, including:

- Advanced manufacturing + food and beverage manufacturing
- Digital technologies and media
- Freight and logistics
- Advanced knowledge services
- Creative industries + Fashion + Allied health

Implications for the study:
The Woodville Road Corridor is not within the identified precincts in EILS; however, there are some areas within the study area zoned E3 (formerly known as B6) and IN1. This study generally supports the identified planning principles, and seeks opportunities to facilitate the growth of innovative businesses.

2.7 Cumberland Community Wellbeing Report

Cumberland Community Wellbeing Report was adopted by Council in June 2021. It summaries the strengths, opportunities, and needs for the growing community. Below is a snapshot of the themes examined in this report.

Transport

- Improving walking routes and cycling paths is crucial to support movement between and within local centres.
- There is an identified need for more bus services on routes that connect residents between local and neighbouring centres beyond the area.

Education

- Out of the 23 government primary schools in Cumberland, 11 have exceeded their enrolment caps. Granville South Public School located within the study area, is one of them.
- Cumberland's TAFE Campuses should be positioned to provide specialised education options, such as manufacturing and artisan skills which would be in demand for developing businesses and employers in the growing Western Sydney region. TAFE Granville is located immediately adjacent to the study area.

Health

- Co-locating health facilities with education, social and community facilities to improve access and foster healthy and socially connected communities.
- Collaboration with stakeholders to increase active transport access between and within local centres, to design vibrant and attractive centres, and provide adequate and well located open space and recreation facilities, to create opportunities for residents to increase physical activity and improve overall community health and wellbeing.

Recreation

- Provision of a range of safe, accessible, and well managed and maintained spaces and places that meet all needs from passive uses to active physical activities.
- Provision of new or enhanced existing recreation places and facilities to meet the needs of the current and future diverse communities.

Environment

- Opportunities for increased urban tree canopy throughout the Cumberland LGA, particularly in high priority areas of medium-to-high population density.
- The Prospect Reservoir Water Pipeline Corridor is also an important east-west connected open space corridor. This pipeline corridor forms the southern boundary of the study area.

Emergency Services and Justice

- Development and implementation of initiatives for a resilient city that can adapt to natural hazards and climate change.

Implications for the study:
This study strategically aligns with the future considerations and priorities set out in the Community Wellbeing Report. It ensures the future development positively contributes to living amenity.

2.0 Strategic Context

2.8 Cumberland City Council Open Space and Recreation Strategy

Summarised below is the key information from the *Cumberland City Council Open Space and Recreation Strategy.* The strategy:

- Encourages a well linked green network
- Identifies the gaps existing in the Cumberland Council LGA
- Identifies that Granville is very low in terms of a square metre per person rate for open space (9.1m^2 now; 7.6m^2 in 2036)
- Analyses the areas outside 400m of a park at least 0.5ha (Figure 8)
- Suggests high density development to be within 200m of a park of at least 0.1ha, which aligns with GCC's suggestions
- Encourages communal open space on rooftops or at podium level in high density development
- Encourages transformation of leftover spaces i.e. laneways, vacant land parcels, redundant road, etc.

An audit of open space along the Woodville Road Corridor Study Area has been conducted by Cred Consulting, which also informs this study.

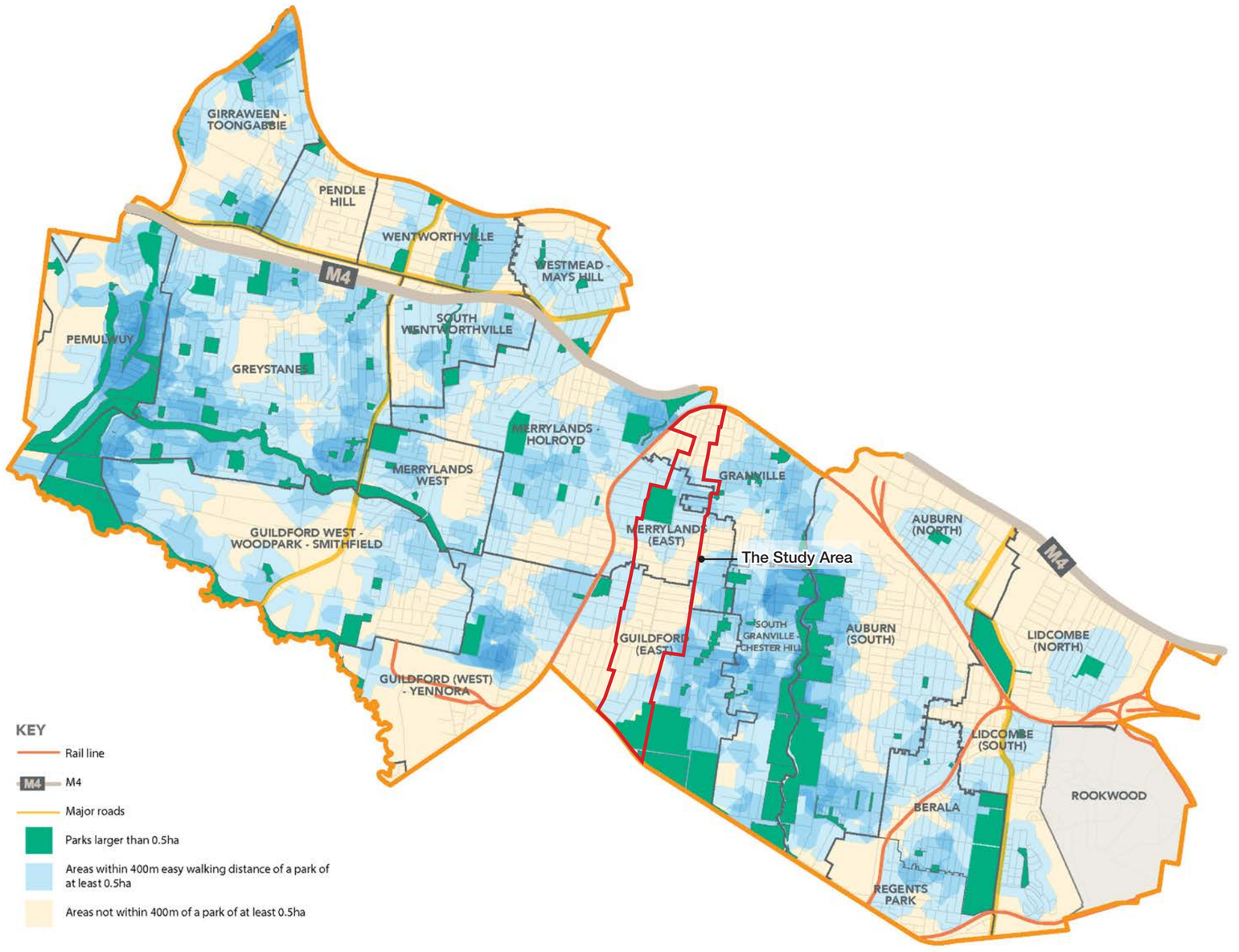
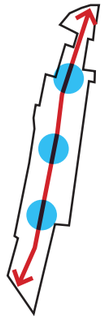


Figure 8: Open Space Proximity Analysis (Source: Cumberland City Council Open Space and Recreation Strategy)

Implications for the study:
More open space is needed in the beige coloured zones in Figure 8. The planning of the area considers the provision of adequate open space in the right locations.



2.0 Strategic Context

2.9 Woodville Road Corridor Background Studies

A Draft Planning Proposal for the Woodville Road Corridor was prepared by Cumberland City Council. In conducting this study, relevant background information from the Draft Planning Proposal work was also reviewed, including:

- The former draft Woodville Road Corridor Strategy prepared by City of Parramatta Council (2016 Public Exhibition version) and associated documents from Roberts Day, HillPDA and GTA consultants
- Woodville Road Corridor Draft Scoping Proposal by Cumberland City Council
- Woodville Road Corridor Draft Planning Proposal 2021 by Cumberland City Council and the associated documents:
  - Woodville Road Economic Impacts, HillPDA, 27 October 2021
  - Woodville Road Corridor Early Consultation Submission Summary
  - Local Planning Panel Report (5 May 2021) and *Council Report* (2 June 2021) including *draft* DCP and Public Domain Plan *by Cumberland City Council*
- John Cootes site Planning Proposal by the proponent and the relevant recommendations by the Local Planning Panel
- Relevant Council resolutions and policies related to the study

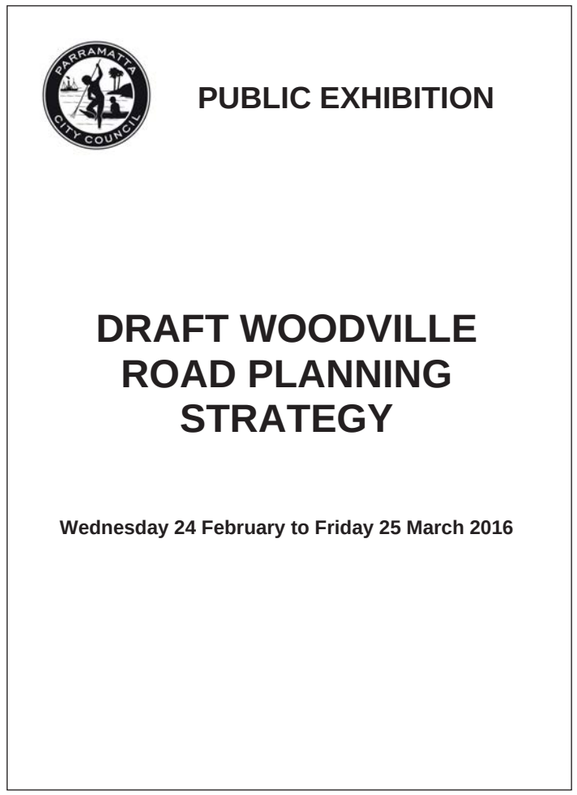
Only key documents are summarised on this page, including:

- The former draft Woodville Road Corridor Strategy prepared by City of Parramatta Council (2016 Public Exhibition version)
- Draft Woodville Road Corridor Planning Proposal 2021 by Cumberland City Council
- John Cootes site Planning Proposal by the proponent - this Planning Proposal is under assessment and has not yet been approved by Council. The outcome of this study will also inform the assessment of the John Cootes site Planning Proposal
- Woodville Road Corridor Early Consultation Submission Summary

Former Draft Woodville Road Strategy 2016 by Parramatta Council

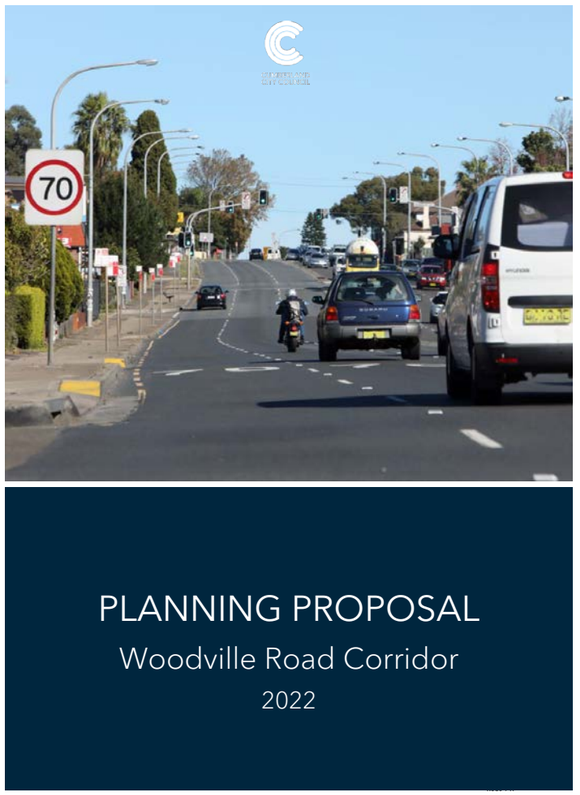
Key information:

- Most of the sites along the corridor are proposed to be R4 High Density Residential, with 4-5 storeys in height and 1.4:1 Floor Space Ratio (FSR).
- MU1 Mixed Use zoning (formerly B4) is proposed for Key Nodes (Merrylands /Guildford Road intersections with Woodville Road) with a six-storey height building height and 1.5:1 FSR.
- John Cootes Site is proposed to be MU1 Mixed Use (formerly B4) with maximum nine-storey height and 2.25:1 FSR.



Draft Woodville Road Corridor Planning Proposal 2021 by Cumberland City Council

- Improve pedestrian and active transport conditions along Woodville Road and some key east-west roads by introducing greater street and landscape setbacks.
- Council proposes to rezone the corridor to R4, R3 and E1 (formerly B1 and B2) with FSR ranges between 0.6-2.8:1; building height between 9m and 31m (31m only applies to John Cootes site).
- An additional population of about 5,400 will be achieved from the planning proposal over the next 20 years.
- Council's Local Planning Panel generally supports the PP but has concerns about the interface between R2 and R4 without R3 and vehicular access from Woodville Road. It also suggests more open space is needed.



John Cootes site Planning Proposal

- John Cootes site has an approved DA including 2,000m^2 open space. The recent PP is asking for more height.
- The Planning Proposal proposes to increase the FSR to 2.6:1 and building height to 38m - up to 10 storeys.

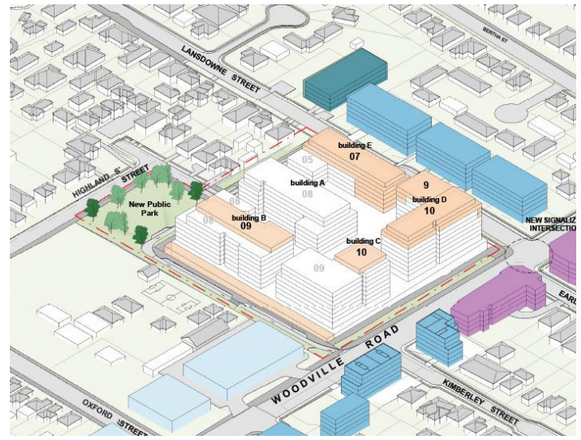


Figure 9: 3D view of John Cootes Site Planning Proposal (Courtesy of CCC)

Woodville Road Corridor Early Consultation Submission Summary

CCC has undertaken early consultation on a proposed planning framework for the WRC in late 2020. It assisted the community and local businesses to understand the plan making process and what might be possible for the targeted three precincts along Woodville Road.

A total of 58 submissions were received at 10 March 2021, including:

- 20 in support - in the areas of zoning, local jobs and employment, transport infrastructure, streetscapes, local character, property value, amenity, site-specific request and 1 petition recommended an extension of R3 zoning.
- 17 objections - in the areas of dwelling density, property value, street congestion,paring, traffic movement, landscape setback, air / noise pollution, amenity (privacy and overshadowing), service infrastructure network capacity and local character.
- 21 neutral - in the areas of local character, public transport, amenity, open space, off-leash dog park, and multi-storey car park.

Existing Low Density Housing Within The Study Area

3.0 Local Context

3.1 Local Context

The Woodville Road Corridor is located at the heart of the Cumberland LGA. The corridor is strategically located:

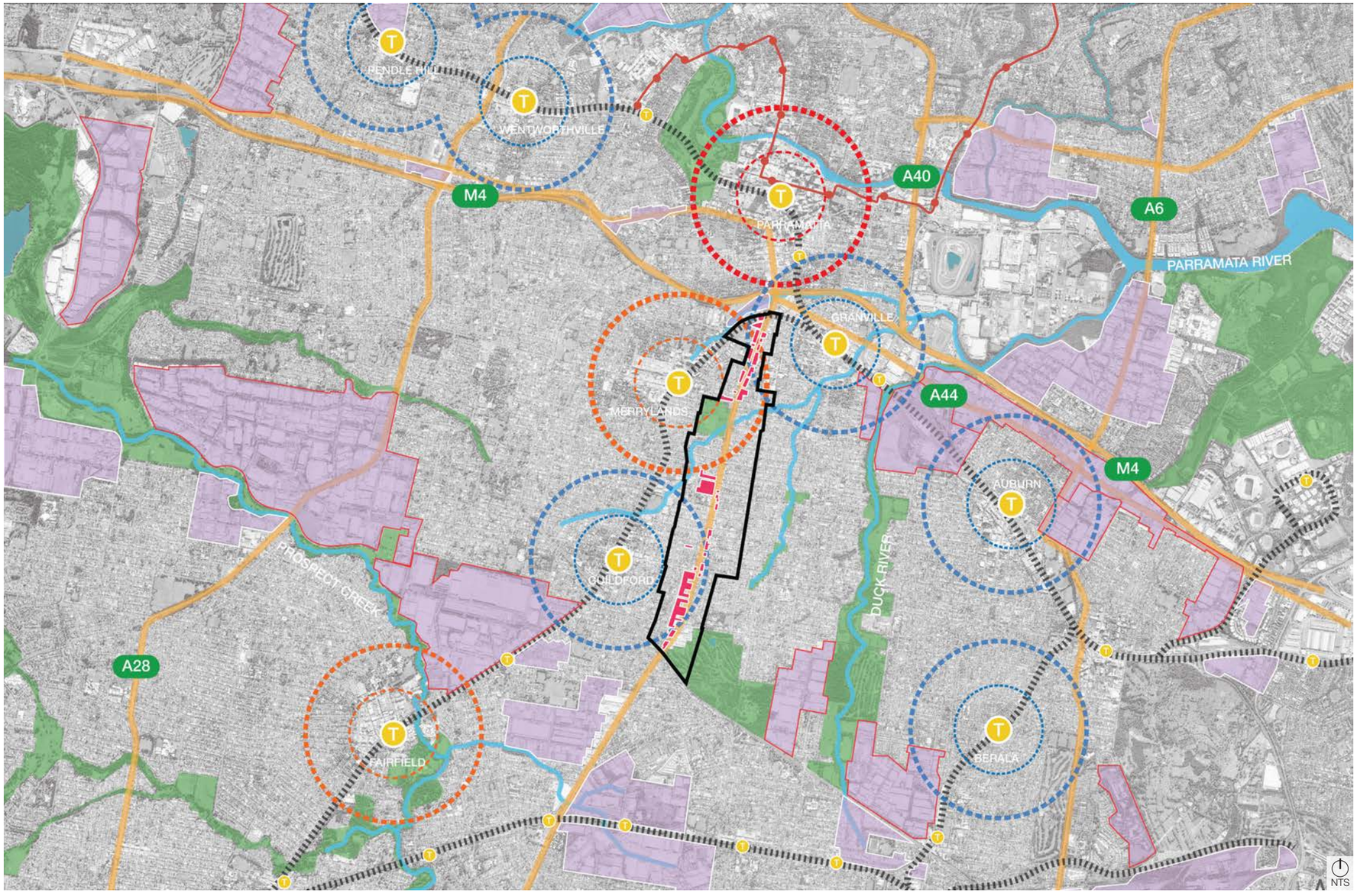
- On the doorstep of Sydney's second CBD - Parramatta CBD.
- Connecting to the Cumberland Employment and Innovation Corridor to the south.
- In the vicinity of the Duck River Green Grid catchment.
- In close proximity to train stations along the T2 Inner West and Leppington Line, and T5 Cumberland Line.

Granville Park, a regional open space is located within the study area along Woodville Road, providing recreational and leisure facilities.

The study area is also in close proximity to key centres in the LGA, including:

- Proposed Merrylands Strategic Centre
- Granville Principal Local Centre
- Guildford Local Centre

Some of the land parcels closer to the northern and southern portions of the study area are within an 800m radius (10-minute walk) of the above mentioned centres.



LEGEND

- The Study Area
- The Planning Proposal Sites
- Railway Line
- Proposed Light Rail (Stage 1)
- Major Road
- Metropolitan Centre
- Strategic Centre
- Local Centre
- Cumberland Employment and Innovation Precinct
- Employment and Industrial Land in Other LGAs
- Green Corridor
- Creek / River

Figure 10: The Study Area and it's Local Context

Merrylands Road Street View

4.0 Planning Context

Planning controls that apply to the study area include Cumberland Local Environmental Plan 2021 (CLEP 2021) and Cumberland Development Control Plan (DCP) 2021. This chapter summaries existing planning controls applicable to the study area and its immediate surrounds.

4.1 Land Zoning

Current zoning that applies to the study area is illustrated in Figure 11. The majority of the study area is zoned R2 Low Density Residential. R3 Medium Density Residential and R4 High Density Residential zoned lands are scattered along Woodville Road. E1 Local Centre (formerly B2) and E3 Productivity Support (formerly B6) zones are concentrated at the centre of the corridor near the former John Cootes site (south of the intersection of Woodville Road and Lansdowne Street). E4 General Industrial zoned land (formerly IN1) is located near the intersection of Rawson Road and Woodville Road, at the southern end of the study area.

Granville Park and Woodville Golf Course are zoned RE1 Public Recreation. The majority of smaller open spaces are located to the west of Woodville Road.

Council determined in its meeting on 15 July 2020 that the parcel currently zoned RE1 along Mountford Avenue is to be considered as part of the Woodville Road Corridor Planning Framework project. Therefore, the appropriate zoning for this land has been tested in this study.

A range of employment zones (i.e. Mixed Use and Local Centre) outside the study area, is concentrated mainly around train stations in Merrylands, Granville and Guildford, providing services, retail and commercial offerings.

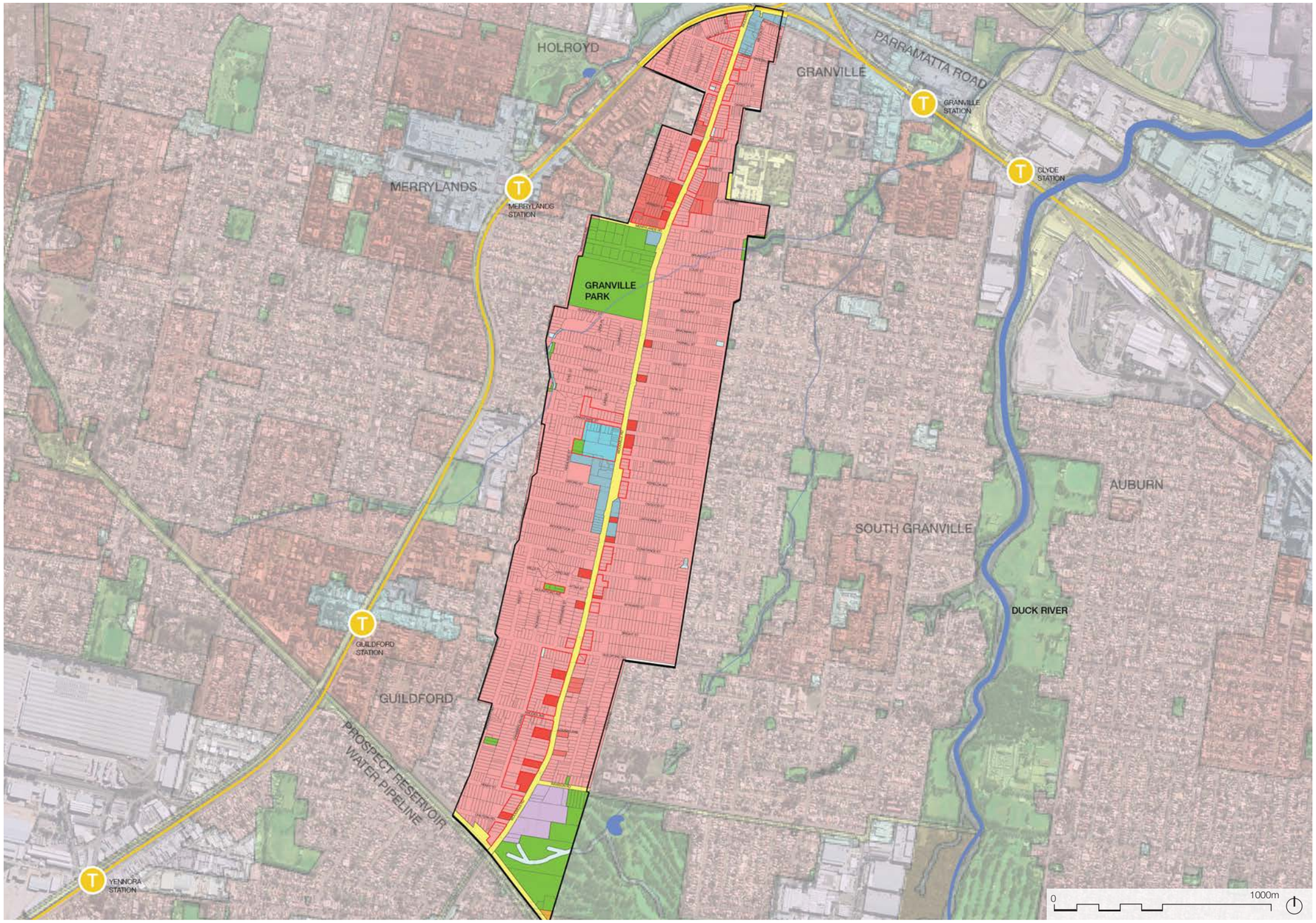


Figure 11: CLEP 2021 Zoning Map

4.0 Planning Context

4.2 Building Height

The study area currently has relatively low building height controls. In areas zoned R2 Low Density Residential, the maximum building height is 9m (equivalent to about two residential storeys).

Areas zoned R3 and R4 generally have a maximum height control of 11m (equivalent to about two to three residential storeys). However, the properties zoned R3 at the William Street / Woodville Road intersection have a 12m height control. Land parcels zoned E3 (formerly B6) and E4 (formerly IN1) generally have a maximum height control of 12m (equivalent to about three residential storeys). Land zoned E1 (formerly B2) has a maximum height control of 31m (equivalent to about nine residential storeys).

There is no height control over the land zoned RE1 Public Recreation.

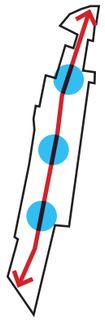
Significant building heights are located in the Merrylands (Proposed Strategic Centre) and Granville (Principal Local Centre) centres. The highest allowable height in Merrylands reaches 105m, which is equivalent to approximately 33 residential storeys. Granville enjoys up to 92m in building height (about 29 residential storeys). Guildford, which is a Local Centre in the LGA, has the highest height of only 20m (about six residential storeys).

LEGEND

- The Study Area
- The Planning Proposal Sites
- J - 9m
- L - 11m
- M1 - 12m
- U2 - 31m

Figure 12: CLEP 2021 Building Height Map

4.0 Planning Context



4.3 Floor Space Ratio (FSR)

Land parcels zoned R2 Low Density Residential do not currently have FSR control.

E1 Local Centre zone (formerly B2) enjoys the highest FSR control of 2.2:1. Properties zoned E1 (formerly B1 Neighbourhood Centre) and E3 (formerly B6 Enterprise Corridor) along Woodville Road have an FSR control of 1.5:1

Land parcels zoned R3 Medium Density Residential and R4 High Density Residential have an FSR of 0.6:1 and 0.8:1 respectively. Land zoned E4 General Industrial (formerly IN1) at the southern edge of the study area has a maximum FSR of 1:1.

The adjacent centres, however, have much larger FSR controls compared with the ones that currently apply to the study area. The highest FSR in the vicinity of the study area is in Merrylands, which is up to 8.5:1 near the train station. The land close to Granville Station enjoys up to 6:1 FSR. Guildford has a more moderate FSR which is up to 2:1.

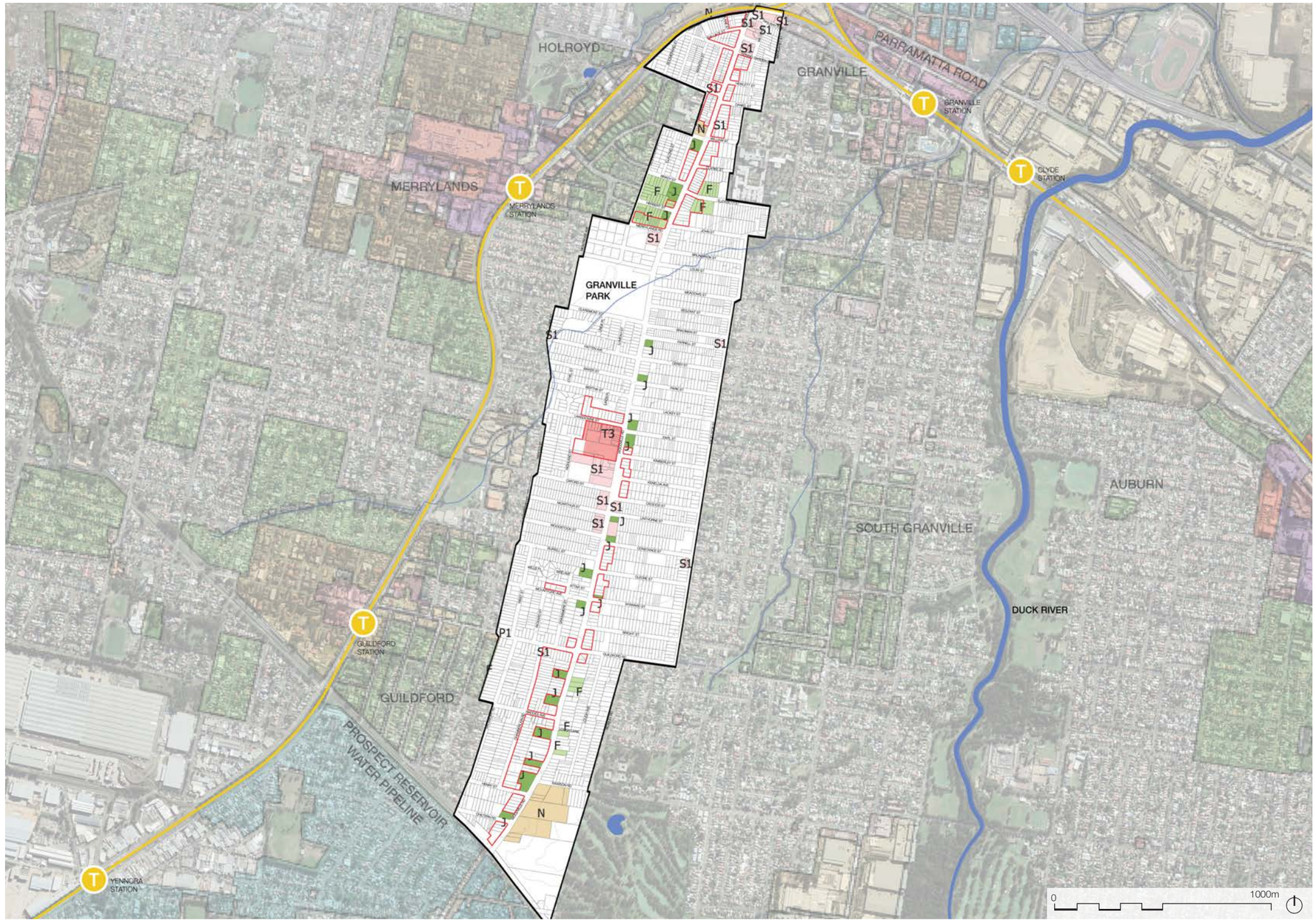
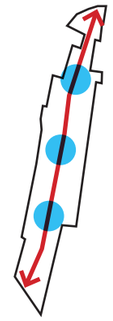


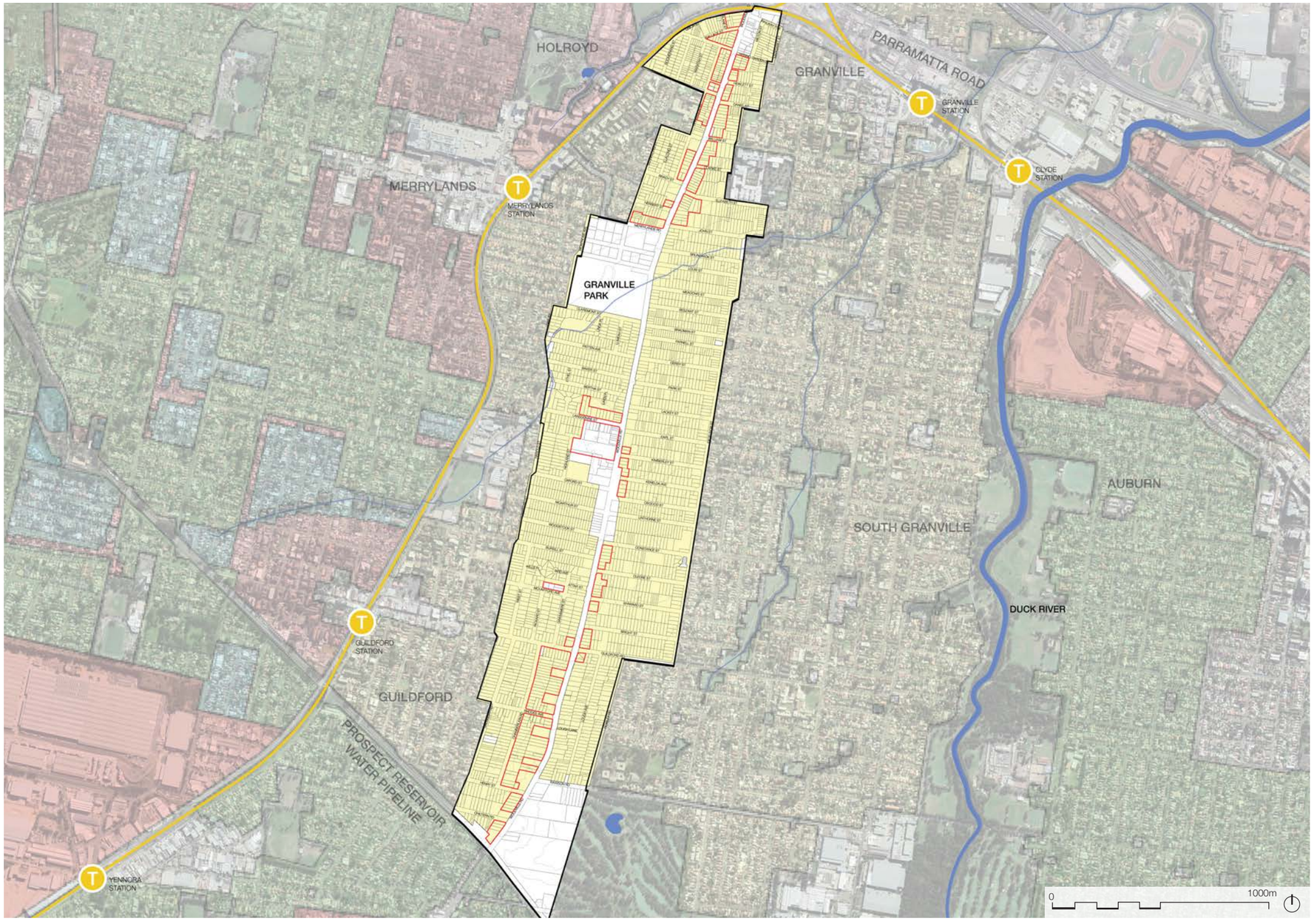
Figure 13: CLEP 2021 FSR Map

4.0 Planning Context



4.4 Minimum Lot Size

Minimum lot size controls ensure the desired future character of the neighbourhood can be achieved through consistent lot size, shape, orientation and housing density / typology. The minimum lot size control within the study area only applies to residential zones and is 550m^2.

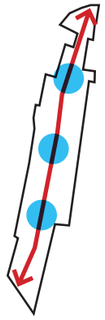


LEGEND

- The Study Area
- The Planning Proposal Sites
- K - 550sqm

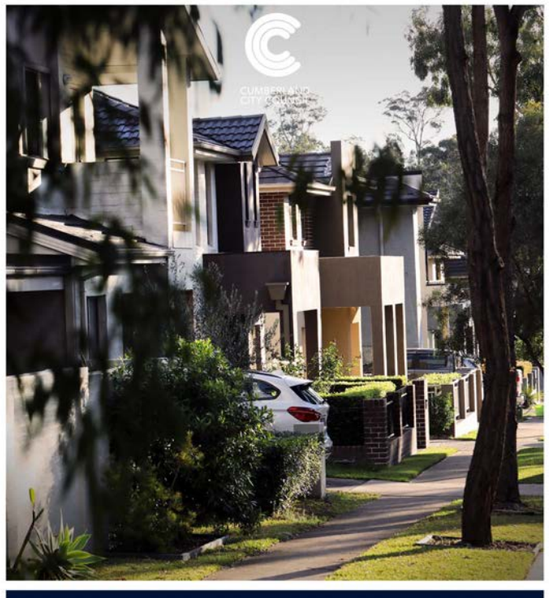
Figure 14: CLEP 2021 Minimum Lot Size Map

4.0 Planning Context



Development Control Plans (DCP) provides detailed guidelines for developments in a local government area (LGA). The DCP supports the LEP to achieve its aims and objectives; however, cannot overwrite the LEP.

Cumberland DCP 2021 and the Draft Woodville Road Corridor DCP (Draft WRC DCP) have been reviewed and summarised in this chapter.



4.5 Cumberland DCP 2021

The new Cumberland DCP 2021 came into effect in November 2021. It harmonised the previous DCPs applied to the Cumberland LGA (including Auburn DCP 2010, Holroyd DCP 2013 and Parramatta DCP 2011).

There are ten parts in the Cumberland DCP 2021, including:

1. Part A Introduction and General Controls
2. Part B Development in Residential Zones
3. Part C Development in Business Zones
4. Part D Development in Industrial Zones
5. Part E Other Land Use Based Development Controls
6. Part F1 Precinct and Site Specific
7. Part F2 Business Site Specific
8. Part F3 Industrial Site Specific
9. Part F4 Special Precincts
10. Part G Miscellaneous Development Controls

Chapters A, B, C, E, F2 and G are relevant to the study area, in terms of controls related to frontage, setbacks, building design and parking rates, etc.

4.6 Draft Woodville Road Corridor DCP

The Draft WRC DCP was prepared as a part of the WRC Planning Proposal 2021. It provides a vision, desired future character for the corridor, and outlines the detailed built form controls to support the WRC Planning Proposal 2021. The Draft WRC DCP has been reviewed to inform this study and has been updated to reflect the outcomes of this study. Summarised below are the vision and desired future characters from the Draft WRC DCP.

Vision:

'Woodville Road Corridor is one of three identified strategic corridors of Cumberland City that provides a key cross-regional, north and south connection. Cumberland 2030: Our Local Strategic Planning Statement identifies the potential of this corridor to facilitate sustainable growth and improve the amenity of the road corridor. The vision for the Woodville Road Corridor also builds on the housing vision for the Cumberland City as identified in the Cumberland Local Housing Strategy.'

Desired Future Character:

- ***Woodville North Precinct***

'The Woodville North Precinct is situated in a gateway location providing a key access corridor to Parramatta CBD, M4 Motorway and Parramatta Road. This north precinct has a good access advantage to two train stations (Granville and Merrylands) in both east and west directions. There are a range of educational facilities in its vicinity and the precinct provides good walkability to Granville TAFE, Granville Public School and Holy Trinity Primary School.'

'The future of the Woodville North Precinct will provide an opportunity for an increase in housing diversity for an area supported by good access to public transport and local amenity.'

- ***Merrylands East Precinct***

'The Merrylands East Precinct is transforming to a new local centre to provide a place of mixed-use activity and services to local residents supported by retail and business services ,with access to a new 2,000m^2 local park.'

'The opportunity for the Merrylands East Precinct is to revitalise the corridor, bringing a vibrancy to the area by providing mixed-use activities supported by new open space and additional connections to and through the precinct.'

- ***Woodville South Precinct***

'The Woodville South Precinct is an area where various development types are dispersed along the corridor due to historic changes to zoning.'

'There is an opportunity to introduce a potential neighbourhood centre and improve urban built form, pedestrian amenity and provide housing diversity in the area to the west of the Woodville Road Corridor with easy access to Guildford town centre and station.'

Although this study proposes changes to some parts of the Draft WRC DCP, it provides insightful information to the design team regarding amalgamation potential, desired streetscape characters and setbacks.

Guildford Road and Woodville Road Intersection Street View Looking East

5.0 Urban Design Analysis

5.1 Introduction

A thorough Urban Design Analysis of the study area has been undertaken, informed by a site visit, background documents and data review. CM+ has assessed existing conditions of the study area, identified constraints, opportunities and established the future vision and Urban Design principles to guide the development of the Woodville Road Corridor Planning Framework.

The following items are summarised in this chapter of the report:

- Topography and views
- Flooding
- Public open space and green network
- Traffic and Transport
- Heritage Items and Conservation Areas
- Sydney Airport and Bankstown Airport Obstacle Limitation Surface
- Built form and typology
- Permeability
- Precincts and Existing Characters
- Land ownership pattern
- Social and affordable housing
- Planning Proposals and Development Applications

5.2 Topography and Views

The Woodville Road - Clarke Street intersection (RL 33m) is the highest point in the northern portion of the corridor, which enjoys views towards Sydney CBD and Granville Park. The topography drops towards the M4 Western Motorway to the north and then increases towards Parramatta CBD. The topography slopes down towards Duck Creek to the south and reaches the lowest RL of about 5m.

The land south of Duck Creek begins to ascend steadily along Woodville Road to the highest point of RL 53m at the intersection of Chiltern and Woodville Roads. The topography inclines from the highest point towards the Prospect Reservoir Water Pipeline / Woodville Golf Course to the south and southeast.

Parramatta CBD and southwest Sydney skylines can be seen from higher points along the corridor.

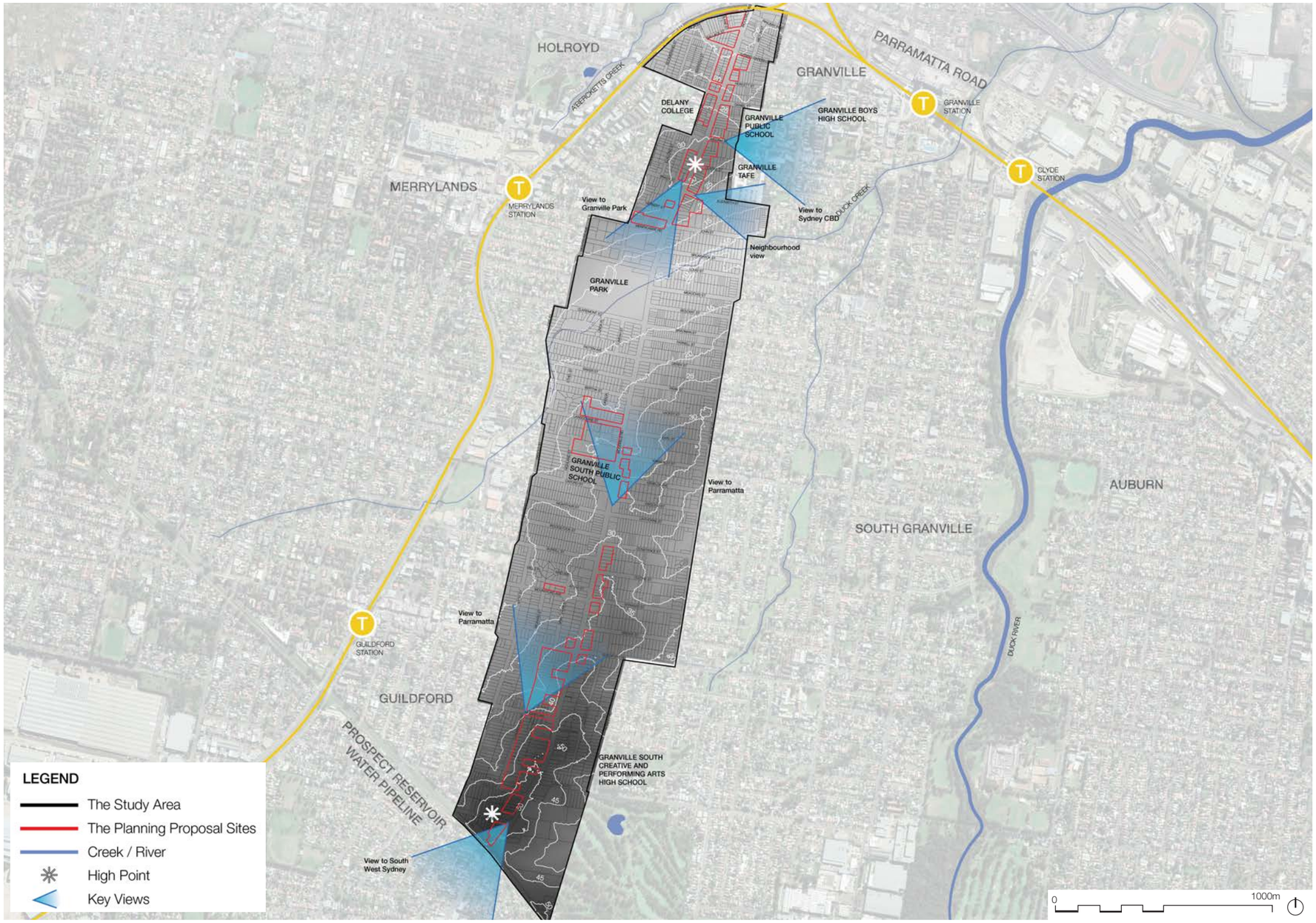


Figure 15: Existing Topography and Views

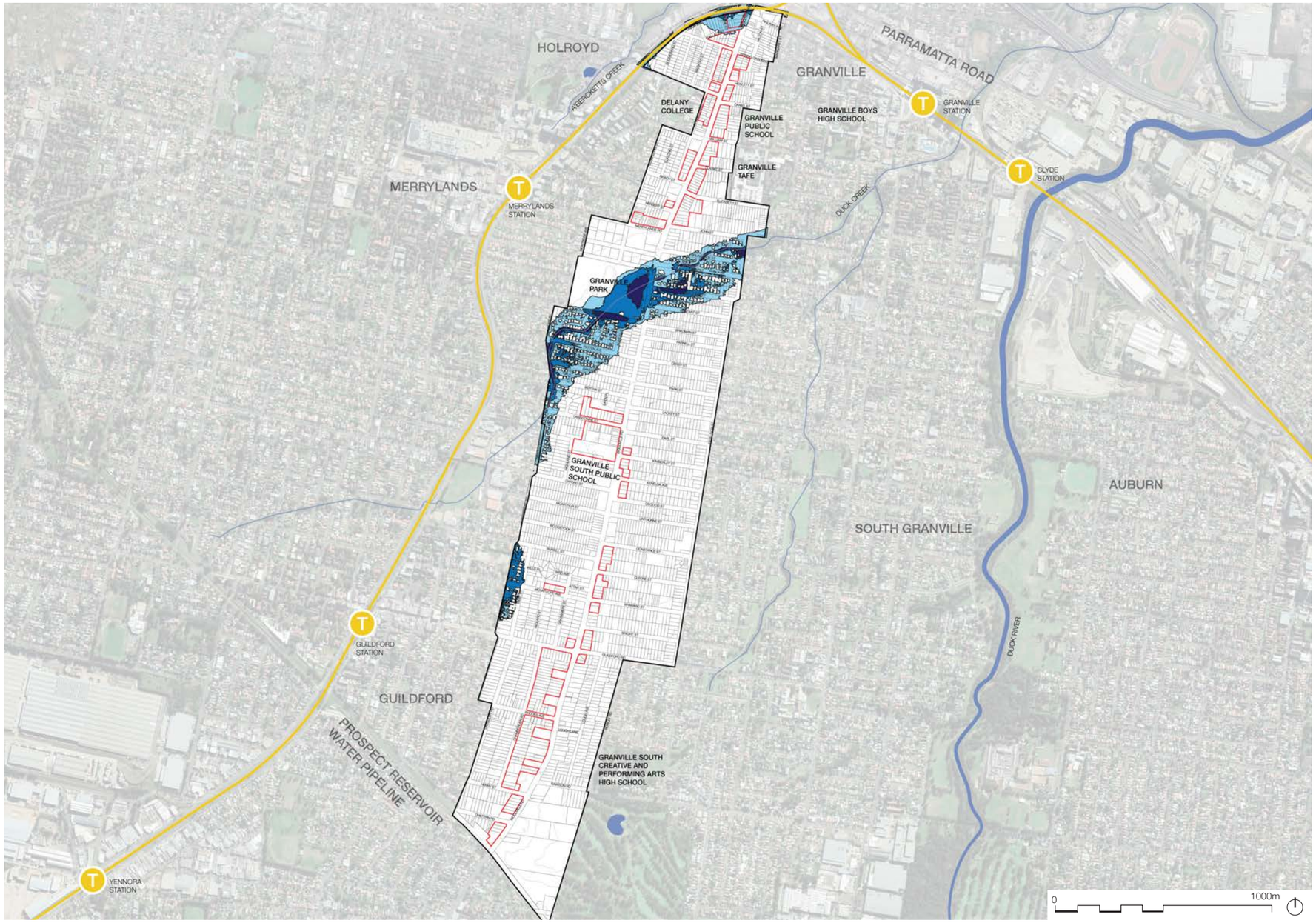
5.0 Urban Design Analysis

5.3 Flooding

The majority of land within the study area is free from flooding; however, some properties, especially the ones along Duck Creek, are identified as flood prone land (refer to Figure 16).

The 31 Planning Proposal sites are generally flood free, with an exception of the ones along Wallace Street in the Woodville North Precinct.

Future development on the flood affected land should carefully consider the potential risk and mitigate flooding through building design. Site specific flood study is also suggested in the detailed design stage.



LEGEND

- The Study Area
- The Planning Proposal Sites
- Creek / River
- 1% AEP High Risk
- 1% AEP Medium Risk
- 1% AEP Low Risk

Figure 16: Flood Map (Source: Council's Flood Risk Precincts GIS Data)

5.0 Urban Design Analysis

5.4 Public Open Space and Green Network

Open space and landscape play an integral role in the Australian context. They are essential to the well-being of the local community. Moreover, they play an important role in Connecting with Country. Open space also contributes to the creation of a sense of community as it provides the community with places for recreation and social gatherings.

Public open spaces in the study area, including parks, sports fields and playgrounds, are identified to understand the existing conditions and gaps. Granville Park, which has an area of approximately 13ha, is the largest public open space within the study area, which hosts a sports field, grandstand, playground and other supporting facilities. Tree canopy cover within the study area is limited, particularly along Woodville Road.

Council's Open Space and Recreation Strategy 2019 to 2029 (Recreational Strategy) defines the hierarchy of open space and provides open space benchmarks. It outlines that all dwellings should be within 400m of a quality Major Open Space at least 0.5ha in size. It also suggests that high density residential buildings should be within 200m of a quality open space of at least 0.1ha.

The Recreational Strategy also identifies that not all the land parcels within the study area have the access to Major Open Spaces, particular in the middle and northern portion of the study area. Refer to Figure 17. However, the study area is in close proximity to four Sydney Green Grid project opportunities, these being: Duck River Corridor, Little Duck River Corridor, Duck Creek and Prospect Reservoir Water Pipeline. These provide opportunities to enhance the study area's connection to the existing and future green infrastructure.

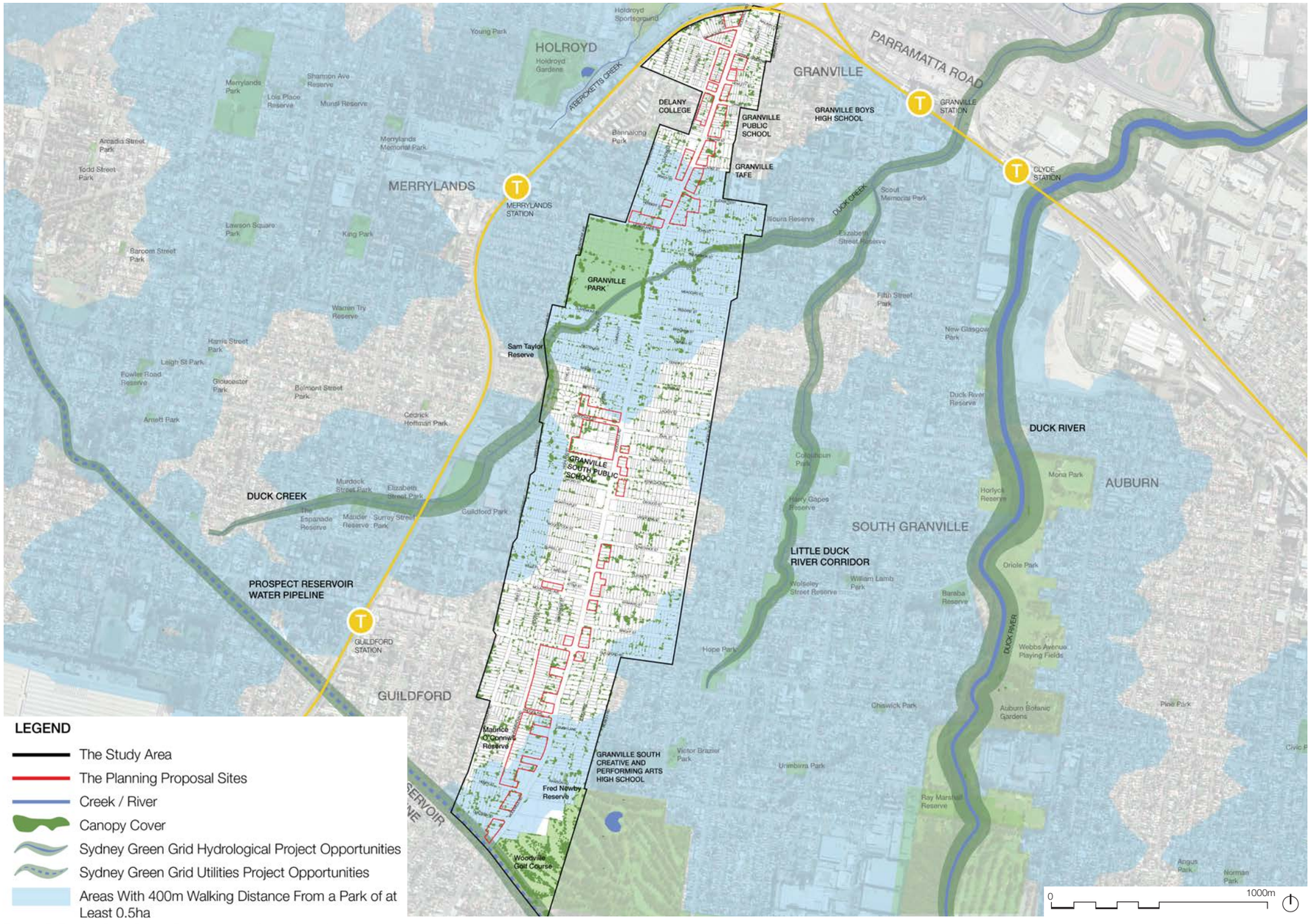


Figure 17: Existing Open Space, Recreation and Green Network

5.0 Urban Design Analysis

5.5 Traffic and Transport

Road Network

- Woodville Road is a state road managed by Transport for NSW. It is the main thoroughfare running north-south across the study area, linking Villawood in southwestern Sydney to the Parramatta CBD.
- Woodville Road is six lanes wide and in its entirety is about 7.5 kilometres long.
- Merrylands Road and Oxford Street are classified as regional roads and provide access to Merrylands Town Centre.
- Rawson Road is classified as a regional road and connects Woodville Road to the greater Lidcombe area to the east.
- William Street, Louis Street and Guildford Road are collector roads that serve the Granville and Guildford areas.

Public Transport

- The closest train stations servicing the Woodville Road study area are Granville, Guildford and Merrylands Stations. These stations are located along the T2 Inner West and Leppington, and T5 Cumberland Lines.
- The study area is served by far-reaching bus services connecting to major centres such as Parramatta, Granville, Merrylands and Bankstown.

Active transport

- The active transport network within the study area is limited and is largely concentrated within Granville Park.

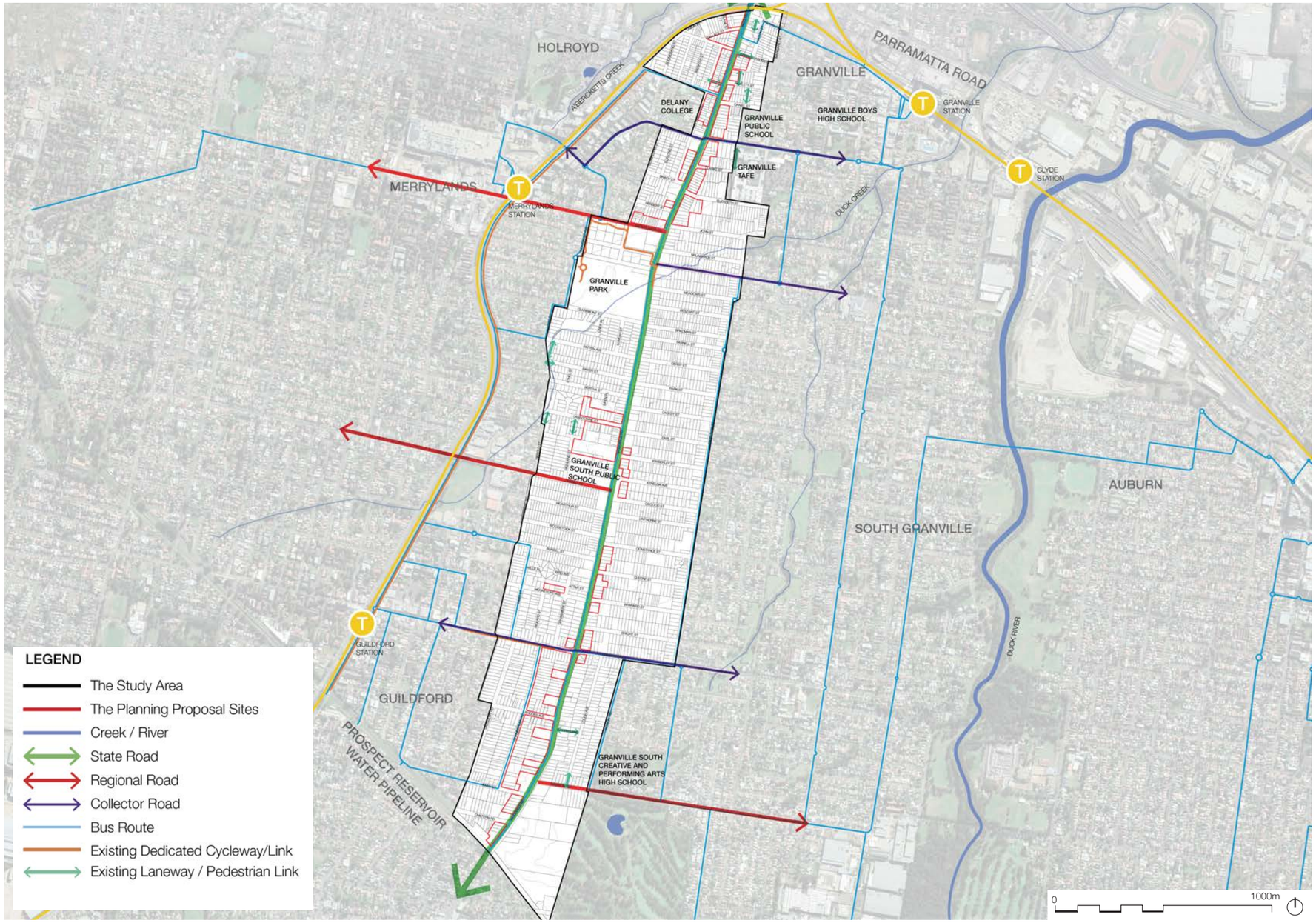


Figure 18: Connectivity and Movement

5.0 Urban Design Analysis

5.6 Heritage Items and Heritage Conservation Areas (HCA)

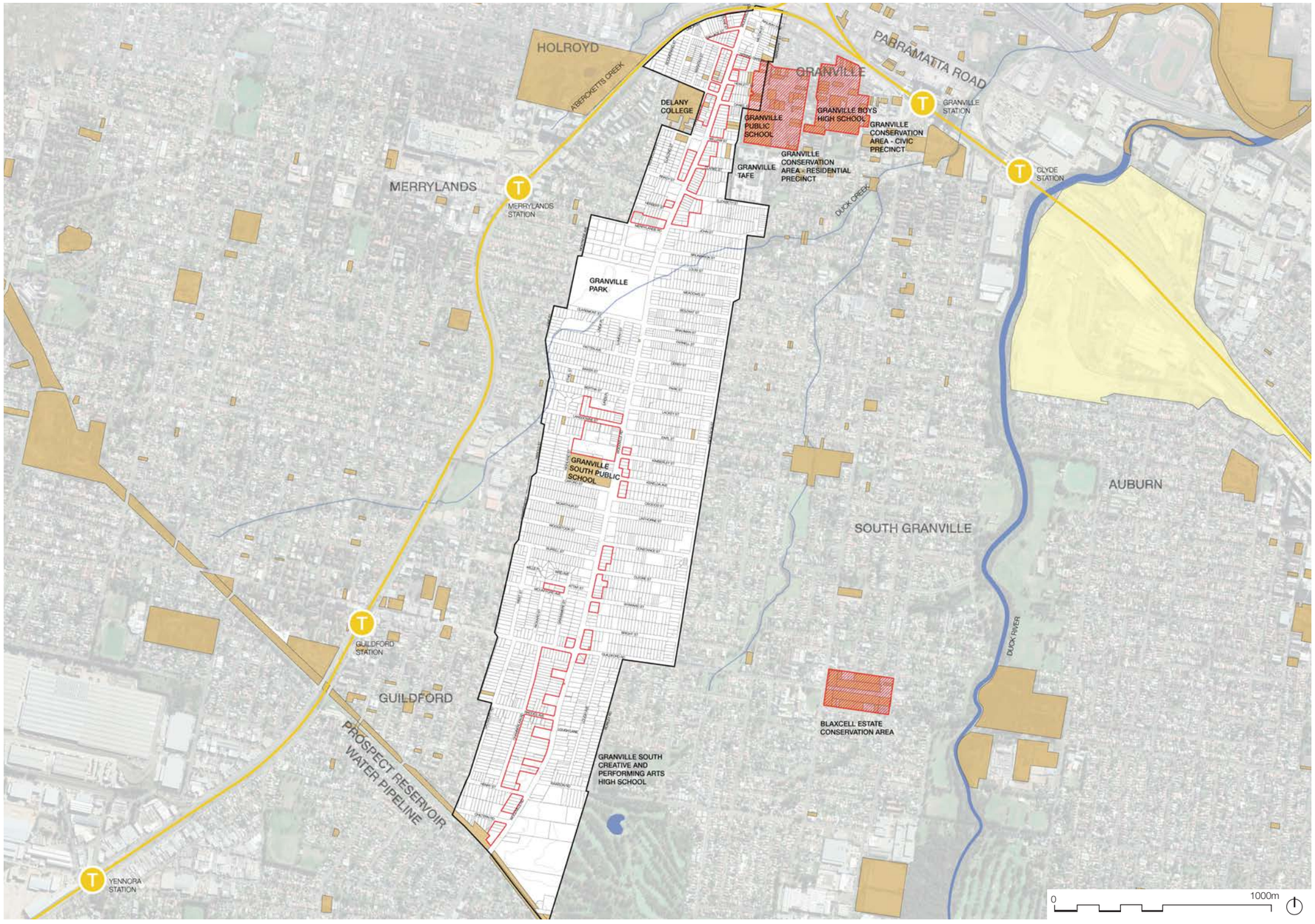
State and local level heritage items are scattered across the study area. Part of the Granville Heritage Conservation Area - Residential Precinct is located within the study area.

Granville Public School, Granville Boys High School, Granville Town Hall, several churches and Granville Police Station with the architectural styles being predominately Victorian, Federation and Inter-War. Together, these conservation areas exhibit the civic, religious and residential heart of Granville and represent the growth and prosperity of Granville between the 1880s - 1930s (Cumberland Heritage Study, 2019).

The majority of heritage listed items within the study area are located in the northern part of the study area. The heritage listed buildings include Victorian workers cottages, and Federation cottages, Federation Arts and Crafts architectural style buildings.

Prospect Reservoir Water Pipeline to the south of the study area is a state level heritage item. The pipeline forms part of the Upper Nepean Scheme and was constructed in the 1880s to carry water from the Nepean River via Prospect Dam to Guildford West Pipehead and then onto Metropolitan Sydney.

The future redevelopment potential of the heritage listed properties is limited. The planning around the heritage items should also be carefully considered in terms of scale, transition and building aesthetics.



LEGEND

- The Study Area
- The Planning Proposal Sites
- Creek / River
- Heritage Item - General
- Heritage Item - Archaeological
- Heritage Conservation Area

Figure 19: Heritage Map

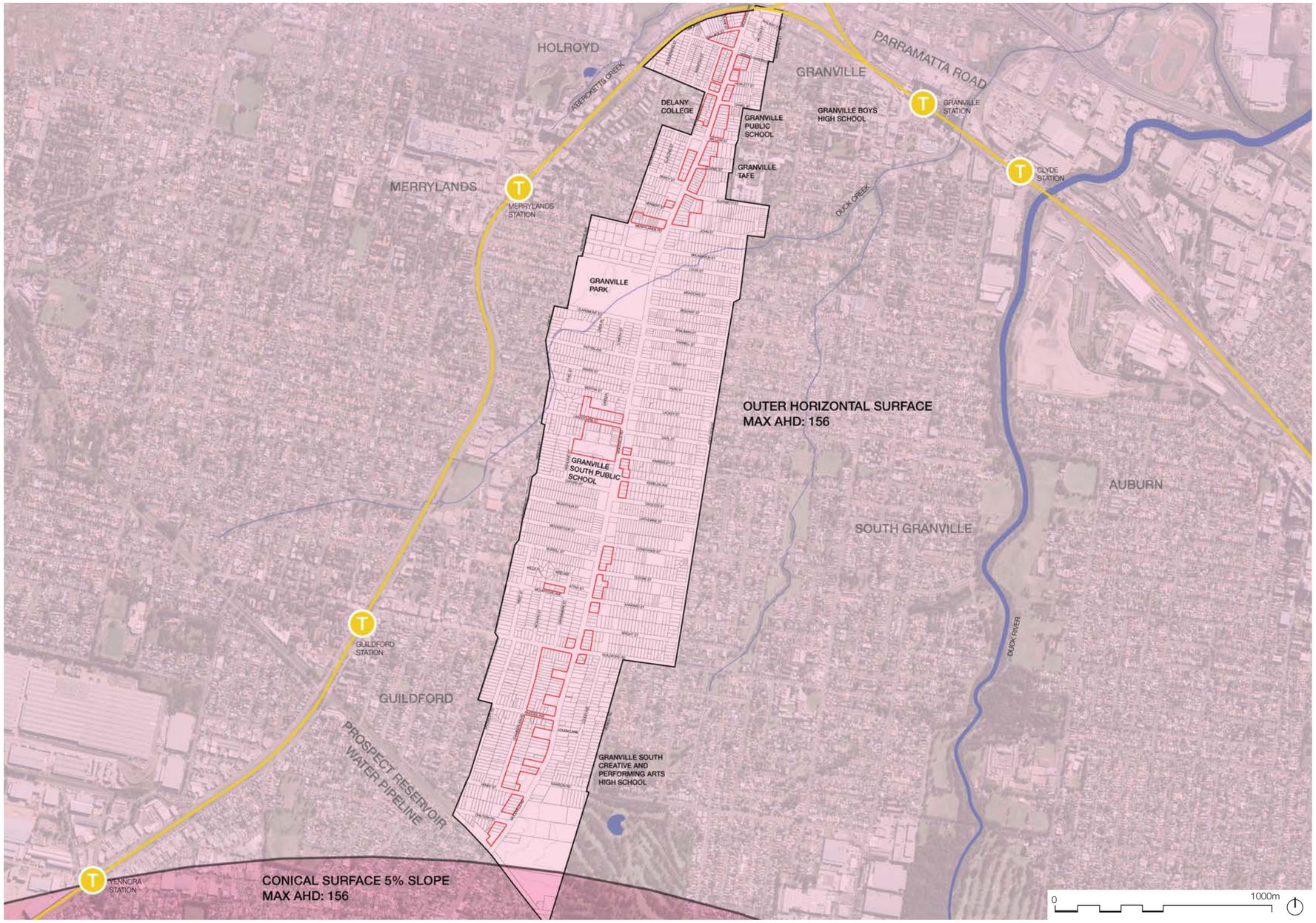
5.0 Urban Design Analysis

5.7 Sydney Airport and Bankstown Airport Obstacle Limitation Surface (OLS)

The study area is affected by the operational requirements of Bankstown Airport. Bankstown Airport is located about eight kilometres south of the study area. Obstacle Limitation Surface (OLS) is used to define the airspace that is protected from obstacles to ensure aircraft safety during takeoff and landing phases.

Bankstown Airport's OLS applicable to the study area is at RL 156m. Considering the study area topography ranges between RL 5.5m and RL 53m, the Bankstown Airport OLS limits the future building height within the study area to between 103m and 150.5m (about 33-48 residential storeys). This does not imply that buildings in the study area have the potential to reach 150.5m.

The appropriate height is determined in this study.



LEGEND

- The Study Area
- The Planning Proposal Sites
- Creek / River
- Bankstown Airport OLS

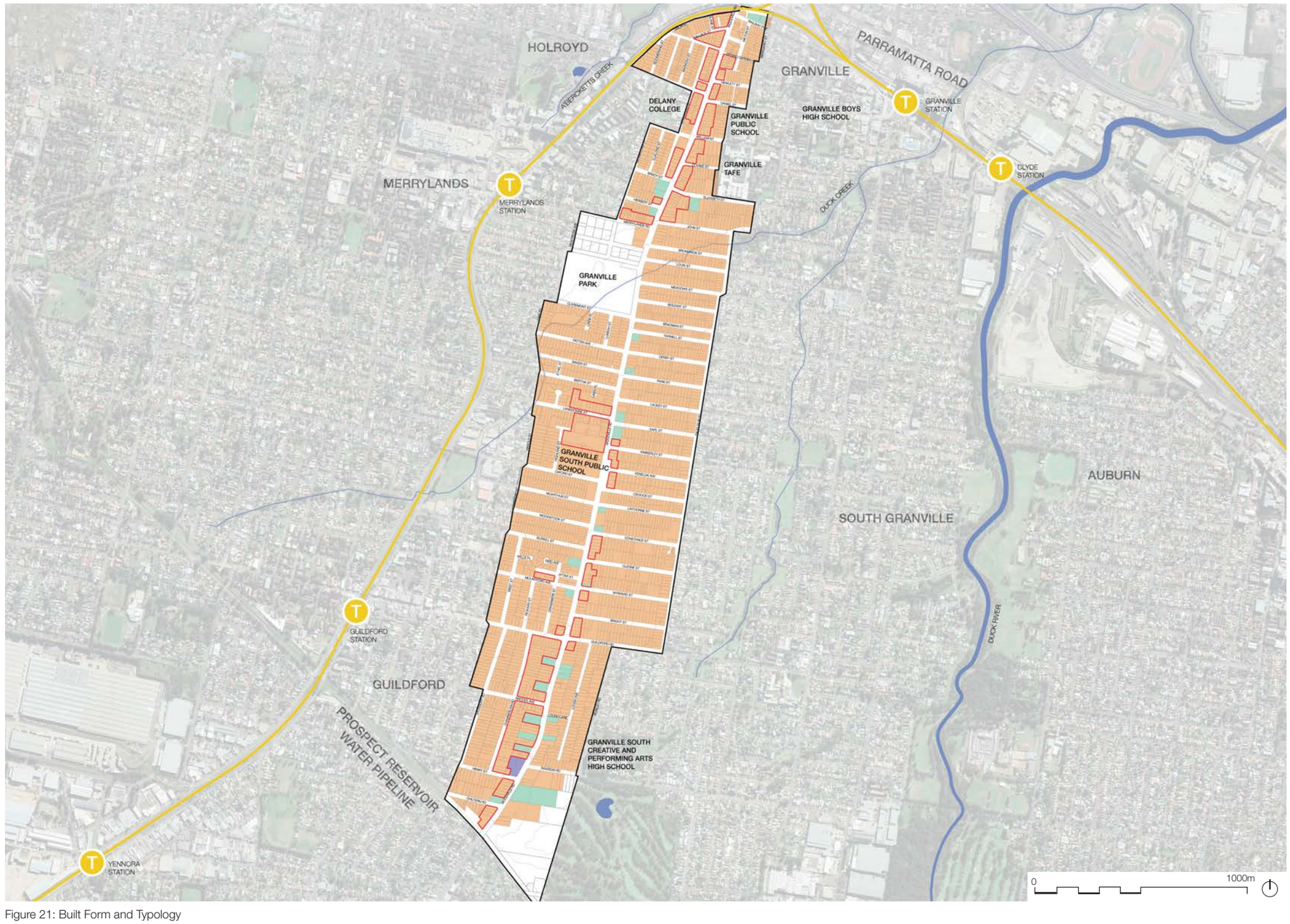
Figure 20: Sydney Airport and Bankstown Airport OLS Contours

5.0 Urban Design Analysis

5.8 Built Form and Typology

The study area is relatively low in scale. The majority of properties within the study area are one to two storeys in height. Three to four-storey mixed-use buildings are mainly located along Woodville Road concentrated in the southern part of the corridor, with one being a three-storey self-storage facility.

Buildings above four residential storeys rarely exist within the study area, with the exception of a five-storey residential apartment complex located at the corner of Woodville Road and Henry Street.



LEGEND

- The Study Area
- The Planning Proposal Sites
- Creek / River
- 1-2 Storeys
- 3-4 Storeys
- 5-6 Storeys

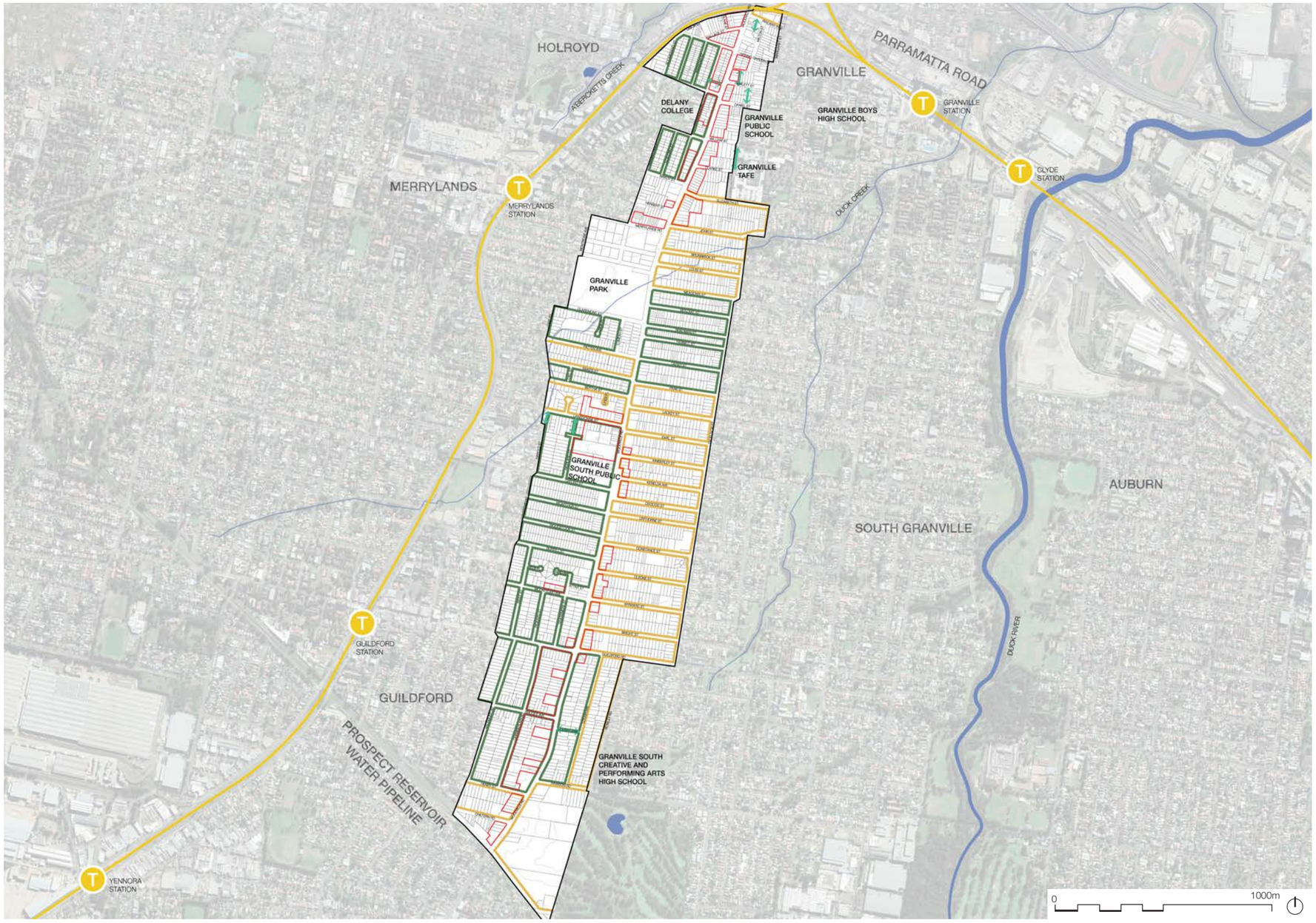
Figure 21: Built Form and Typology

5.0 Urban Design Analysis

5.9 Permeability

The study area's permeability is limited, in particular the middle and southern parts. The Granville Heritage Conservation Area - Residential Precinct, which is partially within the study area, sets a block size precedent. It contains residential blocks typically 100-200m in length, which is easily walkable. This block type is dominant in the northern part of the study area; however, the blocks in the middle and south parts are excessive, some of which are greater than 400m (five-minute walk). This excessive block length affects the area's permeability and movement. This study identifies blocks that have a length greater than 200m (typical length in Granville Heritage Conservation Area - Residential Precinct) and also highlights that ones have more than 400m lengths.

Laneways and through site links are critical in breaking down these continuous blocks to provide adequate pedestrian and vehicular access; given that Woodville Road is heavily constrained by traffic volume and its limited potential to provide additional vehicular access. However, laneways rarely exist within the study area. This further limits the area's connectivity and permeability.



LEGEND

- The Study Area
- The Planning Proposal Sites
- Creek / River
- Long Blocks (Greater Than 400m)
- Blocks Width (200m - 400m)
- Existing Laneway / Pedestrian Link

Figure 22: Permeability

5.0 Urban Design Analysis

5.10 Precincts and Existing Characters

The study area is characterised by a diverse mix of building typologies, land uses and urban streetscape characters. Based on the Urban Design analysis and review of existing streetscape character, the entire stretch of the Woodville Road Corridor can be divided into three precincts, being Woodville North Precinct, Merrylands East Precinct and Woodville South Precinct.

Below and overleaf are a summary of the existing key characteristics in each precinct, with relevant photos.

Woodville North Precinct Key Characters:

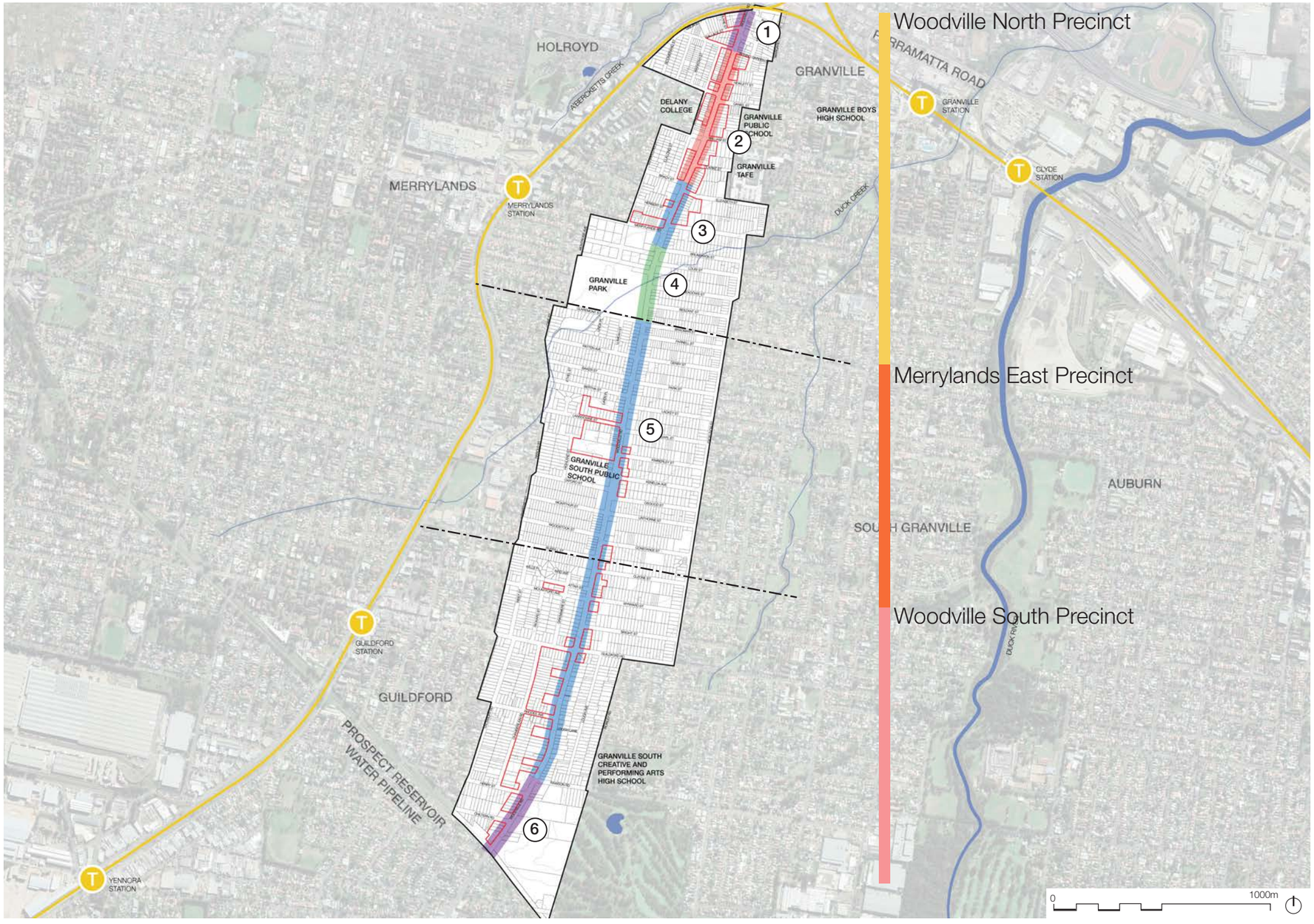
1. Industrial uses present at the northern tip
2. Low rise houses are dominant in this section of the corridor
3. Buildings up to four storeys with a mix of uses present close to the Merrylands / Woodville Road intersection
4. A regional park bookends this precinct to the south providing recreational and leisure facilities

Merrylands East Precinct Key Characters:

- A town centre is emerging near the John Cootes Site
5. Three to four storey mixed use buildings / shop top housing are scattered along this section of the corridor

Woodville South Precinct Key Characters:

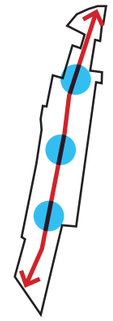
5. Three to four storey residential flat buildings and mixed use developments are located along both sides of the corridor
6. Warehouses and industrial buildings are dominant on the southern end of the corridor



LEGEND

- The Study Area
- The Planning Proposal Sites
- Creek / River
- Light Industrial / Business
- Residential
- Mixed Use
- Open Space Interface

Figure 23: Existing Character Zones



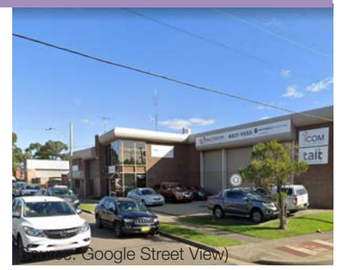
5.0 Urban Design Analysis

5.10 Precincts and Existing Characters

CHARACTER AREA 1
Industrial / employment use

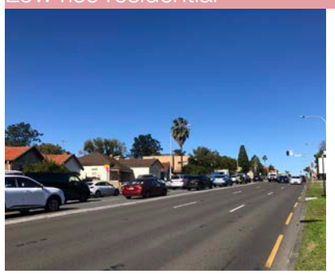
1


(Source: Google Street View)


(Source: Google Street View)

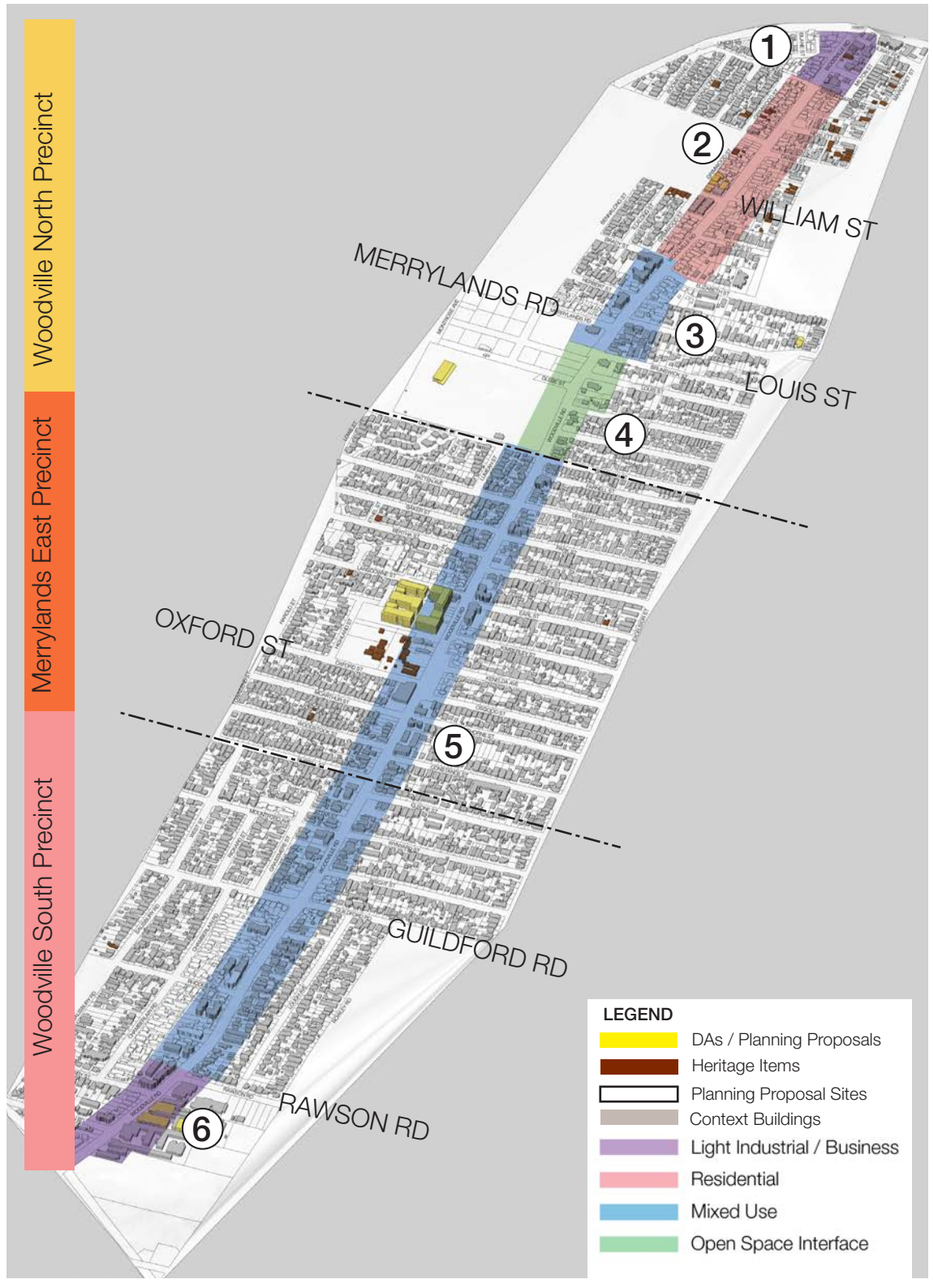
CHARACTER AREA 2
Low rise residential

2



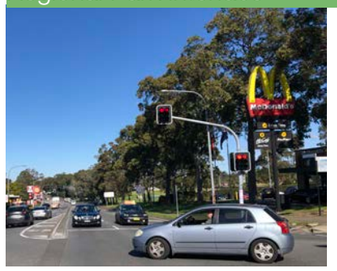
CHARACTER AREA 3
Mixed use

3



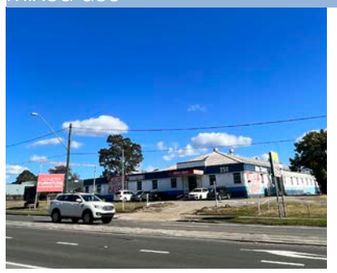
CHARACTER AREA 4
Regional Park interface

4



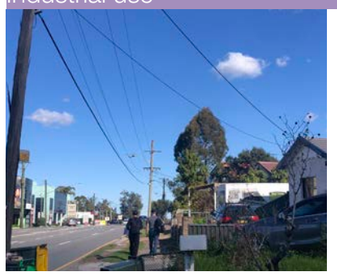
CHARACTER AREAS 5
Mixed use

5



CHARACTER AREAS 6
Industrial use

6



5.0 Urban Design Analysis

5.11 Land Ownership Pattern

Current property ownership within the study area has been examined to identify public and private land holdings and the properties that are constrained by strata title ownership. Identifying the land ownership pattern within the study area is critical to understand the redevelopment potential of each individual lot.

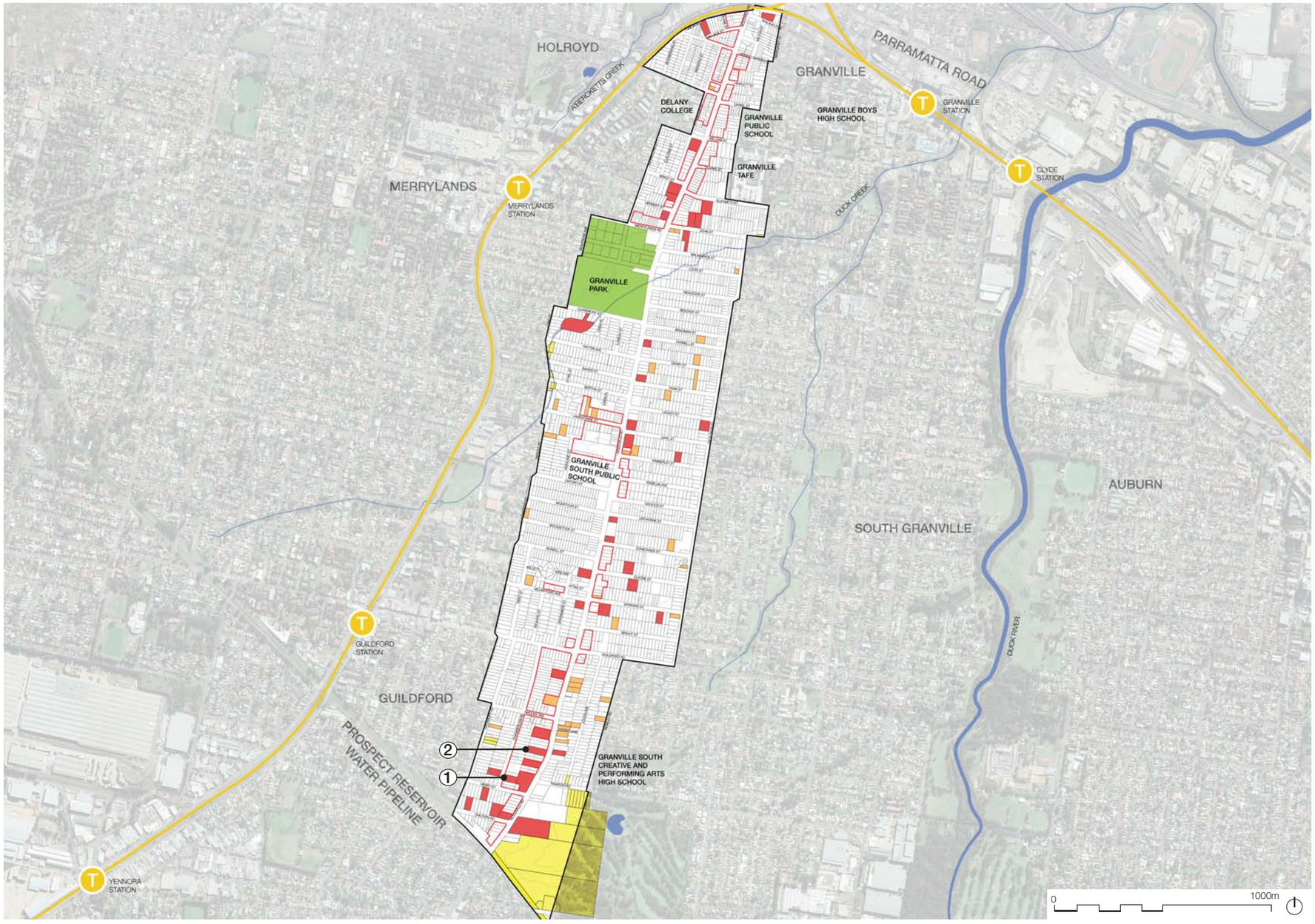
Two categories are used to identify land parcels that have limited redevelopment potential:

- Public-owned land including Crown land and Council owned land
- Strata constrained properties

Publicly owned land including parks are unlikely to change uses overtime; whereas, privately owned properties, that are not constrained by strata title, could potentially be redeveloped in the future. Land uses such as schools, open space and places of worship are also likely to be retained for the foreseeable future.

Strata constrained properties are the ones with eight or more owners. They are unlikely to be redeveloped in the near future. Properties with more than one owner but less than eight owners are considered moderately constrained by strata titles. Based on the above, there are only a limited number of strata constrained properties (numbered in Figure 24) within the identified Planning Proposal sites (outlined in red):

- No.1 - 76-78 Chamberlain Road, Guildford
- No.2 - 530-532 Woodville Road, Guildford



LEGEND

- The Study Area
- The Planning Proposal Sites
- Creek / River
- Crown Land
- Council Owned Land
- Strata Titled Properties 2-7 Owners
- Strata Titled Properties 8 and More Owners

Figure 24: Current Land Ownership Pattern

5.0 Urban Design Analysis

5.12 Social and Affordable Housing

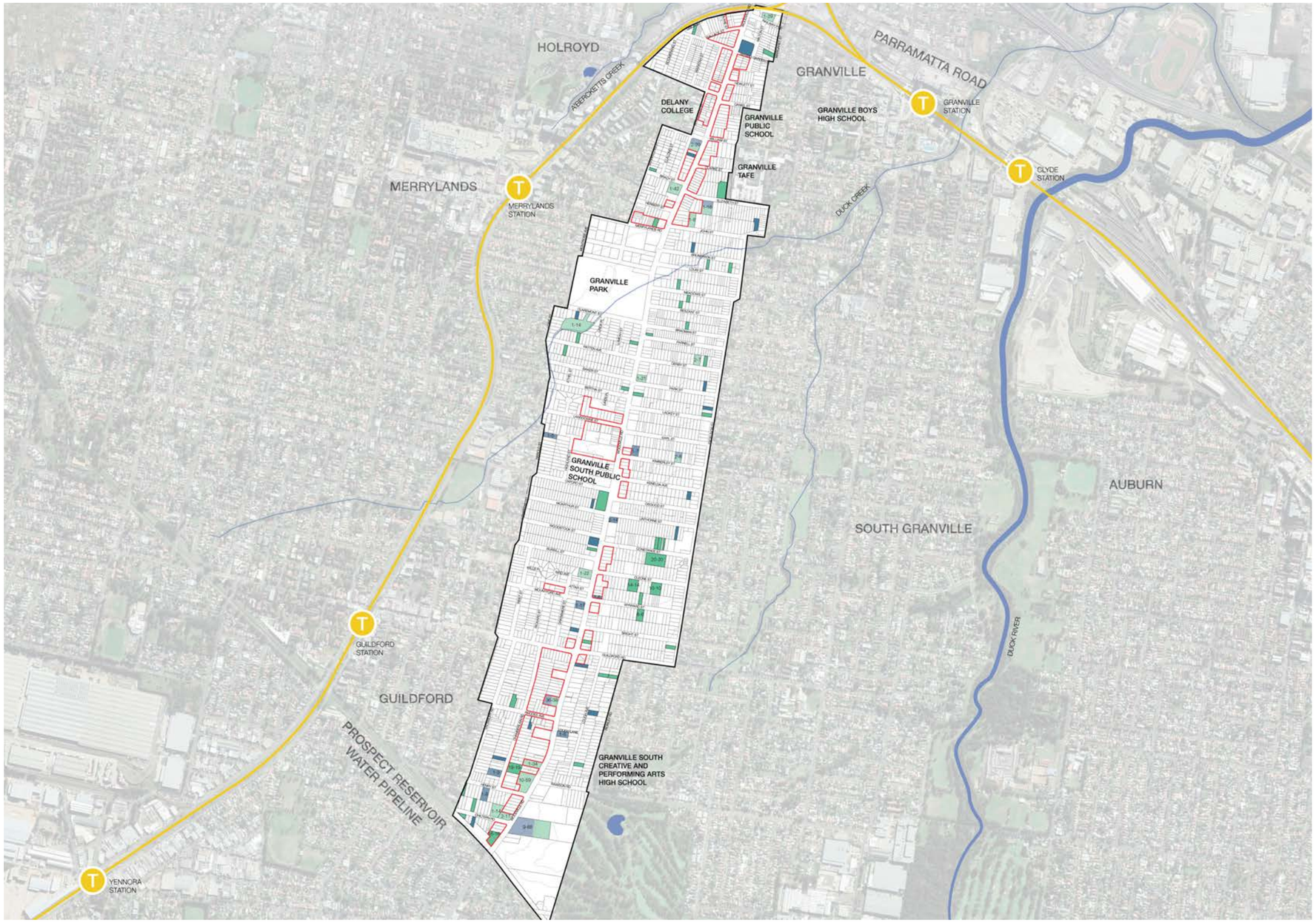
Current social and affordable housing locations have been examined to ensure future planning of the corridor considers the affordable housing provisions.

There are four types of social and affordable housing:

- Properties owned by the NSW Land and Housing Corporation
- Properties partially owned by the NSW Land and Housing Corporation
- Properties owned by affordable housing / community housing
- Properties partially owned by affordable housing / community housing

There is a mixture of social and affordable housing in the apartment or house typologies. These properties are scattered within the study area; however have a larger presence in the southern portion.

The numbers shown on the diagram illustrate the current number of social and affordable housing dwellings within the study area only; they do not represents the land ownership numbers nor strata constrained properties. The total amount of affordable and social housing currently exists within the identified Planning Proposal sites is 39 dwellings.



LEGEND

- The Study Area
- The Planning Proposal Sites
- Creek / River
- Properties Owned by Land and Housing Corporation
- Properties Partially Owned by Land and Housing Corporation
- Properties Owned by Affordable Housing / Community Housing
- Properties Partially Owned by Affordable Housing / Community Housing
- XX-YY — XX - Total Number of Social and/or Affordable Housing Units; YY - Total Number of Units

Figure 25: Social and Affordable Housing

5.0 Urban Design Analysis

5.13 Planning Proposal and Development Applications

This study has identified sites within the study area that are recently constructed, subject to a Planning Proposal or an approved Development Application (DA) .

Planning Proposals:

1. 92, 94 and 100 Woodville Road, Granville and 63 and 65 Grimwood Street, Granville (Approved):
   - Townhouse development
   - Rezone the site from R2 Low Density Residential to R3 Medium Density Residential
   - Amend the maximum building height from 9m to 12m
   - Amend the maximum FSR from 0.5:1 to 1:1

2. The Merrylands East local centre (also known as John Cootes site):
   - Increase the maximum height of buildings standard on the northeastern part of the centre fronting Woodville Road from 31m to 38m;
   - Increase the maximum floor space ratio standard for the E1 Local Centre (formerly B2) part of the site from 2.2:1 to 2.6:1.

This study has reviewed the planning controls proposed by the proponent for the John Cootes site.

Approved major DAs:

3. DA2019/284 - A two storey child care centre
4. DA2019/196 - Community facilities including a new multi-use sports pavilion building, and associated amenities.
5. DA2019/0495 - Demolition of existing service station and remediation of land
6. DA2018/385 - Demolition of several existing structures and construction of 3 x three storey self storage unit buildings

Recent development:

7. A newly constructed apartment building, which contains 20 units.

Figure 26: Planning Proposals and Major Approved DAs

LEGEND

- The Study Area
- The Planning Proposal Sites
- Planning Proposal
- Major Development Application
- Recent Development within Planning Proposal Sites (20 units, strata constrained)

5.0 Urban Design Analysis

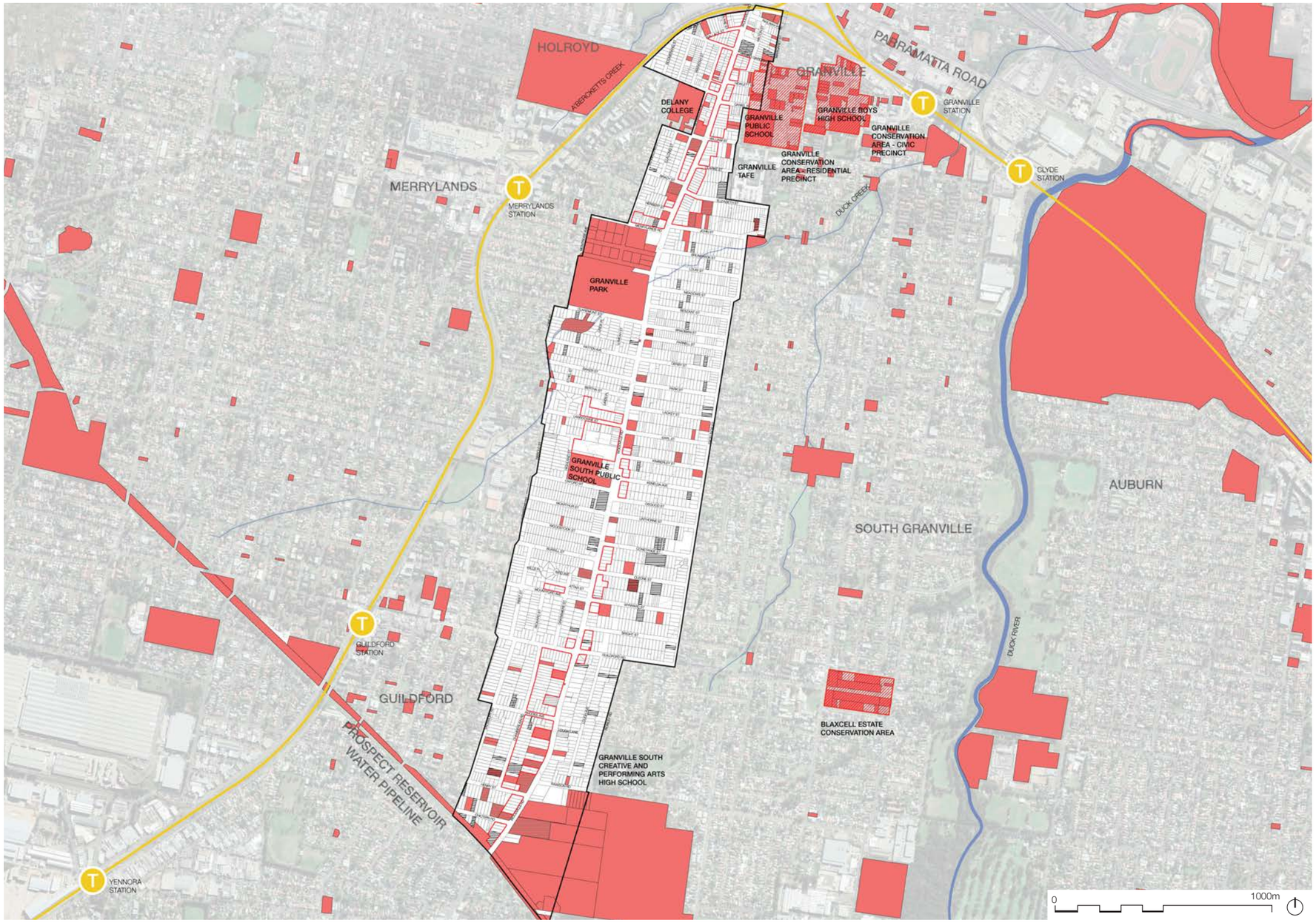
5.14 Constraints Overlay Mapping

A Constraints Overlay Mapping has been prepared to understand the level of constraints that apply to the land in the study area, in particular the Planning Proposal sites.

The following constraints layers have been combined into one diagram to identify land that is unlikely to be redeveloped:

- Heritage items and HCAs
- Recent construction, and approved major DAs and Planning Proposals
- Parks and public open space
- Community / civic facilities and places of public worship
- Educational facilities
- Council owned land and Crown Land
- Strata constrained properties (eight and more than eight owners)

The sites shown in red are constrained sites. Whilst educational facilities and Council owned properties are considered constrained in this mapping exercise, it is accepted that there is the potential for these sites to be redeveloped in the future, to provide upgraded services to the community.



LEGEND

- The Study Area
- The Planning Proposal Sites
- Creek / River
- Constrained Sites
- Heritage Conservation Area
- Affordable Housing / Community Housing / Properties Owned by Land and Housing Corporation

Figure 27: Constrained Sites

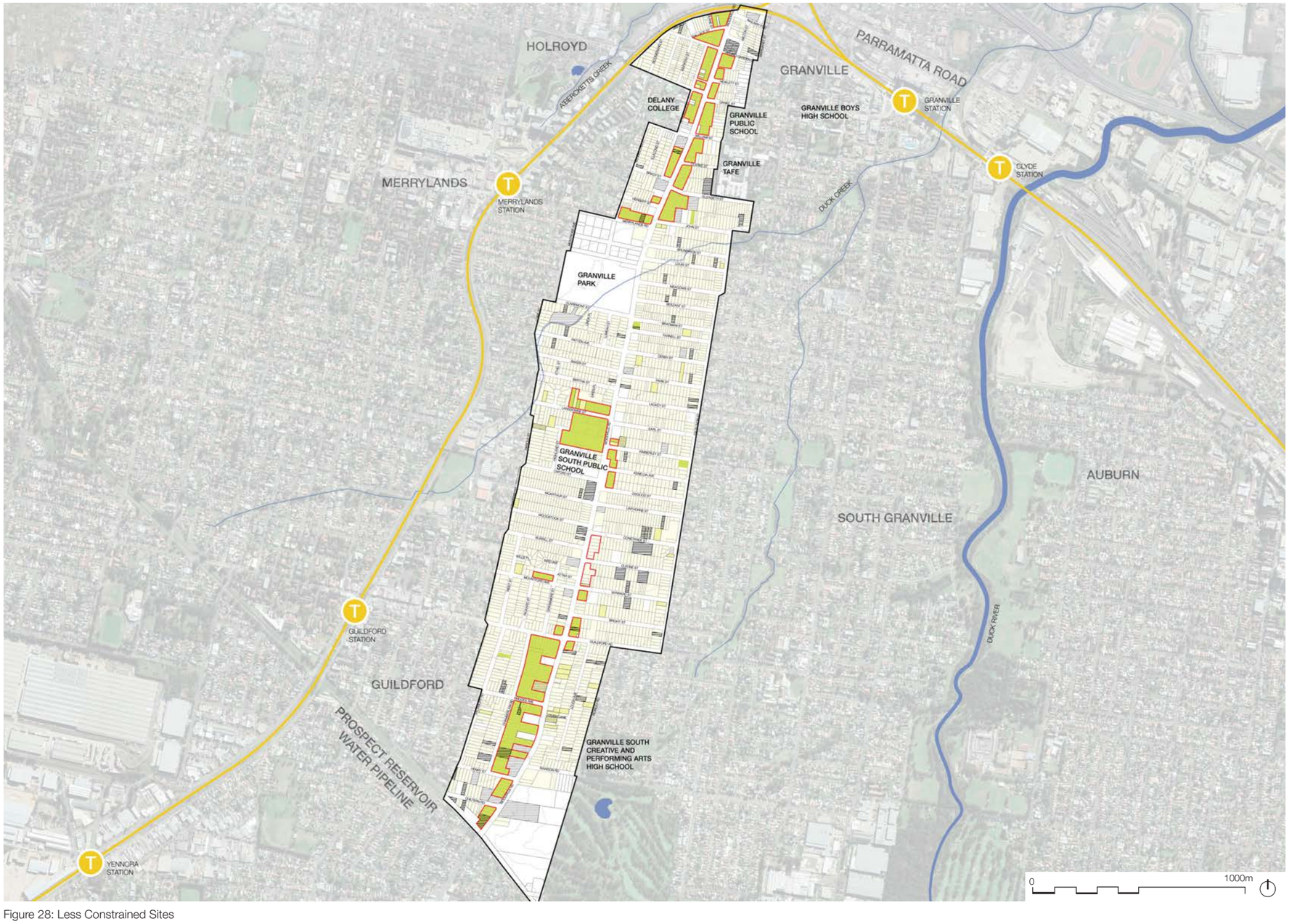
5.0 Urban Design Analysis

5.15 Less Constrained Sites

Based on the constraints mapping, less constrained sites have been identified. Less constrained sites offer greater redevelopment potential.

The study considers strata titled properties with eight or more owners as constrained sites and unlikely to be redeveloped, which is in line with the best practice examples in Metropolitan Sydney Context.

The sites which have greater redevelopment opportunities are shown in dark yellow. The ones with less redevelopment potential are shown in lighter tones of yellow. The overlay concludes that majority of the Planning Proposal sites have significant redevelopment potential.



LEGEND

- The Study Area
- The Planning Proposal Sites
- Creek / River
- Site With 1-2 Owners
- Site With 3-7 Owners
- Less Constrained Surrounds
- Affordable Housing / Community Housing / Properties Owned by Land and Housing Corporation

Figure 28: Less Constrained Sites

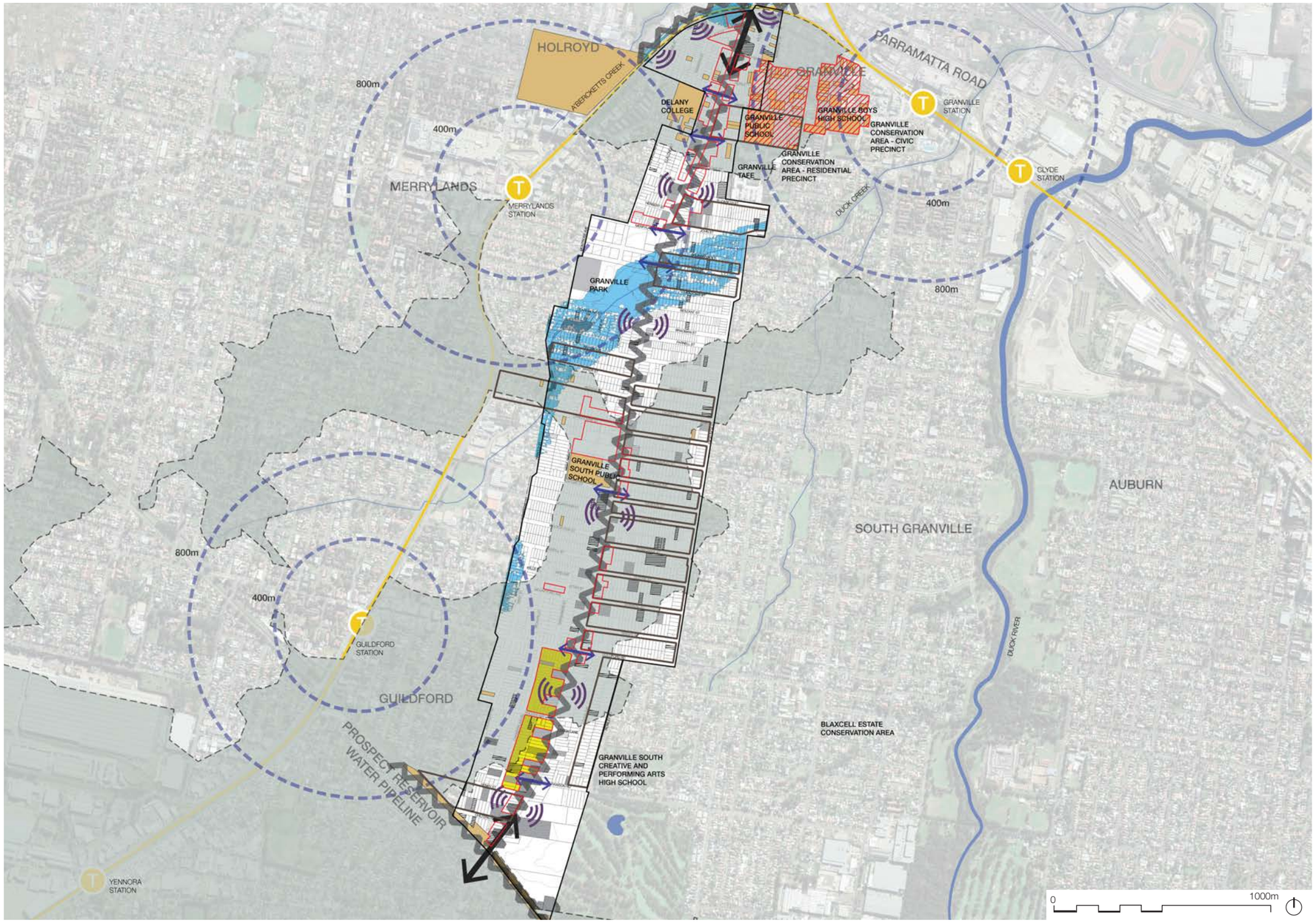
5.0 Urban Design Analysis

5.16 Challenges and Opportunities

The following challenges and opportunities have emerged from the Urban Design analysis. The identified challenges and opportunities inform the development of the structure plan vision and principles.

5.16.1 Challenges

- Physical Barrier - Woodville Road subdivides the study area into two parts. The railway corridor and pipelines limit connection to the surrounding areas
- Traffic Noise - affects the area's acoustic amenity
- Limited E-W Signalised Pedestrian Crossing - affects the area's permeability and connectivity
- Lack of Gateway Statement - a sense of a place and unique identity are missing
- Long Blocks - the area's permeability and walkability are affected by long blocks (greater than 400m)
- Constrained Sites - redevelopment potential is limited. This includes strata constraint properties (eight and more owners) and heritage items
- Land prone to flooding
- Area out of 400m walking distance from park at least 0.5ha
- Super blocks exist in the Woodville South Precinct, presenting challenges including amalgamation, built form transition to lower density areas and vehicular access
- Insufficient active transport within the study area.



LEGEND

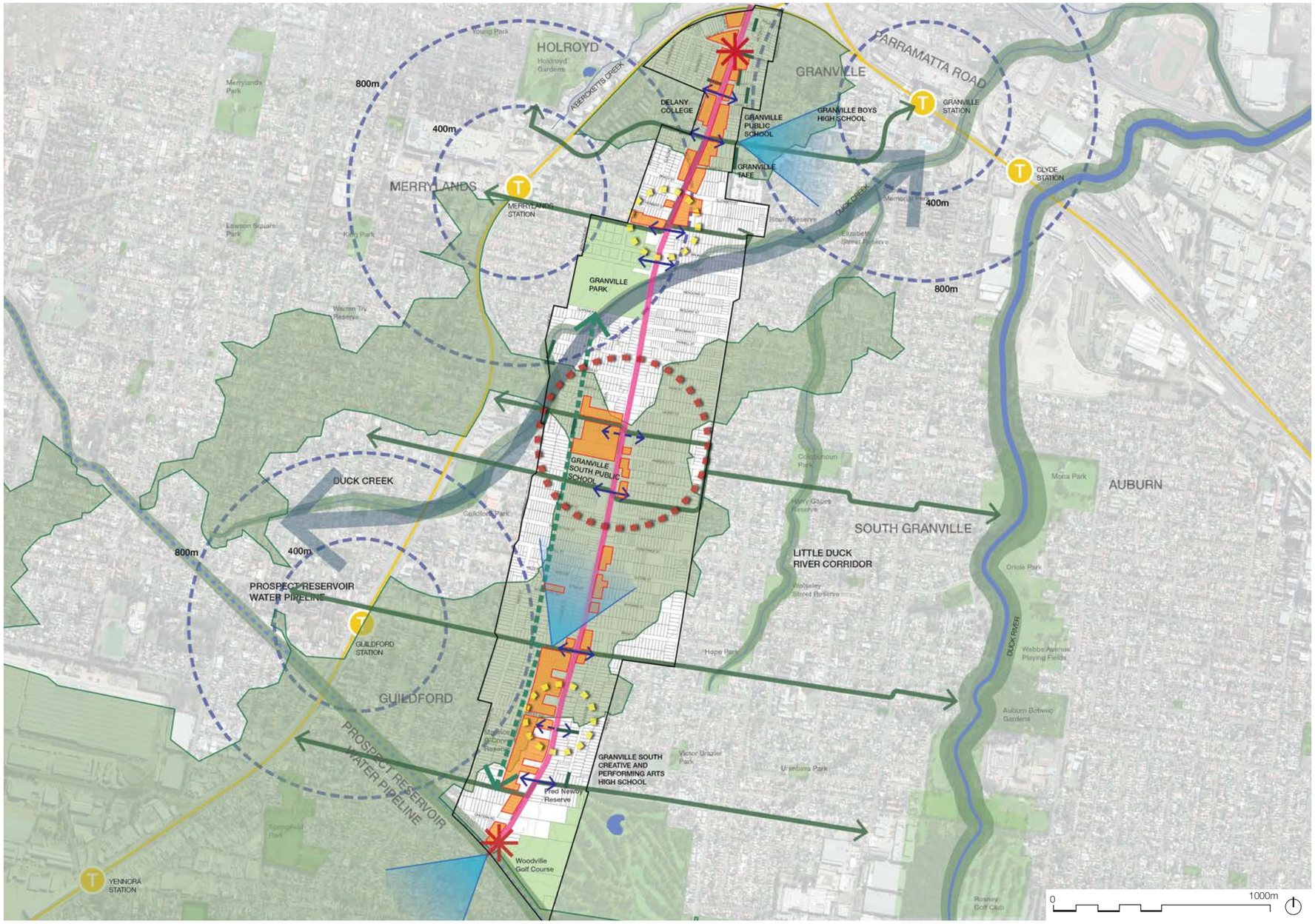
- The Study Area
- The Planning Proposal Sites
- Creek / River
- Heritage Conservation Area
- Affordable Housing / Community Housing / Properties Owned by Land and Housing Corporation
- Surrounding Centres Catchment

Figure 29: Challenges Map

5.0 Urban Design Analysis

5.16.2 Opportunities

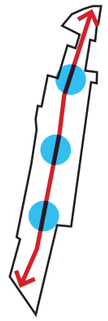
- Improve overall Woodville Road Amenity
- Gateway Opportunity - to enhance place identity
- Principal Urban Hub - to realise the centre identified in the LSPS
- Urban Hub - to support the growth and amenity along the corridor
- Green Link - to improve pedestrian amenity, footpath condition and tree planting along main streets connecting major open spaces
- Potential E-W Signalised Pedestrian Crossing - to improve the area's Woodville Road cross permeability
- Potential N-S Link - to enhance local permeability by strengthening the existing links (laneway) and providing new links
- Duck Creek Revitalisation - to capitalise on the creek line to create a series of pocket parks
- Provide additional local level open spaces to meet open space needs
- Planning Proposal Sites - to accommodate redevelopment opportunities and provide an appropriate height transition to the surroundings
- Regional views - to leverage Sydney and Parramatta CBD views and promote view sharing
- Promote sustainability and smart city initiatives
- Promote active transport (walking and cycling) within and around the area
- Mitigate the acoustic and air quality impacts of major roads and railway corridor through building design and landscaping



LEGEND

- The Study Area
- The Planning Proposal Sites
- Creek / River
- Existing E-W Pedestrian Crossing
- Sydney Green Grid
- Surrounding Centres Catchment

Figure 30: Opportunities Map



5.0 Urban Design Analysis

5.17 Precedent Studies

Precedent studies have been conducted to examine best practise examples in Metropolitan Sydney to understand and determine the appropriate height, density and setbacks appropriate to the Woodville Road Corridor. Summarised in this chapter are comparable centres and setback studies, examining height, density and street setbacks respectively.

Comparable Centres

A study of other comparable centres has been conducted to understand the appropriate height and density potentially accommodated by the Woodville Road Corridor. The study has examined five centres in three LGAs from Cumberland City Council, Parramatta City Council and Fairfield City Council.

Conclusions:

Compared with other studied centres, Lidcombe (Principal Local Centre) and Villawood (Local Centre) align more closely with the Woodville Road Corridor study area. Both are located along a major roadway, with Villawood at the southern end of Woodville Road having the same centre hierarchy compared with Merrylands East in the Woodville Road Corridor. Therefore, the study concludes that:

- The maximum building height along the Woodville Road Corridor should not exceed 12 storeys
- The maximum density with the study area should not exceed 2.5:1 FSR in any case

Key Map

LEGEND

Local Centre

Principal Local Centre

Lidcombe

Catchment	Zoning	FSR	HOB	Storeys
0-400m	MU1 R2/R3/R4 E4/RE1	N/A - 5:1	9m - 60m	3 - 18
400-800m	MU1/E3 R2/R3/R4 E4/RE1	N/A - 3.5:1	9m - 38m	3 - 12

Granville

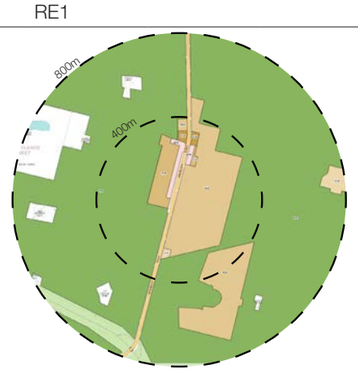
Catchment	Zoning	FSR	HOB	Storeys
0-400m	E1/E3/MU1 R2/R3/R4 RE1/W1	N/A - 6:1	9m - 92m	3 - 28
400-800m	E1/MU1 R2/R3/R4 RE1/W1	N/A - 6:1	9m - 82m	3 - 25

Villawood

Catchment	Zoning	FSR	HOB	Storeys
0-400m	E1/E3 R3/R4 RE1/SP2/E4	1:1 - 2.5:1	N/A - 39m	1 - 12
400-800m	E1/E3 R2/R3/R4 E4	0.45:1 - 2:1	N/A - 20m	1 - 6

Merrylands West

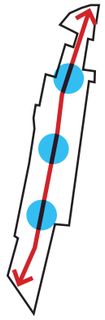
Catchment	Zoning	FSR	HOB	Storeys
0-400m	E1 R2/R3/R4 RE1	N/A - 2.8:1	9m - 23m	3 - 7
400-800m	E1 R2/R3/R4 RE1	N/A - 1.2:1	9m - 15m	3 - 5



Northmead

Catchment	Zoning	FSR	HOB	Storeys
0-400m	E1/E3/MU1 R2/R3/R4 E4/RE1/SP1	N/A - 1.8:1	9m - 36m	3 - 11
400-800m	E1/E3/MU1 R2/R3 E4/RE1/C2	N/A - 1.5:1	9m - 36m	3 - 11

5.0 Urban Design Analysis



Street Setbacks

Woodville Road is a busy state road with a high volume of traffic. Mitigating the potential acoustic and air quality impact on future development is key to a successful master plan.

Development Near Rail Corridors and Busy Roads by the NSW State Government sets a good guide for development near a busy road or railway corridor. Three street setback examples are also studied covering both mixed use and residential typologies. This is to understand how a development interfaces with a busy street, the appropriate street setback and arrangements within the setback area. The above study concludes that:

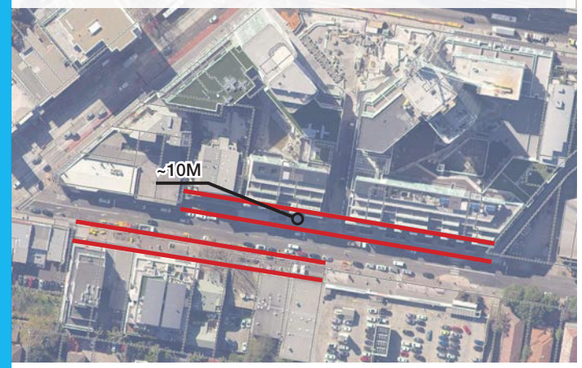
- A unified street setback approach is preferred where possible
- A wider setback will mitigate building scale and provide higher level residential amenity and streetscape improvements, which also aligns with Development Near Rail Corridors and Busy Roads Guide
- Several recent development precedents suggest that wider setbacks would provide better pedestrian amenity and sufficient space for street level non-residential uses, active transport and landscaping opportunities
- A wider setback coupled with upper level setbacks, gaps between buildings, landscape provision, as well as building design considerations, will work together to mitigate urban canyons and further address air quality and noise concerns.
- The WRC also contains a number of offset cross street alignments which serve to mitigate the urban canyon effect

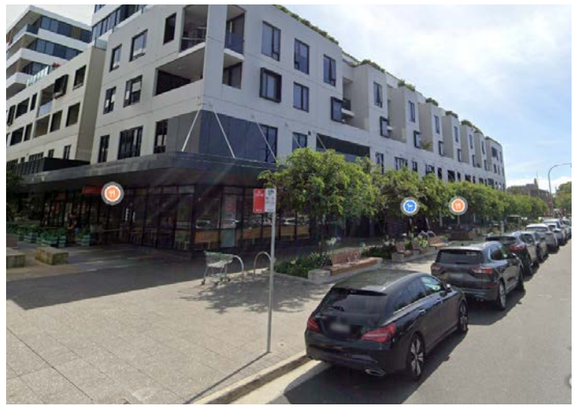
LEGEND

Mixed Use Development Example

Residential Development Example

Oaks Avenue, Dee Why





O'Dea Avenue, Zetland

Bruce Ave, Killara

Prospect Reservoir Water Pipeline

6.0 Urban Design Vision and Principles

6.1 Urban Design Vision

The Cumberland 2030: Our Local Strategic Planning Statement (LSPS) provides an overarching vision for the Woodville Road Corridor, which envisions:

The Woodville Road Corridor (WRC) will provide renewal opportunities that improve the amenity of the Woodville Road Corridor and provide development that is complementary to the growth of the existing network of centres.

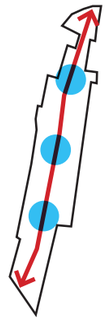
Establishing a clear and compelling Urban Design vision for each precinct along the Woodville Road Corridor, that supports and compliments the LSPS vision is critical to guide the future growth of the corridor, in particular, the identified Planning Proposal sites within the study area.

Visions

Woodville North Precinct ...will be transformed to a diverse and vibrant neighbourhood providing urban living on the doorstep of Parramatta CBD, with a mix of uses. The new affordable housing offerings will be further strengthened by the potential density uplift. Precinct amenity will be improved by the creation of a new park and complementing existing regional open spaces, local parks and providing easy access to public transport.

Merrylands East Precinct ...will be transformed into a new neighbourhood catalysed by the redevelopment of the John Cootes site which will include affordable housing and a new park. The precinct will provide a variety of housing types integrated with local open spaces and green and pedestrian friendly streets. It will provide a mix of retail, social and business activities that will define its social life, and support community wellbeing.

Woodville South Precinct ...will be an area offering living and working opportunities that leverage its close proximity to the general industrial area. A mix of ground floor uses will improve the area's activities and new local and pocket parks will improve the precinct's living amenity.



6.0 Urban Design Vision and Principles

6.2 Urban Design Principles

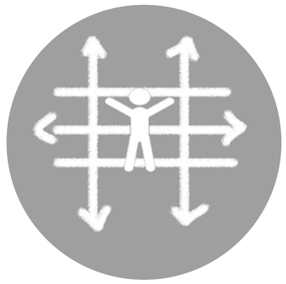
The following Urban Design Principles emerge from the vision, which forma the backbone of the design strategies.

1. Create a sense of 'Place' and identify for each precinct. Manage growth by promoting appropriate development to foster rejuvenation, while generating new living and working opportunities.

2. Create a green network that is unique to the corridor and bolsters open space accessibility and living amenity through leveraging existing green and blue links.

3. Improve public domain amenity to transform the major road corridor into a human friendly and activated place that provides pleasant walking and cycling experience.

4. Improve the east–west and north–south permeability of the study area on both sides of Woodville Road to foster pedestrian activities at street level.



5. Strengthen the Woodville Corridor as a major boulevard by locating height and density close to the corridor with transitions to the surroundings.

6. Provide appropriate built form and scale responses to sensitive frontages, including heritage items, educational facilities and open space.

7. Promote sustainability in building and public domain design.

8. Advocate design excellence, housing diversity, affordability and ensure the planning achieves a financially viability outcome.

7.0 Strategy Exploration

The Urban Design team has taken an iterative approach in developing and refining the design strategy for the Woodville Road Corridor study area, working with Cumberland City Council and the consultant team. The design strategy has then informed the built form master plan development, and associated control recommendations.

7.1 Preferred Structure Plan Strategy

Two structure plan strategies were explored, informed by the Urban Design study, input from both Council and the consultant team. In summary, key features of the two structure plan strategies are:

Structure Plan Strategy 1 - Fish Spine Approach

- Introduce multiple centres at key intersections along the Woodville Road Corridor
- Maximise the potential of side streets as places for activation
- Improve green link amenity
- Provide an additional open space community facility at appropriate locations

Structure Plan Strategy 2 - A Spine with Three Centres

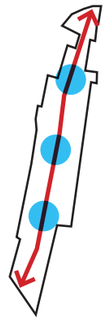
- Create three community hubs along Woodville Road
- Maximise the potential of side streets as places for activation
- Explore laneway opportunity within each hub
- Improve green link amenity
- Provide an additional open space community facility at appropriate locations

A workshop was held between the consultant team and Council to discuss the above structure plan options. Structure Plan Strategy 2 was selected in the workshop as the preferred approach moving forward, based on the following reasons:

- Structure Plan Strategy 2 is less reliant on changes to surroundings
- A concentration of non-residential uses is more likely to meet the market trend and financial viability compared with spreading them along the corridor
- Structure Plan Strategy 2 provides more opportunity for site consolidation
- Structure Plan Strategy 2 provides a unique identity for each place, contributing to placemaking
- Structure Plan Strategy 2 has a more credible development outcome given the configuration of the 31 Planning Proposal sites

Figure 31: Structure Plan Strategy 1 - Fish Spine Approach

Figure 32: Structure Plan Strategy 2 - A Spine with Three Centres



7.0 Strategy Exploration

7.2 Further Input Received

Input from both Council and the relevant consultants has been received, which has informed refinements of the framework covering the following topics:

- Open space benchmark + household size
- Economic and financial feasibility + average dwelling size
- Heritage
- Council direction on local open space provision

Open Space Benchmark + Household Size

A Community and Social Needs Study for Woodville Road Corridor *Planning Framework* has been conducted by Cred Consulting to assess the existing social infrastructure and needs in the existing and future context. It also identifies the broader needs that can be accommodated within the Woodville Road Corridor, reflecting the changes introduced by the planning framework. The key findings that inform development of the planning framework are summarised as follow:

- The future open space provision is suggested to be a minimum provision of 9m^2 per person, as per the World Health Organisation benchmark
- All dwellings in high density areas should have access to a public open space within 200m
- Minimum local park size is 0.1ha (1,000m^2); however, best practice to provide a quality local park is 0.3ha (3,000m^2)
- An average household size in the study area is 2.8 people per dwelling

Economics and Financial Feasibility + Average Dwelling Size

Atlas Economics has conducted a study outlining land use opportunities and identifying the overarching financial feasibility for the Planning Proposal sites. A succinct summary is provided below:

- Overall, it is projected that the corridor could support some 25,000m^2 of retail floorspace by 2026, increasing to 29,400m^2 by 2036
- Even when assuming the 11,600m^2 retail floorspace proposed by the John Cootes Site Planning Proposal (by the Proponent), a shortfall of some 5,800m^2 would occur by 2036
- Based on the 'bell curve' of values for property zoned R2 along Woodville Road, tipping points between FSR 1.8:1 and FSR 2.2:1 (tipping point FSR) could be required
- Higher densities (greater than 2.2:1 FSR) are required in some areas
- The average apartment size in the study area is roughly 85m^2
- The average townhouse size in the study are is roughly 120m^2

Heritage

Extent Heritage has provided the following key suggestions in relation to the interface of future development with a heritage item:

- Where the rezoning supports an increase in height and density, it is recommended development is limited to four storeys in the vicinity of heritage items
- New development must have an appropriate setback to ensure the new development does not overwhelm or over shadow the heritage items
- The heritage curtilage for each heritage item should contain all elements contributing to the heritage significance, conservation and interpretation of a heritage item
- Any development that proposes their removal would be subject to a separate heritage assessment to determine if the action is appropriate

Refer to the relevant consultant's report for more information.

Council Direction on Local Open Space Provision

Informed by the studies, Council has decided to adopt the following strategies regrading the provision of new local open spaces:

- The redevelopment of John Cootes Site should incorporate the suggested 3,000m^2 local park size
- Minimise land acquisition required for new open space provision to improve feasibility
- Road closures can be combined with land dedications to Council to form the provision of new open space

7.3 Key Challenges

There are some new challenges emerged in addition to the constraints identified in the Urban Design Analysis:

- To deliver a financially viable master plan, the minimum tipping point of 1.8:1 needs to be achieved - this presents challenges for some smaller lots, sites with heritage items and the ones delivering future open space. This relatively high tipping point also presents challenges in achieving built form scale transition on the sites facing a lower scale areas, in particular in the Woodville South Precinct
- To deliver a high amenity master plan, the minimum local park size of 3,000m^2 needs to be achieved in each precinct - this adds complexity to site amalgamation and achieving the minimum tipping point FSR of 1.8:1

Woodville South Precinct, in particular, faces greater challenges compared with other precincts:

- The Planning Proposal Sites in the Woodville South Precinct are large in size; however, the ownership is fragmented, which means amalgamation of these lots may be challenging. Therefore, the appropriate mechanism should be tested and considered encouraging site amalgamation
- The properties along Woodville Road need vehicular access ideally from a local street rather than the state road. This means the relevant lots need to be amalgamated with the ones along Chamberlain Road
- The lots along Chamberlain Road needs to provide a built form transition to the lower density area to the west
- Floor Space ratios less than 1.8:1 make redevelopment challenging

The master plan, hence, should fold the above into consideration and ensure a reasonable outcome can be achieved balancing the challenges and desired outcomes.

7.0 Strategy Exploration

7.4 Preferred Structure Plan Refinements

The preferred structure plan has been refined taking into consideration further input received from the consultant team and Council, as well as the challenges that have emerged from this.

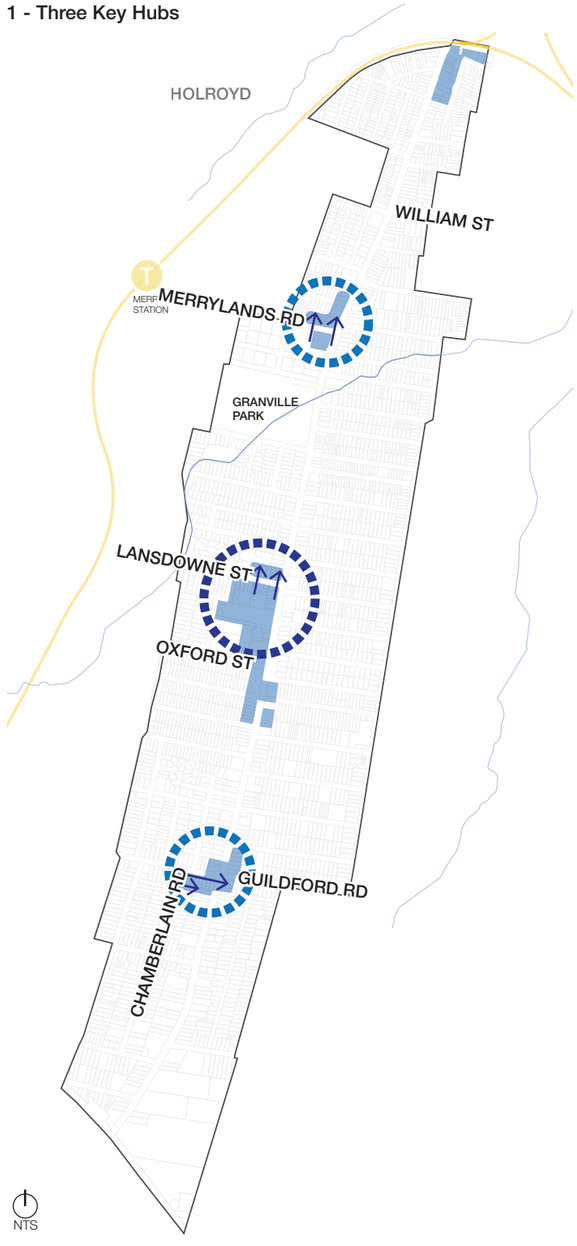
Three key moves were identified in the structure plan refining process, which has also informed the development of the Master Plan. The three key moves are:

1. Providing concentrated non-residential uses appropriate to the market, close to the key intersections to form future 'Urban Hubs'
2. Creating height and density transitions between development along the corridor and the surrounding lower scale areas
3. Introducing a series of sizeable Local Open Spaces and pocket parks along 'Woodville Road Green Corridor' away from noise and pollution to ensure high density development can access to a public open space within 200m where possible

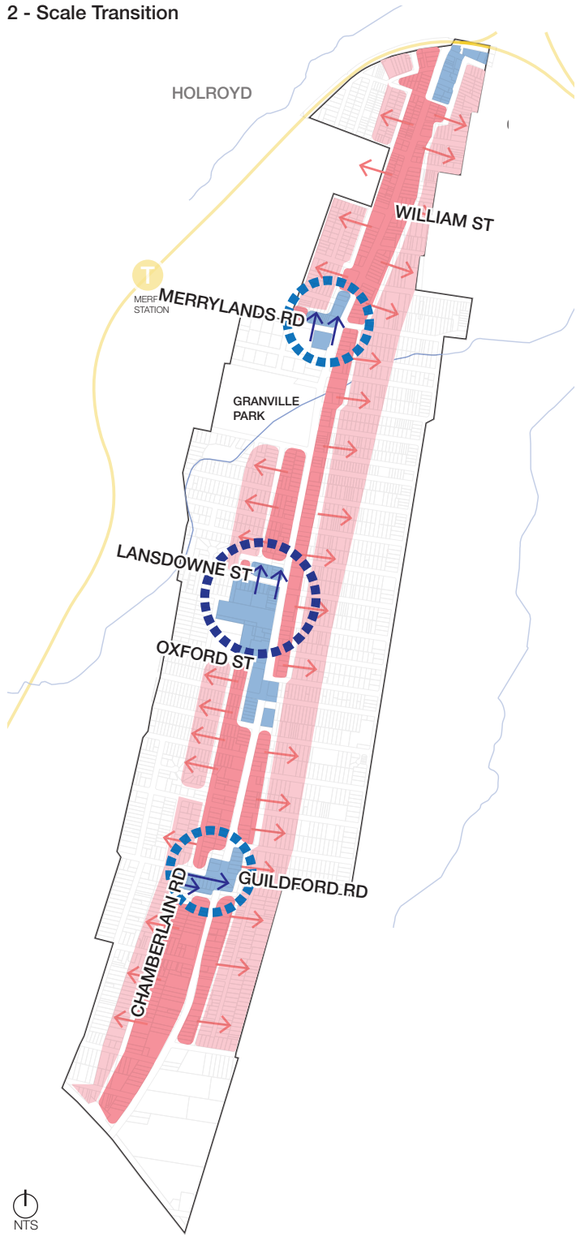
LEGEND

- The Study Area
- Employment Zone
- Employment Zone Expansion
- Urban Hub
- Residential Zone (High to Low)
- Scale Transition
- Open Space (Existing)
- Open Space (Potential)
- Road Closure
- Woodville Road Green Corridor
- Railway Corridor
- Watercourse

1 - Three Key Hubs



2 - Scale Transition



3 - Green Corridor

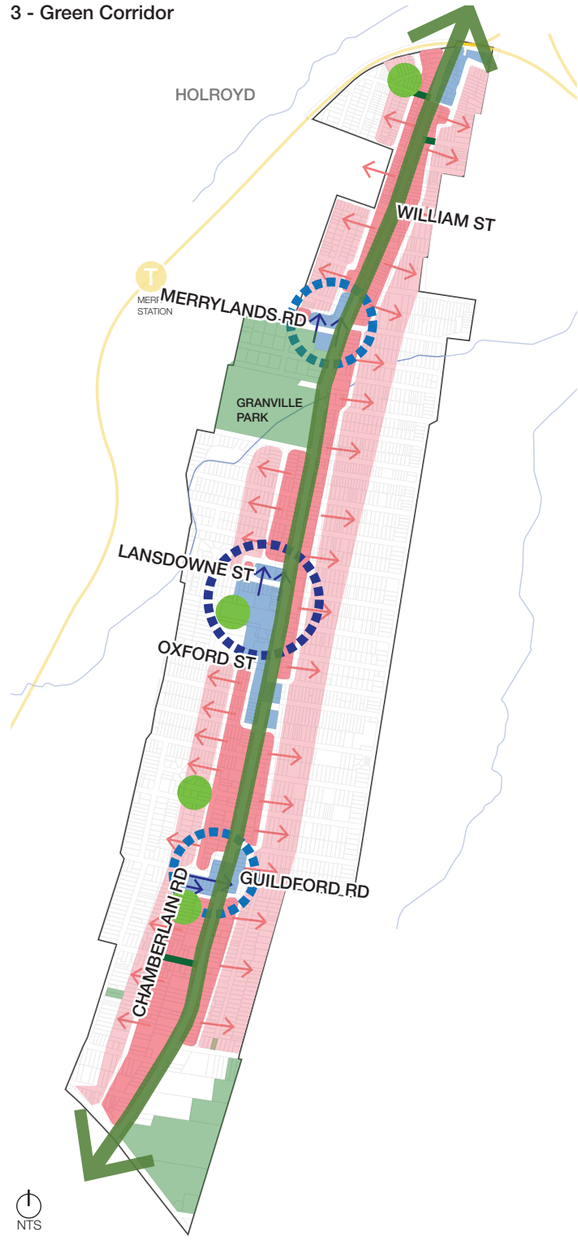
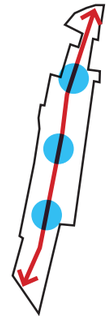


Figure 33: Refined Structure Plan Key Moves

A Local Shop along Guildford Road



8.0 Overarching Parameters

Height, density controls and potential built form design parameters determine the desired master plan for the study area. They guide different aspects of the future development; however, they work in tandem in achieving the intended outcome.

The team has taken a holistic approach when proposing and testing strategies to ensure they can work together and align with the Urban Design analysis, vision, principles and structure plan.

Outlined in this chapter is the high-level summary of the guiding parameters for the testing and development of the master plan.

8.1 Design Parameters Set Up

There are two building typologies considered, residential flat building and townhouses, representing the key built form outcomes along the corridor.

The nominated design parameters are developed based on the following items:

1. Urban design analysis, in particular, the existing characters and precedent studies in Chapters 5.10 and 5.17 of this report respectively.
2. Apartment Design Guide (ADG).
3. Low Rise Medium Density Design Guide.
4. Achieving good urban design outcome (amenity, streetscape, site coverage and transition).

Residential Flat Building Typology Design Parameters

Street Setbacks

- Woodville Road Setback - 10m on both sides to create a consistent setback control and green corridor along Woodville Road.
- Where the 10m setback may result in undevelopable built form or against the prevailing setback established by the recent residential flat building developments, 6m should be used.
- Local / Secondary Street Setback - 6m to allow for decent ground floor garden / landscaping.

Street Wall Height

- Four-storey street wall height - align with the recent constructions.

Setbacks above Street Wall Height (Upper Level Setbacks)

- Street Frontage (Woodville Road and Local Street) - 2m above four-storey street wall and mitigate potential noise.
- Side Boundary - 3m above four-storey street wall.
- Rear - minimum 3m above four-storey street wall to provide scale transition.

Side and Rear Setbacks (Governed by the ADG)

- Similar zone interface - minimum 6m.
- Interface with a lower density zone - minimum 9m.

Building Separation (Governed by the ADG)

- Minimum 12m between building footprints to allow flexibility in the detailed design stage.

Site Coverage

- Site coverage of 40% should be used for all the residential flat building development in a residential zone - site coverage is to ensure that communal open space and deep soil areas can be provided on the ground level. The 40% figure references to the best practice urban design outcom,e referencing the Parramatta Road Corridor Transformation project.
- A mixed use development in an employment zone is not subject to the above site coverage.

The above design parameters are summarised in Figure 34.

Yield Calculation Parameters

- Ground level Gross Building Area (GBA) to Gross Floor Area (GFA) efficiency rate: 50%
- GBA to GFA efficiency rate for all other levels: 75%
- FSR = GFA / Site Area
- GFA to Net Saleable Area (NSA) efficiency rate for residential: 85%
- Average unit size: 85m^2
- Number of dwellings = NSA / 85m^2.

Townhouse Typology Design Parameters

Setbacks (Governed by Low Rise Medium Density Design Guide)

- Local Street Setback - 3.5m to allow for decent ground level garden / landscaping
- 6m rear setback
- Minimum 1.5m side setback.

Townhouse Module

- Indicative townhouse footprint - 5m by 9m
- Principle open space size per townhouse - minimum 45m^2 in size with minimum 5m dimension.

The above design parameters are summarised in Figure 35.

Yield Calculation Parameters

- GBA to GFA efficiency rate for all levels: 90%
- FSR = GFA / Site Area
- Average townhouse size: 120m^2
- Number of dwellings = GFA / 120m^2.

Built form testing has been conducted based on the above parameters in determining the appropriate height and density strategies.

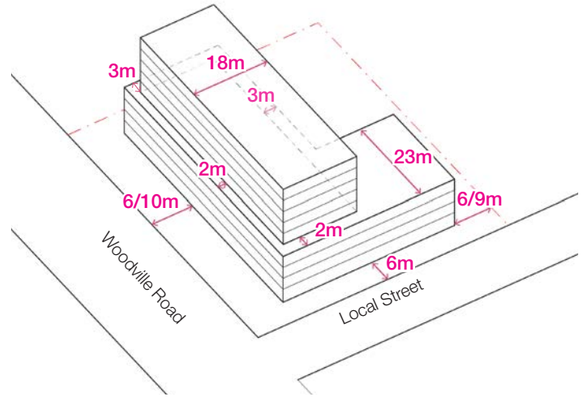


Figure 34: Residential Flat Building Design Parameters

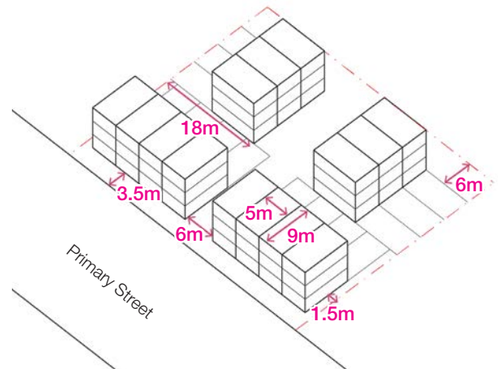
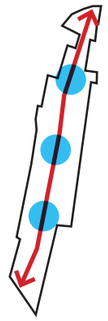


Figure 35: Townhouse Design Parameters



8.0 Overarching Parameters

8.2 Built Form Control Parameters Set Up

Built form controls include land use (zoning), height and density (FSR). They are critical to inform the planning controls (LEP). There are several general principles for allocating built form controls across the corridor including:

- Height control must allow full realisation of assigned density (FSR). Therefore the building envelope in the master plan should allow more FSR for design flexibility. It is not a building, rather a 3D space that the building must fit into
- Controls must be uniform across a given zone in a given precinct, therefore the tightest sites govern the controls. These are then applied across less constrained sites. The controls need to fit into an overall urban design strategy and are not specific to a site. Therefore, to standardise future controls along the corridor, Woodville South Precinct sets the base line as in that precinct have the most restricted parameters along the corridor
- Maximum building height is for the tallest portion of any building on a site. Generally, a full building footprint cannot reach the maximum allowable height across the full site if it has street wall setbacks, ADG upper level setbacks, transition requirements and other attributes

Both design and built form control parameters guide the testing and development of the master plan-and its associated LEP recommendations.

9.0 Master Plan

9.1 Structure Plan

The structure plan focuses on the intensification strategy for the 31 Planning Proposal sites that provide concentrated non-residential uses in the future 'Urban Hubs'. The structure plan also provides an inspirational 'Corridor Area' immediately along the WRC to define the WRC spine, as well as 'Transition Areas' introduced along the length of the corridor to provide for appropriate urban design outcomes.

The structure plan is outlined as follows:

- Concentrate new employment zones for Planning Proposal sites at key Woodville Road / East-West Street intersections (three key employment areas proposed, one for each precinct), with the employment zone in Merrylands East to have higher height and density, and other employment zones having lower development intensity, aligning with Cumberland LSPS centre hierarchy.
- In general, introduce a high density residential zone along the first row of properties along Woodville Road and medium density zones beyond for Planning Proposal sites.
- Provide an Urban Hub in each precinct to serve the local community. Community facilities should be provided in accordance with the recommendations in the Social and Community Infrastructure Report.
- Create additional pedestrian crossings along Woodville Road to enhance east-west connectivity and pedestrian safety.
- Transform Woodville Road to a 'green spine' by introducing landscape setbacks to mitigate acoustic and air quality issues caused by vehicular traffic.
- Leverage the existing green corridors / facilities along Duck Creek, Little Duck Creek and railway line by linking them through east-west 'green links'.
- Introduce street closures in appropriate locations to create a series of pocket parks along the corridor to improve living amenity.
- Apply proper incentive strategy to encourage amalgamation in the Woodville South Precinct to provide vehicular access from a local road rather than Woodville Road.

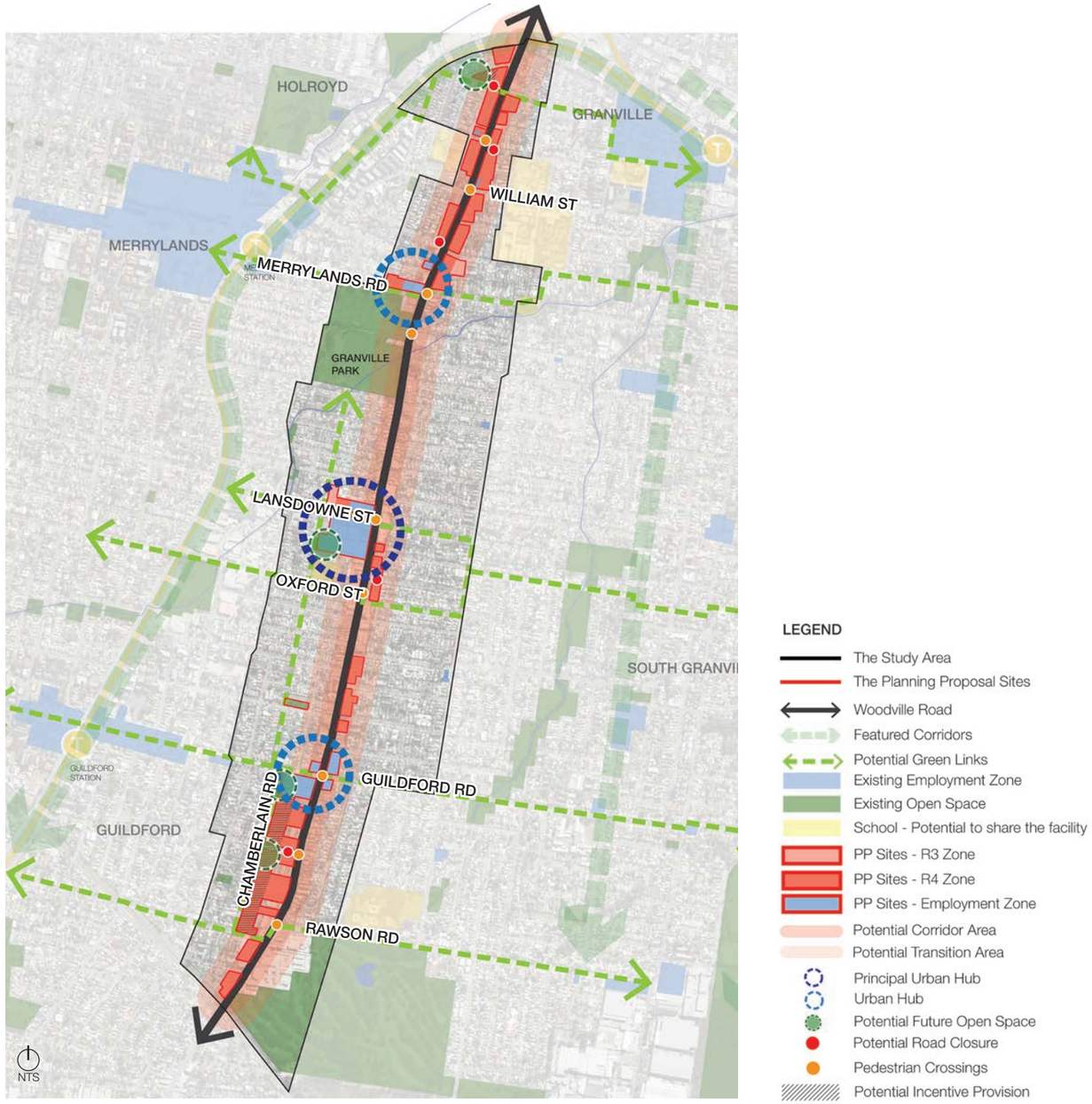
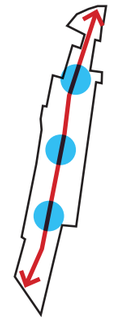


Figure 36: Structure Plan

9.0 Master Plan



9.2 Built Form Testing to Inform the Strategies

The team has tested each of the three precincts, Woodville North, Merrylands East and Woodville South, according to the Urban Design vision, principles, refined structure plan and design parameters.

As discussed previously, Planning Proposal sites in the Woodville South Precinct are more constrained than the others and therefore set the base line controls for other high density residential zones along the corridor.

To provide an appropriate urban design outcome, sites fronting Chamberlain Road have been limited to four storeys and an FSR of 1.0:1 to provide a transition from the higher height limit along Woodville Road to the lower height and density to the west. This means that these sites will not reach the tipping point of 1.8:1 FSR to facilitate redevelopment. These sites however, when viewed in the Woodville South Precinct context, provide transition to the lower height residential area and variety in built form outcomes.

Subsequently, the built form models that emerged from applying setback and preferred urban form outcomes, have been tested to the north and central areas to confirm whether an FSR of 1.8:1 can be achieved, whilst aligning with the Urban Design vision and principles. In general, the testing demonstrates that these parameters would allow most of the Planning Proposal sites to reach FSR 1.8:1.

Testing of employment and medium density zones has also been conducted to confirm the appropriate density and height and their alignments with the Urban Design vision, principles and structure plan.

The above testing confirms that a general density for a high density residential zone at FSR 1.8:1 is workable. The additional height on high density residential zones, compared with Council's Draft Woodville Road Corridor Planning Proposal 2021 (Council's Planning Proposal 2021) is comparable to other precedent centres, and can still achieve a good urban design outcome. It confirms higher density and height in some areas for mixed-use employment nodes is also workable.

9.3 Height and Density Strategies

Informed by this testing, the proposed height and density strategy to guide built form for the master plan are outlined below.

The nominated height and density strategies also endeavour to achieve the minimum tipping point FSR of 1.8:1 for the majority of the 31 Planning Proposal sites

Density Strategy

The following strategies apply:

1. Employment zoning should have a higher density than residential zoning.
2. The maximum density of 2.5:1 should apply to the employment zone on John Cootes site (Site 17) in Merrylands East Precinct to reflect its centre hierarchy under the Cumberland LSPS.
3. Other employment zones outside John Cootes site (Site 17) to have 2.0:1 FSR, except for two E1 zones at Randle Street and William Street. This aligns with the current FSR control that applies to the adjacent employment zone (E1 zone) in Guildford and Granville.
4. A high density residential zone immediately along Woodville Road to have 1.8:1 FSR aligning with the minimum tipping point FSR.
5. The medium density residential zone to have 0.75:1 FSR aligning with the LEP controls proposed under Council's Planning Proposal 2021.
6. Density incentives should apply to the site delivering local open space in the Woodville North Precinct (Site 2). A 2.5:1 FSR can be applied to a portion of the site (fronting Woodville Road) if the delivery of the needed open space is achieved. Otherwise, a base FSR of 1.8:1 should apply to these sites fronting Woodville Road.
7. Density incentives should also be used to encourage site amalgamation and the creation of new open space in the Woodville South Precinct (Site 23). If the identified potential open space is provided, a 2.5:1 FSR can be applied to sites zoned as E1 (within Site 23). Otherwise, a base FSR of 2:1 should apply to those sites and a 1:1 FSR for the lots identified as potential open space if instead used for development.

Height Strategy

The following strategies apply:

1. The maximum building height in the study area should not exceed 12 storeys as outlined in Chapter 5.17 (Precedent Studies).
2. Employment zoning should have a higher height than residential zoning.
3. The maximum building height (12 storeys) should apply to the employment zone on John Cootes site (Site 17) in the Merrylands East Precinct to reflect its Local Centre status under the Cumberland LSPS and 2.5:1 FSR.
4. Other employment zones outside John Cootes site (Site 17) to have 10-storey maximum height reflecting 2.0:1 FSR, except for two E1 zones at Randle Street and William Street.
5. The high density residential zone immediately along Woodville Road to have a maximum nine storeys reflecting the 1.8:1 FSR.
6. Medium density residential zone to have a maximum three storeys reflecting 0.75:1 FSR and townhouse building typology.
7. Limit the height along Chamberlain Road to four storeys to provide a scale transition down to the lower density areas.
8. The height strategy is envisioned to work in conjunction with the density strategy to encourage local open space in the Woodville North Precinct and site amalgamation in the Woodville South Precinct.

9.4 Building Height Departure Compared to Council's Planning Proposal 2021

The CM+ nominated height strategy for high density residential is nine storeys compared with six storeys proposed in Council's Planning Proposal 2021, although the nominated FSR is the same (1.8:1). Several reasons contribute to this departure:

- Anticipated different site coverage
- Different floor plate efficiency rates, in particular at ground level
- Different design parameters - a built form transition to the surrounding lower density areas, upper level setbacks, etc.
- The need to avoid 'spot zoning' and provide uniformity across controls for the corridor suggests that the nine-storey height required across amalgamated sites in Woodville South Precinct govern the height in the R4 zones across the corridor.

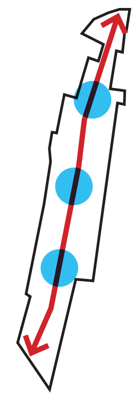
Other factors that can affect realisation of the FSR and height outcome is the need to create local open space, thus the need to amalgamate sites and 'stack' the FSR on a smaller site footprint to free space for public amenity use.

The 75% floor plate efficiency factor applying to the ground level is problematic, as much of that level is always taken by service and drive areas, which do not count towards FSR (or GFA). Therefore, a 50% factor for that level is introduced in the design parameters, which also makes achieving 1.8:1 FSR within six storeys challenging.

Note:
40% site coverage is proposed as one of the design parameters in this study. Council's Planning Proposal 2021 may envision a different site coverage control than this. 40% site coverage is used for the purpose of this simple calculation.

After the submission of this report 'Final Urban Design Report' (Revision 05) in 2023, a Council resolution was made to include additional sites, Site 30 and 31. These sites are consistent with the structure plan, following the proposed density, height and built form controls. As these sites are consistent, they are appropriate to be incorporated into the master plan and this Planning Proposal. Sites 30 and 31 have been included in the current version of this report.

CM+



9.0 Master Plan

9.5 Overall Built Form Master Plan

The illustrative built form master plan demonstrates the desired outcome achieving the Urban Design vision, principles, design parameters, height and density strategies nominated in the previous chapters of this report.

This master plan shows the preferred building envelopes, which provide adequate volume for design flexibility.

Refer to subsequent chapters for enlarged master plans for each precinct.

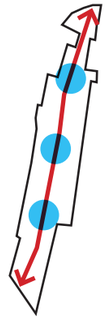
The 3D images overleaf compare the existing context and proposed master plan building envelopes. The 3D models illustrate indicative building envelopes, which incorporate a degree of flexibility. Actual buildings will have additional articulation and less volume than shown in the envelopes. The precedent images are reference images to illustrate desired future character only. They do not represent a design for a specific site.

The Study Area Proposed Yield (PP Sites Only) *	
Site Area (m²)	229,094
Residential GFA (m²)	362,035
Non-Residential GFA (m²)	20,102
Total GFA (m²)	382,136
Proposed Dwellings	3,617
Population Projection (Proposed)	10,187

Figure 37: Illustrative Master Plan

** Based on design parameters outlined in Chapter 8.1 of this report*

9.0 Master Plan



Existing Condition 3D View

Proposed 3D View

Figure 38: 3D Aerial Views - Existing (Left) and Master Plan (Right)

9.0 Master Plan

9.6 Overall Public Domain Improvement Strategy

Provision for future open space has been considered in the master plan. A total of approximately 2.0ha of new open space is proposed above about 13.9ha existing open space.

The master plan ensures that each of the three precincts will have a local park with 3,000m² or more in size, coupled with additional minor open spaces of 1,000m² or more. This approach aligns with the suggested Open Space Benchmarks.

The distance from future higher density development to a sizeable park has been reviewed. The majority of future higher density development is within a 200m radius of a park that has a size of 1,000m² or more. The exceptions are some development sites near Open Space No. 2 (on the corner of Woodville Road and Daniel Street) and the southernmost end of the corridor, which are further away from a local open space of that size.

Open space No.1 and 7 are to be potentially provided through density incentives, applicable to Site 2 and 23 respectively. Refer to Section 10.0 Proposed Density for details.

*Note: Rhodes Avenue closure, No.8 Local Park will provide an open space of 2,734m² - land dedication from Site 24 is require to achieve the 3,000m² threshold. Refer to WRC DCP.

No.1 Local Park	No. 2 Road Closure	No. 3 Road Closure	No. 4 Local Park	No. 5 Road Closure	No. 6 Open Space	No. 7 Local Park	No. 8 Local Park
3,000m²	640m²	1,000m²	3,000m²	2,400m² (SP Zone) 600m² (Rd Closure)	2,600m²	3,400m²	3,000m²*

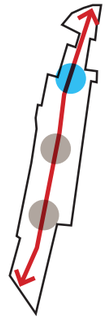
Figure 39: Public Domain Improvements

9.0 Master Plan

Note: Following a Council resolution in March 2024, the portion of Site 15 not fronting Woodville Road was changed to:

- *R4 High density residential*
- *12m HOB limit*
- *0.8:1 FSR*

This change is consistent with the WRC Urban Design structure, and is appropriate within this Planning Proposal.



9.7 Precinct Master Plans

Precinct master plans are provided for each of the three precincts, Woodville North Precinct, Merrylands East Precinct and Woodville South Precinct.

These precinct master plans provide further information regarding future public open space, communal open space locations, desired built form envelopes and preferred amalgamation patterns for the 31 Planning Proposal sites. They should be read in conjunction with the recommended controls in this report and the proposed Draft Woodville Road Corridor Development Control Plan.

Woodville North Precinct Master Plan

Key design outcomes includes:

- Introduce a new mixed use zone fronting Granville Park providing job opportunities close to living and amenity. The mixed use zone enjoys higher development potential than other land use zones.
- Introduce a four-storey street wall height (podium) along Woodville Road and local streets, with up to nine-storey* buildings set back from the podium to create a human scaled streetscape.
- Transition higher built form along Woodville Road down to the lower scale surroundings. This will also bolster housing choice.
- Provide landscape setbacks along Woodville Road and local streets to create green links and mitigate acoustic and air quality issues.
- Potential formation of a combined 3,000m^2 open space on Union Street. Open space provided through incentive bonuses of increased building heights and densities (up to 12 storeys) if the identified open space is provided. (The master plan shows the base conditions, if the open space is provided, 12 storey heights would apply to the adjacent Site 2 development fronting Woodville Road - refer to the Planning Proposal report for details).
- To meet the need in the northern part of the precinct, locate the future local open space at the triangular site along Union Street,

The 3D images overleaf compare the existing context with the proposed master plan building envelopes in the Woodville North Precinct. The 3D models illustrate indicative building envelopes and do not include full building articulation.

**Note: Incentives apply that can increase buildings heights, refer to the Planning Proposal report for details.*

Woodville North Precinct Proposed Yield (PP Sites Only) *	
Site Area (m^2)	**80,724**
Residential GFA (m^2)	**136,833**
Non-Residential GFA (m^2)	**1,776**
Total GFA (m^2)	**138,609**
Proposed Dwellings (units)	**1,368**
Population Projection (Proposed)	**3,891**

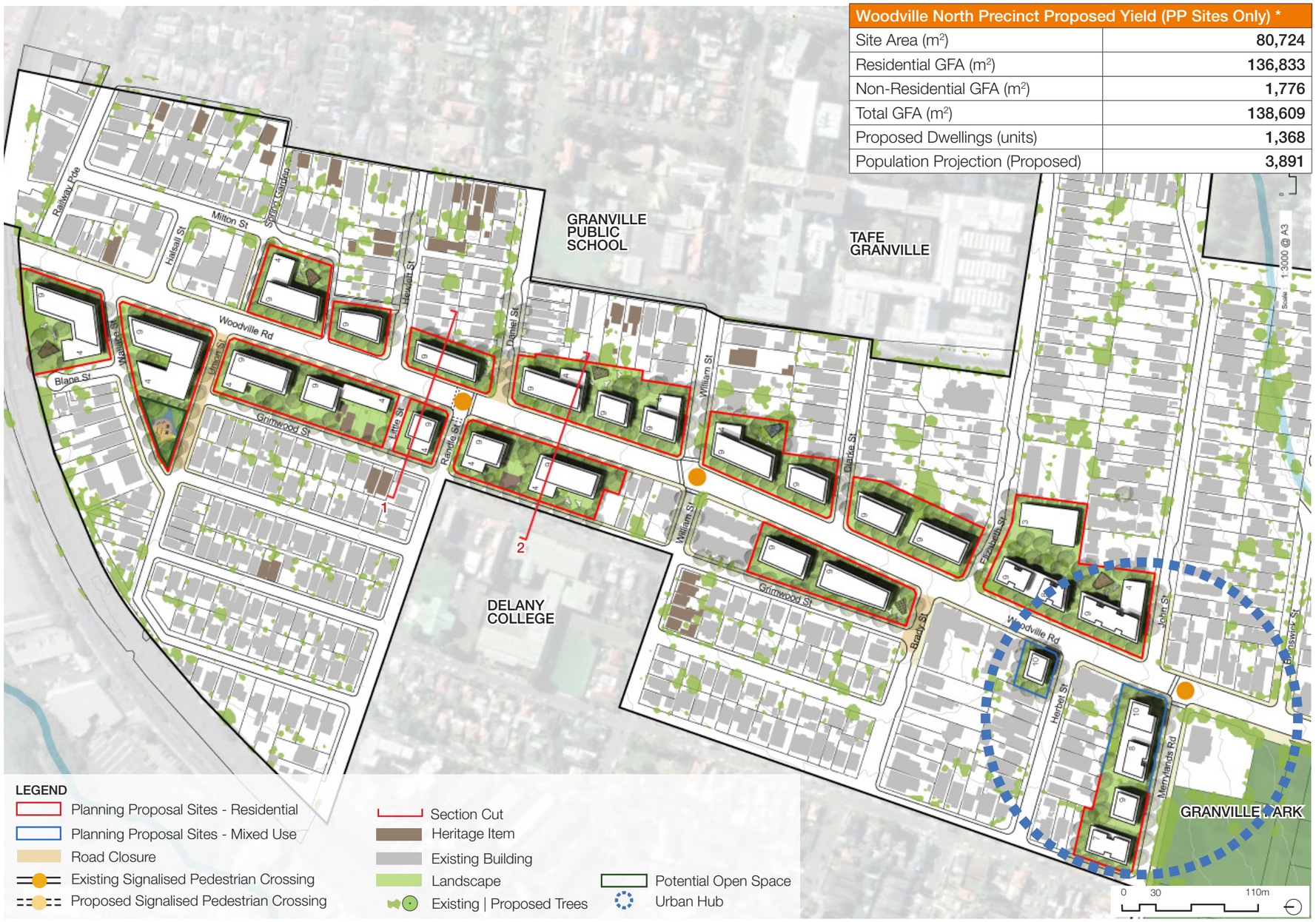
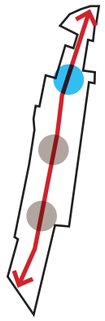


Figure 40: Illustrative Master Plan, Woodville North Precinct

** Based on design parameters outlined in Chapter 8.1 of this report*

9.0 Master Plan

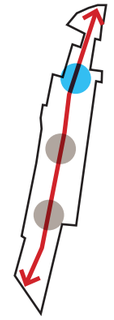


Existing 3D

Proposed 3D

Figure 41: 3D Aerial Views, Woodville North Precinct - Existing (Left) and Master Plan (Right)

9.0 Master Plan



Woodville North Precinct Sections

The sections illustrate the following:

1. Four-storey street wall height datum.
2. Secondary setback (upper-level setback) above the four-storey street wall height.
3. Increased setback to a lower density zone interface.
4. Generous landscape setback along Woodville Road.

Note:
Built form outside of the Planning Proposal sites is indicative only.

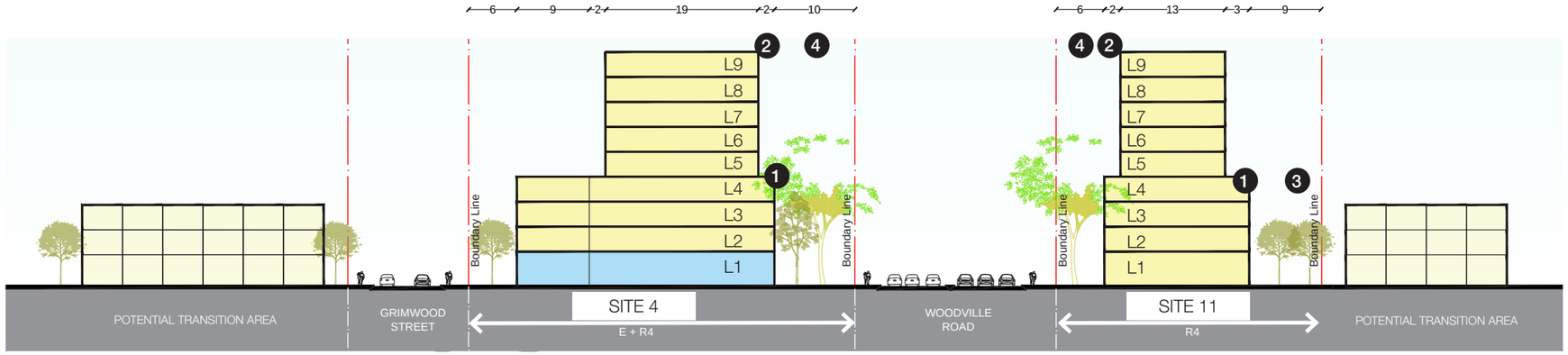


Figure 42: Section 1-1

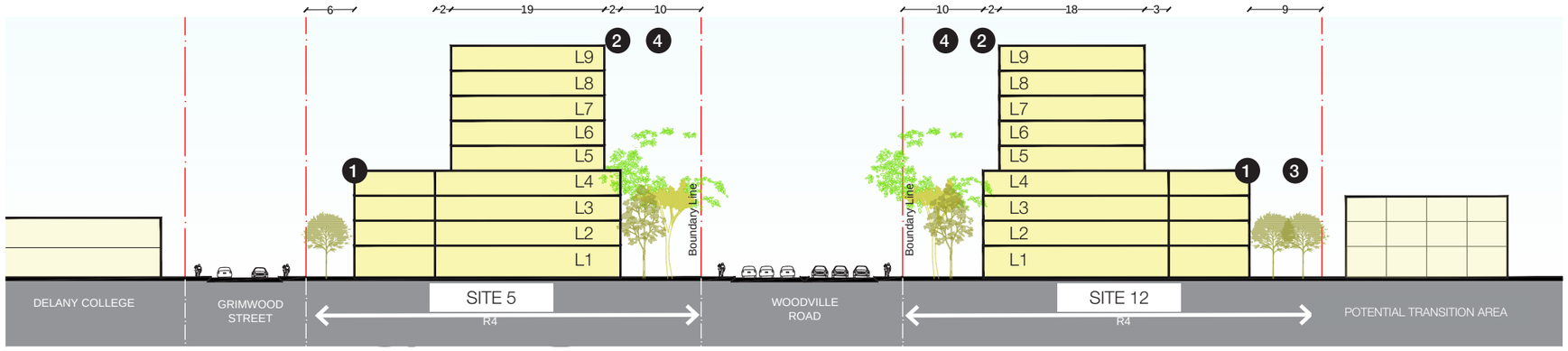
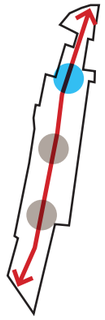


Figure 43: Section 2-2

LEGEND

- (X) Item Number
- Site Boundary
- Proposed Building Envelope (Residential)
- Proposed Building Envelope (Non-Residential)
- Section Cut

9.0 Master Plan



Woodville North Precinct Street Views

The street views compare the existing streetscape to the future streetscape and demonstrate the following:

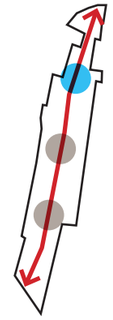
- The view along Woodville Road (View 1) showcasing the four-storey street wall and increased landscaping.
- The view along Union Street looking at the future local open space (View 2). This shows the built form stepped down from nine-storeys along Woodville Road to four-storeys facing the future park.

The diagrams on this page are computer generated images (CGI) only.

Figure 44: Street View 1 - Existing (left) and Proposed 30 Year Development (right)

Figure 45: Street View 2 - Existing (left) and Proposed 10 Year Development (right)

9.0 Master Plan



Woodville North Precinct Shadow Diagrams - Winter Solstice

Future development should achieve adequate solar access to comply with ADG requirements. Achieving decent solar access in the future public domain and communal open space is also important to living amenity in the study area. The shadow diagrams illustrate that:

- Proposed building envelopes for the 31 Planning Proposal sites are able to achieve the required solar access in mid-winter, in the later detailed design stage.
- At least 50% of the area of proposed communal open space, on the ground, structure or a combination of both, can receive two hours or more solar access in mid-winter.

9AM Winter Solstice

NTS

10AM Winter Solstice

NTS

11AM Winter Solstice

NTS

LEGEND

- Planning Proposal Sites
- COS - Ground Level
- COS - On Structure

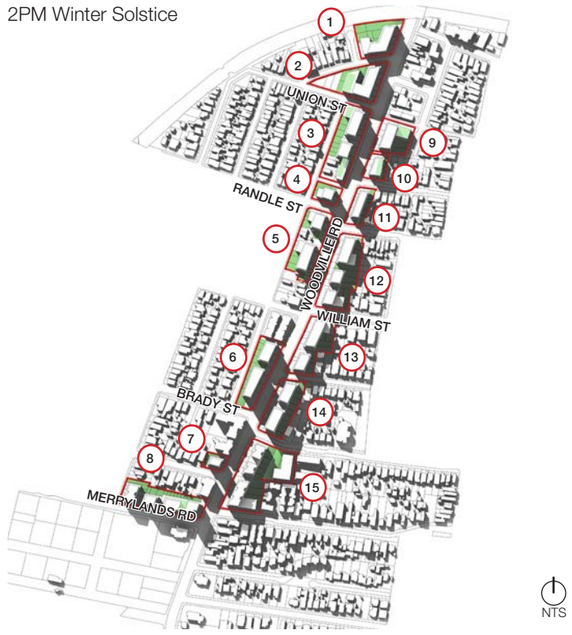
12PM Winter Solstice

NTS

1PM Winter Solstice

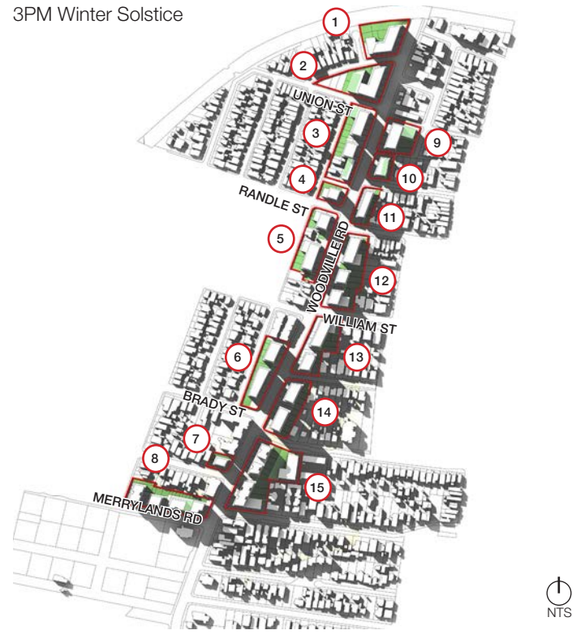
NTS

2PM Winter Solstice



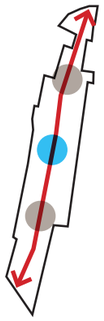
NTS

3PM Winter Solstice



NTS

9.0 Master Plan



Merrylands East Precinct Master Plan

Key design outcome includes:

- Create a 'village' feel for the precinct by introducing an urban plaza, recreational facilities, ground floor activation and mix of uses in the precinct.
- Echo Council's LSPS by introducing the highest development potential within the Merrylands East Precinct on the development ready John Cootes site.
- Introduce a new mixed use zone to the north of Lansdowne Street, providing job opportunities close to the emerging Local Centre.
- Increase the precinct's permeability by introducing through site links and road access on the John Cootes site.
- Introduce a four-storey street wall height (podium) along Woodville Road and local streets, with up to twelve-storey buildings set back from the podium
- Transition down the higher built form along Woodville Road to the lower scale surrounds.
- Provide landscape setbacks along Woodville Road and local streets to create green links and mitigate acoustic and air quality issues.
- Increase the size of public open space within the John Cootes site to a minimum 3,000m^2.
- Utilise the land near the Kenelda Avenue / Woodville Road intersection to create an adequate local open space.

The 3D images overleaf compare the existing context with the proposed master plan building envelopes in the Woodville North Precinct. The 3D models illustrate indicative building envelopes and do not include full building articulation.

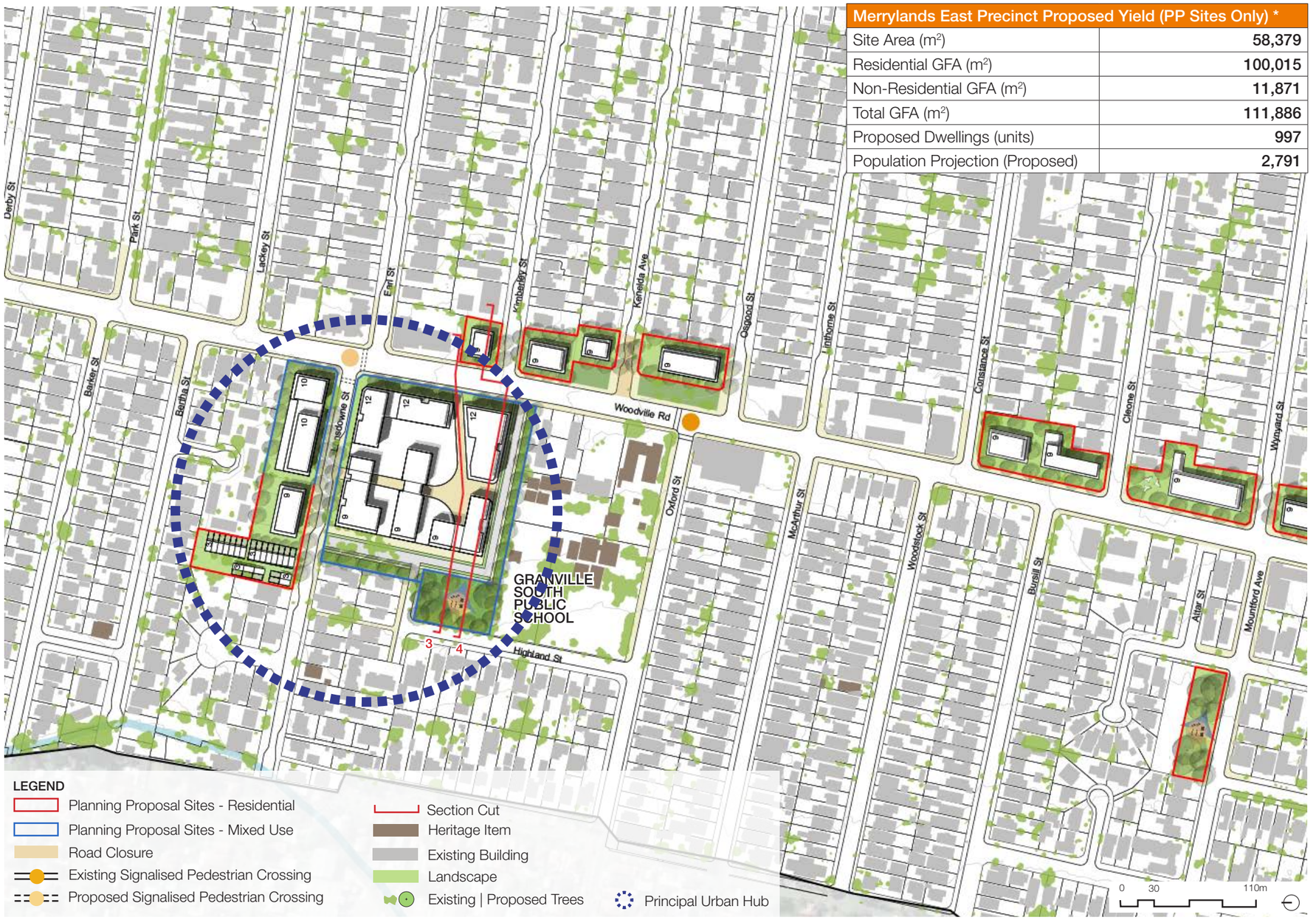
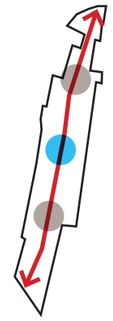


Figure 46: Illustrative Master Plan, Merrylands East Precinct

Merrylands East Precinct Proposed Yield (PP Sites Only) *	
Site Area (m^2)	**58,379**
Residential GFA (m^2)	**100,015**
Non-Residential GFA (m^2)	**11,871**
Total GFA (m^2)	**111,886**
Proposed Dwellings (units)	**997**
Population Projection (Proposed)	**2,791**

** Based on design parameters outlined in Chapter 8.1 of this report*

9.0 Master Plan

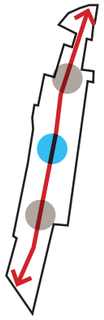


Existing 3D

Proposed 3D

Figure 47: 3D Aerial Views, Merrylands East Precinct - Existing (Left) and Master Plan (Right)

9.0 Master Plan



Merrylands East Precinct Sections

The sections illustrate the following:

1. Four-storey street wall height datum.
2. Secondary setback (upper-level setback) above the four-storey street wall height.
3. Urban plaza and through site links with non-residential active edges fronting links.
4. Generous landscape setback along Woodville Road.
5. New vehicular connection and future public open space.

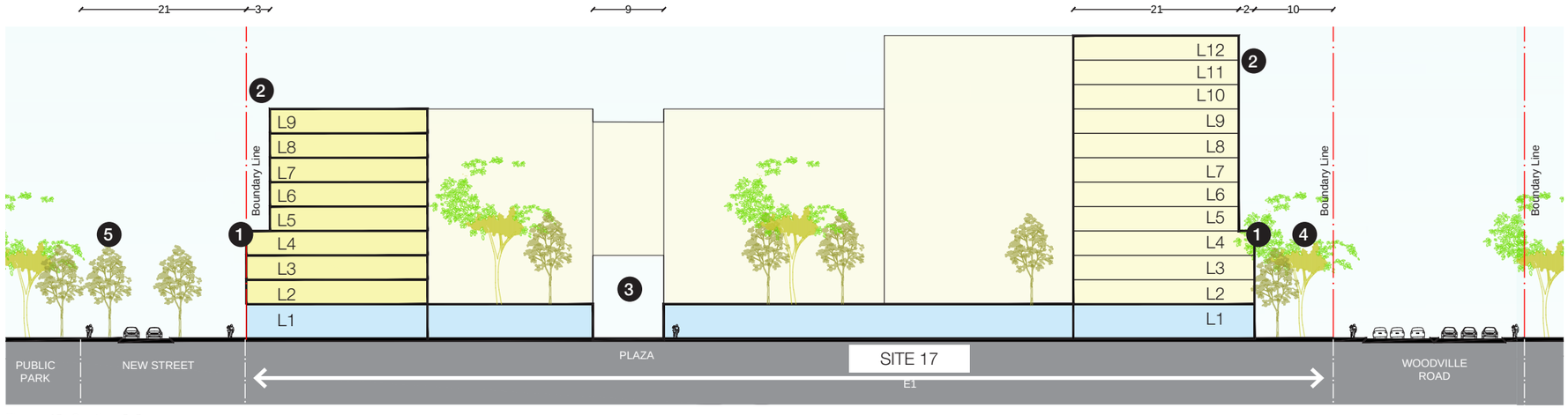


Figure 48: Section 3-3

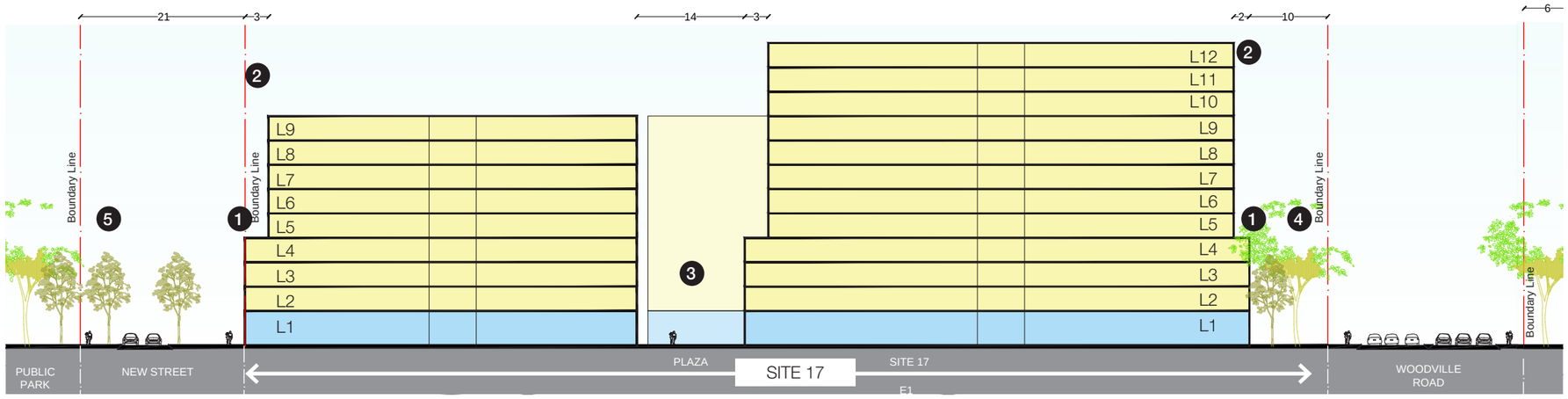
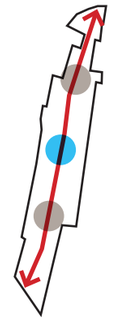


Figure 49: Section 4-4

LEGEND

- X Item Number
- Site Boundary
- Proposed Building Envelope (Residential)
- Proposed Building Envelope (Non-Residential)
- Section Cut

9.0 Master Plan



Merrylands East Precinct Street Views

The street views compare the existing streetscape to the future streetscape and demonstrate the following:

- The view along Woodville Road looking south showcasing the four-storey street wall and increased landscaping.

The diagrams on this page are computer generated images (CGI) only.

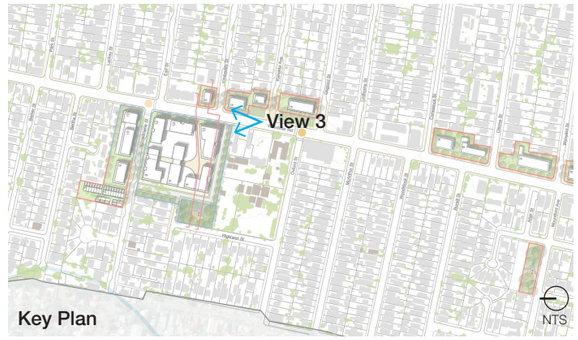
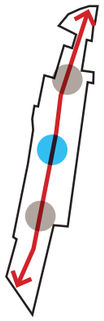


Figure 50: Street View 3 - Existing (above), Proposed 10 Year Development (lower left) and Proposed 30 Year Development (lower right)

9.0 Master Plan



Merrylands East Precinct Shadow Diagrams - Winter Solstice

Future development should achieve adequate solar access to comply with the ADG requirements. Achieving appropriate solar access in the future public domain and communal open space is also important to the living amenity in the study area. The shadow diagrams illustrate that:

- Proposed building envelopes in the 31 Planning Proposal sites are able to achieve the required solar access in mid-winter, in the later detailed design stage.
- At least 50% of the area of proposed communal open space, on the ground, structure or a combination of both can receive two or more hours solar access in mid-winter.

LEGEND

- Planning Proposal Sites
- COS - Ground Level
- COS - On Structure

9AM Winter Solstice

10AM Winter Solstice

11AM Winter Solstice

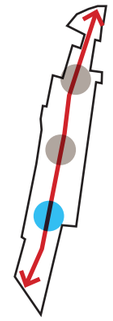
12PM Winter Solstice

1PM Winter Solstice

2PM Winter Solstice

3PM Winter Solstice

9.0 Master Plan



Woodville South Precinct Master Plan

Key design outcome include:

- Encourage site amalgamation between Woodville Road and Chamberlain Road to facilitate vehicular access from a local street rather than Woodville Road.
- Introduce a new mixed use zone at Guildford Road / Woodville Road intersection, providing employment and living opportunities.
- Introduce four-storey street wall height (podium) along Woodville Road and local streets, with up to nine-storey* upper built form set back from the podium to create a human scale streetscape.
- Transition higher built form along Woodville Road down to the lower scale surrounds.
- Limit the building height along Chamberlain Road to four storeys reflecting adjacent low density to the west.
- Provide landscape setbacks along Woodville Road and local streets to create green links and mitigate acoustic and air quality issues.
- Provide new public open space close to the future mixed use area and transform a portion of Rhodes Avenue to a new local open space.
- Potential formation of a 3,000m^2 open space along Chamberlain Road. Open space provided through incentive bonuses of increased building heights and densities (up to 12 storeys) if the identified open space is provided. (The master plan shows the base conditions, if the open space is provided, 12 storey heights would apply to adjacent commercial development only - refer to the Planning Proposal report for details).
- Potential widening of Chamberlain Road to improve traffic movement and flow. Widening could occur as a carriageway realignment or through increasing the road reserve through land dedication from the PP sites.

The 3D images overleaf compare the existing context and the proposed master plan scenario building envelopes in the Woodville North Precinct. The 3D models illustrate indicative building envelopes and do not include full building articulation.

**Note: Incentives apply that can increase buildings heights, refer to the Planning Proposal report for details.*

Woodville South Precinct Proposed Yield (PP Sites Only) *	
Site Area (m^2)	**89,991**
Residential GFA (m^2)	**125,187**
Non-Residential GFA (m^2)	**6,455**
Total GFA (m^2)	**131,642**
Proposed Dwellings (units)	**1,252**
Population Projection (Proposed)	**3,505**

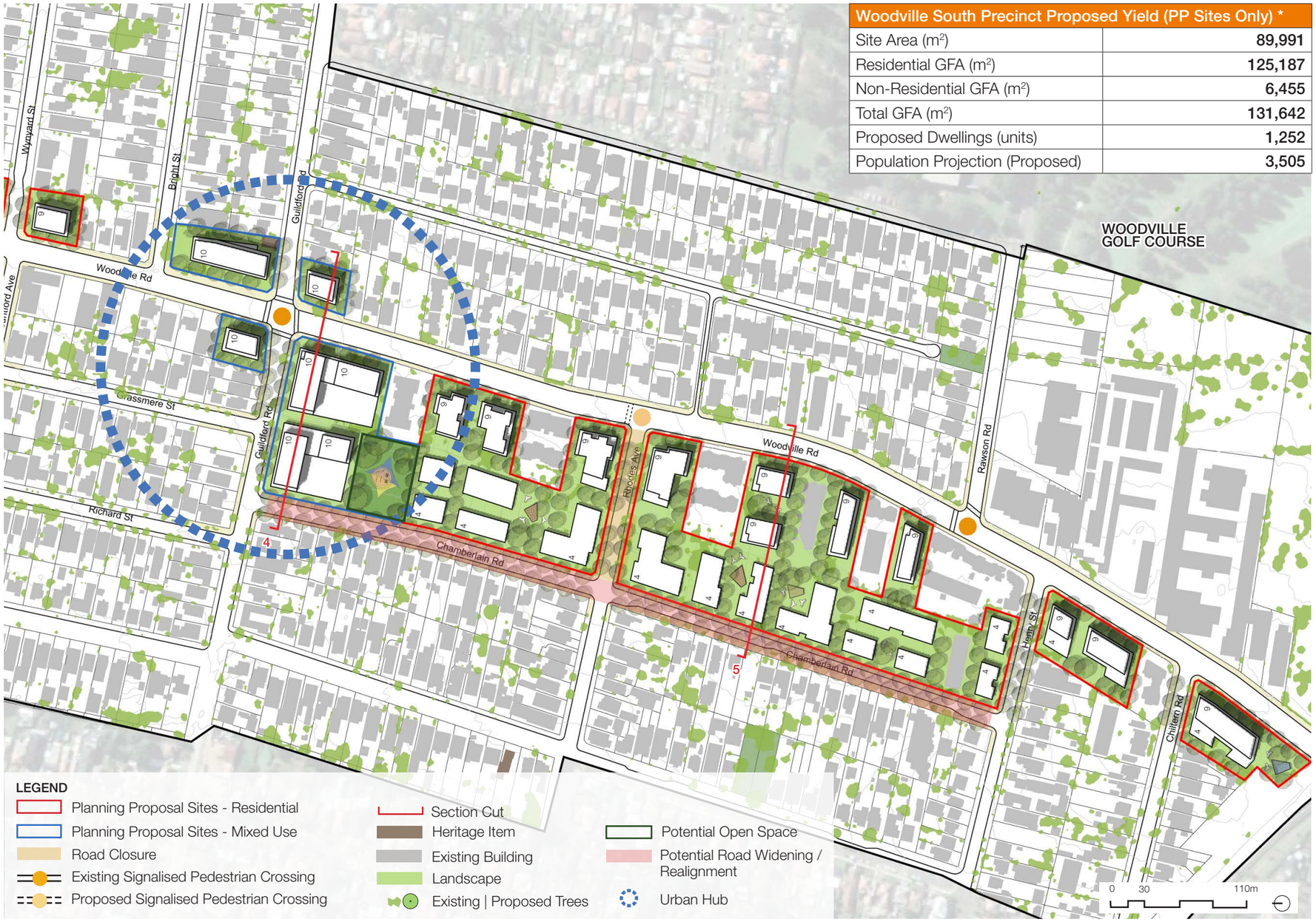
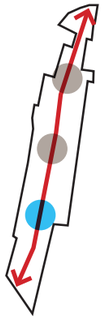


Figure 51: Illustrative Master Plan, Woodville South Precinct

** Based on design parameters outlined in Chapter 8.2 of this report*

9.0 Master Plan

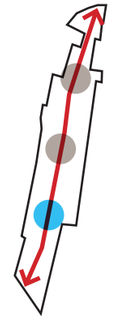


Existing 3D

Proposed 3D

Figure 52: 3D Aerial Views, Woodville South Precinct - Existing (Left) and Master Plan (Right)

9.0 Master Plan



Woodville South Precinct Sections

The sections illustrate following items:

1. Four-storey street wall height datum.
2. Secondary setback (upper-level setback) above the four-storey street wall height.
3. Built form transition from Woodville Road to Chamberlain Road.
4. Adequate building separations, complying with the ADG.
5. Generous landscape setback along Woodville Road.
6. Ground level communal open space.
7. Potential realignment of Chamberlain Road carriageway / potential road widening through Planning Proposal site land dedication.

Note:
Built form outside of the PP sites is indicative only.

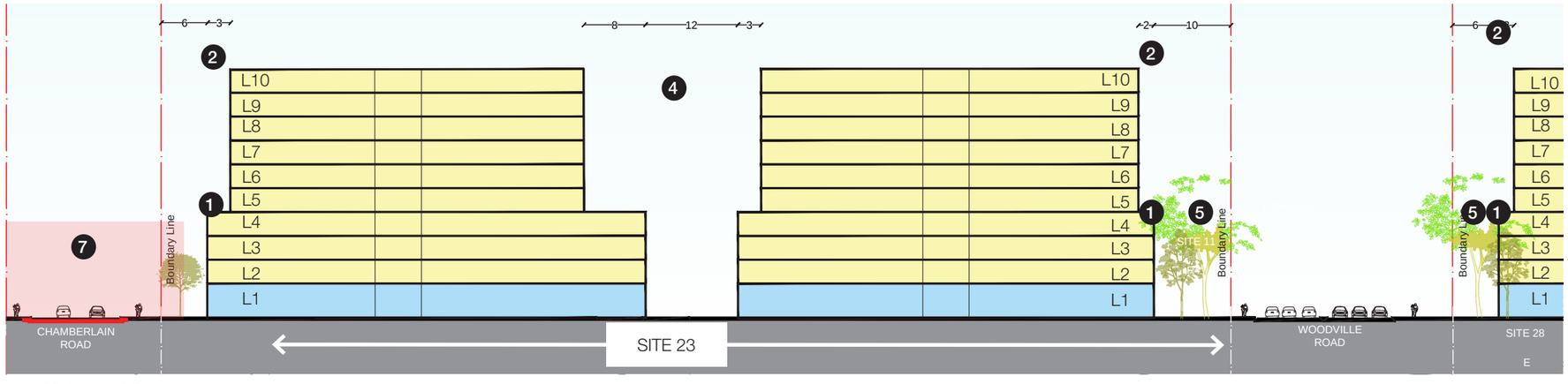


Figure 53: Section 5-5

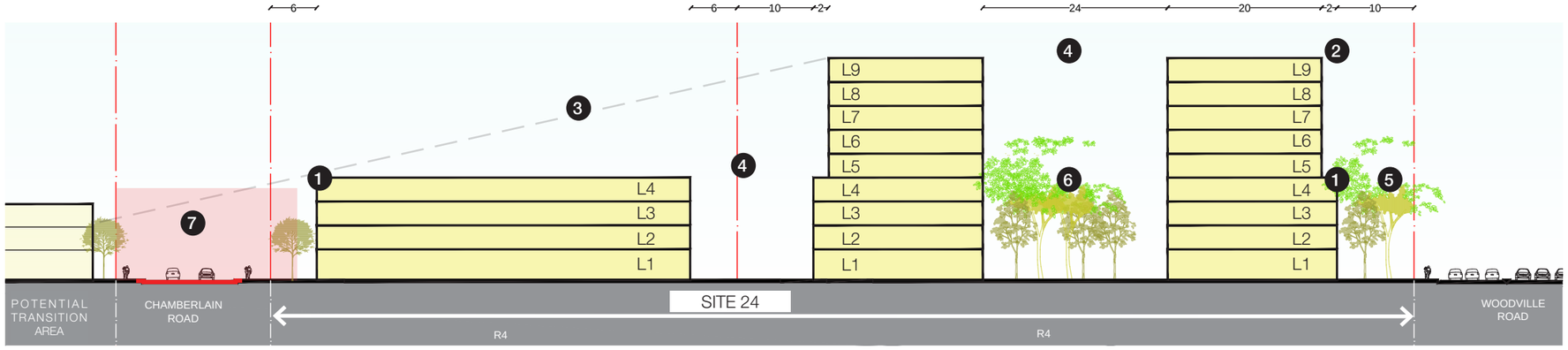
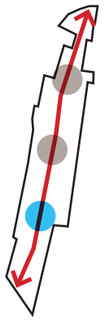


Figure 54: Section 6-6

LEGEND

- X Item Number
- Site Boundary
- Proposed Building Envelope (Residential)
- Proposed Building Envelope (Non-Residential)
- Section Cut

9.0 Master Plan



Woodville South Precinct Street Views

The street views compare the existing streetscape to the future streetscape and demonstrate the following:

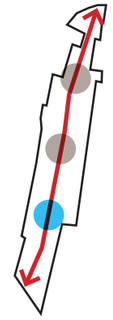
- This view illustrates the building height transition from nine storeys along Woodville Road to four storeys along Chamberlain Road.

The diagrams on this page are computer generated images (CGI) only.

Note: Potential road widening is not illustrated in the images.

Figure 55: Street View 4 - Existing (left) and Proposed 10 Year Development (right)

9.0 Master Plan



Woodville South Precinct Shadow Diagrams - Winter Solstice

Future development should achieve adequate solar access to comply with the ADG requirements. Achieving appropriate solar access in future public domain and communal open space is also important to living amenity in the study area. The shadow diagrams illustrate that:

- The proposed building envelopes in the 31 Planning Proposal sites are able to achieve the required solar access in mid-winter in the later detailed design stage.
- At least 50% area of proposed communal open space, either on ground, structure or a combination of both can receive two or more hours solar access in mid-winter.

LEGEND

- Planning Proposal Sites
- COS - Ground Level
- COS - On Structure

9AM Winter Solstice

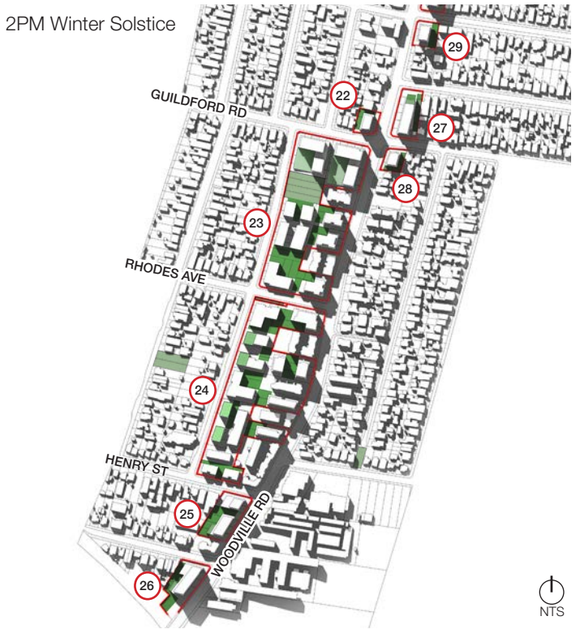
10AM Winter Solstice

11AM Winter Solstice

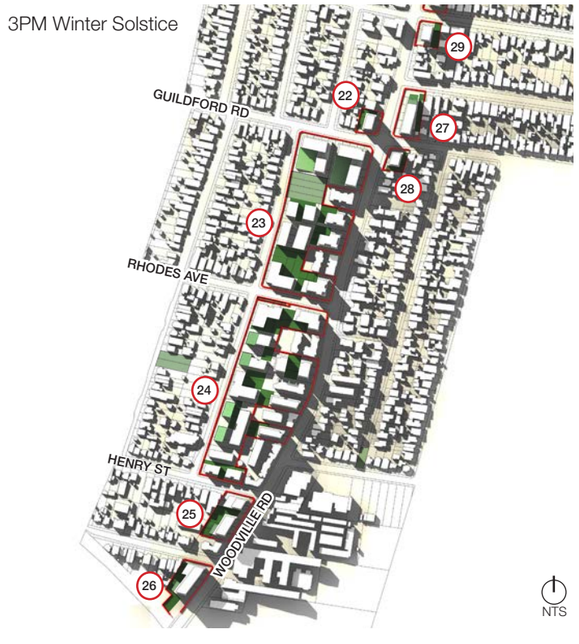
12PM Winter Solstice

1PM Winter Solstice

2PM Winter Solstice



3PM Winter Solstice



10.0 Recommended Built Form Controls

10.1 Control Recommendations

This section covers the proposed Cumberland Local Environmental Plan 2021 (CLEP 2021), controls.

The control changes proposed, apply to the 31 Planning Proposal Sites only. Controls for other potential future expansion / transition areas within the WRC, are indicative only. The proposed changes align with the envisaged urban design strategies, overarching parameters, and the indicative master plan.

Proposed Land Zoning

The key features are:

- Provide a new employment zone (E1) at key intersections, including Merrylands Road / Woodville Road, Lansdowne Street / Woodville Road and Guildford Road / Woodville Road intersections.
- Align with Cumberland LSPS centre hierarchy by differentiating E1 Local Centre zone on John Cootes site (Site 17) from other E1 zone within the study area.
- Introduce a high density residential (R4) zone along Woodville Road outside the employment zone.
- Introduce a medium density residential (R3) zone moving away from Woodville Road.
- Deliver the needed open space through amalgamation incentives (refer to proposed height and density controls).

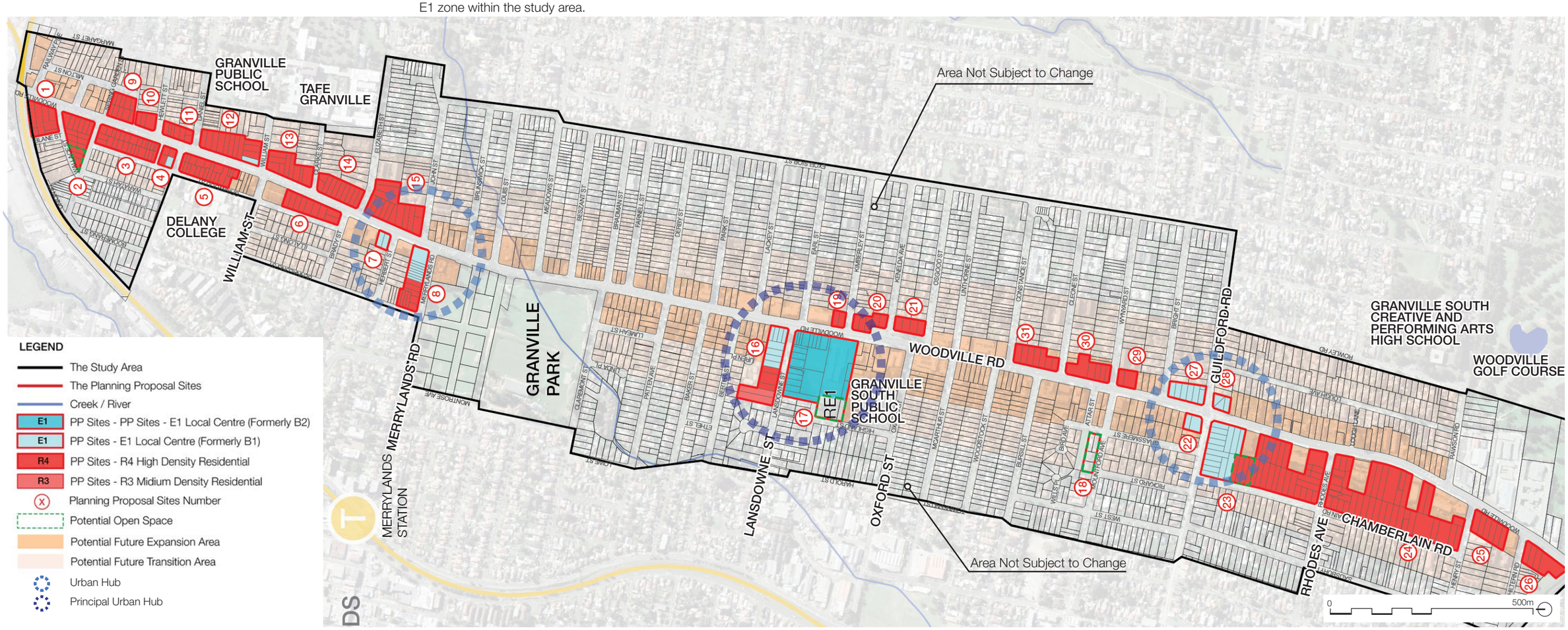


Figure 56: Proposed Land Use

10.0 Recommended Built Form Controls

Proposed Building Height

The key features are:

- The maximum 12 storeys on John Cootes site (Site 17) in Merrylands East Precinct.
- Maximum nine storeys along Woodville Road future R4 zone and two E1 zones at Randle Street and William Street.
- Maximum 10 storeys along Woodville Road employment zone, except for John Cootes site and two E1 zones at Randle Street and William Street.
- Three to four storeys maximum building height moving away from Woodville Road to provide transition
- The properties along Union Street and Chamberlain Road away from Woodville Road to have a maximum height control of four storeys (Sites 2, 23 and 24)
- Open space incentives provide additional height of up to twelve storeys apply to the following sites if:
  - Site 2: Identified lots are used as open space, combining with the Union Street closure to form a 3,000m^2 open space [A 41m HOB limit would be applied to lots currently zoned as U2 within Site 2]
  - Site 23: Identified lots are used as a 3,000m^2 open space [A 41m HOB limit would be applied to lots currently zoned as V1 within Site 23]
- The above incentives should be read in conjunction with the proposed density control.
- These incentives should be included as a subclause in *Part 4.3 - Height of building* of the CLEP 2021.

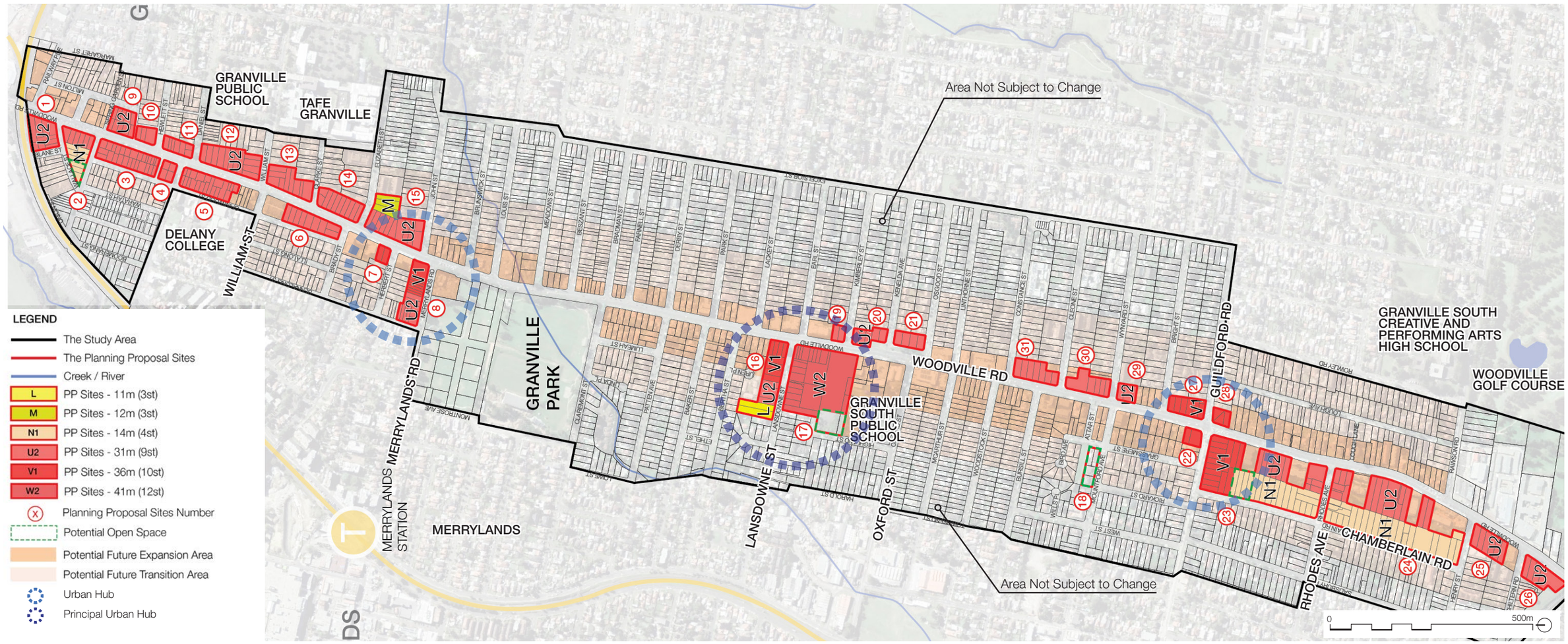


Figure 57: Proposed Building Height

10.0 Recommended Built Form Controls

Proposed Density

The key features are:

- The maximum FSR is 2.5:1 on John Cootes site in Merrylands East precinct.
- Maximum 1.8:1 FSR along Woodville Road future R4 zone and two E1 zones at Randle Street and William Street.
- Maximum 2.0:1 FSR along Woodville Road employment zone, except for John Cootes site (Site 17) and two E1 zones at Randle Street and William Street.
- Generally an 0.75:1 and 1:1 FSR moving away from Woodville Road to encourage housing diversity.
- The properties along Union Street and Chamberlain Road away from Woodville Road to have a maximum FSR of 1.0:1 (Sites 2, 23 and 24).
- Open space incentives provide additional density of up to 2.5:1 FSR apply to the following sites if:
  - Site 2: Identified lots are used as open space, combining with the Union Street closure to form a 3,000m^2 open space [A 2.5:1 FSR would be applied to lots currently zoned as S3 within Site 2]
  - Site 23: Identified lots are used as a 3,000m^2 open space [A 2.5:1 FSR would be applied to lots currently zoned as T1 within Site 23]
- The above incentives should be read in conjunction with the proposed height control.
- These incentives should be included as a subclause in *Part 4.4 - Floor space ratio* of the CLEP 2021.

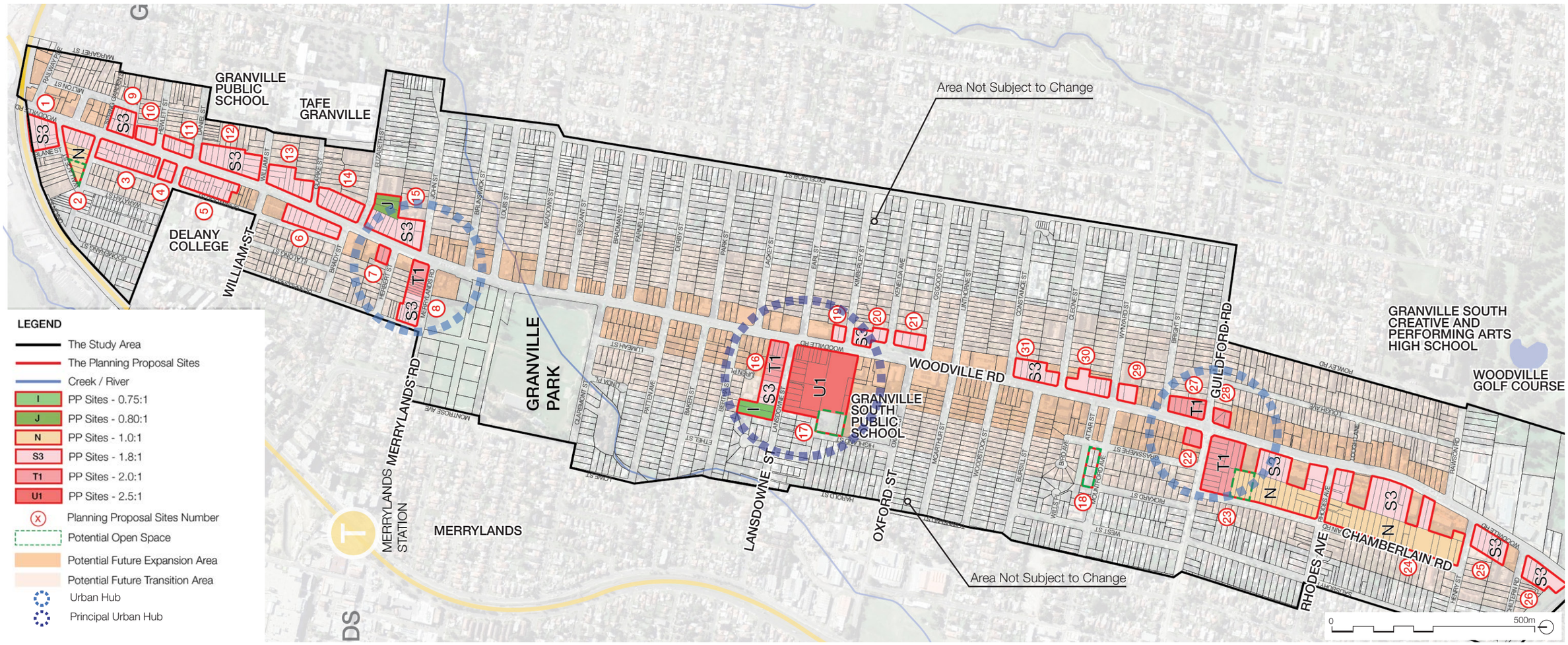
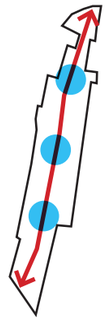


Figure 58: Proposed Density

10.0 Recommended Built Form Controls



Preferred Amalgamation Pattern

The key features are:

- The amalgamated sites to have a frontage of at least 30m.
- The preferred amalgamation pattern to create a reasonable interface with the constrained sites.
- The number of lots to be amalgamated should generally be less than eight owners; however, for the ones delivering public open space or through site access, more than eight owners may be appropriate.
- The preferred amalgamation pattern in the diagram below is a recommendation only. The final site amalgamation may be different than the recommended; however the above principles should apply.

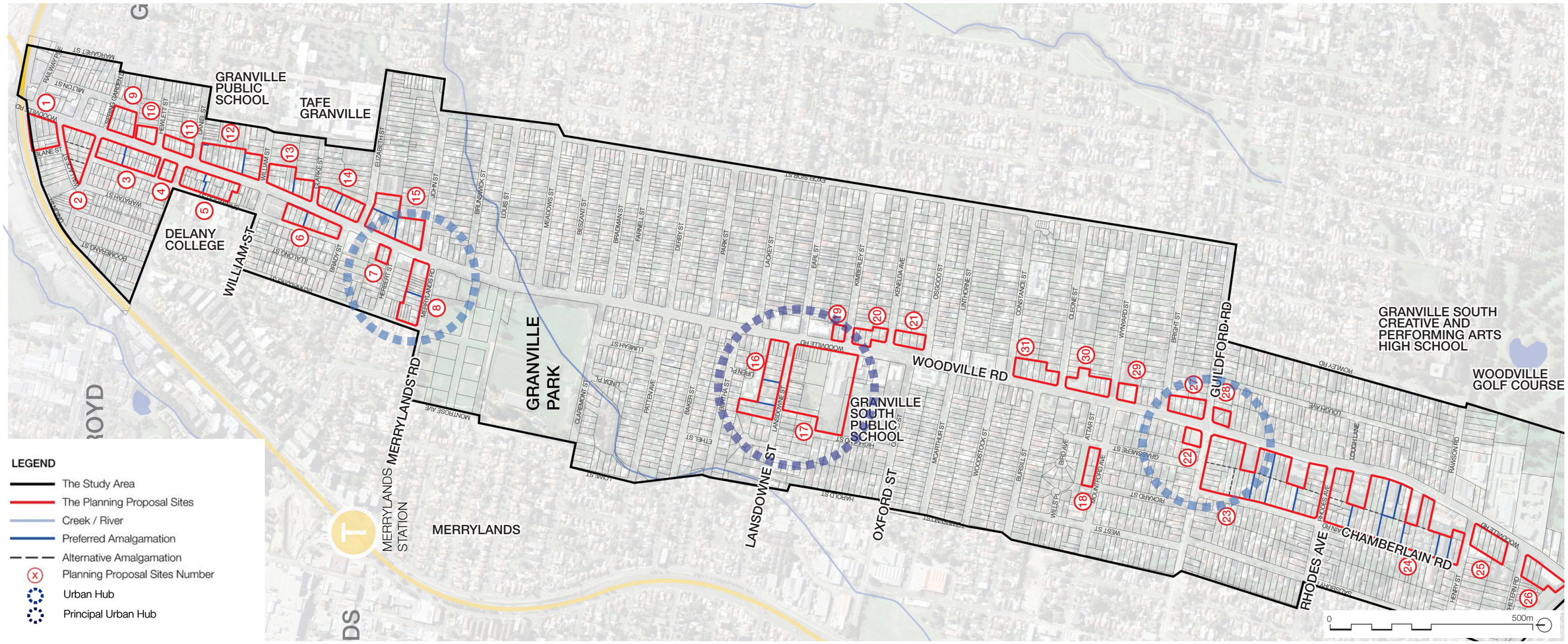
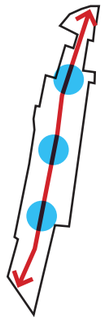


Figure 59: Preferred Amalgamation Pattern

10.0 Recommended Built Form Controls



Proposed Setbacks / Separation

The key features are:

- Woodville Road Setback - 10m on both sides to create a green corridor, where practicable.
- 6m is used where the 10m setback may result in undevelopable built form or against the prevailing setback established by the recent residential flat building developments.
- Local / Secondary Street Setback - 6m to allow decent ground floor garden / landscaping.
- Increased setback (11m) along the nominated part of Rhodes Avenue to accommodate future open space.
- Setbacks to the common boundary should also reference the ADG building separation controls.
- Additional 3m setback to the common boundary should apply if interfacing with a lower density zone.

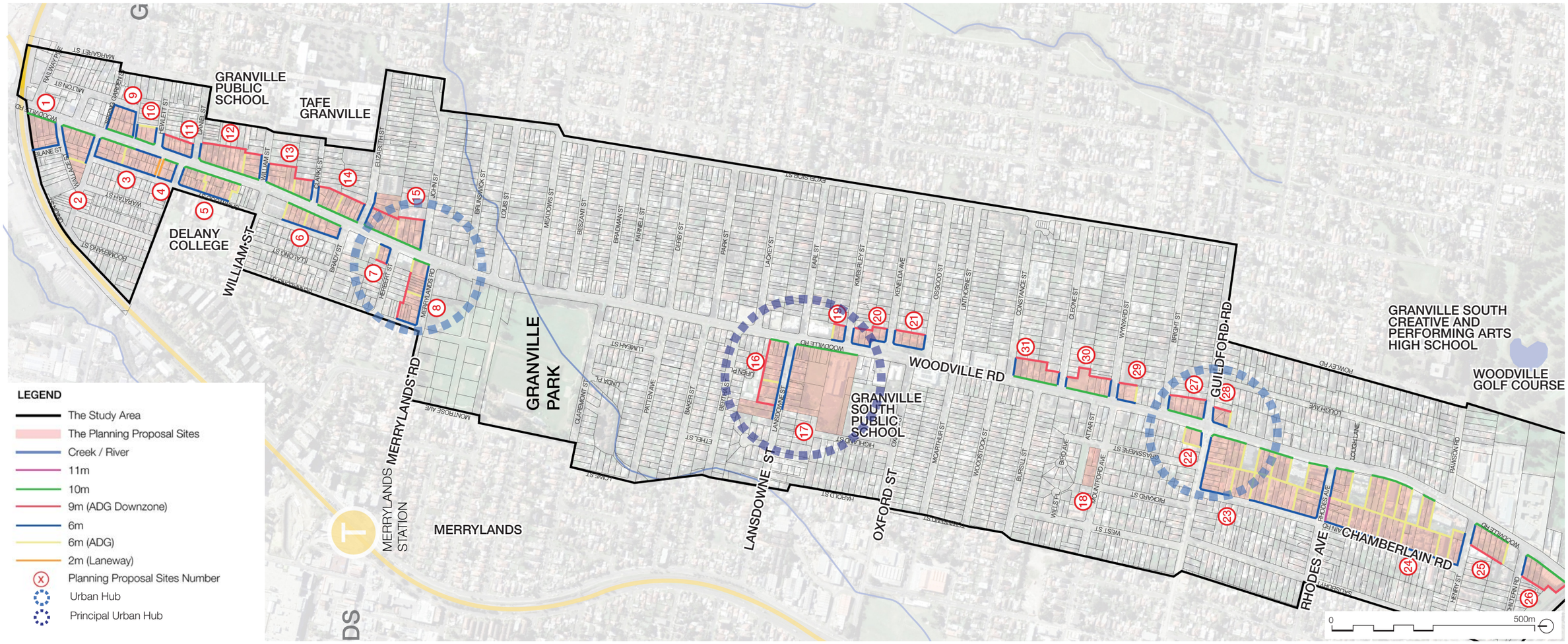
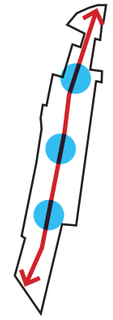


Figure 60: Proposed Setbacks / Separation

10.0 Recommended Built Form Controls



Proposed Active Frontages

The key features are:

- Active frontages refer to street frontages where there is an active visual engagement between pedestrians on the street and those within a building. It generally refers to continuous business or retail uses that open directly onto the footpath.
- Active frontages are required if all premises on the ground floor of the building facing all streets are used for business and retail premises.
- An active frontage is not required for any part of a building used for any of the following:
  - entrances and lobbies (including as part of mixed use development)
  - access for fire services
  - vehicle access
- Residential ground level should engage with the street by providing street address and direct access to the ground level units.

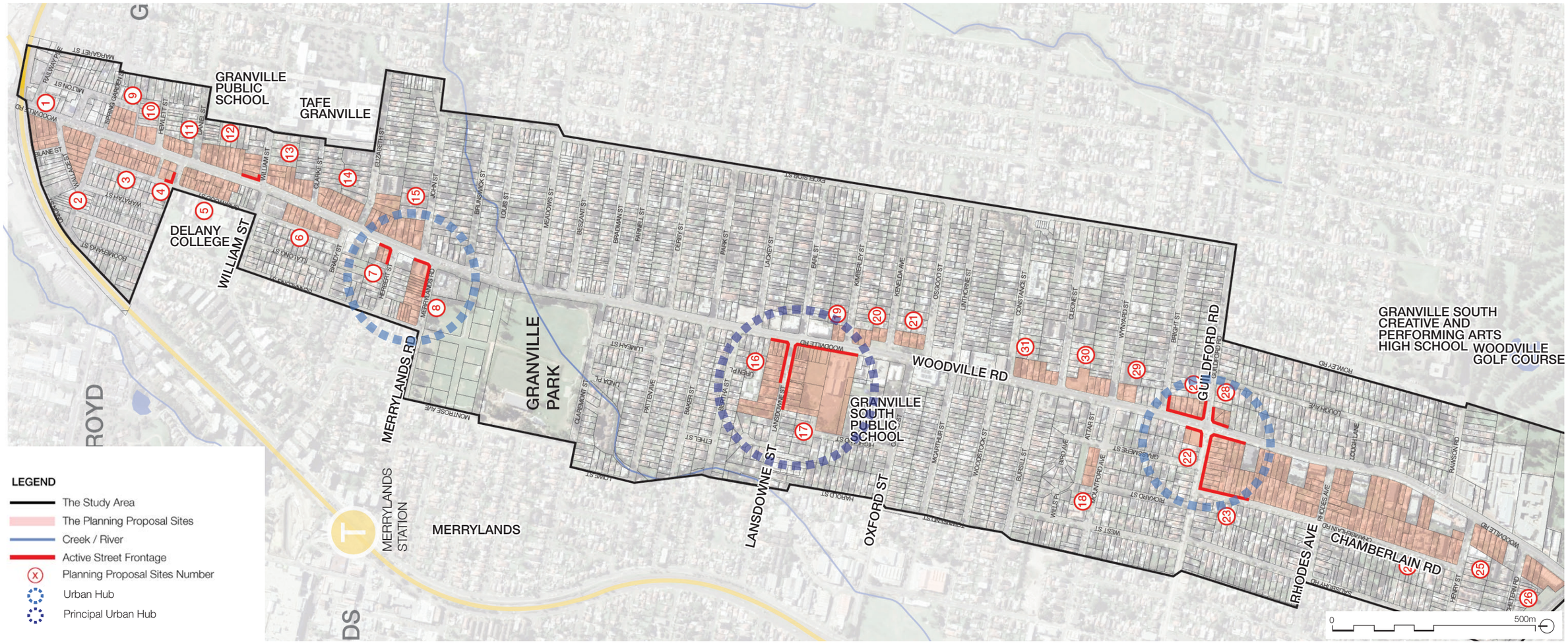


Figure 61: Active Street Frontages

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Prepared for: CUMBERLAND CITY COUNCIL

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