



CUMBERLAND
CITY COUNCIL



Public Domain Plan Woodville Road Corridor

2025



Welcome to Country

by Darug Elder Aunty Edna

"Jumna ya wogal wal ya pemel jumna mingan jumna tamu.
Ngalaringi wyanga pemal.

Ngalaringi babuna wal gnja ya pemal da lo-loley dice wara
Mooting jumna banga nolla ya.

Pemal jumna wal gnja koi mund wal tati pemal jumna
annagar dice.

Eorah wal mullana wal mingan jumna gai gnja bou gu-nu-gal
Nglaringi go-roong dyaralang.

Nglaringi go-roong dyaralang.

Ngalaringi bou ngalaringi jam ya tiati ngalaringi bubuna jumna.

Mittigar gurrung burruk gneene da daruga pemal.

Didjeree Goor."

"We were the first carers of the land,
we took only what we needed from our Mother Earth.
Our ancestors knew how to take care of the land,
so as to continue their survival.

We do not own the land, but we are charged with the care of it.

As custodians of this land we ask that all people join us
and preserve what we have left for future generations.

We must protect the few sites we have to ensure our culture continues.

In the language of our ancestors we welcome you to Darug lands.

Thank you."

CONTENTS

1 Introduction

1.1 Purpose	4
1.2 What is the Public Domain?	4

2 Planning Context

2.1 Strategies, Plan and Legislation	5
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3 Overview

3.1 Site Context.....	7
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4 Vision and Design Principles

4.1 Vision	9
4.2 Design Principles	9

5 Urban Structure

5.1 Local Hubs and Vibrant Places	10
5.2 Heritage.....	12
5.3 Open Space	14
5.4 Environmental Sustainability	16
5.5 Movement Corridors	18

6 Urban Design Elements

6.1 High Density Public Parks.....	23
6.2 Local Parks.....	24
6.3 Street Layout and Typology.....	25
6.4 Street Furniture and Lighting	25
6.5 Street Trees and Landscaping	26
6.6 Paving.....	27
6.7 Signage	28
6.8 Smart Infrastructure	28

7 Public Domain Plans

7.1 Woodville Road Corridor Precincts	29
7.2 Woodville Road Corridor.....	31
7.3 Woodville North Precinct	32
7.4 Merrylands East Precinct	35
7.5 Woodville South Precinct	38

8 Implementation of Works 41



Woodville Road Corridor Aerial Image, Nearmaps

1. Introduction

1.1 Purpose

Cumberland City Council have prepared the Woodville Road Corridor Public Domain Plan (The Plan) to guide the delivery of a consistently high-quality public realm to promote the revitalisation of Woodville Road Corridor.

This document sets out a Corridor wide palette of streetscape treatments, including material palettes for surface treatments, street furniture, landscaping, and finishes. It also provides guidelines and relevant information to assist developers and Council in undertaking public domain works within the Woodville Road Corridor.

1.2 What is the Public Domain?

Within the context of this document, the public domain represents all urban and natural elements, structures, and spaces that exist within the publicly owned areas of Woodville Road Corridor and the relationship between them. The public domain also includes privately-owned arcades, plazas, building forecourts, internal walkways, and other semi-public spaces as they also influence the overall character of the public domain.

2. Planning Context

2.1 Strategies, Plan and Legislation

This plan builds on the community feedback and the identified planning approach from a range of legislation, strategies and plans. These include the following:

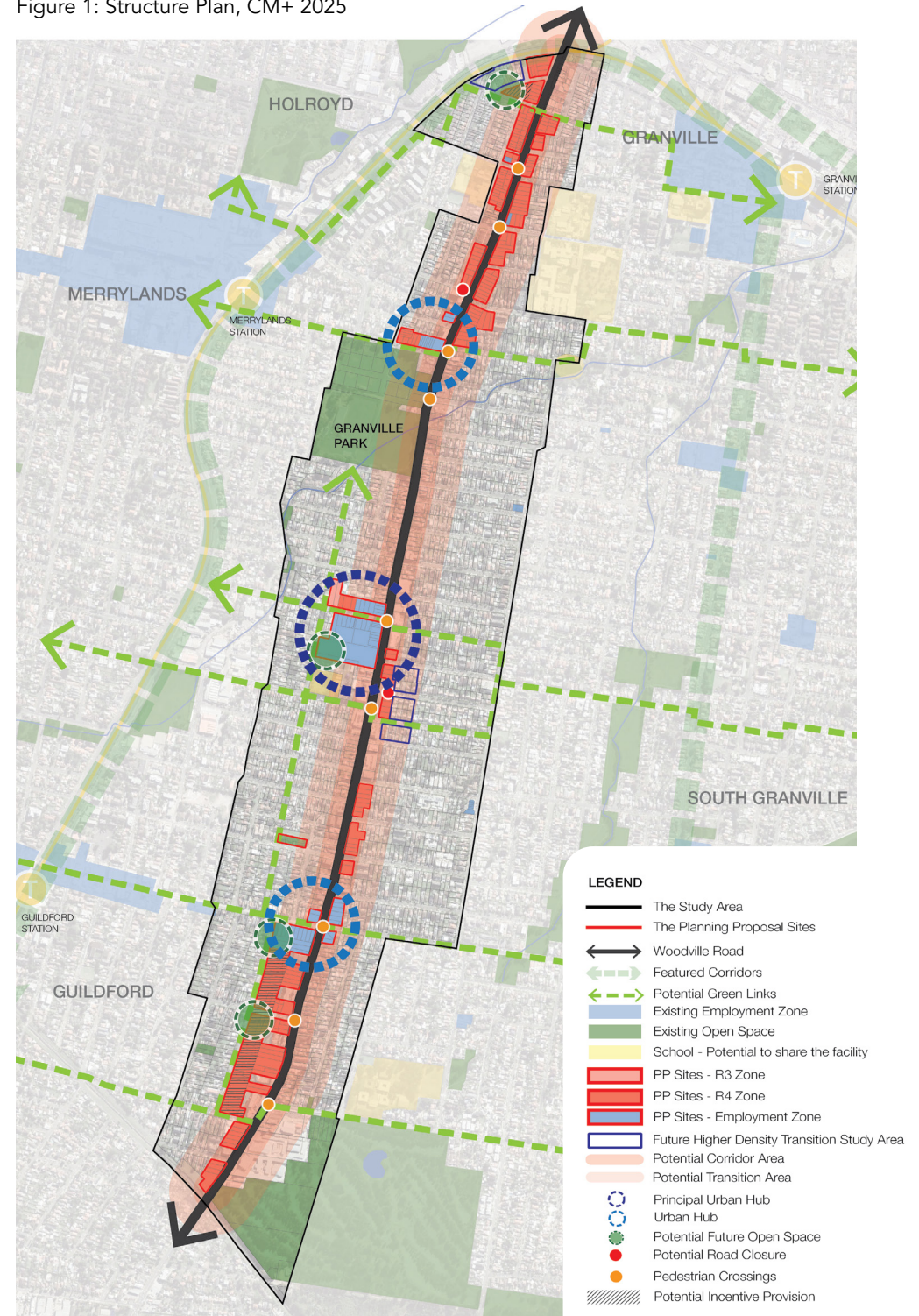
- Cumberland 2030: Our Local Strategic Planning Statement,
- Cumberland Local Housing Strategy 2020,
- Cumberland Local Environmental Plan 2021,
- Cumberland Development Control Plan 2021, with reference to site specific controls for the Woodville Road Corridor and Merrylands East.

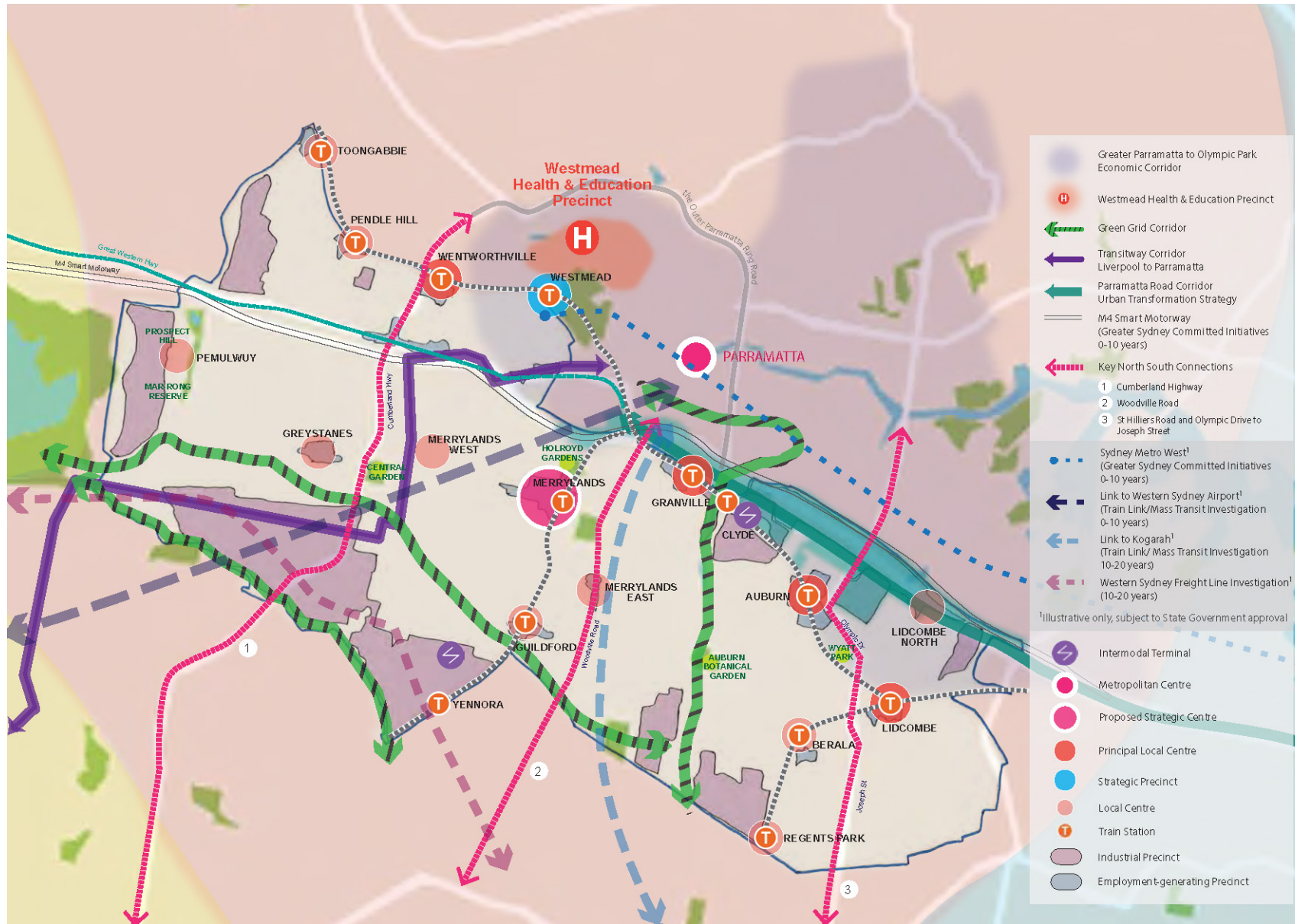
The Woodville Road Corridor has been identified in Cumberland 2030: Our Local Strategic Planning Statement as one of three strategic corridors of Cumberland. It provides a key cross-regional north/south connection and within proximity of Parramatta Metropolitan Centre. Revitalising the Woodville Road Corridor provides urban renewal opportunities for housing and jobs, as well as services and facilities to meet the needs of the broader community.

The Corridor transformation will focus on the growth of three precincts; Woodville North, Merrylands East and Woodville South, each with their own attributes and character that contribute to making a diversity of great places within our City. To support the City River City District Plan, each Precinct within the Woodville Road Corridor will focus on growing a local hub as a focal point, supported by areas of new open space and improved walkability and active transport links. These transformative changes will enable better liveability, opportunities for social connections and assist in fostering healthy, creative, and culturally rich communities.

The revitalisation of the Woodville Road Corridor aims to support the Department of Planning and Environment's vision for a 30-minute city with access to jobs and services with good public transport access to Parramatta, Liverpool, and the Sydney CBD.

Figure 1: Structure Plan, CM+ 2025





This Structure Plan from Cumberland 2030: Our Local Strategic Planning Statement illustrates the setting of the Woodville Road Corridor within Cumberland City and its important role as a north-south connection, with a local centre at Merrylands East.

Figure 2: Cumberland 2030: Our Local Strategic Planning Statement Structure Plan

3 Overview

3.1 Site Context

Woodville Road Corridor is a 4.5 km long State Road from the Western Railway Line in the north to the Prospect Pipeline Corridor in the south. Woodville Road follows a ridgeline and undulates down towards Paramatta Road. High points around the Guildford Road intersection offer views across the valley towards Parramatta Central Business District skyline. The City of Parramatta is situated to the north of the Corridor, while Canterbury Bankstown City and Fairfield City are located to the south. There are three existing centres within proximity of the Corridor, being the proposed Strategic Centre of Merrylands and the Local Centres of Guildford and Granville. These centres provide access to public transport, government services and community and open space facilities.

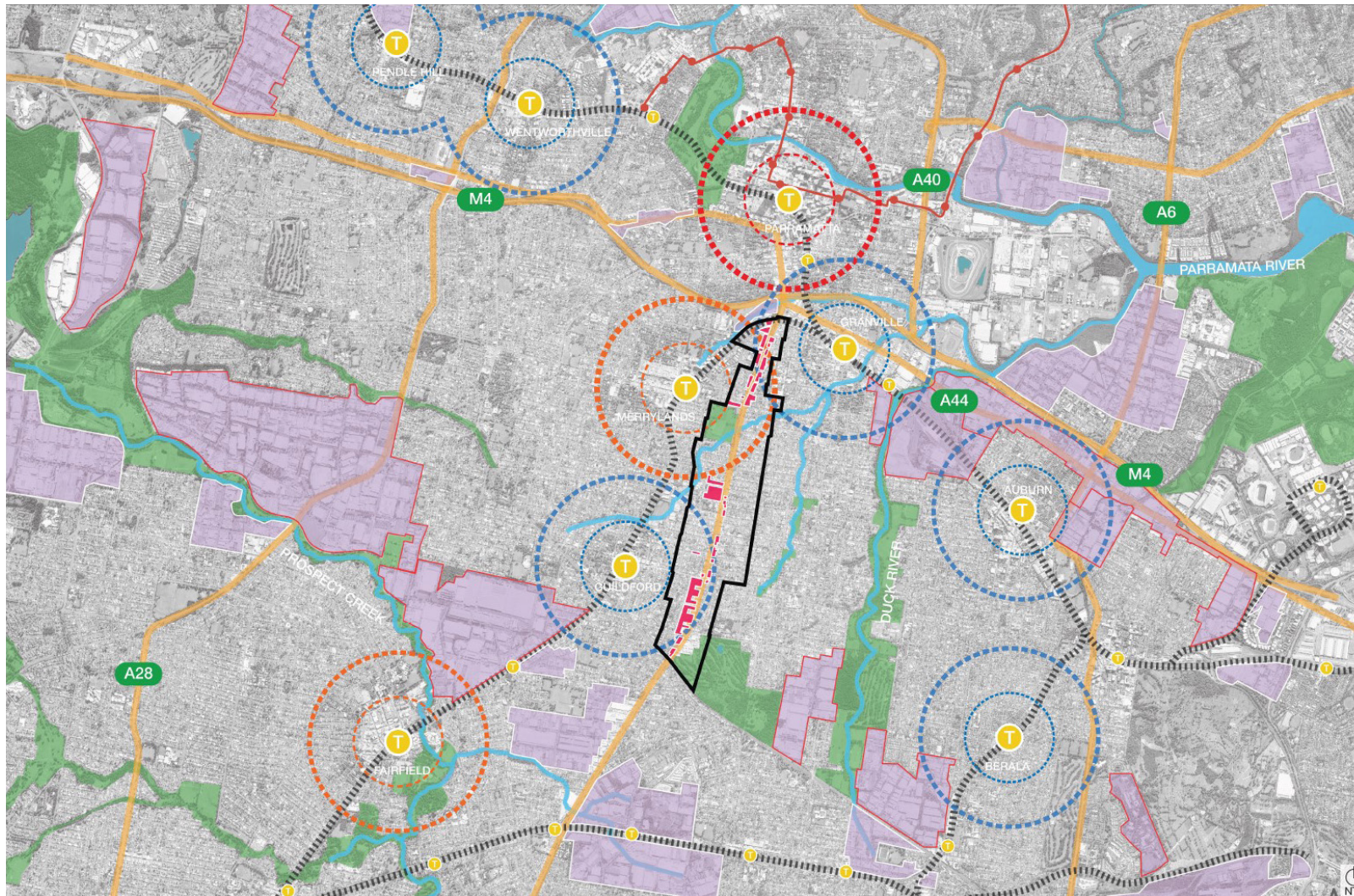
The corridor supports a range of formal recreation options including Granville Park, a regional park with a premier sports field for rugby and local sports fields for soccer and cricket, and Woodville Golf Course, an 18-hole public golf course. District parks that immediately surround the corridor offer the following sport options: Guildford Park for football, cricket and netball; Colquhoun Park for football, cricket, basketball and netball; and, Harry Gapes Reserve for cricket and soccer.

Duck River Parklands and Duck Creek, located to the east of the corridor, contribute to Sydney's blue and green grid. Duck River Parklands is a regional attractor with significant environmental attributes including Wategora Reserve and cultural amenities including the Auburn Botanic Gardens for festivals and events.

Existing and proposed regional active transport links surround the corridor enable access across Cumberland LGA to the surrounding LGAs and contribute to Greater Sydney's Principal Bicycle Network. The 'Rail Trail' is an existing active transport link located on the western side of the corridor that connects Fairfield with Parramatta CBD. Sections of the Prospect Pipeline Corridor regional active transport link, located at the southern end of the corridor, are established and in future will connect Prospect Hill with the Duck River Parklands and Regents Park.

The Woodville Road Corridor is well serviced by education options that are located within and immediately surrounding the Corridor including, Granville South Public Primary School, Granville South Creative and Performing High School, Blaxcell Street Public School, Granville TAFE, Granville East Public School and Holy Trinity Primary School.





This Context Plan illustrates the setting of the Woodville Road Corridor within proximity of Parramatta CBD, Fairfield and Merrylands Strategic Centres and the local centres of Guildford, Granville, Auburn, and Berala.

Figure 3: Local Context Woodville Road Corridor

4 Vision and Design Principles

4.1 Vision

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

Active transport options including improved walking and cycling links will create opportunities to reduce car dependency, while street planting and the creation of new open space will revitalise the corridor, creating vibrant, safe and liveable spaces for residents and visitors alike.

The corridor's transformation will be focused around the growth of three precincts along the corridor - Woodville North, Merrylands East and Woodville South - each with their unique identity, creating new destination hubs for jobs, housing, recreation, retail, dining, culture and community events.

By enhancing accessibility and connectivity, better active and public transport options and increased greenery, it aims to improve activity and overall mobility along the corridor fostering a healthier and more sustainable lifestyle for residents and visitors.

Diverse and affordable housing along with new community facilities and public spaces will ensure that the area remains dynamic and inclusive, catering to the needs of its diverse population.

4.2 Design Principles

Creating a Sense of Place

- Woodville Road Corridor Precincts, as distinctive places, will retain and enhance their cultural heritage and provide a high-quality public realm with attractive open spaces for promoting social interaction and a variety of activity.
- Create active and vibrant streetscapes through innovative economic activities that supports residents and welcomes visitors to the local area.
- The public domain will provide opportunities for the local community to socialise and participate in local life that will enhance health and well-being.



Clean and Green

- Plant street trees that contribute to and enhance the local identity to create a continuous green tree canopy throughout the corridor to assist in mitigating urban heat and stormwater runoff.
- Improve walkability, cycling infrastructure and public transport options to reduce reliance on cars which will assist in positive environmental outcomes including improved air quality.
- Provide attractive places that are clean and well maintained to improve liveability for residents, support local businesses and entice visitors to the area.
- Maintain areas of open space and introduce measures to capture stormwater runoff thereby improving the water quality entering Duck Creek.



Well Connected

- Promote healthy living with good walking and cycling permeability throughout the corridor, supported by fit for purpose infrastructure.
- Provide safe pedestrian crossing points to ensure comfortable flow and movement that people can safely reach their end destination.
- Provide clear and effective way-finding signage to enable access to services and facilities.
- Use smart technologies and evidence-based decision making, to prioritise footpath and cycling improvement works.



Equitable

- Foster communities that are healthy, resilient and socially connected.
- Ensure that streetscape design is inclusive for all, and everyone can participate in the street life to support a sustainable community.
- Ensure continuous accessible paths of travel and circulation spaces and appropriate facilities for all-abilities and ages.
- Provide safe and comfortable places for people to stop and rest and engage with the street life.
- Provide publically accessible public parks for use by residents and visitors to the Woodville Road Corridor.



5 Urban Structure

5.1 Local Hubs and Vibrant Places

To enhance the liveability of the corridor, new local centres and places where people can walk and cycle, sit and socialise will assist in creating more vibrant places and attractive neighbourhoods. Three local centres are proposed for the corridor, supported by mixed use development with active retail frontages and a fine grain texture at street level. Activities at street level, including opportunities for outdoor dining and attractive shop frontages, will contribute to the vibrancy of the streetscape that will support the local community as well as attract visitors to the area.

Merrylands East local centre is proposed as a new central community hub for the corridor. This centre will support retail and business opportunities at street level, a new park and an 'Eat Street' with opportunities for outdoor dining. The establishment of a new park and street closures adjacent to this centre will assist in creating distinctive places and an authentic local experience. The new publicly accessible park and 'Eat Street' will also provide opportunities for local events and markets, and places for people to socialize and connect with their local community.

Woodville North and Woodville South local centres will be established as part of new mixed use development and provide active frontages including retail and business opportunities at street level. Woodville North local centre is supported by the adjacent Granville Park, a regional facility that provides a multitude of formal and informal recreation opportunities and an attractive destination for residents and visitors. The establishment of a new publicly accessible park

adjacent to the Woodville South local centre will assist in creating distinctive and vibrant places for the local community. These areas of open space will also provide opportunities for places for people to socialise and connect with their local community with positive health and well-being outcomes.

To support each local centre, the streets and opens spaces shall introduce street furniture, planting and engaging focal points, including public art. With consideration to the night-time economy, the streetscape design shall introduce street and pedestrian lighting and public art lighting to create vibrant, safe places and a quality public realm. The new parks in each precinct shall be designed as a high density local park suitable for all ages and abilities.

The urban hubs in each precinct will be accessible by walking and cycling with a continuous pathway network of sufficient width to enable high level of activity and to ensure people of all abilities and ages feel safe to move confidently to their destination. The streets shall include street trees to assist in urban cooling and provide opportunities to stop, rest and gather providing a comfortable setting outside the main path of travel.

Each precinct shall consider the local heritage and their contribution to the development of the area. It seeks to incorporate place making opportunities such as public art, that interprets the heritage values of past communities and reflects our current diverse and unique community.



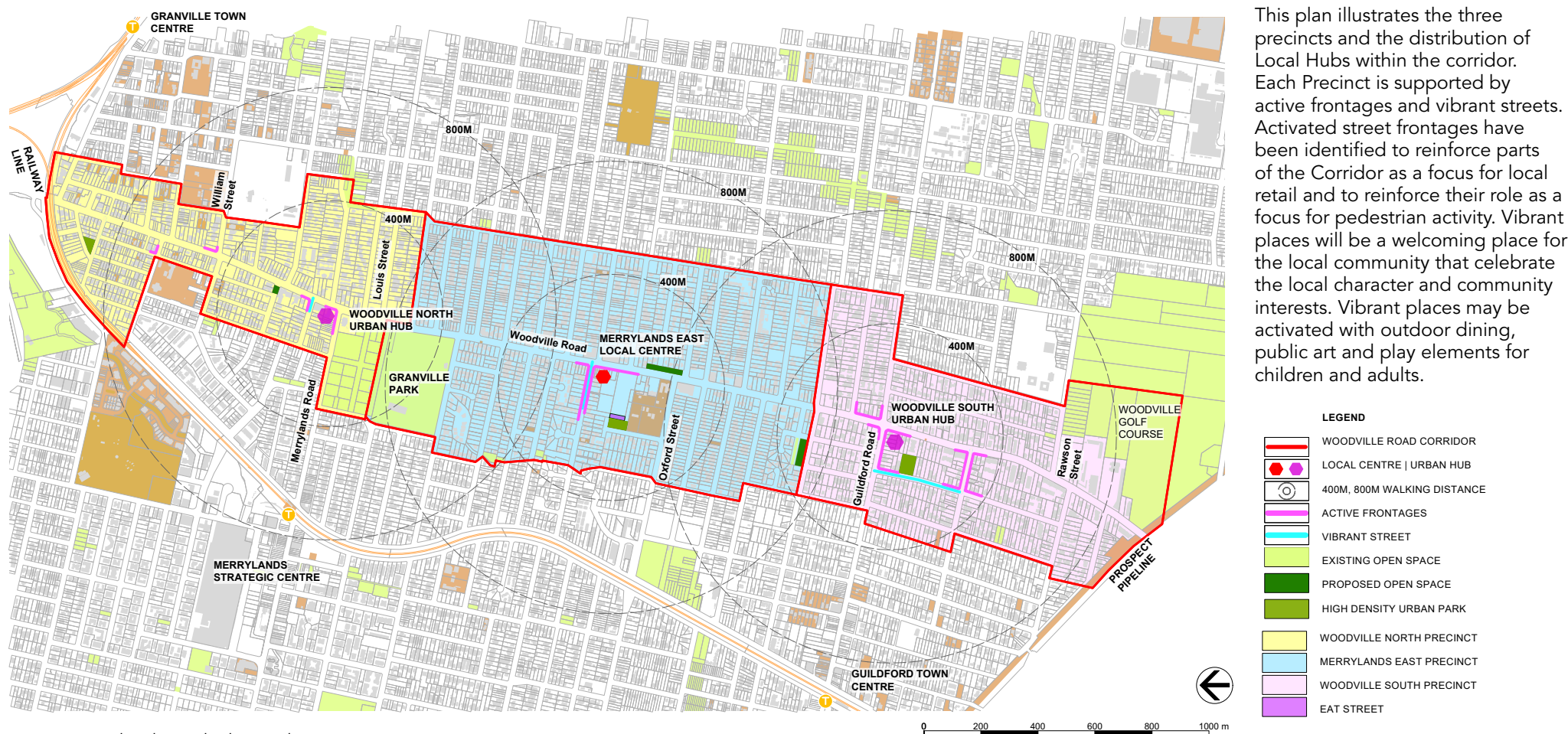


Figure 4: Local Hubs and Vibrant Places

5 Urban Structure

5.2 Heritage

Woodville Road Corridor sits within Darug Country.

Heritage buildings are an exemplar of how community and social infrastructure developed to sustain the local community and contribute to the unique character and form of Woodville Road Corridor. Each Precinct shall consider existing heritage items to assist in creating distinctive places that contribute to the vibrancy of our City.

Once known as Dog Trap Road, and renamed Woodville Road in the early 1860's, this corridor was established as an important regional link between Parramatta Road and Liverpool Road. The area once surrounding Woodville Road was primarily used for cattle grazing and a valuable source of timber in the north, and orchards and small farming in the south. With the establishment of the rail network from Sydney to Parramatta and Liverpool in the 1860's and train stations at Granville (1855), Guildford (1876) and Merrylands (1878), manufacturers and industrialist were attracted to the local area. As a result, the local area experienced two significant booms in employment opportunities and housing and construction in the late 19th century and early 20th century.

Heritage items located within Woodville North are predominantly residential in character, with a range of intact, representative and aesthetically significant housing types, age and sizes, with some larger scaled civic, religious, commercial and educational buildings.

Combined with the street planting and edging, the area reflects the substantial role played by Granville in the development of western Sydney, the way in which it developed and the nature of its social structure.

Significant heritage items in Merrylands East include the Granville South Public School and four residential dwellings. The school (LEP Item No. I169) was founded in 1889 and associated with the provision of public education to the growing population of the local area. A Victorian Late cottage built in 1890 (LEP Item No. I168), is located on one of the oldest estates in Guildford, known as the Church and School Estate, and was later subdivided in 1882 as part of the Woodstock Estate subdivision. A Federation Arts and Craft cottage c. 1917 (LEP Item No. I199) remains one of the earliest residences built on the street and is associated with early twentieth century development of Granville that occurred in conjunction with industrial activity in the area and the movement of people away from Sydney. One residential dwelling (LEP Item No. I195) is associated with the Granville Voluntary Workers Association (VWA) that built houses for WW1 veterans incapacitated by the war or to house their widows, and the other, an early cottage associated with the 'Brookvale Estate' land subdivision (LEP Item No. I203), that facilitated the development of the surrounding area for housing and small farms.

Woodville South hosts three heritage items: the Prospect Pipeline (LEP Item No. I133), a state heritage item; 'Cloverdale' a federation cottage (LEP Item No. I162), a local heritage item associated with the subdivision of Lackey's Estate and representative and rare example of modest Federation-style cottages in the Guildford area; and, an Electrical Substation (LEP Item No. I136), an important building in the supply of electricity and an example of early twentieth century technology.

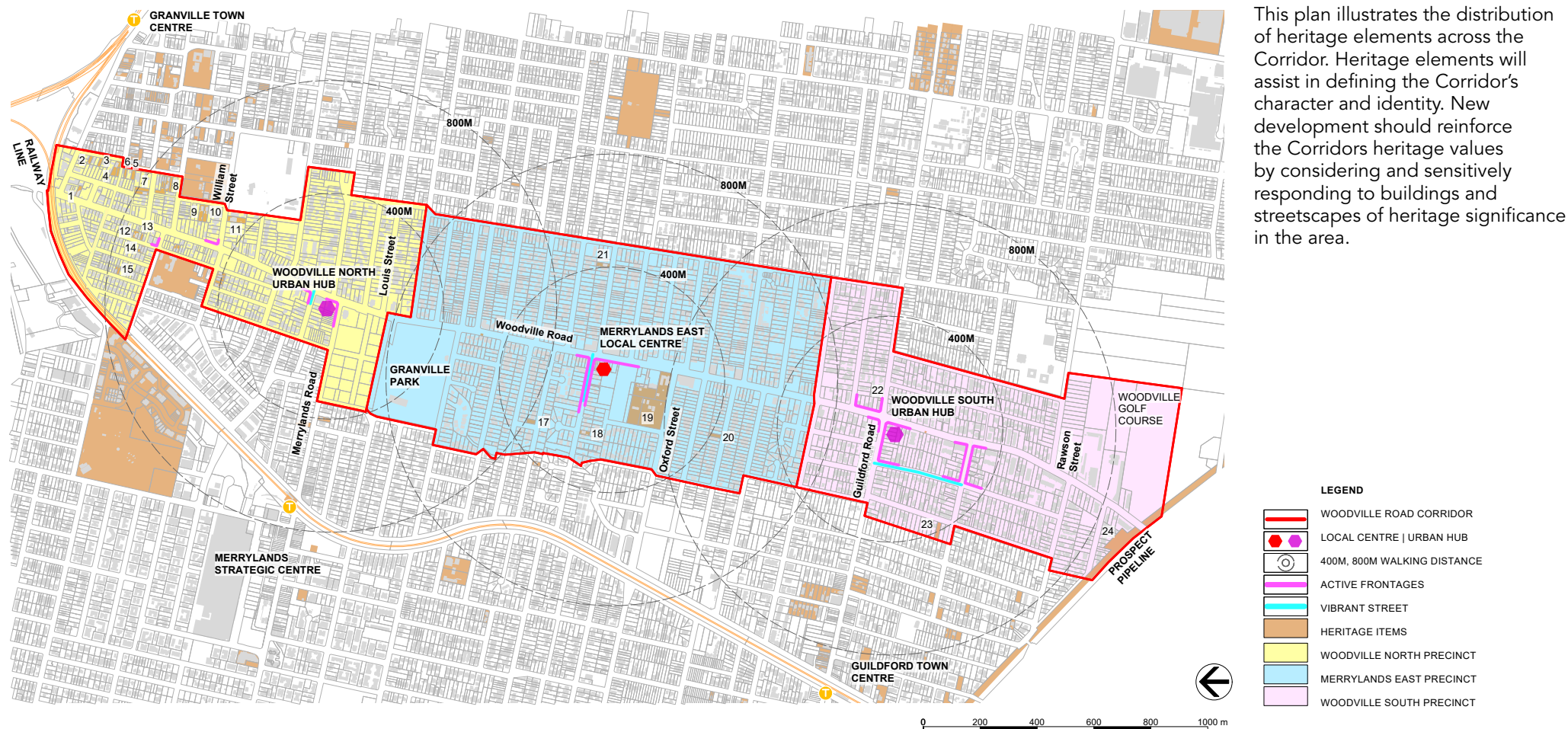


Figure 5: Heritage

5 Urban Structure

5.3 Open Space

Two significant areas of regional open space are located within the Corridor - Granville Park and Woodville Golf Course. Granville Park hosts regional sports, including rugby, cricket and football. It also supports a range of informal sports, including basketball, a skate park, cycle track, gym stations and a playground with water features. Woodville Golf Course is an 18 hole public golf course and supports areas of remnant Cumberland Shale Plain Woodland vegetation.

Local parks are provided throughout the corridor that provide formal playgrounds, seating and shade trees, including Victor Brazier Park, Excelsior Street Playground, Coronation Park, Illoura Reserve, Maurice O'Connell Reserve and Frederick Newby Reserve, all located on the east side of Woodville Road. Other areas of local open space include Attar Street Park, Sam Taylor Reserve and Bertha Street Reserve.

A new publicly accessible park is proposed for each Precinct to provide additional greenery and recreation opportunities in the corridor.



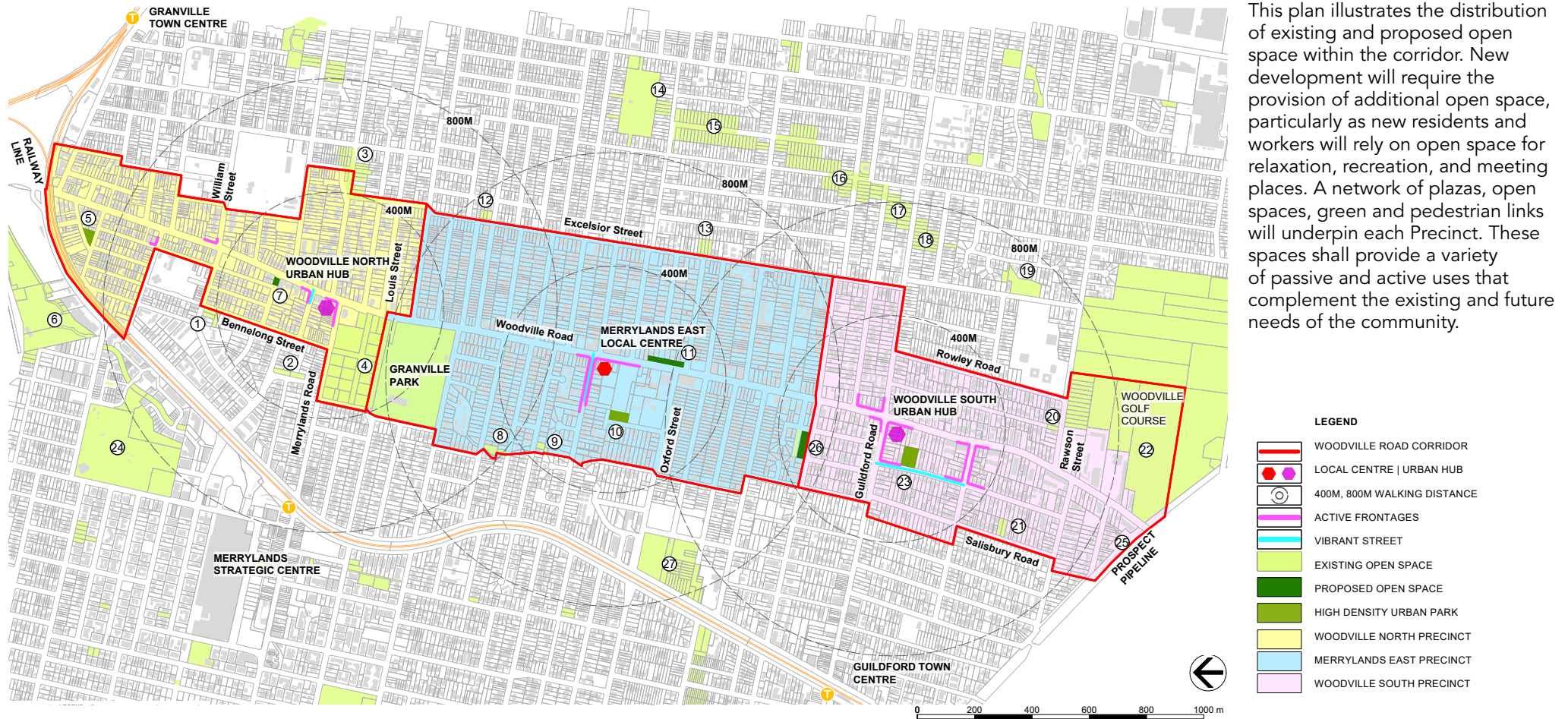


Figure 6: Open Space

5 Urban Structure

5.4 Environmental Sustainability

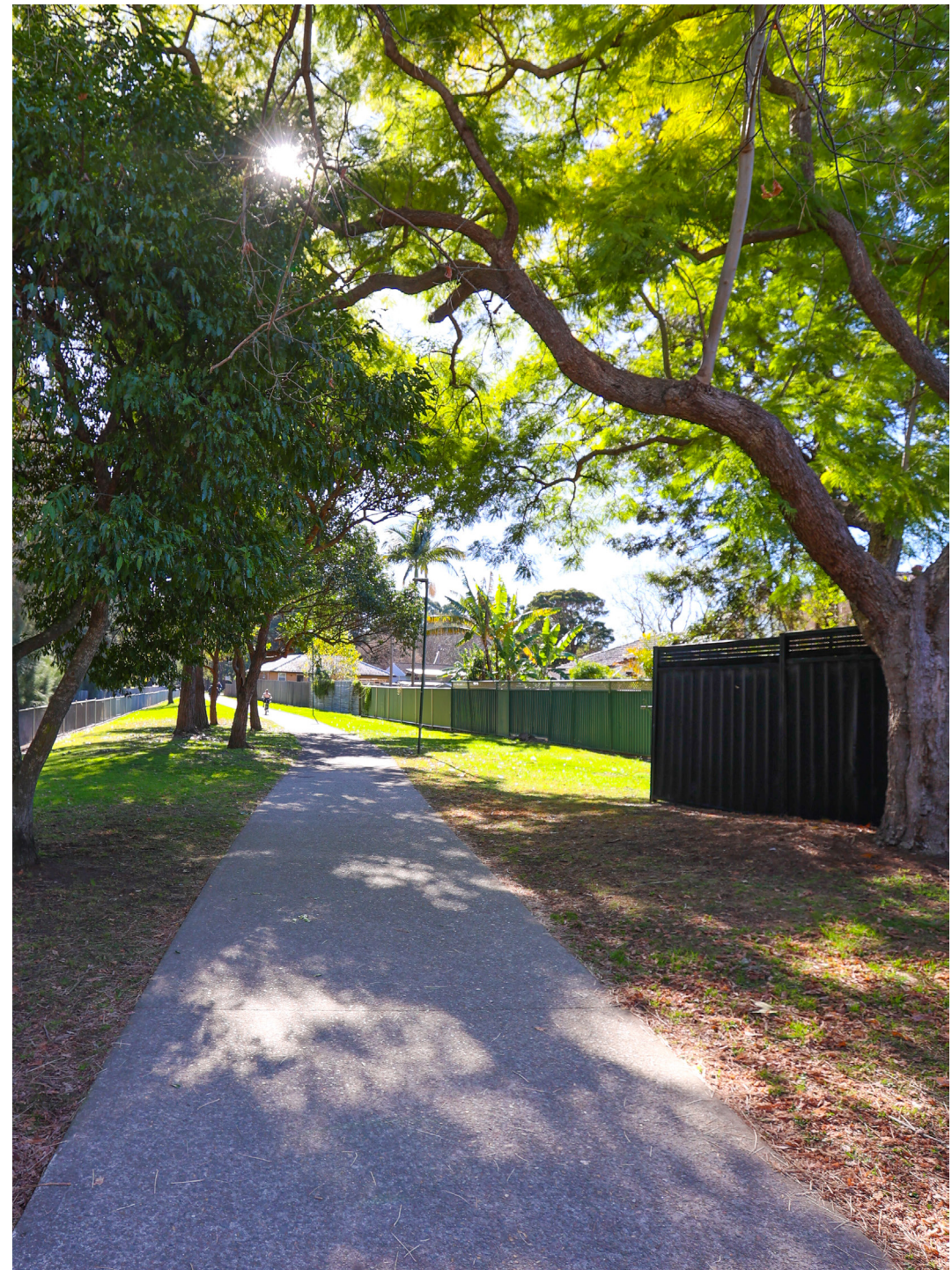
To improve our resilience as a community and protect ourselves against future shocks and stresses, we need to be environmentally sustainable. Trees and green cover are an effective way in which to reduce the build-up of heat in our urban environment. Trees provide many benefits including assisting in mitigating the urban heat island effect, improving air quality through extraction of dust particles, assisting in filtering stormwater, slowing down traffic as well as positive health and well-being benefits for the community.

Tree coverage along the Corridor varies between 11-20% in areas of old residential housing stock, schools and open space and less than 10% in areas for productivity support. Urban heat maps indicate that the corridor can be up to 6-9° hotter in built up environments where there are no trees or green cover, whereas areas closest to large areas of green space, including Woodville Golf Course, experience slightly cooler temperature by 3-6°.

To increase tree coverage within the corridor, all new development along Woodville Road will have buildings setback of 6m – 10m with 3m deep soil articulation zones to enable the implementation of new tree planting and green cover and create a green boulevard. Other opportunities to increase tree coverage and green infrastructure will include the establishment of new parks, verge planting, green roofs, green walls, planter beds and rain gardens to assist in cooling our urban environment.

Pervious surfaces can assist in reducing the impacts of flooding as they enable water to percolate into the soil, delay the impacts of stormwater runoff peaks and improve the quality of water entering our waterways. The Corridor currently has greater than 75% of impervious surfaces north of William Street Granville, and 51-75% in the southern area of the corridor that is dominated by residential housing and grassed backyards. New development shall implement effective ways to increase the amount of pervious surfaces on development sites, thereby reducing the impacts of stormwater runoff, including the implementation of Water Sensitive Urban Design (WSUD) features and low impact development technologies.

Implementation of trees and green cover as well as pervious surfaces will assist in providing cool and comfortable outdoor places for people to gather, be active or rest.



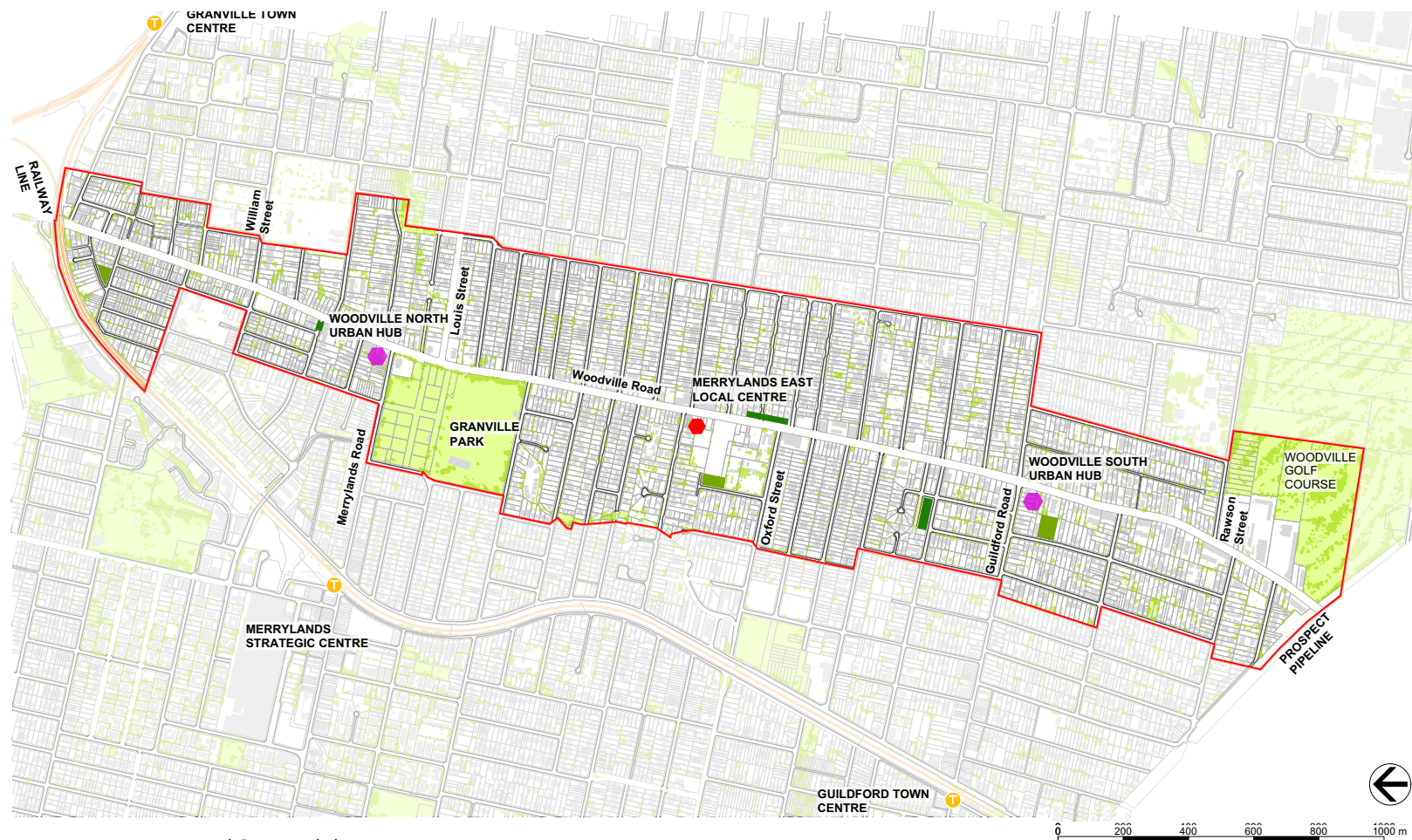


Figure 7: Environmental Sustainability

This plan illustrates existing tree canopy cover across the corridor and the two large areas of open space, Woodville Golf Course and Granville Park. Currently, there is limited tree canopy cover along Woodville Road and throughout the corridor.

Localised heat created by urban heat island is lower adjacent to large areas of open space and streets with maximum canopy cover.

5 Urban Structure

5.5 Movement Corridors

5.5.1 Active and Public Transport

Active transport solutions including walking, cycling and catching public transport can assist in keeping our community active, healthy and socially connected as well as having many positive environmental benefits.

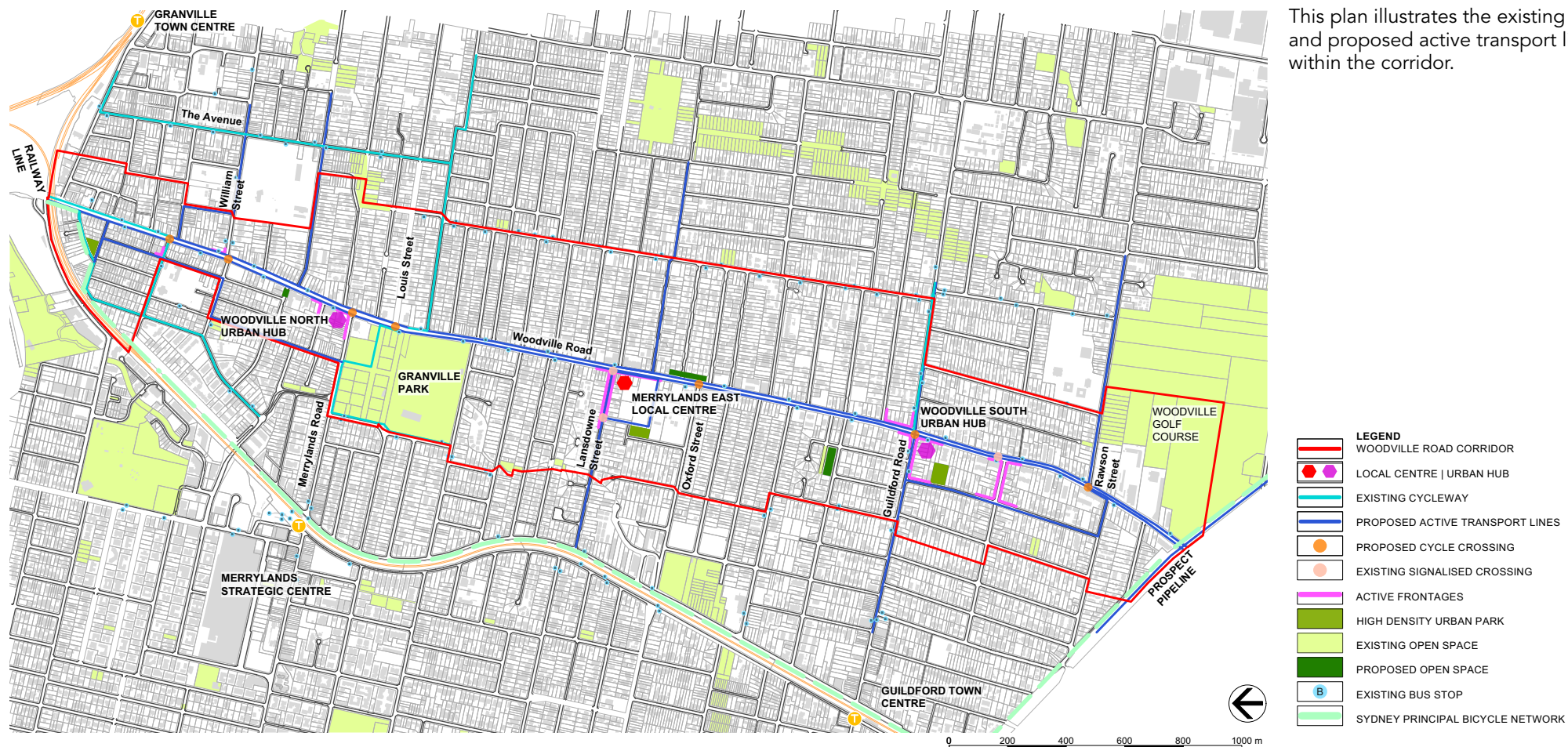
New walking and cycling infrastructure is proposed to improve accessibility throughout the corridor. Walkable and cycle-friendly neighbourhoods assist in an active street life that enhances community connections, improves safety and provides positive health and well-being benefits. Footpath widths will need to accommodate an increasing population in the corridor to ensure our streets remain vibrant and liveable. Transport for NSW Walking Space Guide provides recommended widths for footpaths. Installation of smart technology will enable future monitoring of pedestrian movement patterns throughout the corridor to ensure they remain safe and comfortable.

The main movement patterns for pedestrians currently focus on the train stations at Granville, Merrylands and Guildford and bus stops as end destinations. Three bus routes operate within the corridor: one along Woodville Road connecting Bankstown with Parramatta CBD, and two others that traverse through the corridor and connect the Guildford and Granville local centres, and Merrylands and Auburn centres. Council will continue to advocate for improved public transport options along the corridor to ensure access to services and jobs in our key centres.

Currently, all cycling is on-road within the corridor. To improve permeability throughout the corridor, it is proposed to establish a new off-road active transport pathway along Woodville Road with additional and improved pedestrian crossing points across Woodville Road. Cycling infrastructure within the corridor will be improved with dedicated bike lanes where feasible, signage and bike parking stations at key destination points.

To reduce the impact of urban heat, street trees and ground cover will be introduced where feasible, to improve the comfort level for walking and cycling, adjacent to active transport and walking routes. By enhancing accessibility and connectivity, better active and public transport options and increased greenery, it aims to improve activity and overall mobility along the corridor fostering a healthier and more sustainable lifestyle for residents and visitors.





This plan illustrates the existing and proposed active transport links within the corridor.

Figure 8: Active and Public Transport

5.5 Movement Corridors

Walking Space Guide – Footpath Types

Type 1

Local footpath –
Low activity



Low activity local footpaths are appropriate where people walking are unlikely to pass people coming the other way.

These footpaths support 2 friends walking together and passing if they walking in single file.

Type 2

Local footpath –
Medium activity



Medium activity local footpaths are appropriate where people walking are more than likely to pass people coming the other way.

These footpaths support 2 people passing abreast or 2 friends walking together passing another person using the Passing Zone.

Type 3

Main street footpath –
Medium activity
/ Local footpath –
High activity



Medium activity main street footpaths are appropriate where people walking are virtually certain to pass people coming the other way.

These footpaths support 2 friends walking together and passing another person without having to walk in single file.

Type 4

Main street footpath –
High activity

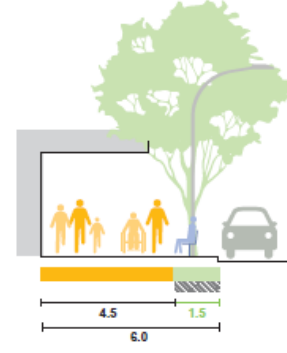


High activity main street footpaths are appropriate where people walking are virtually certain to meet multiple groups of people coming the other way.

These footpaths support 2 friends passing 2 friends coming the other way without either group having to walk in single file.

Type 5

Main street footpath –
Very high activity



Very high activity main street footpaths are appropriate where it is very busy most of the time.

These footpaths provide enough space for large numbers of people to walk comfortably.

Figure 9: Transport for NSW Walking Space Guide



5 Urban Structure

5.5 Movement Corridors

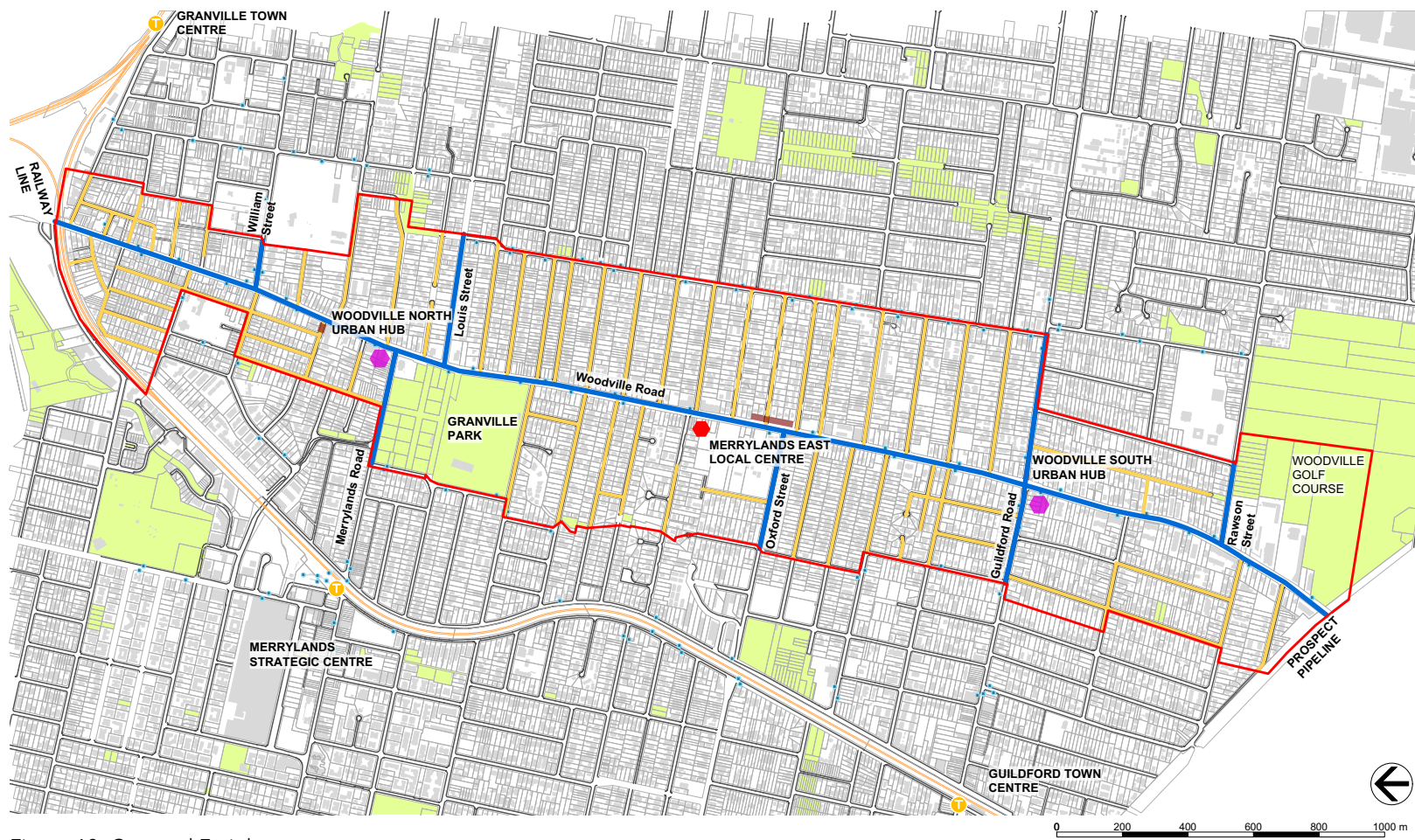
5.5.2 Cars and Freight

The major movement corridors are along Woodville Road, Merrylands Road, Oxford Street and Rawson Street. Other significant movement corridors that cross Woodville Road to the local centres include William Street and Louis Street to Granville, and Guildford Road to Guildford. Speed limits are currently limited to 70km per hour along Woodville Road and 60km per hour along Rawson Street and Merrylands Road. All other streets are currently limited to 50km per hour.

Additional signalised pedestrian crossing points are proposed on Woodville Road at Lansdowne Road and in proximity to Rawson Street.

Freight access is primarily to the general and light industrial areas surrounding the corridor including Regents Park Industrial Estate and Clyde Industrial area. Freight travels along identified regional roads, including Woodville Road, Rawson Street and William Street.





This plan illustrates how the Woodville Corridor is supported by an established street network. New development shall consider the function of the street, that is, as a movement corridor between places or as a place to access destinations of travel. The streetscape design shall reflect the scale and character of the street. To encourage local traffic calming in residential streets.

Figure 10: Cars and Freight

6 Urban Design Elements

6.1 High Density Local Parks

High Density Local Parks shall be designed to meet the needs of our diverse community, be publicly accessible, inclusive and safe and provide a connection with nature. These parks at a minimum shall be designed to include play spaces, pathways, seats, bins, trees, planting and night-time lighting with the option to add public art.

Play spaces in areas of high density will offer a wide range of activities for everyone. They include specially designed equipment and features to make play more interesting, that connect with the park's surroundings, promoting both social interaction and physical development.

Local High Density play spaces will be designed in accordance with NSW Government 'Everyone Can Play' guidelines and may typically include:

- Play Equipment Area for all ages and abilities, including specialty design elements.
- Imaginative Creative Area (natural settings), with custom landscaping.
- Unstructured Play Area.
- Provide supporting infrastructure for adults/caregivers, including seating, accessible pathways and gym equipment.
- Lighting.



6 Urban Design Elements

6.2 Local Parks

Local parks shall be designed to support local communities and healthy lifestyles by prioritising place making, pedestrian and cycling permeability and environmental sustainability.

These spaces shall be publicly accessible, inclusive for all ages and abilities and offer a range of activities for everyone. This includes well design pedestrian and cycling through links and opportunities to stop, rest and gather in a comfortable setting outside the main path of travel. Tree and shrub planting shall be incorporated within the space to provide a cooler and comfortable environment that will assist in improving air quality and noise reduction. The design shall include night-time lighting to promote safety and public art opportunities to engage the local community.

Local Parks shall typically include:

- Street furniture
- Tree and shrub planting
- Drainage
- Lighting
- Unstructured play opportunities



6 Urban Design Elements

6.3 Street Layout and Typology

Streets are a critical component and building block of the urban environment that serves a key role in the public domain. Street design must be in accordance with the Australian Standards for pedestrian access on footpaths, as defined in AS/NZS 1428.4.1:2009 and it must follow these principles:

- Reinforce the street hierarchy, its use and character.
- Create a pedestrian-friendly environment and the safe crossing and movement of carriageways for all people.
- Ensure streets and public spaces are inclusive and liveable for all with consideration to Cumberland City Council's Disability Inclusion Action Plan 2022-2026.
- Allow references to the site's geographical and cultural history.
- Be sufficiently robust and durable to withstand heavy use, and be easily maintained.
- Maximise permeability for water infiltration.

6.4 Street Furniture and Lighting

Street furniture contributes to the delivery of placemaking objectives and vibrant streetscapes for the public to enjoy. Lighting is an essential element that can influence the level of activity and use of the public domain. The installation of suitable lighting, passive surveillance and security will improve the safety of the community. Lighting also plays a role in reinforcing legibility and promoting street activation that supports the night economy.

There is opportunity to improve current street lighting to support sustainability and urban design objectives, as well as to also explore ideas for lighting activation in coordination with public art installations, particularly in shared zones and civic areas. A thoughtfully curated palette of outdoor dining furniture such as parklets, standing bars, seats and tables will activate the street space, encourage social interaction, and support local businesses.

The Disability Discrimination Act 1992 (DDA) ensures public areas are accessible to all ages and abilities. Street furniture within the public realm to be DDA compliant.

Street lighting must be in accordance with the Australian Standards for lighting in pedestrian areas, as defined in AS/NZS 1158.3.1:2020 and AS/NZS 60598.2.3:2015.

Street furniture and lighting elements should:

- Be robust and durable in material.
- Define a sense of place and respond to the local history and cultural values of the site.
- Activate the public domain that attracts and engages people.
- Provide comfort and amenity.
- Complement the placement of street trees and landscaping elements.

6 Urban Design Elements

6.5 Street Trees and Landscaping

Street tree planting and landscaping throughout the corridor will assist in providing shade, mitigating urban heat island effects, improving air quality and stormwater drainage. The increase in urban tree canopy cover will also assist in and delivery of Green Grid connections across Greater Sydney.

Tree lined streets can also be an effective traffic calming device to encourage driving at lower speeds resulting in pedestrian friendly streets.

New tree species have been selected to complement the existing street tree palette to integrate future development into the existing neighbourhood fabric. Nominated tree species were selected for their hardiness and will grow within highly urbanised environments.

The selection of street trees and landscaping should be in accordance with Cumberland Urban Tree Strategy 2020 and follows these principles:

- Create an aspirational and high-quality urban landscape by selecting species that will grow in existing conditions and respond well to future development.
- Ensure street trees and planting contribute to enhance local identity and context.
- Create a continuous green cover throughout the centre with preference given to native and evergreen street tree planting.
- In outdoor seating areas, to consider thermal comfort and provide deciduous shade-bearing trees in summer months that will allow solar access in winter months.
- Promote Water Sensitive Urban Design (WSUD) through selection of the tree species that require few inputs, such as irrigation.
- Provide consistent spacing and visual continuity along the street.
- Facilitate passive surveillance and not pose a hazard.
- Incorporate WSUD, including rain gardens, tree pits and other design measures to enhance flood protection and stormwater management.
- The species selected will respond to the scale and visual prominence of streets, lot layout, street lighting, services and drainage layout, and required to provide visual amenity, shade and temperature control.

Recommended Species

WOODVILLE ROAD



Flindersia australis



Brachychiton populneus



Zelkova serrata
'Green Vase'



Eucalyptus sideroxylon
'Rosea'



Elaeocarpus reticulatus



Gleditsia triacanthos
var. *inermis*
'Shademaster'

FEATURE TREES



Callistemon Kings Park Special



Brachychiton acerifolia



Koelreuteria bipinnata



Jacaranda mimosifolia



Livistonia australis



Lagerstroemia indica

STREET TREES



Lophostemon confertus



Harpullia pendula



Lagerstroemia indica



Fraxinus griffithii



Buckinghamia celsissima

HEDGE PLANTING



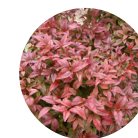
Philodendron
'Xanadu'



Loropetulum
'Plum Gorgeous'



Murraya paniculata



Nandina domestica sp



Buxus microphylla japonica

GROUND COVERS



Philodendron
'Xanadu'



Loropetulum
'Plum Gorgeous'



Murraya paniculata



Lomandra longifolia
'Nyalla'



Dianella
'Little Jess'



Callistemon sp



Grevillia sp



Pennisetum sp



Angiozanthos
hybrid

All new tree planting shall be in accordance with Council's Urban Tree Strategy 2020. All new tree planting along Woodville Road and within public open spaces shall have a minimum pot size of 400L at establishment.

6 Urban Design Elements

6.6 Paving

To provide a quality pedestrian surface treatment throughout the corridor, the following elements need to be considered:

- Visual and tactile qualities of the paving should accessibility communicate the function characteristics of the street.
- Use pavers that are flexible, easy to remove and relay. Use sustainable locally sourced and readily available paving materials.
- New paving should be integrated with existing pebblecrete pavers so that paving reads as a continuous ledgible palette.
- Porphyry paving to be the dominant paving feature within outdoor dining areas, seating areas and at footpath entries to some buildings. Council approval is required to use a Porphyry paver treatment within the public domain to highlight building entrances.

Various footpaths within precinct and surrounds



Pebblecrete pavers



Decorative paving



Concrete paving



6 Urban Design Elements

6.7 Signage

A coordinated approach is required to provide clear and easy access to destinations and assist in the navigation of the corridor. Signage and banners should be in accordance with Council's branding guideline and enhance legibility and a sense of place. This includes:

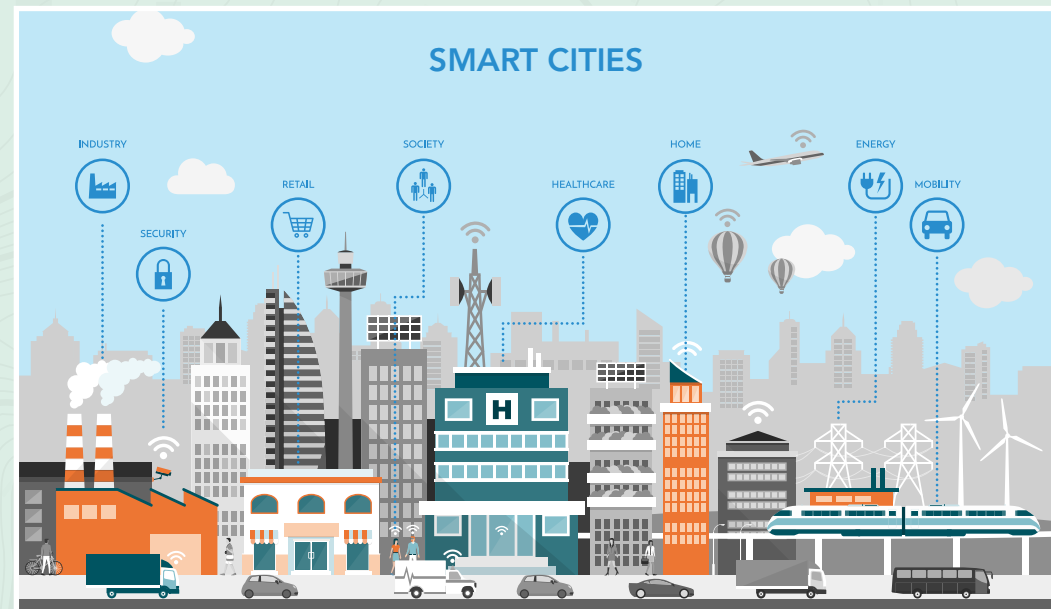
- Provide continuity in the design approach (placement, material, and look).
- Avoid visual clutter in design and form.
- Complies with sight line requirements as per traffic engineering specifications.
- Contributes to street activation and urban amenity.
- Opportunities for heritage signage in the Lidcombe Town Centre and surrounds will also be considered.



6.8 Smart Infrastructure

Incorporating smart technology and infrastructure in our public domain is a useful tool to enhance the public amenity by providing real-time data that measure impacts on local microclimates, monitor car parking demand, as well as improve public safety and security.

There is an opportunity to further explore and deliver integrated digital design solutions and utilities that will contribute to the resilience and innovation objectives for the corridor.



7 Public Domain Plans

7.1 Woodville Road Corridor Precincts

There are three identified Precincts within the Woodville Road Corridor, each with a distinctive character. The following section outlines the character, public domain attributes and public domain elements for each Precinct.

— Woodville North Precinct

Woodville North is located in the suburb of Granville and is bound by the railway line to the north and Granville Park in the south. Woodville North will be transformed into 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 density uplift. Precinct amenity will be improved by the creation of a new publicly accessible park and complementing existing regional open spaces, local parks and providing easy access to public transport and the Parramatta CBD. Existing heritage items will be respected and complemented.

— Merrylands East Precinct

Located in Merrylands East and Granville, this Precinct is bound by Granville Park to the North and Mountford Avenue and Wynyard Street to the south. The Merrylands East Precinct will be the new central community hub of Woodville Road Corridor. Merrylands East will be transformed into a new neighbourhood catalysed by the redevelopment of the John Cootes site, which will include affordable housing and a new publicly accessible 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

Woodville South is situated in the suburbs of Guildford and South Granville and extends from Mountford Avenue and Wynyard Street in the north to Cumberland Council local government boundary to the south. 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 publicly accessible local parks will improve the precinct's living amenity.



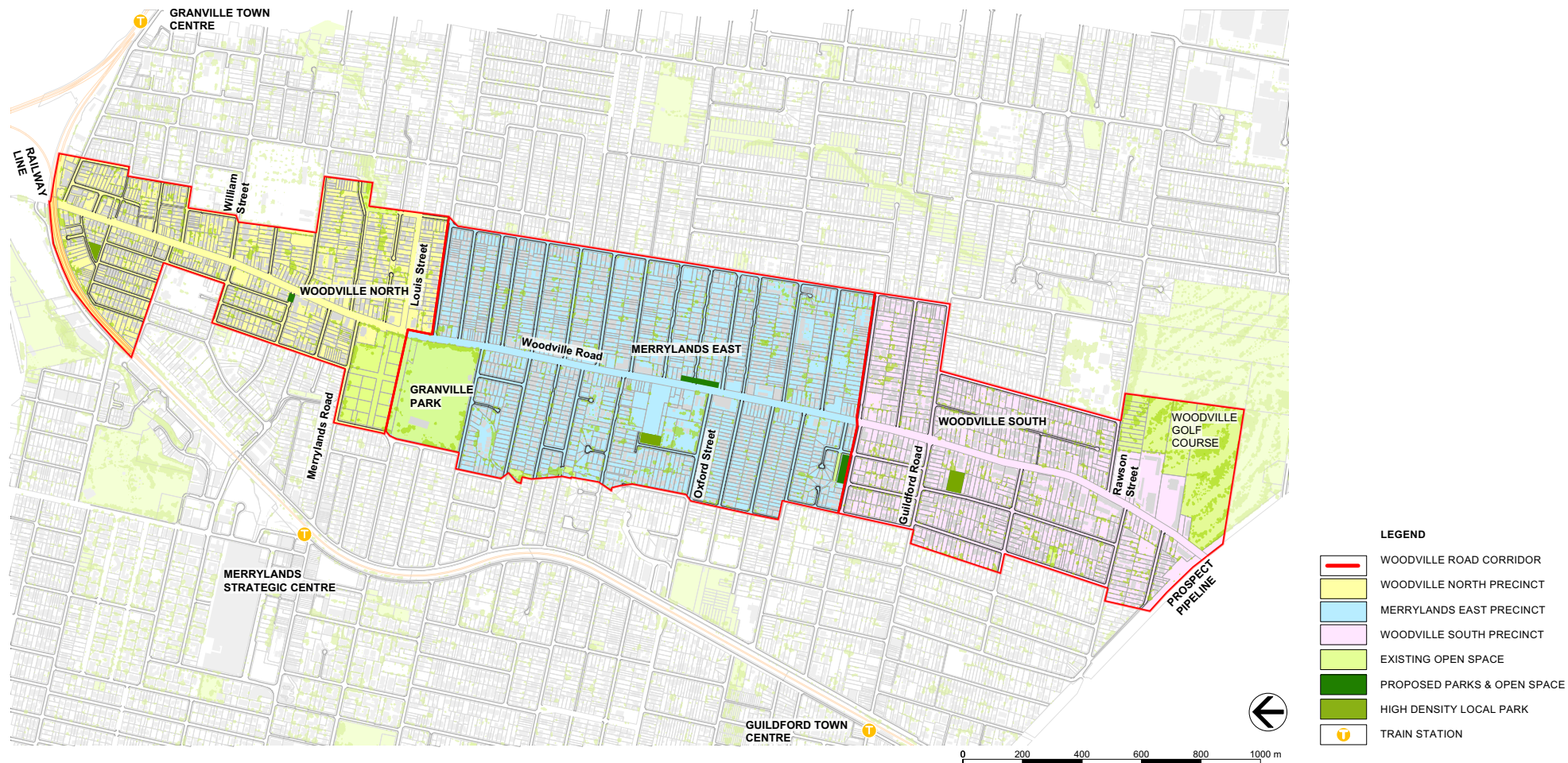


Figure 11: Woodville Road Corridor Precinct Map

7 Public Domain Plans

7.2 Woodville Road Corridor

Public Domain

Footpaths within precinct and surrounds:



New pebblecrete pavers within the local centres



Decorative paving with artworks for areas of social gatherings including playgrounds and outdoor dining areas.



Concrete for all other paved areas (Natural Grey with no oxide)

Street Furniture:



Dual Waste Bins



Bike Racks



Benches

Street Functional Decor:



- Lighting and Banners
- Mounted light poles (MFP) with banner arms
 - LED luminaires in natural white (refer to AS/NZS 1158.3.1:2020)
- Pedestrian Area Lighting
- Luminaires for road and street lighting (AS/NZS 60598.2.3:2015)
 - Council to supply banners

Equitable Access - Improve legibility for all accessibility:



- Tactile Ground Surface Indicators (TGSIs)
- Warning tactile, directional tactile
 - Grade 316 stainless steel
 - Slip resistances AS/NZ 4586-2013 Appendix A class 5 (very low)
 - Installation shall comply with AS 1428.1-2009

Clean and Green WSUD



Best practice Water Sensitive Urban Design (WSUD) measures will be incorporated into design. This will assist with reducing potential flooding and maximising opportunities for healthier tree root growth and canopy cover where applicable.

Clean and Green - Tree Planting



Best practice tree planting measures will reduce impacts of heat island effect and stormwater runoff thereby improving air quality and our environmental resilience. Include minimum 400L trees within the local centres and along Woodville Road. Soils shall comply with Australian Standards AS4419, AS 3743 and AS4454. Refer to Council's Urban Tree Strategy.

7 Public Domain Plans

7.3 Woodville North Precinct

Public Domain



High Density Local Park

A new publicly accessible park will be established to provide opportunities for families to gather, children to play and the community to celebrate will improve liveability in the Precinct and provide many positive health and well-being benefits.



Urban Cooling

Increasing green coverage throughout the Precinct will assist in mitigating urban heat build up to provide cooler places to be enjoyed by the community.



Active Transport

Active transport will be encouraged through shared cycleways, active transport links and attractive street design. The community will benefit through improved health and wellbeing.

Street Trees

New tree planting will provide shade, colour and texture, assist in mitigating urban heat island effect and improve comfort for pedestrians.



*Acer
buergerianum*



*Quercus
palustris*



*Elaeocarpus
eumundii*



*Koelreuteria
bipinnata*



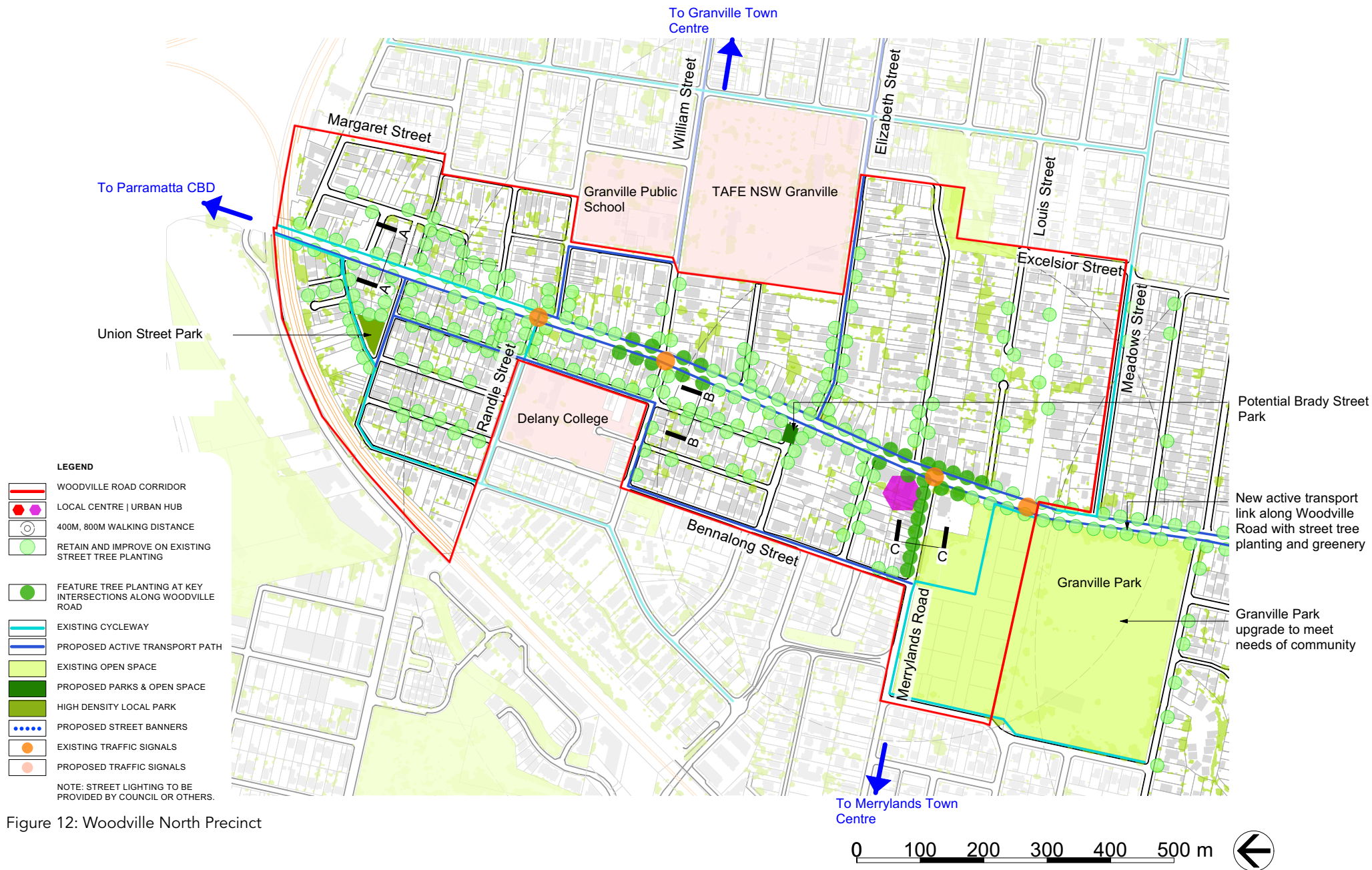
*Callistemon
Kings Park
Special*



*Lophostemon
confertus*

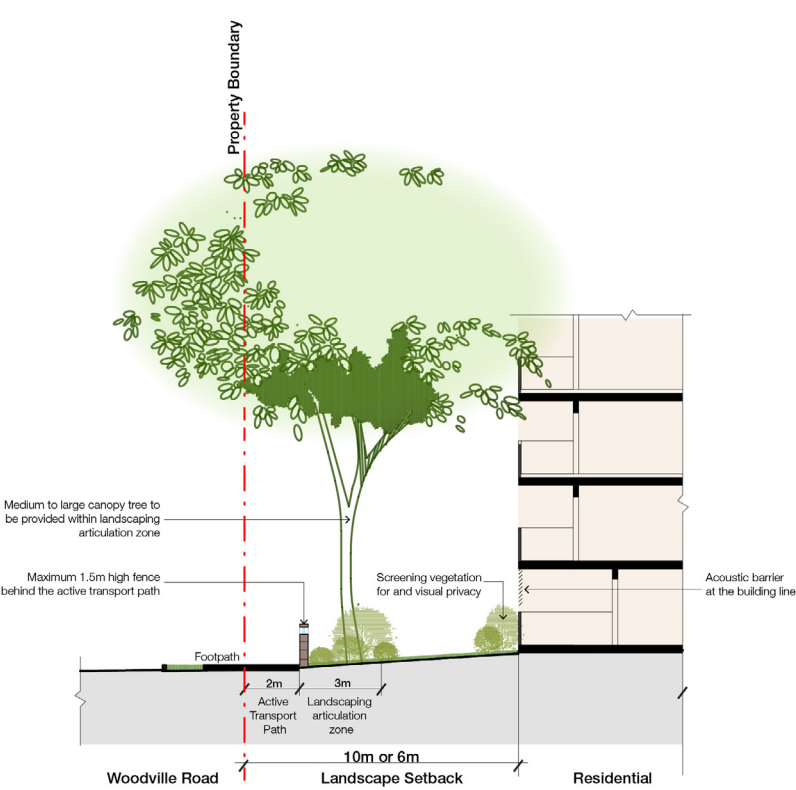


Artist impression of Woodville North Community Park. Source: CM+

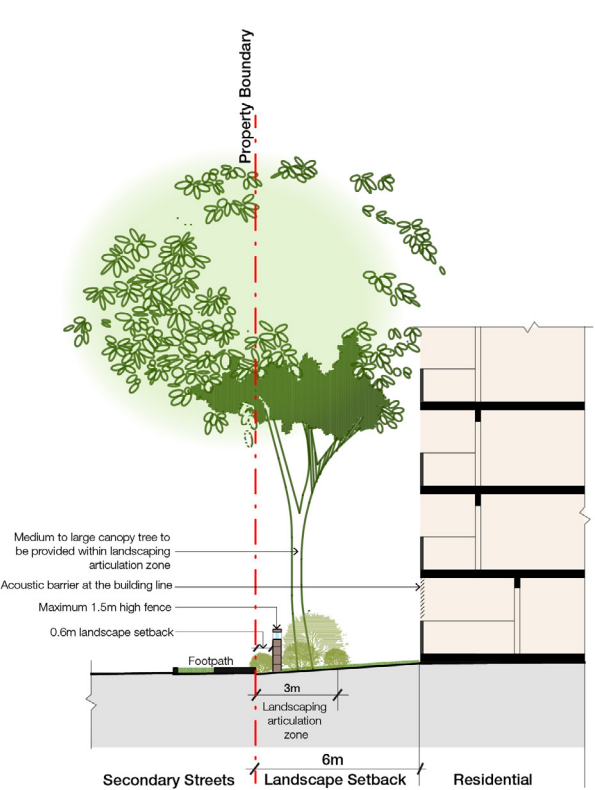


7 Public Domain Plans

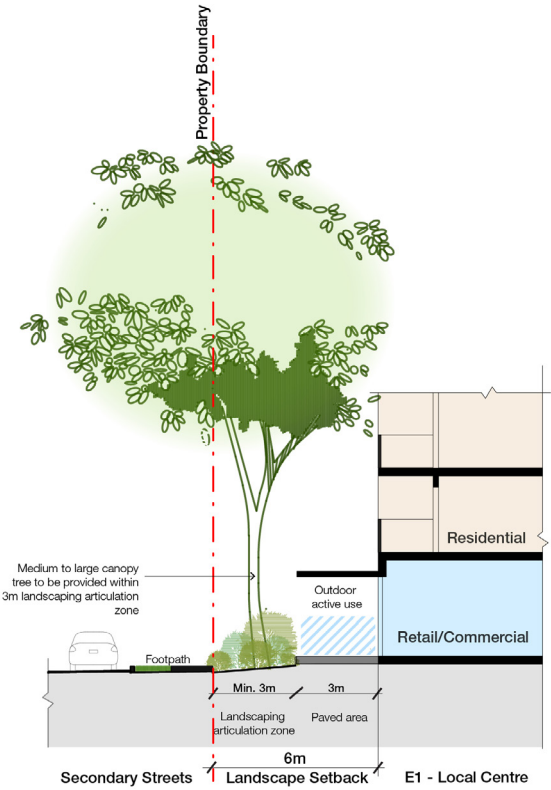
Woodville North Precinct



Section AA – Woodville Road Residential



Section BB – Secondary Street Residential



Section CC – Secondary Street E1 - Local Centre

7 Public Domain Plans

7.4 Merrylands East Precinct

Public Domain



Outdoor Dining

A new vibrant Eat Street will encourage people to linger and boost activity for business within the local centre.



Street Banners

Street banners will build a sense of place and inform the community of cultural events. This will support a sense of civic pride and character.



Permeability

New pedestrian and active transport links increase the permeability of longer street blocks. This will encourage walking, activity, and a more interesting experience for pedestrians.

Street Trees

New tree planting will provide shade, colour and texture, assist in mitigating urban heat island effect and improve comfort for pedestrians.



*Acer
beurgerianum*



*Quercus
palustris*



*Elaeocarpus
eumundii*



*Koelreuteria
bipinnata*



*Callistemon
Kings Park
Special*



*Lophostemon
confertus*



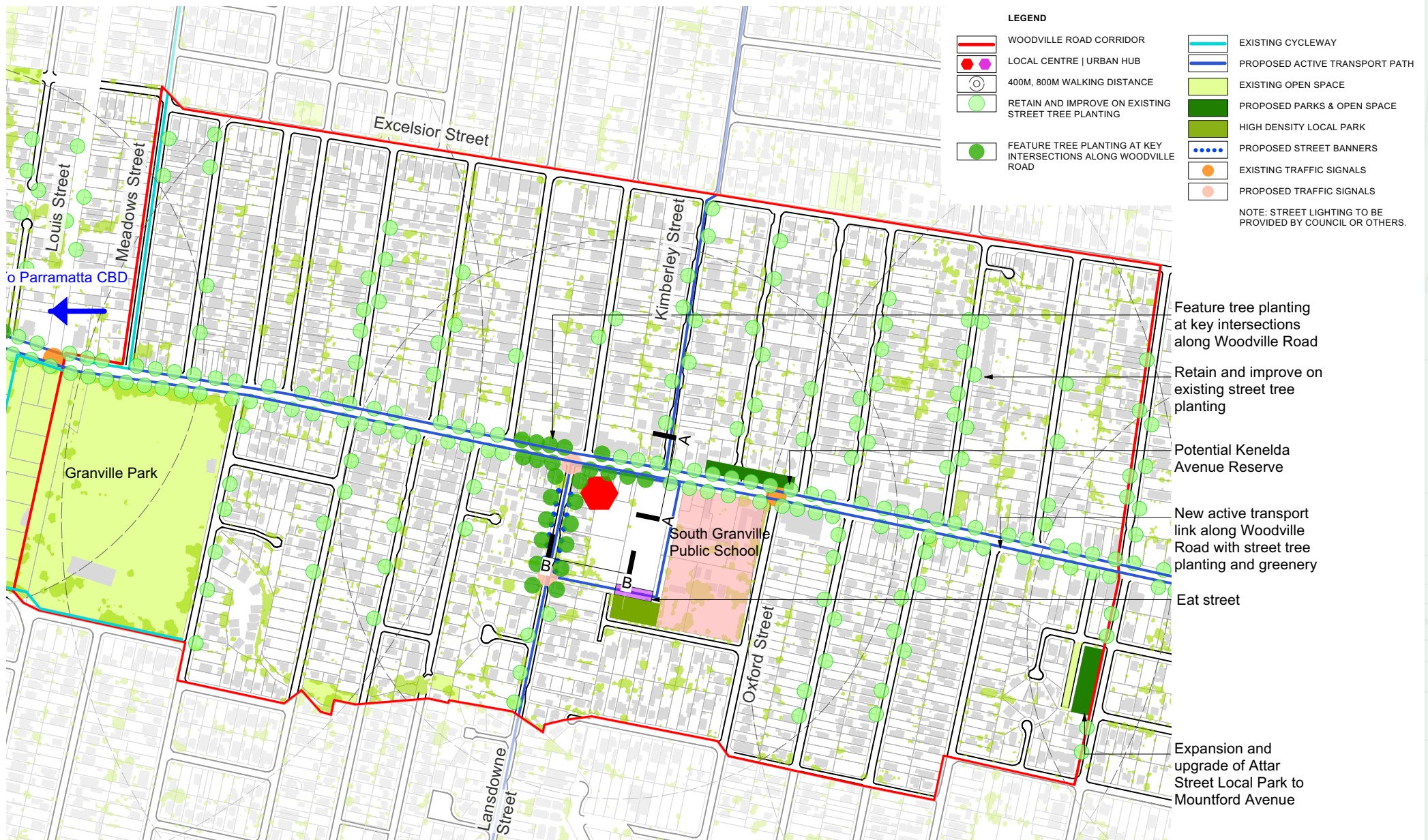


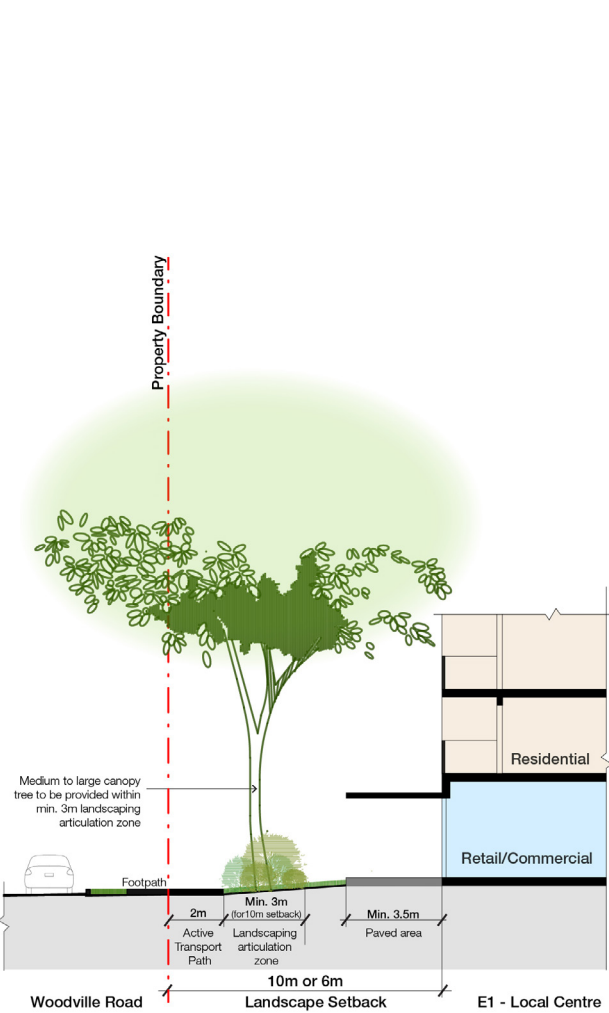
Figure 13: Merrylands East Precinct



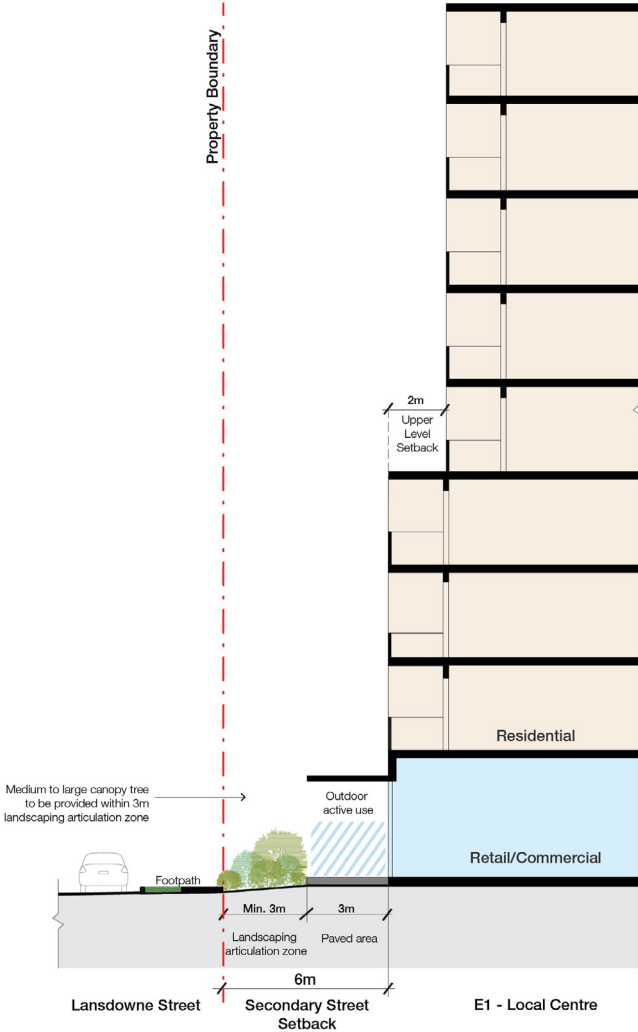
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7 Public Domain Plans

Merrylands East Precinct



Section AA – Woodville Road E1 - Local Centre



Section BB – Secondary Street (Lansdowne Street) E1 - Local Centre

7 Public Domain Plans

7.5 Woodville South Precinct

Public Domain



Parks and Open Space

New publicly accessible parks and open space will be established and upgraded within the Precinct. The opportunities for families to gather, children to play and the community to celebrate will improve liveability within the centre and provide many positive health and well-being benefits.



Retail

The local centre will be reinforced as a retail strip with improved street pavement, greenery and potential public art. This will reinforce prosperity for businesses, attract opportunities for new businesses and greater choice for the local community.



Urban Cooling

Increasing green coverage throughout the Precinct will assist in mitigating urban heat build up to provide cooler places to be enjoyed by the community.

Street Trees

New tree planting will provide shade, colour and texture, assist in mitigating urban heat island effect and improve comfort for pedestrians.



*Acer
buergerianum*



*Quercus
palustris*



*Elaeocarpus
eumundii*



*Koelreuteria
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confertus*



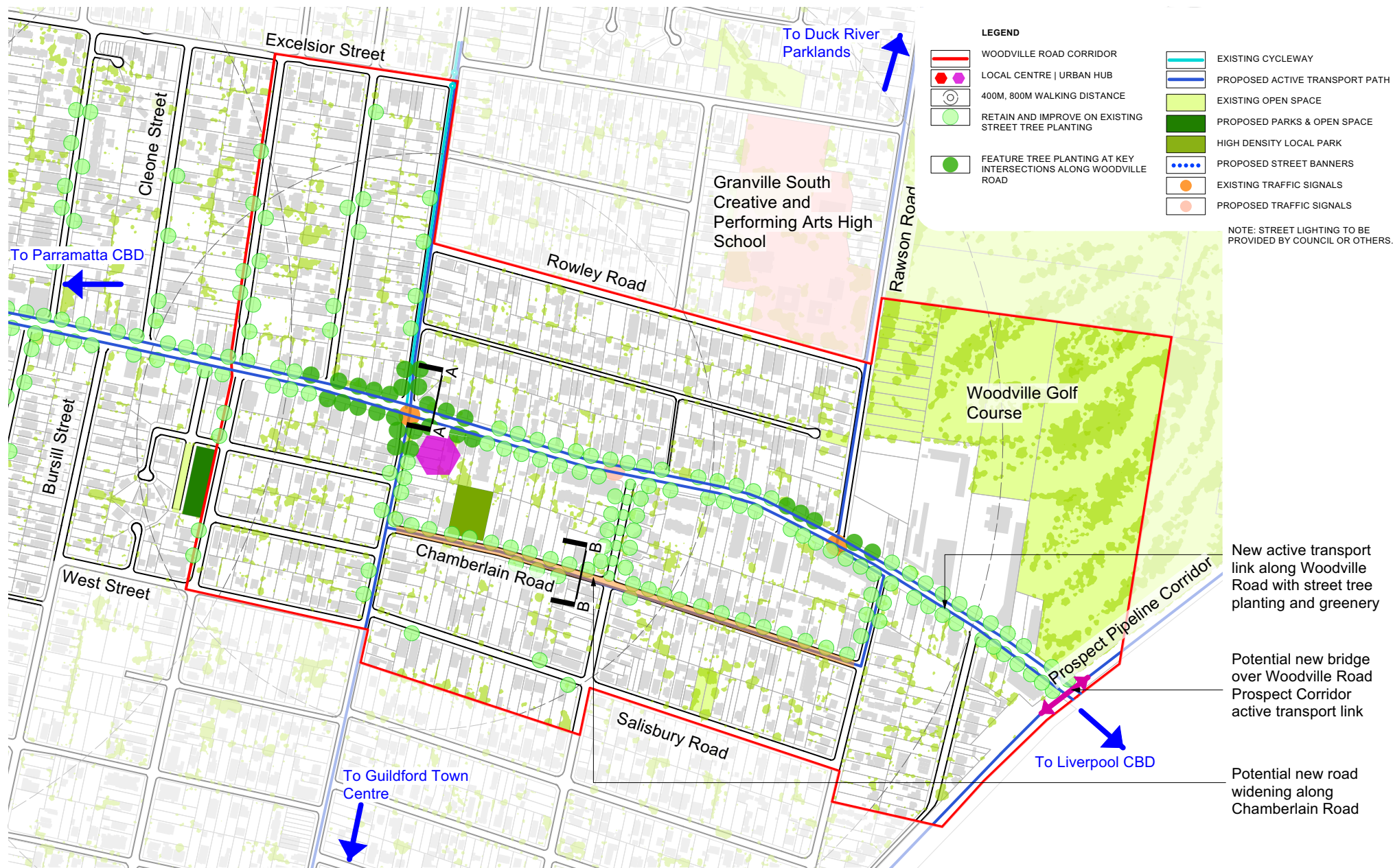


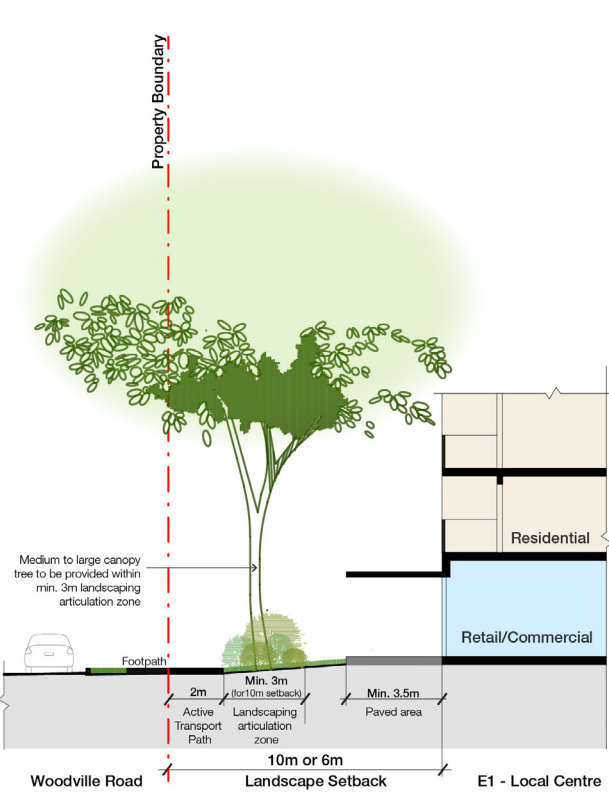
Figure 14: Woodville South Precinct



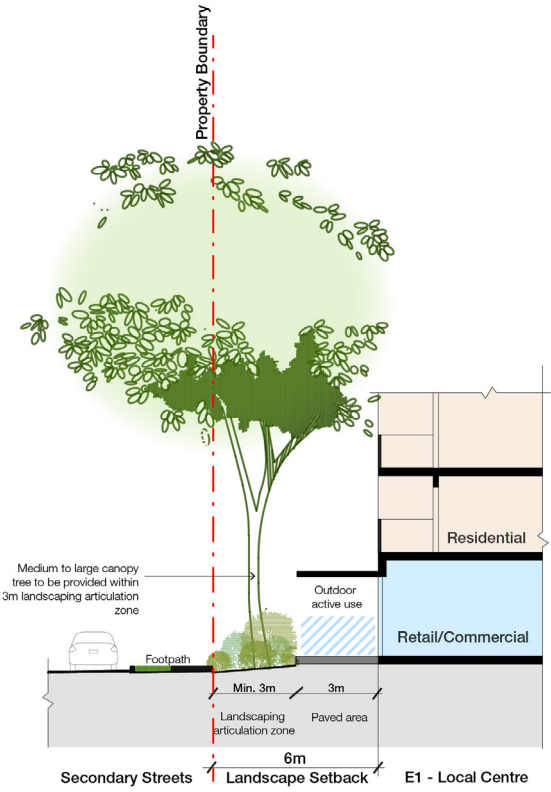
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7 Public Domain Plans

Woodville South Precinct



Section AA – Woodville Road E1 - Local Centre



Section BB – Secondary Street E1 - Local Centre

8 Implementation of Works

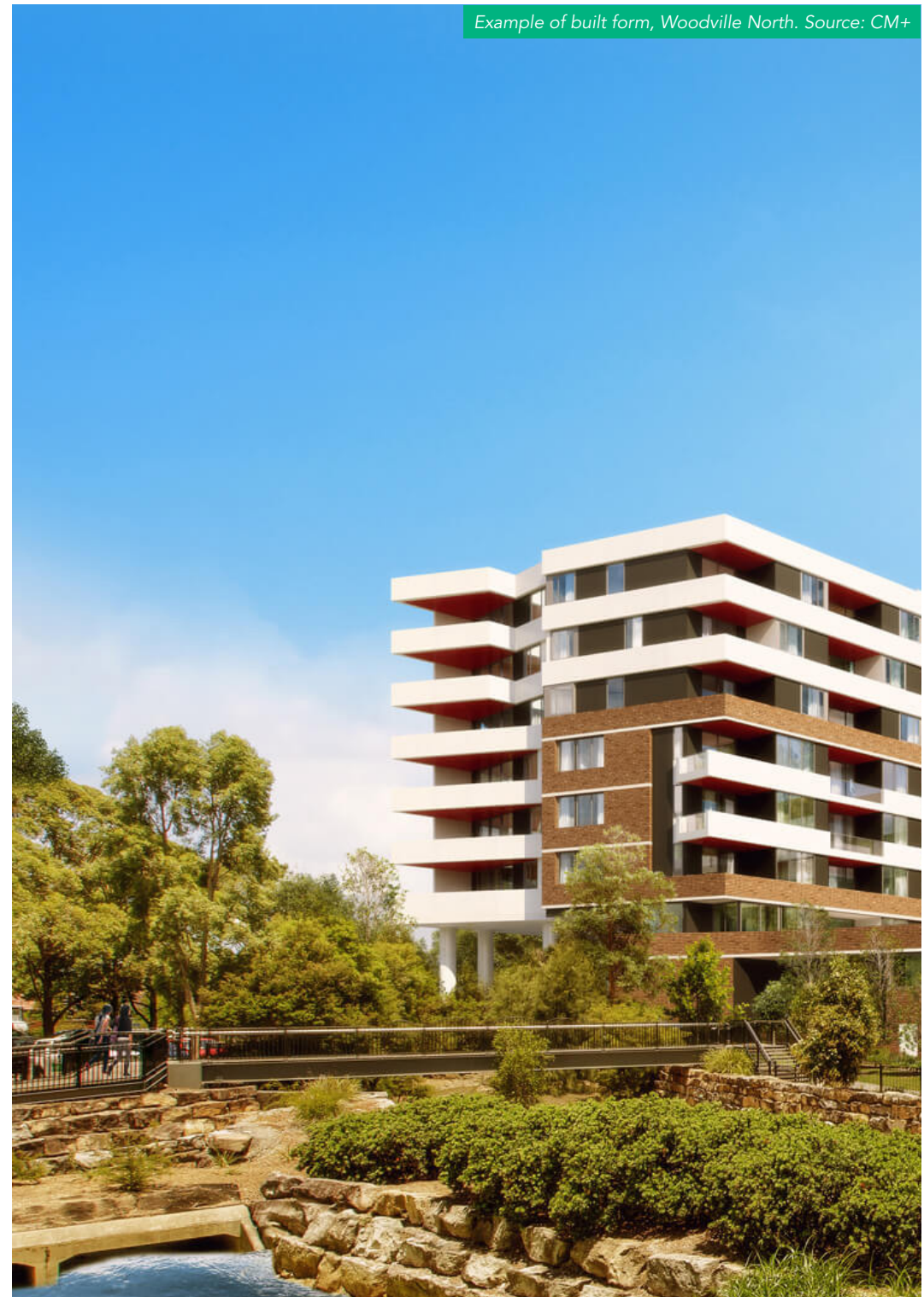
The works outlined in the Public Domain Plan will be delivered by Council as part of its Capital Works Program, or by the private sector through areas of future development activity.

The Public Domain Plan for the Woodville Road Corridor will be progressively implemented in stages. The timing of works will be determined by development activity, available funding for Council to use, or the delivery of works in accordance with local infrastructure contributions or planning agreements.

The areas where the Public Domain Plan are implemented by a developer, the following guidelines shall apply:

- The Developer will be responsible for the upgrade works that interface with the street frontage to the standard and in accordance with this Public Domain Plan.
- Public domain works to be in accordance with the Works Schedule prepared by Council.
- Construction works for the public domain to be approved by Council's representative prior to final sign off.

Example of built form, Woodville North. Source: CM+



Public Domain Plan

Woodville Road Corridor

2025



CUMBERLAND
CITY COUNCIL

Cumberland City Council

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