

**DOCUMENTS**

**ASSOCIATED WITH**

**REPORT C008/16**

**WENTWORTHVILLE CENTRE  
PLANNING AND PLACE MAKING  
STRATEGY EXHIBITION  
SUBMISSIONS AND PLANNING  
PROPOSAL REQUEST**



# Wentworthville Centre

## Planning and Place Making Strategy



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# Background & Objectives

In 2013, Holroyd City Council was successful in achieving grant funding under the NSW Government's Planning Reform Fund Program to facilitate the urban renewal and economic revitalisation of Wentworthville Centre and to provide the planning framework to deliver redevelopment in the Centre based on economic, traffic and urban design studies and community input.

This project is aligned with Council's vision for a sustainable city, with integrated transport options, a thriving local economy and well-planned and maintained development; a vision of a city with open parkland and accessible recreational facilities, encouraging our community to socialise and contribute towards their well-being; a vision of a city led by an innovative Council, working with our community, service partners and all levels of Government to ensure the best for our area.

The objectives of the revitalisation planning project are:

- To work with the community to identify a shared vision for the future.
- To understand the challenges and opportunities for Wentworthville Centre.
- To identify opportunities and priorities for the revitalisation and renewal of Wentworthville Centre.
- To provide the framework for delivering the desired improvements and growth.

At the completion of the project the following will be delivered:

- Economic feasibility and impact study
- Urban design study and modelling
- Traffic and transport study
- Community participation report
- Place Audit
- Community Safety Audit
- Planning and Place Making Strategy
- Planning proposal
- Land use planning (LEP and DCP) amendments
- Revised Infrastructure Plan (s94 Plan amendment)
- Operation Plan Actions

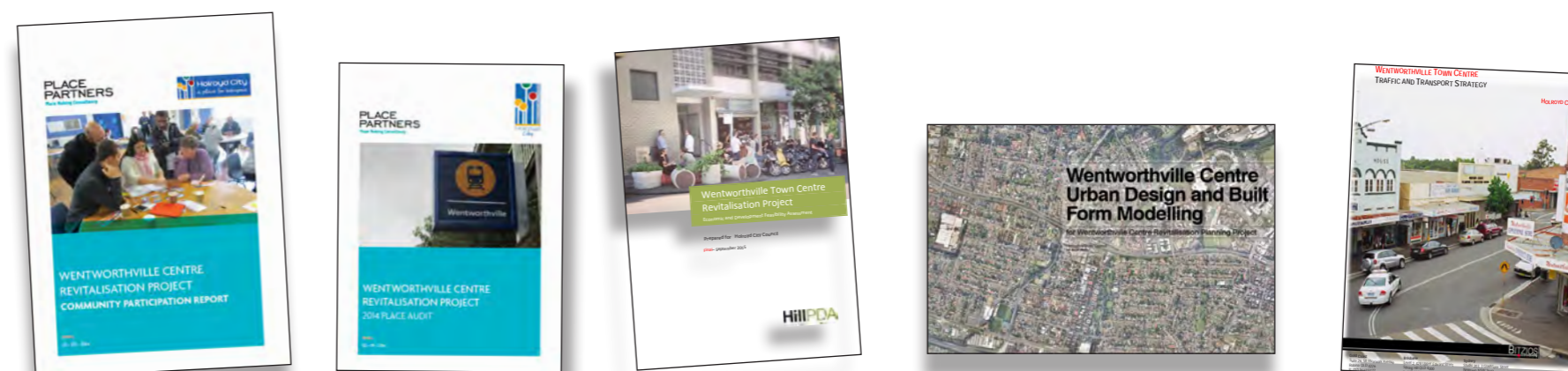
The Wentworthville Revitalisation Planning project was split into five stages:

- 1 - Community Engagement, Participation and Place making. **(COMPLETE)**
- 2 - Completion of expert studies. **(COMPLETE)**
- 3 - Preparation and exhibition of Planning and Place Making Strategy **(CURRENT STAGE)**
- 4 - Draft land use and development controls prepared and exhibited.
- 5 - Final controls for the Wentworthville Centre Revitalisation in force.

The project timeline is detailed below. We are currently in Stage 3 of the Project.



The following expert studies have been completed as part of the project:



# Context

## Regional Planning Context

Wentworthville is Holroyd's second largest commercial centre after Merrylands. It is located 27km west of Sydney CBD and 1 km west of Westmead Health and Education Precinct and 2 km west of Parramatta CBD.

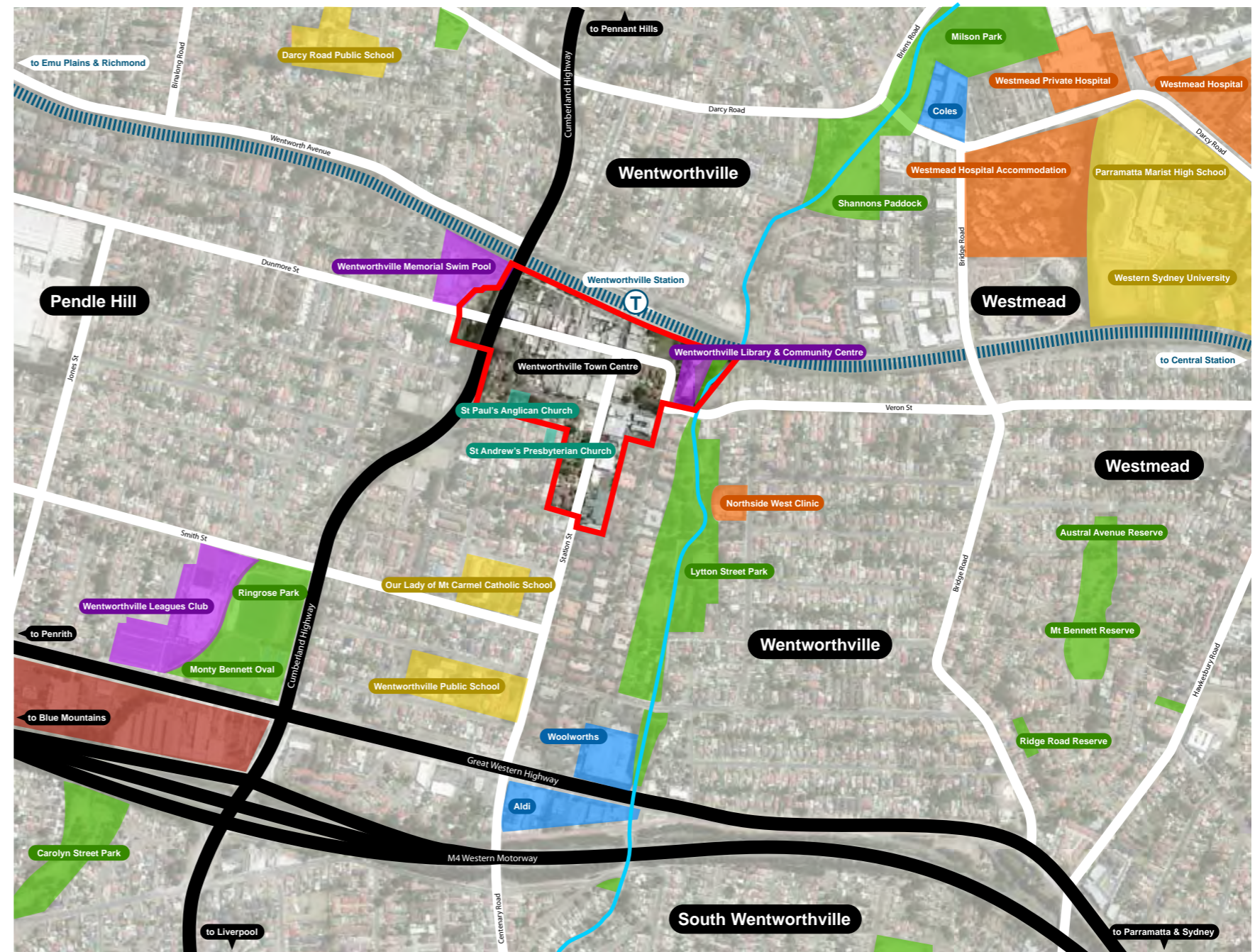
Wentworthville is centrally located to access both road and rail connections, making it an ideal location to access employment, entertainment and services in the wider region.

Planning for Wentworthville has to follow the directions State Governments Metropolitan Plan - *A plan for Growing Sydney 2014*, which establishes directions for delivering housing and employment across the region and establishes a hierarchy of strategic centres and economic corridors across Sydney.

The key direction affecting Wentworthville Centre is **3.1: Revitalise existing suburbs**, "The Government will prioritise the delivery of housing in or near centres in the established urban areas to help more people to live where they want- close to jobs, services and transport."

This Planning and Place Making Strategy is consistent with the Metropolitan Strategy. It prioritises growth and renewal in an existing town centre, while understanding its hierarchy in the region and local aspirations.

Benefiting from its location adjacent to the Greater Parramatta area (as identified in the Metropolitan Plan), Wentworthville Centre has the opportunity to play a role in providing for additional housing, complimentary employment and local services that can build on the strengths of its proximity to these major employment generators.



Regional Context map of Wentworthville Centre

# Context

## Local Context

- Wentworthville Centre is approximately 9.7 hectares in size. It is bounded by the Western Railway line to the north, the Cumberland Highway and Memorial Park to the west, Finlaysons Creek and Lane Street to the east and Perry Street to the south.
- While the suburb of Wentworthville stretches across both Holroyd and Parramatta Local Government Area's (LGA), Wentworthville Centre is wholly located within Holroyd LGA and serves the wider suburb.
- Wentworthville Centre is highly accessible via the Great Western Highway, M4 Motorway and Wentworthville Railway Station, with a train arriving every 10-15 mins. The Liverpool to Parramatta Transitway is also a 1 km walk from the Centre.
- The Centre is bounded by established low density housing to the south, including heritage and character dwellings. 3-4 storey walk up buildings, built mainly in the 1990's are located to the east and a mixture of low - medium density housing exists to the west of the Centre.
- Building stock within the Centre is predominantly single and two storey commercial shops and shoptop housing, dating between 1960-1980's. A number of heritage buildings dating from 1800s-1920s also remain in the Centre.
- A small amount of recent development has occurred on the fringes of the centre, including a 6 storey commercial building and two mixed use developments.
- A range of services and community facilities are currently located within the Centre, including the Fire Station, Library and Community Centre, Function Centre, several Churches, Banks, Hairdressers and a small supermarket.
- The only park located in the Centre is Friend Park, however Lytton Street Park and Wentworthville Memorial Park are within short walking distance.
- While there are a few retail attractors within the Centre, there is no major retail anchor within the Centre.
- The Centre is currently zoned B2 Local Centre (Business), permitting a range of retail, commercial, entertainment, community and shop top apartment land uses.



Context map of Wentworthville Centre

# Demographics

- At the last census in 2011, the suburb of Wentworthville ( including both Holroyd and Parramatta LGA) had a population of 10,588 people.
- The median age of residents of Wentworthville is 34 years old.
- The average household size is 2.8 persons per household which is above the Sydney average.
- While the majority of people travel to work by car, a high percentage of people catch the train to travel to work.
- There is a larger proportion of younger people in the area, with 39% of residents aged between 15 and 39.
- As of 2011, over 50% of the residents of Wentworthville were born overseas, with 17% of residential born in India and 7% from Sri Lanka and other countries such as China, Fiji, Lebanon, New Zealand, Philippines and the United Kingdom.
- There are 3,993 dwellings in Wentworthville, with 55% separate dwellings, 23% semi detached and 21% apartments.
- Approximately 30% of the working age population of Wentworthville holds a bachelor degree or higher, which is higher than the Sydney average.





# Community Aspirations

Community Engagement formed the first stage of the Revitalisation Strategy. The purpose of the consultation was to capture local values and aspirations for the future of the Wentworthville Centre for the basis of a shared vision and to guide the preparation of future land use, infrastructure and operation planning.

Council asked the Wentworthville Community to define a future direction for Wentworthville Centre by:

- Determining the key features that define the Centre,
- Identifying changes, incentives or improvements that could revitalise the Centre, and
- Establishing the future role of the Centre and how growth should occur in the future.

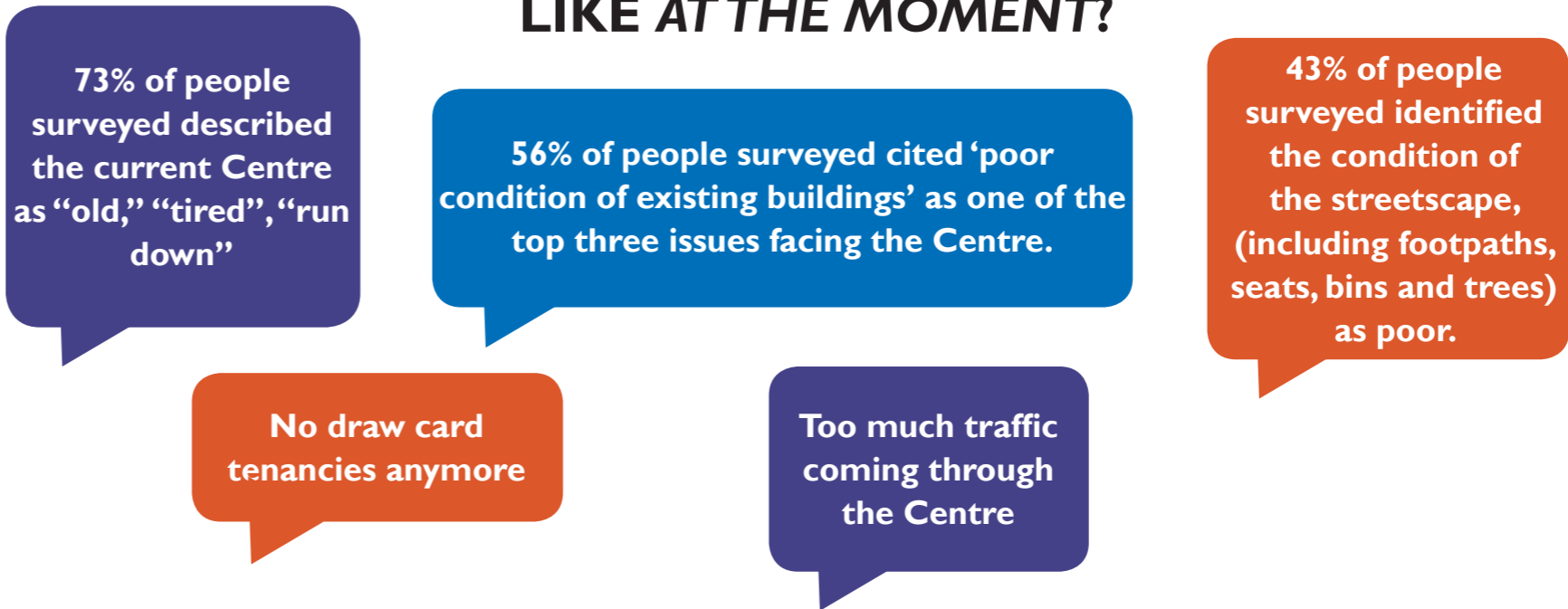
The community provided valuable feedback, commentary and honest assessments of the Centre and its future. The results of the engagement were clear in that the Wentworthville community was united in wanting to see Wentworthville Centre redevelop into a vibrant and revitalised Centre.

The findings of the community consultation were captured in the Community Participation Report and together with the other expert studies, form the foundation to this Strategy.

The community participation report provided five community aspiration themes or a personality that the community values and wants to keep and also reflect the desired future character of the Centre. The community indicated they want Wentworthville Centre to be a place that is:

- CREATIVE** - FUN, LIVELY, RELAXED
- COLOURFUL** - GREEN, VIBRANT, ATTRACTIVE
- PROGRESSIVE** - DIVERSE, MODERN, ENTREPRENEURIAL
- EFFICIENT** - FUNCTIONAL, CONNECTED, CLEAN
- LOCAL** - FRIENDLY, COMFORTABLE, SAFE

## WHAT IS WENTWORTHVILLE CENTRE LIKE AT THE MOMENT?



## WHAT SHOULD WENTWORTHVILLE CENTRE BE LIKE IN THE FUTURE?



# Community Directions

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All the feedback, suggestions, ideas and comments received during the community consultation were summarised into five community directions, which reflect the common themes that the community has deemed important to Wentworthville Centre in order to retain the desirable qualities of the Centre and an approach to changing the qualities that are not so desirable.

These directions provide the foundations for the way in which planning for the revitalisation for the Centre has been approached, by Council and its expert consultants.

## COMMUNITY DIRECTIONS

### #1 CENTRE REDEVELOPMENT

The community supports attracting investment to create a modern, engaging and safe Centre while maintaining the human scale and village feel of the street.

### #2 RESIDENTIAL DEVELOPMENT

The community supports high quality mid-rise residential redevelopment particularly in and around the train station.

### #3 RETAIL REVITALISATION

The community supports a successful and sustainable retail and commercial centre with locally owned and run businesses that offer quality services, product, shop design and extended trading hours.

### #4 AMENITY AND FACILITIES

The community supports an accessible and green public realm where people can gather, sit and enjoy active and passive interactions with others.

### #5 COMMUNITY & CULTURAL UNDERSTANDING

The community supports an increase in community activities that help people of different cultures understand each other better, build on their existing community strength and celebrate Wentworthville as a place to live, do business and play.

# Vision for Wentworthville Centre

*“A progressive, colourful, vibrant and engaging local centre that is comfortable and well connected to the surrounding area and facilities.*

*Wentworthville Centre will be a great place to live and shop; to stay”.*



View of Dunmore Street Plaza and streetscape (option 2)

# Key Priorities for Revitalisation

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1. Full-Line 4,000m<sup>2</sup> Supermarket
2. Short-Term Development of 4 Key Sites in Core
3. European Style Mid-Rise Street Wall Building Form with Few Towers
4. 3 Public Plazas (Dunmore Street Plaza, Civic Plaza, Kingsway Pedestrian Link)
5. 6 Mid-Block Pedestrian Through Links
6. Viable Commercial Car Parking
7. Main Street By-Pass and Laneway Network Extension
8. Eastern Civic Precinct with New Community Facilities
9. Incentives for Commercial & Retail Spaces
10. Value Capture from Development for Public Improvements

# Structure Plan

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Council has used the community's vision and directions and combined these with the work of expert urban design, traffic and transport and economic feasibility consultants to create a structure plan for Wentworthville Centre to guide its revitalisation and renewal.

## BUILT FORM AND CHARACTER

- Establish a predominately mid rise scale across the Centre.
- Sensitively place taller buildings near the railway station and in strategic locations within the Centre to reinforce key entries, the core of the Centre and where public domain improvements are proposed.
- Create a street wall height which maintains a human scale quality, modernising the village atmosphere of the Centre.
- Maintain sunlight access to the southern side of Dunmore Street, through lower street wall height zone.
- Use building heights and setbacks to transition the scale of the buildings in the Centre to the surrounding established residential development.
- Broaden housing choice within Wentworthville Centre.
- Respect the heritage element of in the Centre, whilst maintaining a reasonable level of development.

## OPEN AND SPACE AND PUBLIC DOMAIN

- Create three new public spaces:
  - Linear plaza on the southern side of Dunmore Street
  - Public plaza at the end of Dunmore Street coupled with the creation of a new Library and Civic Hub.
  - Open air pedestrian link at the existing arcade between Dunmore Street and The Kingsway.
- Expand Friend Park by relocating the existing Child Care Centre.
- Use landscaping to create a buffer to the surrounding established residential development.

## TRAFFIC AND PARKING

- Extend and improve laneway networks including the extension of Station Lane and the formalisation of The Kingsway Lane.
- Manage vehicular traffic within the Centre through bypassing traffic from Dunmore Street.
- Create a pedestrian focus for the Centre, by reducing traffic for a pedestrianised main street.
- Increase customer parking within the Centre at a suitable rate.
- Revise existing parking rates for development in the Centre to reflect customer patterns and feasibility considerations.
- Manage on street parking within the Centre for better convenience.

## CONNECTIVITY

- Improve permeability, circulation and pedestrian amenity to create a pedestrian friendly Centre by:
  - Formalising the existing through site link between Dunmore Street and The Kingsway.
  - Providing a new, definitive through site link between Dunmore Street and Pritchard Street.
  - Improving the existing through site link between Station Street and Lane Street.
  - Improving the connection between Dunmore Street and The Kingsway at the heritage listed Post Office.
  - Creating new pedestrian access to Friend Park from Pritchard Street East.
  - Creating new pedestrian access from Dunmore Street to Lytton Street Park, through the new Library and Civic Hub.
- Continuing to work with Transport for NSW for the provision of a lift and general upgrade works at Wentworthville Railway Station.
- Improve cycle routes connecting the Centre, including investigation of an underpass along Finlaysons Creek and potential grant funding opportunities.

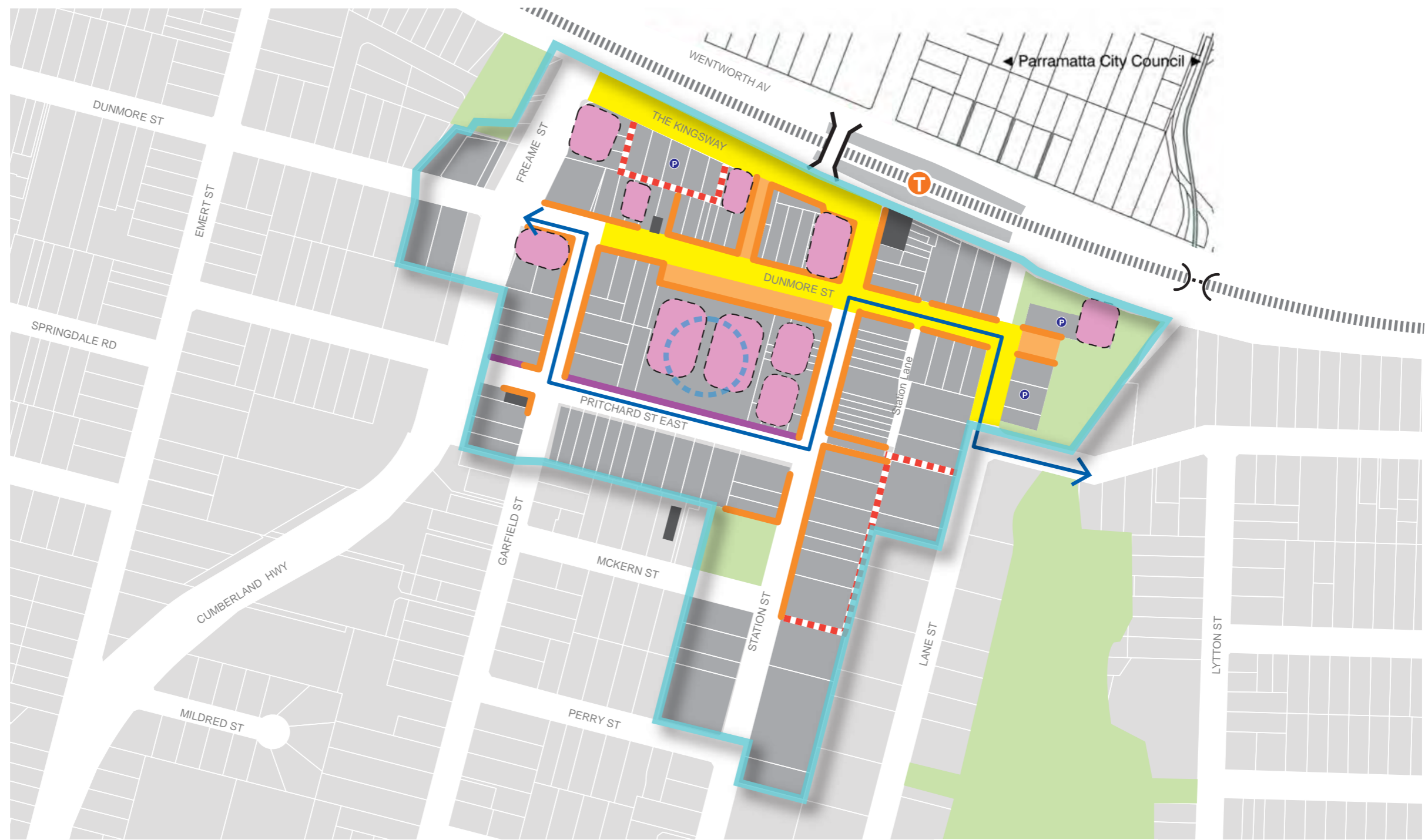
## RETAIL AND EMPLOYMENT

- Attract a full line supermarket (4,000m<sup>2</sup>+) to the core of the Centre.
- Create new retail and commercial opportunities and job growth through redevelopment.
- Create opportunities in key locations, for additional commercial floor space through a bonus incentive to leverage the Centres proximity to Westmead, in order to attract medical related commercial space.

## PLACE MAKING

- Facilitate public art opportunities in the Centre.
- Enable extended business trading hours to promote a night time economy.
- Support outdoor dining opportunities across the Centre.
- Encourage a creative and attractive Centre through the revitalisation of shopfronts.
- Endorse and implement the findings of the Community Safety Audit.

# Wentworthville Town Centre Structure Plan



- |                        |                            |  |                         |
|------------------------|----------------------------|--|-------------------------|
| Study boundary         | Heritage                   | New laneways                           | Main Street Bypass      |
| Midrise development    | Primary active frontages   | Preferred supermarket location         | New slow zone           |
| Surrounding urban area | Secondary active frontages | Sites with significant building height | Enhanced public parking |

# Built Form & Character

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## Wentworthville at Present

### *Planning Controls*

- Current planning controls generally permit maximum building heights of 20 metres (5-6 storeys) and a floor space ratio average of 2.2:1 across of the Centre, with lower heights and floor space on the fringes of the Centre.
- There is inconsistency in floor space ratios for sites adjacent to existing residential development that currently may not provide an appropriate transitional built form. This is managed by detailed built form controls such as setbacks and building heights.

### *Economic Feasibility*

- Feasibility testing has concluded that redevelopment in the Centre is not an attractive investment under the existing planning controls in the current market, therefore most sites within the Centre are generally not feasible to develop at this time.
- Economic advice has indicated that an increase in building heights and floor space ratios will improve the viability of development.
- Unless the existing planning controls are revised, redevelopment within the Centre is unlikely to occur within the short to medium term.
- Some speculative purchasing is occurring within the Centre driving up the 'tipping point' of development. While certainty of planning controls in the Centre is needed, not every site within the Centre can be feasible in the short term.

### *Community feedback*

- The community support attracting investment to create a modern and safe revitalised Centre.
- The community have indicated through the community engagement process that a 'mid rise' form of development would be supported, which was defined to be between 6 – 12 storeys.
- The community has indicated that the existing Centre is perceived to be ageing, run down and lacking investment. Vacant shops, unkept shopfronts and blank walls on streets are identified as concerns.

- The community support quality redevelopment, particularly in and around the railway station.
- The sunny orientation of the southern side of Dunmore Street was identified as a key positive element of the Centre.

### *Centre built form*

- Built form in the Centre lacks consistency in elements such as awnings, setbacks and street activation, leading to an uncohesive built form.
- The Kingsway is suffering from a lack of investment in the built form and low pedestrian movements, giving the area a perception of being an unsafe environment. It is a location that requires short term revitalisation.
- A number of heritage items are located in the Centre and these have the opportunity to provide depth and character in the redevelopment of the Centre.
- A number of larger consolidated parcels of single ownership exist in the Centre. This can enable orderly redevelopment and good mixed use development outcomes.
- Wentworthville's location near Westmead Medical Precinct has seen it attract medical based commercial uses and this should be built upon in the future revitalisation and redevelopment of the Centre.

### *Note:*

The maximum building height calculations are based on the SEPP 65 *Apartment Design Guideline* - providing 3.3 metres for ground and first floor to ceiling, 2.7 metres for residential floors and 0.4 metres for slab and servicing. Allowances for topography and lift overruns are also provided. Buildings heights may differ between streets and sites due to topography changes.

# Built Form & Character

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## Revitalisation Strategy Built Form Options

A review of the existing height and floor space controls for Wentworthville Centre demonstrates that if controls were to remain 'as is', revitalisation would not occur over the short - medium term. It would also mean that public domain upgrade and improvement works could not be achieved in the Centre. This would not be consistent with community expectations and as such this option has not been pursued in this strategy.

- Two built form options have been developed by Council with the aim to:
  - meet community expectations regarding the short- medium term redevelopment and revitalisation of Wentworthville Centre and the benefits that redevelopment brings,
  - achieve a predominately 'mid rise' scale of development and,
  - meet the economic challenges facing the Centre.
- The regional, local and immediate context of the Centre has been considered in determining the proposed scale and density of the Centre, acknowledging the Centres:
  - proximity to Westmead and Parramatta,
  - secondary role to Merrylands Centre, servicing the wider Wentworthville Catchment and the northern area of Holroyd LGA
  - existing structure and strengths, and
  - surrounding land uses and building scale.
- A 'mid rise' scale of development that is economically viable, has been achieved through a street wall building typology, which reflects the community's vision and achieves the required densities for housing and commercial uses through predominantly 8 storey buildings. A podium and tower typology (involving many more concentrated tower buildings, such as in the 2012 draft plans) has not been pursued, as this would not be consistent with the community directions.
- Taller buildings are proposed in up to 8 strategic locations, close to the railway station, to reinforce key entries, the core of the Centre and

where public domain improvements are proposed. This compares to the previous 2012 draft plans which involved up to 15 towers.

- The role of Wentworthville Centre is reinforced by improving the pedestrian experience. This will be achieved by activating streets through defining the street edge, ensuring active ground floor uses and continuing fine grain shops.
- Site amalgamation will be required to deliver high quality buildings with on site parking and sunlight access.
- Sites identified for building heights over 8 storeys would be offered a floor space ratio bonus to provide commercial uses for the first floor.
- Where buildings are proposed to be greater than 8 storeys, value uplift sharing would be applied. This will enable the achievement of additional public spaces and public domain works for the Centre that could not otherwise be achieved. The benefits of additional development potential are shared with the community.
- The built form options respect and modernise heritage elements of the Centre.
- The Kingsway would be activated through ground floor retailing, a new open pedestrian plaza and more eyes on the street through apartment development that is close to the railway.
- The existing Library and Civic Hub would have the potential to be transformed into an active precinct.



# Built Form & Character

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## Option 1



Contextual image of the built form outcomes of Option 1

# Built Form & Character

## Height & FSR Option 1

### Building Height

- Generally a building height of 8 storeys (29 metres) throughout the Centre.
- A 6 storey (23 metres) height zone along part of Dunmore Street (north) to retain solar access to the proposed linear plaza.
- 8 towers of 12-13 storeys (41 metres) are proposed in strategic locations that reinforce key entries, the core of the Centre or locations where public domain improvements are provided.
- Building heights are proposed to transition to 4-5 storeys (17-20 metres) where adjacent to existing residential land uses.

### Floor Space Ratio

- An FSR range of 2.2:1- 3:1 for the fringe, and 3:1- 4:1+ for the core of the Centre.
- Where buildings are proposed to be greater than 8 storeys, value uplift sharing is proposed. This will enable the achievement of new public spaces and public domain works, as the benefits of additional development potential are shared with the community.
- For sites identified to be over 8 storeys, a floor space bonus of 0.5:1 will be offered for the provision of commercial uses on the first floor.
- Additional floor space bonus to be provided for Wentworthville Mall site to encourage the facilitation of a full line supermarket.

### Built Form- General

- A street wall height of 4 storeys.
- Heritage shopfronts to be incorporated within redeveloped sites.

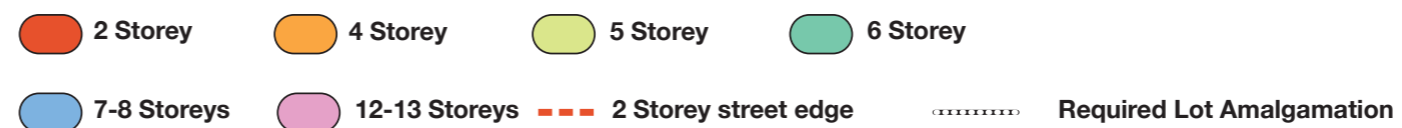
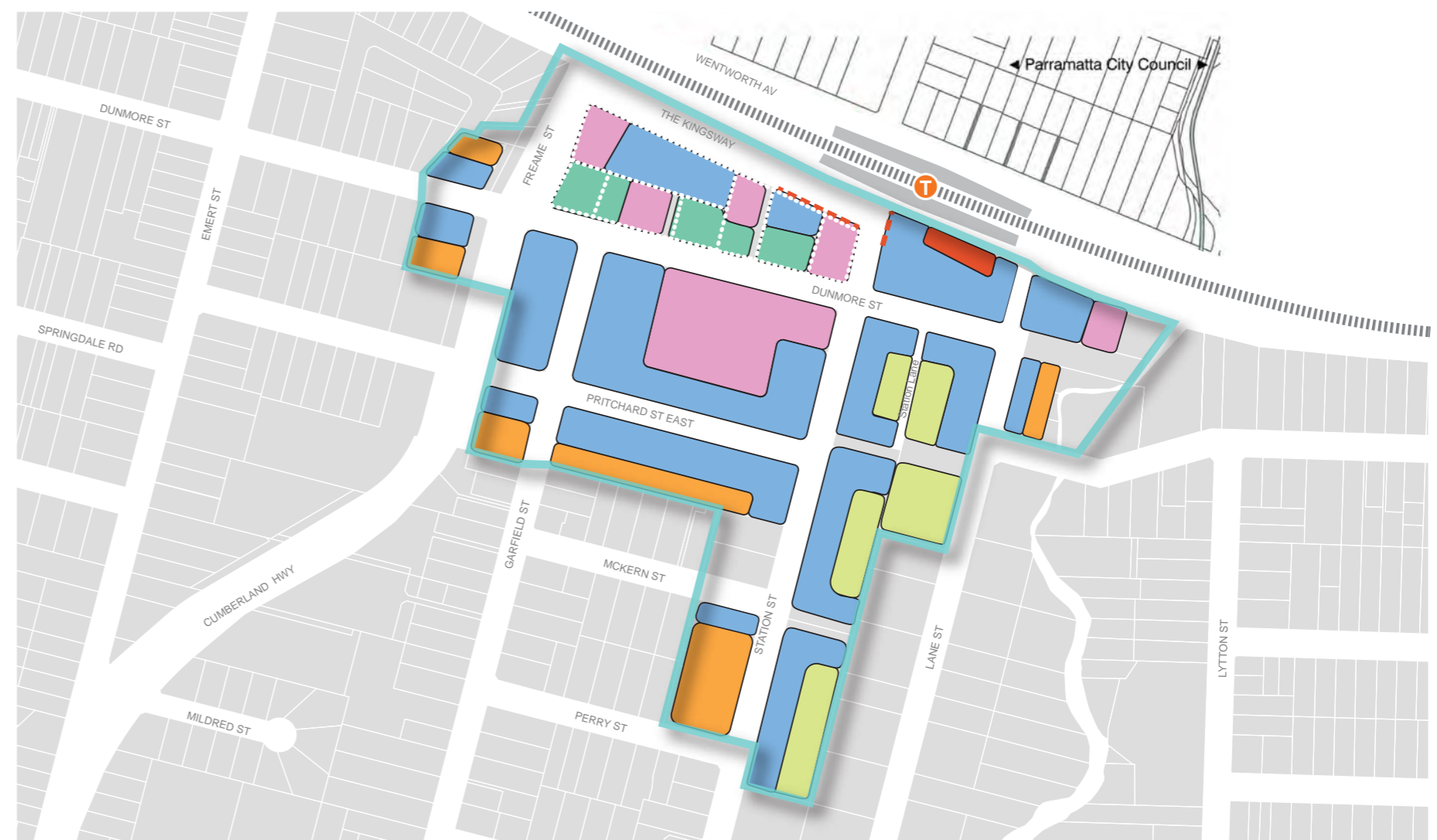
### Dwelling Yield

- 1,600 dwellings over 20 years.

### Infrastructure Achievement

- Under this option, there may be a shortfall of infrastructure funding of up to \$3 million. This would require reduced traffic management, street improvements and a reduced Civic Plaza, unless an alternative funding source for the infrastructure provision is provided.

Wentworthville Centre - Building Height Map Option 1

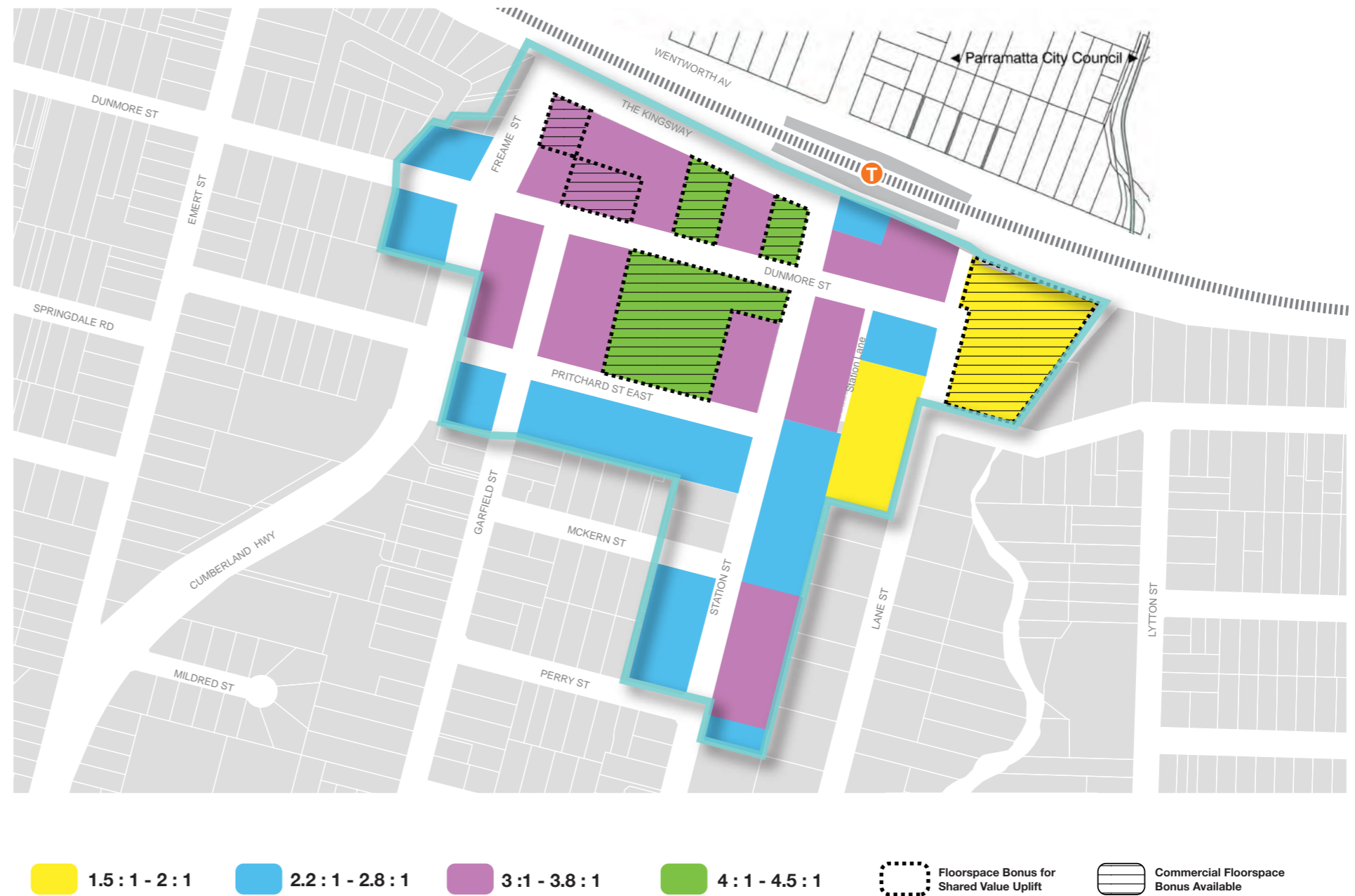


Option 1 Maximum Building Height Map (storeys)

# Built Form & Character

## Height & FSR Option 1

Wentworthville Centre - FSR Map Option 1



Option 1 Maximum floor space ratio map

# Built Form & Character

## Option 1



The Kingsway, looking towards Station Street (Option 1)



Dunmore Street, looking east from Dunmore Street Plaza (Option 1)



Station Street, looking north from Friend Park (Option 1)

# Built Form & Character

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## Option 2



Contextual image of the building form outcomes of Option 2

# Built Form & Character

## Height & FSR Option 2

### Building Height

- Generally a building height of 8 storeys (29 metres) throughout the Centre.
- A 6 storey (23 metres) height zone along part of Dunmore Street (north) to retain solar access to the proposed linear plaza.
- 6 towers of 12-13 storeys (41 metres) and 3 towers at 18 storeys are located in strategic locations that reinforce key entries, the core of the Centre or locations where public domain improvements are provided.
- Building heights to transition to 5 storeys (20 metres) where adjacent to existing residential land uses.

### Floor Space Ratio

- An FSR range of 2.2:1- 3:1 for the fringe, and 3:1- 4:5:1+ for the core of the Centre.
- Where buildings are proposed to be greater than 8 storeys, value uplift sharing is proposed. This will enable the achievement of new public spaces and public domain works, as the benefits of additional development potential are shared with the community.
- For sites identified to be over 8 storeys, a floor space bonus of 0.5:1 will be offered for the provision of commercial uses on the first floor.
- Additional floor space bonus to be provided for Wentworthville Mall site to assist in the accommodation of a full line supermarket.

### Built Form- General

- A street wall height of 5 storeys
- Heritage shopfronts to be incorporated within redeveloped sites.

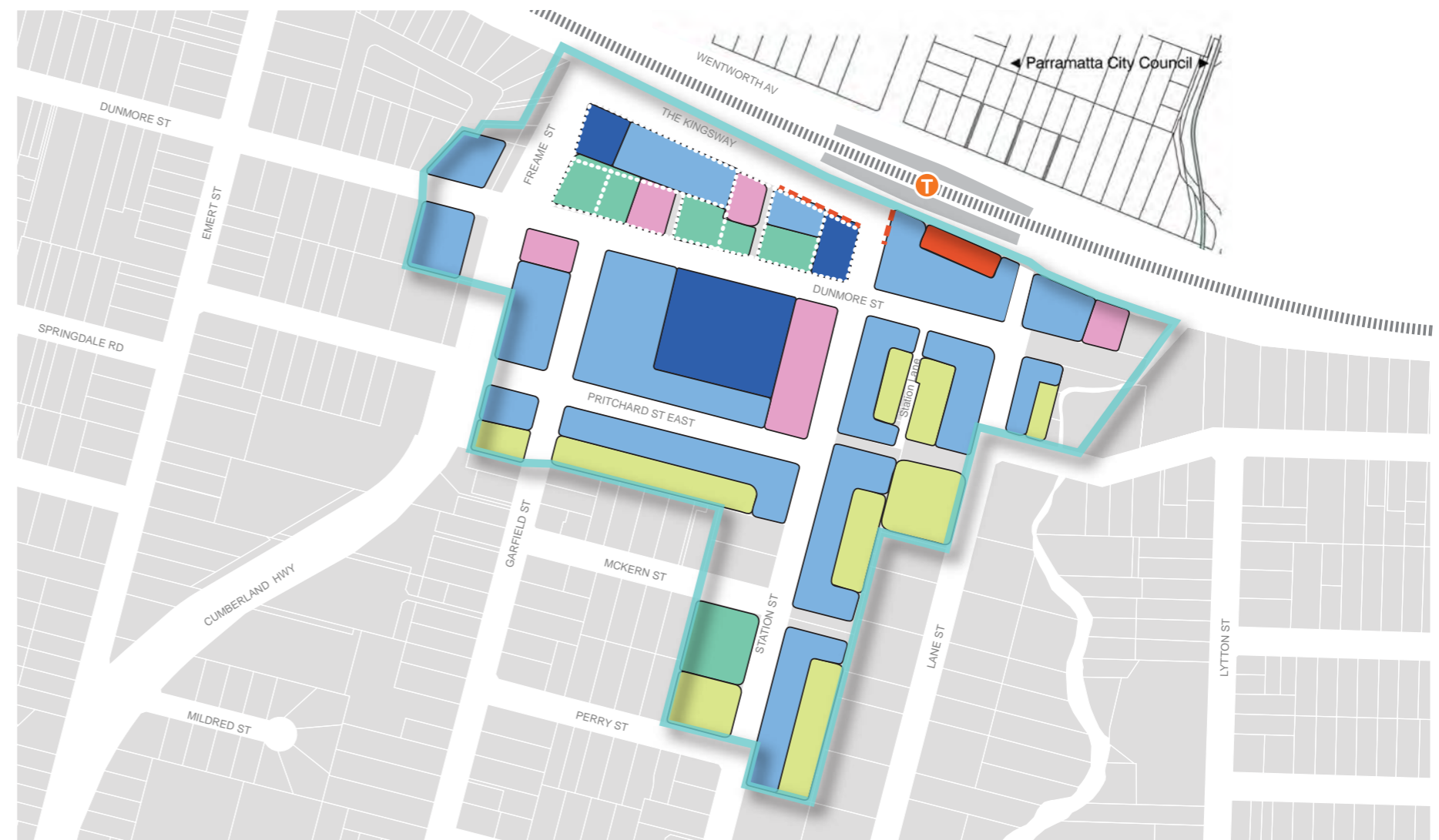
### Dwelling Yield

- 1,800 dwellings over 20 years.

### Infrastructure Achievement

- It is expected that all infrastructure works in this option would be achieved through value uplift sharing and section 94 development contributions.

Wentworthville Centre - Building Height Map Option 2

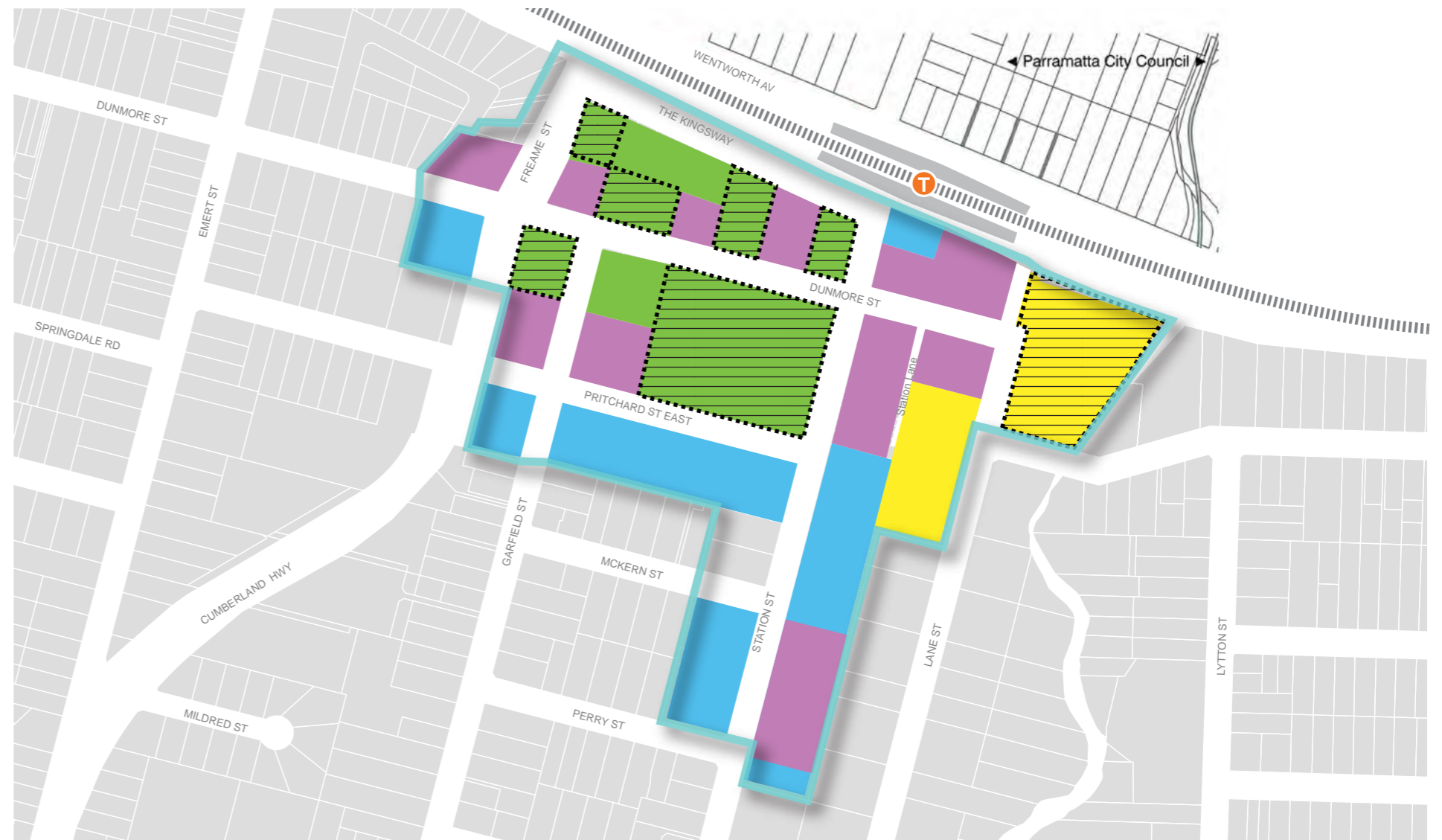


Option 2 Maximum Building Height (storeys)

# Built Form & Character

## Height & FSR Option 2

Wentworthville Centre - FSR Map Option 2



1.5 : 1 - 2 : 1

2.2 : 1 - 2.8 : 1

3 : 1 - 3.8 : 1

4 : 1 - 5 : 1 +

Floorspace Bonus for Shared Value Uplift

Commercial Floorspace Bonus Available

Option 2 Maximum Floor Space Ratio

# Built Form & Character

## Option 2



The Kingsway, looking towards Station Street (Option 2)



Dunmore Street, looking east from Dunmore Street Plaza (Option 2)



Station Street, looking north from Friend Park (Option 2)



# Open Space & Public Domain

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## Wentworthville at Present

The Wentworthville Centre has most of the key ingredients to create a successful public domain and this strategy adds to and enhances these elements.

- A Place Audit conducted for the Centre established that because of a lack of 'staying places' around 70% of people within the Centre just move through the Centre and do not stop and stay.
- There are some existing street trees in the Centre, however the planting is not continuous. Station Street contains great trees at Friend Park and the Railway Station that bookend the Street.
- The community indicated that the sunny aspect of Dunmore Street should be maintained.
- The community cited a lack of meeting spaces within the Centre as an issue and a need to enhance Friend Park and the Library.
- The footpaths and street furniture are worn and outdated and are in need of replacement.
- Safety and security concerns have been raised about the public toilet at The Kingsway.

## Revitalisation Actions

### **Action 1- Create Three New Public Spaces**

#### *Dunmore Street Plaza*

To be located on the southern side of Dunmore Street in order to capitalise on its northerly aspect, a tree lined plaza will function as a promenade and will contain space for public seating, outdoor dining and provide opportunities for public art, gathering or meeting. The width of this space (the existing footpath plus an additional 8 metres) would also allow for temporary uses such as markets, stalls and outdoor music. Shopfronts adjacent to the plaza will address this space to create activation. The plaza will create an open feeling to Dunmore Street. No permanent structures are envisaged for this space, creating an open and flexible environment.

#### *Kingsway Pedestrian Link*

The existing arcade between The Kingsway and Dunmore Street is to be transformed into an 6 metre wide open air pedestrian laneway, enabling outdoor dining and retail activation. It is envisaged that public art would be a main feature of the laneway, with the potential for creative lighting.

#### *Library and Civic Plaza*

A future redevelopment of the existing library and function centre site is proposed to include a plaza space, which will extend from Dunmore Street and provide connections to Veron Street and Lytton Street Parks, providing a courtyard for the Library and Civic uses and will integrate the site with the Centre and existing park. The plaza will have formal and informal seating, space to gather and places to play.

### **Action 2- Expand Friend Park**

Through the redevelopment of the Centre, opportunities are provided to relocate the existing long day child care centre on McKern Street, as part of a mixed use site redevelopment or within the Library and Civic hub. This will enable a modest, but important expansion to the popular and well used park. A review of the park facilities will also occur to ensure it continues to meet the needs of the local community.

### **Action 3- Develop a Landscape Strategy**

A landscape and public domain strategy will be prepared for the Centre to guide the overall look and feel of the public domain. The strategy will detail:

- A consistent approach to street tree planting,
- Location and type of street furniture including seating and bins, and
- Footpath paving materials and colour.

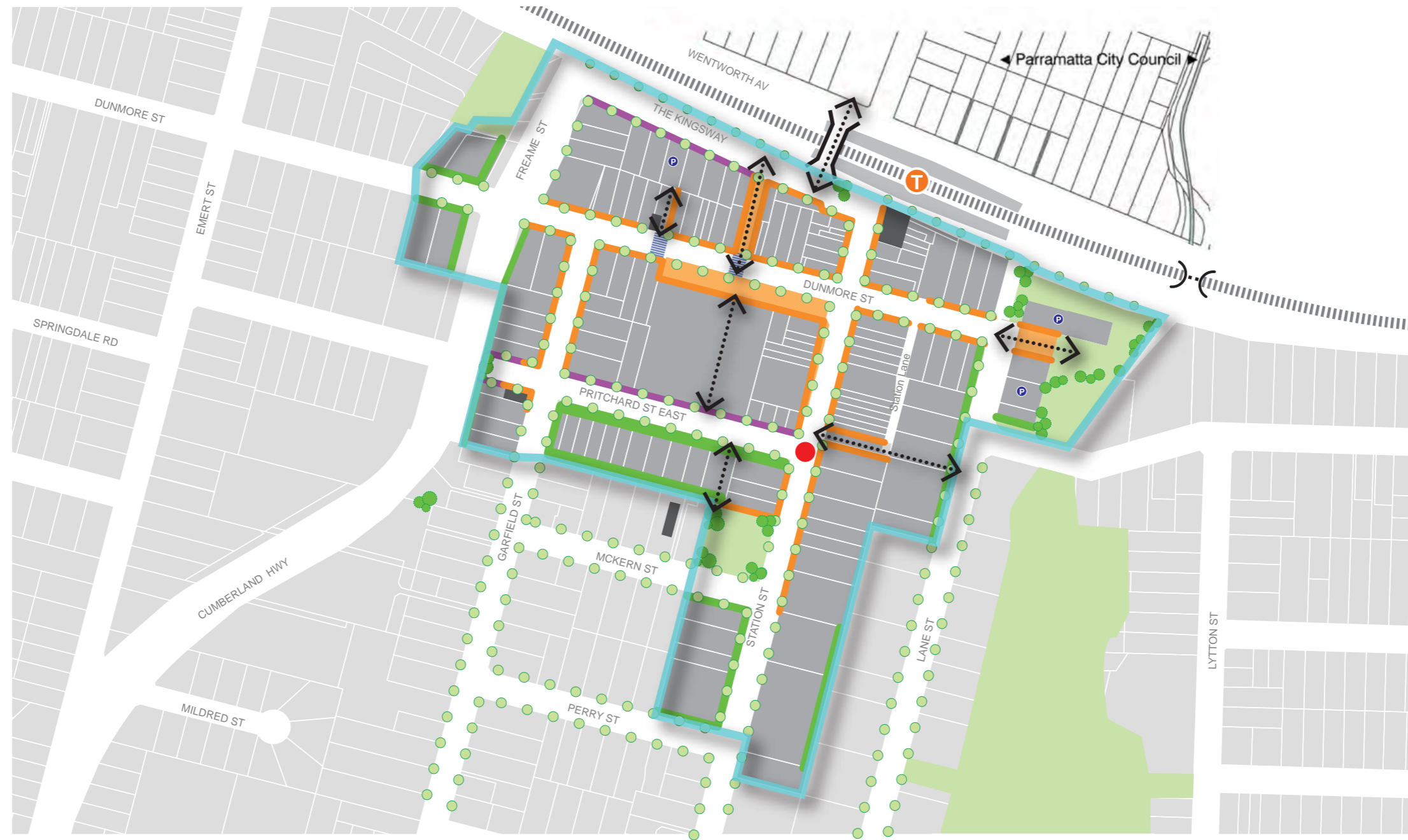
### **Action 4- Implement Landscape Transition**

Locations on the fringe of the Centre will be required to provide landscape setbacks, in order to assist the built form transition to the lower scale established residential buildings adjacent. Development on the southern side of Pritchard Street East will be required to provide both front and rear landscape setbacks to maintain the streets established landscape setting and provide a transition from street edge to landscape setback.

### **Action 5- Relocate Public Toilets**

The public toilets at The Kingsway have been identified by Councils Safety Audit and the community as a safety risk and are proposed to be removed. Planned upgrades to Wentworthville Station will include accessible toilets. Other additional public toilets may be considered in redevelopment of the Library and Civic Hub.

# Open Space & Public Domain



- |                     |                            |                                 |                                    |                            |
|---------------------|----------------------------|---------------------------------|------------------------------------|----------------------------|
| Study boundary      | Public plaza               | Landscaped setbacks             | Significant trees                  | New signalled intersection |
| Heritage            | Primary active frontages   | New pedestrian crossing         | Strengthened street tree corridors | Enhanced public parking    |
| Midrise development | Secondary active frontages | New/improved site through links |                                    |                            |

Open Space and Public Domain Revitalisation Strategies for Wentworthville Centre

# Open Space & Public Domain



Library Plaza, as part of the redeveloped Library and Civic Hub

# Open Space & Public Domain



The Kingsway Pedestrian Link

# Traffic & Parking

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## Wentworthville at Present

- Wentworthville Centre is very accessible to the Cumberland Highway and the Great Western Highway and has highly accessible links to the Westmead precinct.
- A high proportion of those travelling from Wentworthville use the train to get to work (27%). This is high compared to the Sydney average of 14%.
- The community have voiced concerns over the level of vehicular traffic within the Centre and the impact that future redevelopment may have on traffic levels.
- Traffic counts have established that between 70-80% of vehicles entering Wentworthville Centre are travelling through the Centre and not stopping. Vehicles are instead heading to and from Westmead and avoiding the Cumberland Highway/Great Western Highway intersection. This traffic impacts on the function of intersections within the Centre, resulting in queuing. This 'through' traffic also provides challenges in the creation of a pedestrian focused Centre.
- The community indicated that the Centre was lacking parking spaces. Councils studies have found that while commuter parking is generally full during the week, sufficient customer parking is available in the Centre.
- Issues have been identified with the on street parking time limits, particularly on Dunmore Street, where a high turn over of vehicles should be expected on main streets of Centres for convenience.
- The amount of parking required to be provided for a development can greatly affect the viability of a development and economic testing has indicated that Councils current parking rates decrease the ability for redevelopment to be feasible.
- While an increase in apartment housing through the redevelopment of the Centre is expected to result in a greater proportion of the population using the train to get to work, Councils economic testing has revealed that the market is strong for 2 bedroom apartments which have a car space and this will need to be carefully managed.

# Traffic & Parking

## Revitalisation Actions

### **Action 1- Create and Improve Laneway networks**

Station Lane is to be extended to the south in order to provide alternative vehicular access for sites on Station Street. This will assist to increase pedestrian amenity, by reducing the number of driveways crossing the footpath. These will be obtained as a direct dedication when sites are redeveloped.

On The Kingsway, the informal service lane will be maintained to enable access to the rear of properties fronting Dunmore Street (north) and any redevelopment of the existing commuter car parking station would formally establish the existing access arrangement as a public laneway.

### **Action 2- Manage vehicular traffic in the Centre**

It is a priority to manage the large amount of traffic passing through the Centre, particularly on Dunmore Street. A 'bypass' traffic management solution is to be implemented in the Centre, limiting through traffic on Dunmore Street, encouraging vehicles to use Pritchard Street East and Garfield Street.

A left in, left out solution is proposed for Dunmore Street at the intersection of Garfield Street and a set of traffic lights is proposed for the Station Street and Pritchard Street intersection.

The works would be staged, with traffic calming measures on Dunmore Street introduced in Stage 1 and 'bypass' measures introduced in Stage 2.

### **Action 3- Create a pedestrian focus for the Centre**

In conjunction with the 'bypass' traffic management solution, strategies will be introduced in order to increase the pedestrian focus of the Centre. This will include creating local area traffic management strategies that will make Dunmore Street, Station Street and The Kingsway high pedestrian activity areas. New pedestrian crossings will be created on Dunmore Street to facilitate greater pedestrian access in the Centre.

Vehicular entries will not be permitted onto primary active frontage streets and will be required to be provided from existing and proposed laneways or secondary active frontage streets.

### **Action 4- Revise Existing Parking Rates**

Councils traffic and transport study has revealed that the current parking rate for commercial/retail uses in Wentworthville Centre is high compared to comparative centres and RMS standards. The current rates do not reflect the changing role of the Centre with greater walk up trade or the shift in retail use parking patterns for centres. This shift is resulting in a greater percentage of multi purpose trips undertaken and a greater likelihood of customers to park centrally to access multiple shops and services. An amended commercial/retail parking rate of 1 per 50m<sup>2</sup> is proposed. This would still result in an overall increase in customer parking.

Recent changes to SEPP 65 and the Apartment Design Guidelines now require the application of residential parking rates lower than Councils existing DCP for residential flat buildings in Wentworthville, including apartments in mixed use developments. These new (maximum) rates are considered appropriate for a revitalised Wentworthville Centre.

Consideration may be given for larger sites which provide significant amounts of retail floor space to combine residential visitor and retail parking spaces.

### **Action 5- Manage On Street Parking for Convenience**

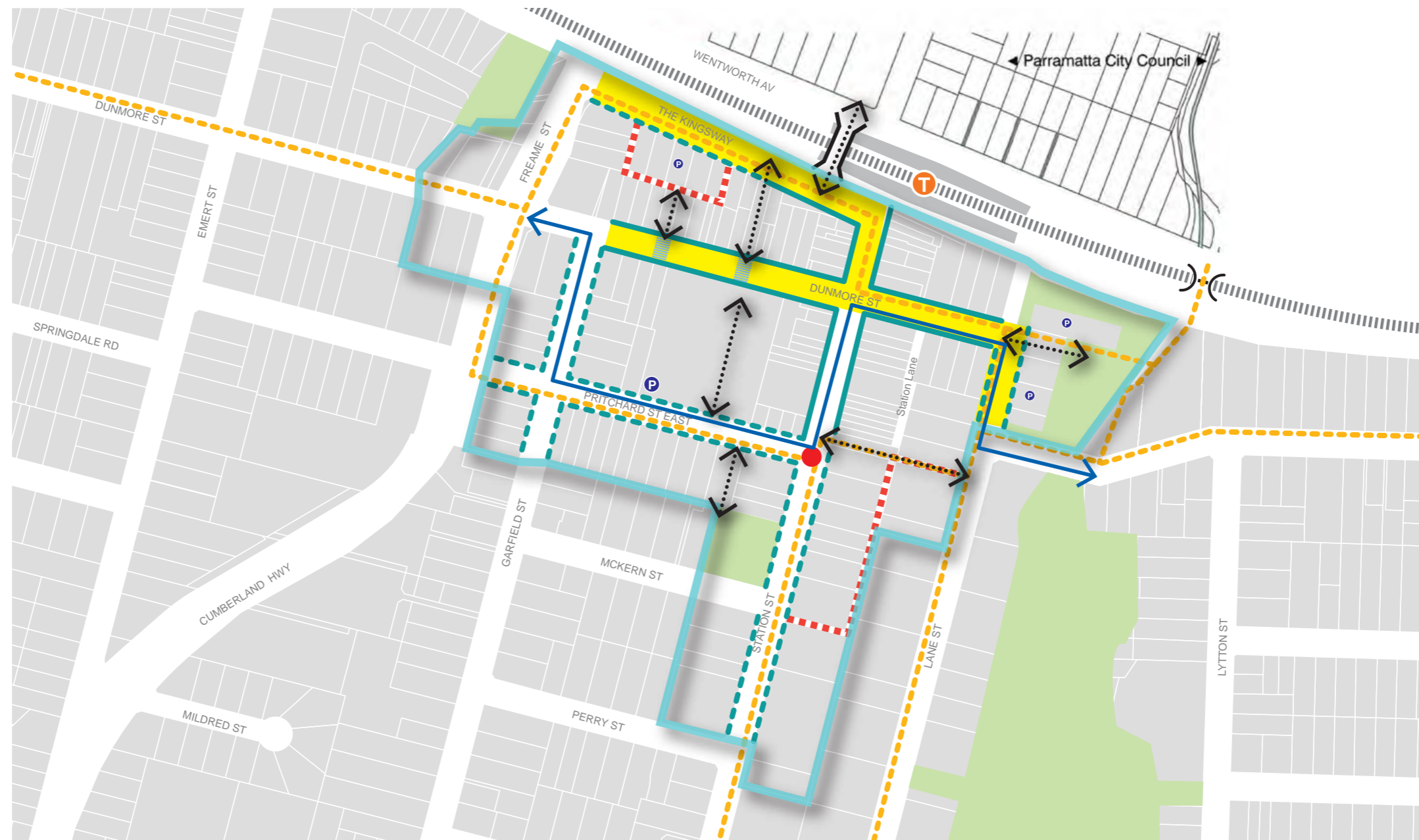
In order to increase the turn over of on street parking, particularly in the core of the Centre, shorter time restrictions will be introduced at 30 minutes, with higher traffic routes and fringe locations remaining at between 1-2 hours.

The location and function of loading zones across the Centre will also be revised.

### **Action 6- Increase Customer Parking in the Centre**

Opportunities to provide additional customer and commuter parking will be pursued by Council. There are greater benefits and efficiencies for a commercial centre to contain a single major off street retail or commercial carpark rather than each development provide its own incremental retail and commercial parking. Similar to Merrylands Centre, Council would look to collect Section 94 contributions to create a central car park for the Centre.

# Traffic & Parking



- Study boundary
- New slow zone
- Cycle routes
- 30 minute parking
- 1-2 hour parking
- New laneways
- New pedestrian crossing
- Enhanced public parking
- New signalled intersection
- Main Street Bypass
- New/improved site throughlinks

Traffic and Parking Revitalisation Strategies for Wentworthville Centre

# Connectivity & Linkages

## Wentworthville at Present

- Wentworthville Centre has excellent access to public transport options, with most of the Centre located within 400m walking distance of the railway station, creating an accessible Centre.
- There are frequent buses travelling to the Centre along Station and Dunmore Streets, allowing access to the Centre, however these are not very direct.
- While the Centre is accessible, there is limited pedestrian permeability across most of the blocks. Some linkages do exist, however they are not formalised or not attractive to pedestrians.
- Vehicles take priority in the Centre, with limited pedestrian crossing opportunities and large distances between each crossing.
- The community has indicated concern regarding lack of the pedestrian crossings and particularly the ability to cross Dunmore Street safely.
- Wentworthville Railway Station is currently not serviced by a lift, making the Station difficult to use for those who have limited mobility.
- Cycle routes in the Centre to surrounding areas are limited and lack connections to the north or west.
- Many of the existing site through links are not formalised or public and these can be closed at anytime.

## Revitalisation Actions

### **Action 1- Improve permeability and pedestrian amenity to create pedestrian friendly Centre**

Several pedestrian links in the Centre are proposed to be created or formalised for public access.

#### *Dunmore Street - The Kingsway*

The transformation of existing arcade into a 6 metre wide open pedestrian plaza with shopfronts, dining opportunities and lighting will create safer pedestrian access to the railway station and Dunmore Street commercial area.

#### *Dunmore Street - Pritchard Street East*

Creation of a site through link will be required as part of any future redevelopment of the existing Wentworthville Mall site to create permeability through this large block and provide the benefit of shop activation potentially creating an arcade format.

#### *Dunmore Street - The Kingsway via Post Office*

The existing informal site though access point next to the heritage listed post office will be formalised through any future redevelopment. There is potential for the site to provide a connected outdoor public plaza space in conjunction with the adaptive reuse of the old post office.

#### *Pritchard Street East - Friend Park*

Any further redevelopment of the old service station and former Blockbuster site would include the provision of a pedestrian link to Friend Park from Pritchard Street East, allowing greater access to the park.

### **Action 2- Advocate for the provision of a lift and general upgrade works at Wentworthville Railway Station.**

The State Government has committed funding to undertake accessibility upgrade and improved works to Wentworthville Railway Station including the installation of a lift to each platform and new stairs, with general improvements to the Station such as upgraded toilet facilities and pedestrian areas.

Council will continue to work with Transport for NSW to ensure the works are achieved.

### **Action 3- Improve cycle routes connecting the Centre, including investigation of an underpass along Finlaysons Creek.**

Connections to the existing cycle network are poor within the Centre, in particular connections to the north of the railway line. Future discussions with Parramatta Council and grant funding will be pursued in order to seek to implement a cycle and pedestrian underpass along Finlaysons Creek to the north of the railway line.

### **Action 4- Advocate for improvement to public transport timetables**

With the redevelopment and revitalisation of the Centre, public transport services will need to respond to the additional growth in the Centre and ensure that public transport travel to and from the Centre meets the needs to the new population. Council will continue to advocate to the State Government to ensure the new service demand for trains and buses is met.



# Retail & Employment

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## Wentworthville at Present

- Council's economic assessment has revealed that the anchor tenant strengthening of surrounding centres such as Toongabbie, South Wentworthville and Westmead has impacted negatively on Wentworthville Centre's retail expenditure capture. People are not doing their major shopping in Wentworthville Centre as the alternatives have supermarkets which are larger and have greater offer.
- Demand modelling indicates that the Centre needs to benefit from the addition of an anchor tenant, specifically a full line supermarket (4000m<sup>2</sup>+). The need for a major retail tenant was also raised by the community.
- Council's economic feasibility study suggests there is demand for commercial office space, if competitively priced, particularly in locations around the Railway Station. In fact an above average amount of commercial floor space is located in Wentworthville Centre.
- The community has indicated that they wish for Wentworthville Centre to have diversity in retail fair and support locally owned businesses. They have indicated that nightlife and weekend trading in the centre is poor and there should be more opportunities for outdoor dining.
- A number of medical related commercial businesses are located in the Centre and due to the proximity to Westmead and the redevelopment and revitalisation of the Centre presents an opportunity for this to further grow.

## Revitalisation Actions

### ***Action 1- Attract a full line Supermarket into the core of the Centre***

An expansion of the existing supermarket within Wentworthville Mall to create a full line supermarket is supported. This was recommended as the ideal site in Council's economic feasibility and urban design study and built form modelling and is one of only two sites in the Centre having suitable capacity to contain a supermarket, the other being the library and function Centre site on Lane Street. As Council's economic feasibility study indicated that the existing library site should be developed for community uses in order to activate the north eastern section of the Centre, the Mall site is the most suitable location.

Proposed height and floor space controls have ensured that the capacity for the site to expand the supermarket has not been compromised. The proposed Dunmore Street Plaza location and design has been determined on the basis of the location of a full line supermarket on this site. An FSR bonus is proposed for this site to incentivise the provision of the supermarket.

### ***Action 2- Facilitate new retail and commercial opportunities through redevelopment***

New well designed retail and commercial spaces would be delivered through the redevelopment in the Centre, assisting in attracting retail expenditure to the Centre and providing a greater ability for diversity in retail fair. New public spaces will also create new and diverse opportunities for retailing.

A revitalised Centre will deliver growth in retail and commercial jobs with a target for the Centre of 750 jobs over the next 20 years.

### ***Action 3- Create opportunities for commercial floorspace***

For buildings 12 storeys or greater, floor space bonuses will be available for the provision of commercial floor space on the first floor of developments. It is anticipated that the Centre has the ability to leverage off its proximity to Westmead Health and Education Precinct, by attracting medical and health related tenants.

### ***Action 4- Pursue Centre Coordinator role***

In order to create a strong link and effective liaison between Council and Wentworthville Centre business owners, it is recommended that Council pursue introducing a Centre Coordinator to Wentworthville Centre. It is envisaged that the Coordinator would provide business owners assistance in all matters relating to Council services and operations.

# Centre Activity

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## Wentworthville at Present

- Council's studies and community consultation have indicated that there is a shortage of outdoor dining spaces within the Centre with only 1-2 shops providing seating outdoors.
- The community has indicated that the provision locations for outdoor dining is a key element of the Centre's redevelopment and that the Wentworthville of the future is visioned to have improved cafes and dining.
- The community see outdoor dining as a way of facilitating a sense of place and an attractor for Wentworthville Centre.
- The community noted that the Centre shuts down of a night time. The Centre lacks activity at night, with no eyes on the street, giving the perception of the Centre being unsafe.
- It was noted by the community that a vibrant night life could be established if more restaurants were attracted to the Centre.
- There is a strong willingness from the community for the Centre's night life to grow.

## Revitalisation Actions

### ***Action 1- Support outdoor dining opportunities***

The new public spaces proposed for the Centre will facilitate outdoor dining uses in a variety of forms. The Dunmore Street Plaza is likely to attract restaurants with space to be set aside for outdoor dining. The pedestrian accessway will enable intimate spaces for dining, suitable for coffee shops and cafes.

Into the future, expanding the footpath along Station Street would enable more dining locations could be pursued by Council.

Council's recently adopted Outdoor Dining Policy 2015 clearly sets out requirements for the establishment of outdoor dining areas.

### ***Action 2- Enable extended business trading hours to promote a night time economy***

Council's current controls permit (with consent) trading hours up to 10pm Monday - Sunday, with the ability to extend trading to 12am where requests are supported by acoustic reports.

In consultation with the Environmental Health and Development Assessment sections of Council, a policy will be developed to enable a 10 day fast track application process for low risk businesses looking to extend their trading hours to 10pm.

Due to noise and amenity considerations, the fast track process would not be able to apply to restaurants and licensed premises.

# Shopfront Revitalisation

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## Wentworthville at Present

- The community has indicated that shopfronts in the Centre look unkept and unappealing and their appearance indicates that little has been invested into them in recent times. This affects the Centre as a whole as it limits its appeal.
- The community hope that future redevelopment and revitalisation of the Centre provides new, fresh and attractive shopfronts.
- When asked what improvement to Wentworthville Centre they would be interested or willing to be involved in; over 48% of people indicated 'shopfront improvements'.
- A community safety audit revealed that many of the shopfronts are dark or covered with posters or advertising, which not only looks unappealing, and limits engagement with potential customers, but this also limits views into the shop, which is unsafe for the occupants of the shop in an emergency situation.
- The safety audit also revealed many shops with roller doors, and metal bars protecting shopfronts. This was particularly noted in and around The Kingsway. The need to protect shops from intruders is understood, however on a whole this can create the feeling of the Centre being unsafe. Through redevelopment, and an increase in the number of 'eyes on the street' coupled with an extended night time economy, roller shutters and the like will no longer be required.

## Revitalisation Actions

### ***Action 1- Create attractive and inviting shopfronts***

Redevelopment of sites and the creation of new shopfronts will allow the Centre to start fresh and establish creative and visually appealing shopfronts and merchandising.

Not all buildings will be redeveloped immediately and Council encourages businesses, landlords and the community to give their shops and businesses more presence on the street by cleaning and brightening up their shopfronts. Opportunities will be explored for dollar for dollar funding to assist businesses with creative approaches to making their shopfronts appealing and stand out in the street.

### ***Action 2- Encourage the removal of roller shutters from Shopfronts***

Over the course of the Centre's transformation into an active and revitalised Centre, it is expected roller shutters and bars on shopfronts would become obsolete. Funding will be sought to run a dollar for dollar shutter replacement program which Council assists landlords in removing existing roller shutters and bars and the introduction of other acceptable security measures to shopfronts.

It is noted that Council's current planning controls do not permit the introduction of roller shutters and permanent bars on shopfronts and compliance with this would be monitored in conjunction with the grant program.

### ***Action 3- Pop up shops in vacant premises***

Landlords are encouraged to pursue opportunities to provide leases for short term or pop up shops or artists to continue active uses in vacant premises while in between tenants or prior to redevelopment of sites.

# Public Art & Culture

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## Wentworthville at Present

- The community indicated interest in getting involved in the creation of public art in the Centre.
- During the community workshops the community indicated that they were interested in public art in the Centre, but sought artwork which was durable and would not date easily.
- Wentworthville Centre is very diverse, with many different cultures both old and new in the Centre. The community has indicated that all cultures in the Centre should be embraced and community activities to gather the wider community to create an understanding of people from all ethnic backgrounds should be pursued.
- The community indicated that a noticeboard for local activity groups would be a small low cost item that could contribute to making Wentworthville Centre a better place.

## Revitalisation Actions

### ***Action 1- Facilitate Public Art Opportunities in the Centre***

Opportunities for public art in the Centre, particularly in new public spaces are to be explored. Funding from Section 94 development contributions will be spent on creating specific artworks in the Dunmore Street Plaza, Kingsway Pedestrian Link and Library Plaza.

### ***Action 2 - Use public art to connect the cultural diversity of the residents of Wentworthville***

Council is committed to integrating cultural programs and public art to enhance a sense of place and promote the distinct character and identity of Wentworthville. Council is currently facilitating the 'Wentworthville Story Schemes and Dreams' program which aims to engage the community about the past, present and future stories embedded in the Wentworthville Centre. This will lead to the production of artwork in the Centre that is uniquely from and about the stories and experiences of the residents of Wentworthville.

### ***Action 3- Use public art as a mechanism to consider, manage and deal with the various levels of change occurring within the Centre.***

Public Art in the revitalisation of the Centre will become a conduit of expressing the experiences of change and community within the Centre. The first stage will be to engage with developers in how they can contribute to this conversation, with particular focus on artwork on hoarding structures during site redevelopment. Funding will be sought to pursue art that can be printed for hoardings, which will continue the themes of stories and identity of Wentworthville, but create an interesting streetscape. Artworks proposed in new public spaces will be the third stage of creating works that acknowledge change in the Centre, with an emphasis on a the identity of a Centre now revitalised and reinvented.

### ***Action 4 - Support events and opportunities to unite the community in the Centre***

Opportunities for events such as markets, festivals etc, that unite the community and allow others to experience Wentworthville Centre will be investigated.

### ***Action 6- Establish a Community Noticeboard***

A grant application has been submitted for funding to provide a community noticeboard and other wayfinding signage in the Centre.

# Safety & Security

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## Wentworthville at Present

- A community safety audit was recently undertaken in the Centre by Police Officers from Holroyd Local Area Command and Council Officers. A number of built form elements were identified that encourage or give opportunity to anti social behaviour. These elements include:
  - blank walls
  - poor street lighting
  - lack of surveillance
  - landscaping providing hiding spots
  - gaps between buildings
  - shopfronts with dark windows
  - poor security
  - unsecured building parking areas
  - roller shutters and window bars
- The community has indicated that the Centre in the future should feel safe and inviting.

## Revitalisation Actions

### ***Action 1- Ensure new development is designed create a safer Centre***

Redevelopment in the Centre will provide the opportunity to have more people living in the Centre looking over the streets and providing active surveillance.

All new development will be reviewed against Council's Development Control Plans, which require buildings to be designed in such a way that discourages anti social behaviour. Primary active frontages will provide activation and activity to the street and blank walls are not permitted. Gaps between buildings on the street will be eliminated and the design of rear parking areas will respond to all safety concerns.

### ***Action 2- Review Street Lighting***

A service review of street lighting will be undertaken, which responds to the results of the community safety audit. Development contributions will assist in funding any new lighting works.

# Future Development Controls

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This strategy sets out a number of strategies for the built form outcomes of the Centre. In order to realise these, the amendment of Holroyd Development Control Plan 2013 will be required to include a range of new development controls, that will enable the facilitation of good building design and streetscape character.

New controls will be prepared for the following:

- Building frontage,
- Street wall heights and upper storey setbacks,
- Side setbacks,
- Primary and secondary active frontages
- Landscape setbacks,
- Awnings depth,
- Parking rates,
- Fine grain shopfront,
- Building facade design,
- Vehicular access
- Site through links

# Implementing the Strategy

	<b>Action Delivery</b>	<b>Responsibility</b>
<b>Built form &amp; Character</b>		
1- Building Height	Preparation of amendment to Holroyd Local Environment Plan 2013	Council
2- Floor Space Ratio	Preparation of amendment to Holroyd Local Environment Plan 2013	Council
3. Section 94 Development Contributions	Review and preparation of amendment to Holroyd Section 94 Development Contributions Plan	Council
4. Built Form outcomes	Preparation of amendment to Holroyd Development Control Plan 2013	Council
<b>Open Space &amp; Public Domain</b>		
1- Create Three New Public Spaces	Preparation of amendment to Holroyd Local Environment Plan 2013, finalise development funding mechanisms, design and deliver	Council/ Developer
2- Expand Friend Park	Preparation of amendment to Holroyd Local Environment Plan 2013, prepare development funding mechanisms and relocation options	Council/Developer
3- Develop a Landscape Strategy	Strategy preparation and implementation	Council
4- Implement Landscape Transition	Preparation of amendment to Holroyd Local Environment Plan 2013, Preparation of amendment to Holroyd Development Control Plan 2013	Council
5- Relocate Public Toilets	Closure and removal of public toilets once Wentworthville Railway Station toilet upgrade is completed	Council
<b>Traffic &amp; Transport</b>		
1- Create and Improve Laneway networks	Preparation of amendment to Holroyd Local Environment Plan 2013, Preparation of amendment to Holroyd Development Control Plan 2013, dedication mechanism, deliver	Council/ Developer
2- Manage vehicular traffic in the Centre	Preparation of amendment to Holroyd Local Environment Plan 2013, Preparation of amendment to Holroyd Development Control Plan 2013, funding mechanisms, detailed design	Council/ Developer
3- Create a pedestrian focus for the Centre	Preparation of amendment to Holroyd Development Control Plan 2013, prepare and implement Local Area Traffic Management strategy	Council
4- Revise Existing Parking Rates	Preparation of amendment to Holroyd Development Control Plan 2013	Council
5- Manage on Street Parking for Convenience	Review and implement	Council
6- Increase Customer Parking in the Centre	Finalise funding mechanisms, design and deliver	Council
<b>Connectivity &amp; Linkages</b>		
1- Improve permeability and pedestrian amenity to create a pedestrian friendly Centre	Finalise funding mechanisms, Preparation of amendment to Holroyd Development Control Plan 2013, design and deliver	Council/ Developer
2- Advocating for the provision of a lift and general upgrade works at Wentworthville Railway Station.	Continue to liaise with Transport for NSW regarding the delivery of upgrade works	Transport for NSW/Council
3- Improve cycle routes connecting the Centre, including investigation of an underpass along Finlayson's Creek.	Investigate funding opportunities, liaise with Parramatta City Council and Transport for NSW	Council
4- Advocate for improvement to public transport timetables	Monitor growth in Centre, advocate and campaign for public transport improvements as growth occurs	Council

<b>Retail &amp; Employment</b>		
1- Attract a full line Supermarket into the core of the Centre	Preparation of amendment to Holroyd Local Environment Plan 2013, Preparation of amendment to Holroyd Development Control Plan 2013, landowner and supermarket liaison	Council/developer
2- New retail and commercial opportunities through redevelopment	Preparation of amendment to Holroyd Local Environment Plan 2013, Preparation of amendment to Holroyd Development Control Plan 2013, delivery	Council/developer
3- Create opportunities for commercial floorspace	Preparation of amendment to Holroyd Local Environment Plan 2013	Council
4- Pursue Centre Coordinator role	Operational Plan Actions	Council
<b>Centre Activity</b>		
1- Support outdoor dining opportunities	Preparation of amendment to Holroyd Local Environment Plan 2013, Preparation of amendment to Holroyd Development Control Plan 2013, development application and delivery	Council/Developer
2- Enable extended business trading hours to promote a night time economy	Prepare and endorse fast track application policy	Council
<b>Shopfront Revitalisation</b>		
1- Create attractive and inviting shopfronts	Seek funding opportunities for grant program	Council/Community
2- Encourage the removal of roller shutter from shopfronts	Seek funding opportunities for grant program	Council
3- Pop up shops in vacant premises	Community led program	Community
<b>Public Art &amp; Culture</b>		
1- Facilitate Public Art Opportunities in the Centre	Finalise development funding mechanisms, seek funding opportunities, detailed design and deliver	Council/Developer/Community
2 - Use public art to connect the cultural diversity of the residents of Wentworthville.	Continue work on "Wentworthville Story Schemes and Dreams program"	Council/Community
3- Use public art as a mechanism to consider, manage and deal with the various levels of change occurring within the Centre.	Seek funding opportunities, utilise development contributions for site based public space based artworks, liaise with developers for hoarding artwork	Council/Developer/Community
4 - Support events and opportunities to unite the community in the Centre.	Liaise with community groups for event opportunities	Council/Community
5- Establish Community Noticeboard	Await news on grant funding opportunities	Council
<b>Safety and Security</b>		
1- Ensure new development is designed create a safer Centre	Preparation of amendment to Holroyd Local Environment Plan 2013, Preparation of amendment to Holroyd Development Control Plan 2013, development design and assessment	Council/Developer
2- Lighting Review	Undertake lighting review, development funding mechanisms	Council





Support Option 2 -Centre located on a rail line and have good access to employment and public transport SD15/31174  
Option 1 would have a shortfall of funding and commitments and complications may arise which may cause difficulty achieving the scheme ED15/73749

**Support for less density**  
Strategy proposes too much density for Wentworthville- too much impact on infrastructure and anti- social behaviour. ED15/77440  
Housing not needed, there is an over supply of housing in Holroyd ED15/77440  
Amount of units proposed for the area are excessive ED15/75283

GENERAL  
Floor space ratios should be removed from the land within the Wentworthville Centre ED15/75620

**HEIGHT**

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**In support of taller building heights**  
Wentworthville needs to be at least 30 storeys for the three(18 storey) towers and 20 storeys for the smaller proposed buildings SD15/30861 ED15/77112 ED15/77096 ED15/75932  
Support maximum height of up to 20 storeys ED15/77352 ED15/77346 ED15/77234 ED15/77106 ED15/77245  
Support taller buildings for Wentworthville Centre ED15/77348 ED15/77246 ED15/73751  
Support option 2 as the different building heights are more aesthetically pleasing ED15/73749  
Support option 2- will take time to implement scheme and there is no point in planning something which may not cater to future growth ED15/73749  
Taller buildings will make Wentworthville iconic ED15/72289  
Taller buildings with distance views are popular with tenants ED15/77112

Option 2 provides properties in a high rise structure, which will persuade more buyers to invest into the property with more profits and population boost ED15/71753  
Wentworthville needs to be consistent Parramatta in terms of building height ED15/71753  
Support greater heights than in option 2 to entice a department or variety store ED15/73750  
In order to lower Sydneys housing prices is to increase supply- support higher buildings ED15/77350

**In support of lower building heights**  
Taller buildings is not needed for the revitalisation of Wentworthville ED15/77431  
12-18 storey buildings not consistent with mid-rise residential development (as per community consultation report). The community wanted 6-12 storeys. ED15/77432 SD15/31408  
Buildings should be not higher (than 4 storeys)- higher buildings are unsuitable for the area ED15/75283 ED15/75288  
Would prefer lower heights ED15/71094  
Developers can currently make profit from lower storey units (i.e Dunmore & Garfield Street) SD15/31408 ED15/75883  
Towers are impersonal and unlikely to contribute to community, do not maintain the human scale and village feel ED15/71920 ED15/75883

Heights above 6 storeys is not required, not acceptable to the community, height outcomes of the community participation report incorrect (should be 6-8 storeys) ED15/75883 ED15/77440  
8 storeys should be the maximum height, concern about canyon like roads SD15/77434  
The proposal is overdevelopment ED15/77440  
Buildings should be no higher than 4-6 stories (including commercial) ED15/77440

**Height - General**  
Concerned developers will seek to push beyond the planning controls (i.e 108 Station Street- this proposal does not current or proposed controls, do not know why it was not refused and what are the purpose of planning controls with they are to be ignored. SD15/75886  
Like tall buildings, as long as they have good facilities ED15/77244  
How does 12/18 storeys qualify as mid rise development- mid rise is 4-6 storeys ED15/77440  
Definition of 'street wall height' should be provided SD15/31408  
Towers should be allocated to sites that can be redeveloped in the short to medium term without problems associated with fragmented land ownership ED15/77105 ED15/77106 ED15/77245  
Heights should be 20 storeys in the centre core, 14 storeys in the core and 8 storeys on the edge of the Centre ED15/75620

**TRAFFIC AND TRANSPORT**

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**Bypass**  
Lights at Station Street and Pritchard Street- too close to existing lights. Warrants etc to be determined  
left in left out only to HPAA-installation of raise concrete medium island in centre of bypass SD16/3882  
Swept pass analysis to be undertaken for Garfield Street/Pritchard Street intersection  
Bypass will create a bottleneck/ it will be frustrating for drivers/ would avoid Wentworthville ED15/80220 ED15/77440  
Support bypass through Pritchard Street East (this will encourage outdoor dining on Dunmore Street) SD15/30861 ED15/77103 ED15/75685 ED15/75886 ED15/77105 ED15/77106 ED15/77245 ED15/80151  
Support bypass model that goes through Councils carpark ED15/77242 ED15/71920  
The bypass will increase traffic on Garfield Street and Station Street ED15/77431  
Prefer area along Station Street (between Dunmore and Prichard Street) to be an area with less traffic and more seating - no need for bypass if this was the case and traffic could continue along Dunmore Street ED15/77094  
Anglican Church (Pritchard St East and Garfield St)-Impacted by the proposed by-pass. Safety issues may arise (a number of children attend church events). Council should consider safety fencing around the perimeter of the site and assist with the cost of this to make the property safe. ED15/71094  
Council shall consider safe places to cross the bypass (traffic lights/crossing) ED15/71094  
Proposed bypass will put a lot of traffic through the Dunmore St/Station St intersection and cause a traffic jam, due to limited cars being able to turn left onto Station Street (accounting for pedestrian movement through this intersection) ED15/71920  
If the bypass is created, needs to have provision for local traffic from Lane Street to go through to Veron and Dunmore Streets, ability for pedestrians to cross Lane Street to the north side of the bypass the reach the library and community precinct ED15/71920  
There is an over estimation of the traffic reduction impact the bypass can have and to achieve the desired effect is to close off Dunmore Street- this was not explored in the modelling. ED15/75886  
No examination of the impact this proposed will have onto streets connecting to Station and Garfield Street, such as Mckern and Perry Street. Already used as an alternate route by trucks and buses (despite 5 tonne limit). Combined with additional R4 development, it may be necessary to close off McKern Street (at station street) and Perry and Bennett Streets. ED15/75886  
Through traffic does stop at Wentworthville ED15/77440  
Dunmore should be closed off and made into a pedestrian mall- would create a true eat street SD15/31408 ED15/71920

**Parking**  
Councils proposed parking rate is not aligned with the economic feasibility report (which indicates 2 bdrm units require a car space to sell) SD15/31408

If inadequate parking is available for residents, they will park on the street or in Council car parks, taking up the spaces for shoppers	SD15/31408						
What will happen to the car park on the eastern side of the canal on Veron Street	SD15/31408						
Increase free council parking and ensure it remains free	SD15/31408						
Carparking must be catered for on site (both resident and visitor parking)	ED15/79449	ED15/77088	ED15/75685	ED15/77105	ED15/77106	ED15/77245	ED15/77440
Adequate parking for commuters is needed	ED15/77094						
Commuter parking could be provided above the railway lines	ED15/77094						
Further consideration should be given of the provision of adequate parking provision is the Centre	ED15/73749						
Shopping centre carparking doesn't have to be located on site, can be located at Petrol Station site	ED15/68737						
Accuracy of car parking study questioned, The Mall Parking spaces and Kingsway Carpark appears full or close to full. Adequate parking required for shoppers- if parking cannot be found quickly and easily, shoppers will go elsewhere	ED15/71920						
Sufficient convenient parking should be provided for the commercial uses	ED15/77440						
Developers could pay contributions in lieu of parking to provide parking at public facilities	ED15/75620						
Carpark at The Kingsway could be located underground	ED15/75620						

#### **Public Transport**

Due to increase in residential population Council should continue to advocate the state government to increase train and bus services for Wentworthville	ED15/77103	ED15/77086	ED15/77105	ED15/77106	ED15/77245		
Increased population should see increased funding for upgrading the train station included accessibility facilities	ED15/77103	ED15/77086	ED15/77105	ED15/77106			
Encourage commuters to use the railway station- having easy access to commuter parking is essential	ED15/77094						
Light Rail should be extended to Wentworthville along Bridge Road, Haig Street Lytton Street (past hospital) into Wentworthville	SD15/84624						

#### **Pedestrian Focus**

Slowing down traffic is a good idea, however it may be annoying or discourage others in the surrounding areas to come to Wentworthville	ED15/77242						
The volume of residents cars will create risk between cars and pedestrians	ED15/77440						

#### **Council carparks**

If Councils carparks are sold, Council needs to ensure adequate parking is still available in the Centre	SD15/30861						
Council owned land (particularly The Kingsway Carpark) should be redeveloped for multi deck carparking. This should be linked to Dunmore Street	ED15/77088	ED15/73749	ED15/77105	ED15/77106	ED15/77245	ED15/75620	
Multi-storey carpark should be proposed on Councils Garfield Street parking site - could be run on a commercial basis	ED15/73749						
Any multi storey carpark should be built so they can be expanded when necessary	ED15/73749						

#### **Bike Lane**

Should not propose a bike lane through Lane Street- lots of parked cars and chicanes, poor visibility at night and lack of location for bike lane	ED15/71920						
Possible location through the park along the canal	ED15/71920						
Effective links between the Centre and Westmead health and student precinct should be explored	ED15/75620						

#### **Laneways**

Council should extend and improve laneway networks such as Station Lane and The Kingsway Lane	ED15/77105	ED15/77106	ED15/77245				
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#### **Traffic (General)**

Traffic will not cope with proposed development	ED15/75283	ED15/75288					
The Bridge on Bridge Road at capacity	ED15/75283	ED15/75288					
Traffic will impact the residents coming into Wentworthville	ED15/75283	ED15/75288					

#### **Other**

Traffic lights should have technology which provides an audio signal telling its position	ED15/68736						
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#### **FEASIBILITY, LAND VALUE AND PROFIT MARGINS**

Option 2 is preferred as developers will offer low prices to land owners for option 1 and development wont occur	ED15/77113						
If option 1 is pursued, land owners may be reluctant to sell as they may not believe they are not receiving the right value of the land	ED15/71753						
Developers need to feel like they are getting the maximum profit from a development- option 2 supported	ED15/71753						
Option 1 may have worked 10 years ago, but will not be viable today	ED15/77096						
Economic feasibility report indicates development would be generally profitable at lower heights providing modest profits (not the very large profits the modelling displays for in option 1 and 2)	ED15/75886						
Because of speculation land prices as being pushed up, which consequently requires more intensive development to obtain desired large profits- expectation of increased height and FSR is itself the drive of the requirement for increased height and FSR	ED15/75886						
If there was no change in planning controls no speculation would be occurring and there would be more development happening. Council has no obligation to reward speculation	ED15/75886	SD15/31408					
Concerned that only the proposed high rise towers will develop as developers will focus on enormous profits to be made and the rest will be considered unfeasible. May impact the revitalisation of the centre (i.e improvements to streetscape) as these appear to be tied to funding and land resumption from development.	ED15/75886						
Concern that Wentworthville is dominated by a few extremely tall towers without the revitalisation the community is actually calling for	ED15/75886						
Both options now include increase density on the Station Street block. For transparency it should be clear as to which property owners/developers will benefit more the rezoning and their potential relationship with any Council staff or members of Council.	SD15/31408						

#### **CENTRE COORDINATOR/COMMITTEE**

Support the creation of a centre coordinator to create a strong link and effective liaison between Council and Wentworthville Centre business owners	ED15/77103	ED15/77105	ED15/77106	ED15/77245	ED15/80151		
A committee formed by interested Councillors, business owners and residents to be a voice in Council and to ensure best practice, design and the continuation of the project	ED15/77094						
The town centre needs to be run like a business with a clear vision and there needs to be a coordinated planning and management. Should be a town centre management group and a place manager	ED15/75620						

#### **SECTION 94 DEVELOPMENT CONTRIBUTIONS**



**Alternate open space /pedestrian space locations**

New public open space along the spine of the ridge line, opening up to the north and include a pedestrian walk through (laneway/park) no less than 10 metres wide running the length of the study area	ED15/79443
Propose an area bounded by The Kingsway, Station Street, Dunmore Street and the arcade as open space	ED15/77094
Area along Station Street (Dunmore and Prichard Street) to be an area with less traffic and more seating - no need for traffic bypass	ED15/77094
Large area of green space should be provided within the walkway from Dunmore St to The Kingsway	ED15/71920

**Memorial Park and Pool**

These are excluded from the plan, however the community expressed a desire for these to be included	SD15/31408
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**Green walls/Roofs**

Support the creation of green walls and roofs	ED15/77094
Green space (general) such as grass, trees and planter boxes should be provided in redeveloped buildings	ED15/77432

**RETAIL AND COMMERCIAL USES**

Wentworthville Centre currently lacks shops and variety	SD15/31174	ED15/79453	ED15/79452	ED15/77422	ED15/77346	ED15/77239	ED15/77235	ED15/77233	ED15/77084	ED15/77083	ED15/77105	ED15/77106	ED15/77245
Not broad enough retail offer for a one stop shop	ED15/79453	ED15/79452	ED15/77346	ED15/77235	ED15/77103	ED15/77087	ED15/77086	ED15/77084	ED15/77105	ED15/77106	ED15/77245		
Shopping has deteriorated- I will not shop in Wentworthville	ED15/77239												
Saddened by the decline of shopping	ED15/77238												
Have to travel to other centres for shopping	ED15/77233	ED15/77103	ED15/77087	ED15/77086									
Quality tenants in the Centre left centre after fire, nothing to draw tenants back	ED15/79449												
Struggled to attract quality tenants, properties have been vacant for up to three years	ED15/77354												
Need some form of regulation to stop \$2 shops locating prime restaurant area	SD15/31408												
Would support the inclusion of a trendy bar, bistro, restaurant etc	SD15/31408												
Having a more complete CBD with easy access would attract businesses from surrounding areas	ED15/77242												
Option 2 would revitalise the centre with new buildings and would make it more attractive and safe to shop in Wentworthville	ED15/77239												
Don't have many option for shopping (Pemulwuy) would be ideal to have new development in surrounding area such as Wentworthville, rather than travelling to busy Blacktown or Parramatta	ED15/77236												
Merrylands has taken customers away from Wentworthville	ED15/77235												
Support national retail chains on ground level	ED15/77112												
Revitalisation will not occur unless all of the individual retail sites are developed as a comprehensive unified design involving one major developer- piecemeal development would be a disaster	ED15/77434												
Confidence of businesses is low and will only return when small business owners see change in the short term in Wentworthville	SD15/30924	ED15/77080											
Retail revitalisation should include a development like Centro Seven Hills- 1-2 stories high with a variety of stores, discount department stores and professional offices- create one stop for all shopping	ED15/77440												
Concern that revitalisation may force out existing businesses. Revitalisation shouldn't be at the expense of existing businesses. Would like Council to create plans to ensure existing and 'local' businesses are not disadvantaged. Suggest a subsidised or reduced rent	ED15/71094												
Support opportunities for extended trading hours to promote a night time economy and outdoor dining opportunities	ED15/77103	ED15/77087	ED15/77105	ED15/77106	ED15/77245	ED15/80151							
Prevent residential accomodation on ground floor of developments in the Centre	ED15/75620												
Prescribe a minimum FSR for non residential development	ED15/75620												

**SUPERMARKET**

Support full line supermarket	SD15/30861	ED15/79449	ED15/77439	ED15/77354	ED15/77237	ED15/77087	ED15/77084	ED15/77083	ED15/77105	ED15/77106	SD15/30924	ED15/77245	ED15/80151
A large supermarket and associated speciality shops wont committ unless there is significant population to support them	SD15/30861	ED15/77237	ED15/77087	ED15/77105	ED15/77106	ED15/77245							
Wentworthville Mall was a thriving shopping centre, however has never recovered from the fire	ED1579449	ED15/76113											
Do not support 4000sqm development due to parking and traffic concerns highlighted in the consultants reports not being addressed in the plan	ED15/79443												
Could the proposed development of the Bonds site (including a supermarket) nullify the benefits of a large supermarket at Wentworthville?	ED15/77094												

**EMPLOYMENT (GENERAL)**

A revitalised centre would increase job opportunities and create a vibrant atmosphere	ED15/77354												
Ideal location for the medical profession to locate in Wentworthville	ED15/77337	ED15/77334											
Increasing job opportunities (particularly medical and education related) is encouraged	ED15/77234	ED15/77103	ED15/77087	ED15/77106	ED15/77245	ED15/80151	ED15/75620						
Jobs will give opportunities for local people to work close to home	ED15/77103	ED15/77087	ED15/73748										
Potential to attract public service department offices in the area for more job opportunities	ED15/73750												
more retail, office and resident apartments will attract people to the centre	ED15/72289												

**PUBLIC ART**

Do not support curry bowl public art in Wentworthville	SD15/32072	ED15/77242											
Curry bowl as public art is discriminatory and narrow minded, hurt feelings of local community and lost the main agenda of long term development and bringing the community together	ED15/77430												
Council should propose public art that represents the multicultural diversity of the area	ED15/77242												
Public art should be commissioned and funded by Council (s94 contributions) and not left to private developers	ED15/77105	ED15/77106	ED15/77245	ED15/80151									

**INTERIM IMPROVEMENT PLAN**

Support interim improvement plan	ED15/80220
façade changes (i.e removing roller shutters) without creating an environment for people to shop and get together is waste of time	SD15/30861

## INFRASTRUCUTRE (GENERAL)

Will the existing schools cope with the additional population	ED15/80220
Will the existing hospitals cope with the additional population	ED15/80220
Will the existing public transport cope with the additional population	ED15/80220

## BUILDING DESIGN AND AMENITY

Will there be specified distance between buildings and their boundaries	ED15/80220
concerned about lack of privacy between the new residential buildings and existing residential dwellings	ED15/77440
Awning /weather protection should be provided to protect shoppers	SD15/31408 ED15/77440
Concern that due to car fumes, shops will not activate the street, but will internalise into a building (I.e the mall)	ED15/77440
The sky should be visible from all angles, the streets shouldn't become canyons	ED15/77434
If developments can offer other benefits then the podlum tower typology should not be prohibited	ED15/75932 ED15/77104
Support use of landscaping to create a buffer to surrounding established residential development	ED15/77236 ED15/77105 ED15/77106 ED15/77245
Shadow diagrams should be produced from 8am -5pm to show the effect of overshadowing	SD15/31408
Buildings that are too high may remove the sun from Dunmore Street	SD15/31408
The pool should not be overshadowed by any buildings, not in the morning or afternoon	SD15/31408
Pictures in strategy conflict with shadow diagrams. South side of Dunmore Street will be in shadow most of the year, especially in winter.	ED15/71920
New buildings are to contribute to a mixed use, compact and well defined town Centre	ED15/75620

## INCENTIVES

Incentives need to be provided for early delivery of the priorities of the strategy	SD15/30861 ED15/75620
Support incentives for jobs (particularly related to medical and education)	SD15/30861 ED15/77236
0.5:1 FSR incentive for commercial floor space is not enough- request Council speak to large land owners and agree what is required to ensure enough commercial floor space is provided in the centre	SD15/30861
There is no need to make buildings taller to encourage commercial floorspace	SD15/31408
Support all development to be incentivised to provide commercial floorspace at the first floor level	ED15/79449 ED15/77346 ED15/77236 ED15/77106 ED15/77245 ED15/80151
Support towers having commercial space and support incentives to achieve this	ED15/77096
Commercial floorspace is not viable in isolation, requires a considerable level of residential space to cross subsidise. Do not believe any developer will provide commercial floorspace under this incentive. Believe the incentive should be 1:1	SD15/30924
Strategy has not address the assurance of design excellence in buildings. Several Councils and olympic authority provide a 10% uplift for specific sites. Request a 10% uplift in FSR for design excellence	SD15/30924
Bonus of 10% for height and FSR for buildings over 8 storeys for design excellence	ED15/75932 ED15/75620
Additional FSR and height could be provided on key sites to provide for enhanced sustainability measures	ED15/77104
A 50% increase in building height should be provided for the delivery of a plaza, site though links, civic and community facilities and quality streetscape	ED15/75620
Building height Incentives for lot amalgamation should be provided	ED15/75620

## SOCIAL/AFFORDABLE HOUSING

Do not support the centre having social housing	SD15/30861
Support essential service accommodation (such as nurses accomodation)	SD15/30861
Council should actively consider the provision of afford housing as a requirement of any new development	ED15/71094

## COUNCIL ROLE IN FUTURE REDEVELOPMENT

Council is largest beneficiary of Strategy. Profits of any redevelopment go back into the revitalisation of Centre- such as funding infrastructure	SD15/30861 SD15/30924
Council should provide program of expenditures to revitalise the centre with the potential gains from the sales	SD15/30861
Full sale (of council land?) could be approximately \$50/70m, with a further \$36m in section 94 payments	SD15/30924 ED15/77080
Call on council to commit funds from land sale to the Wentworthville Centre revitalisation, should include in the strategy commitment by listing set of projects that Council will fund when funds become available.	SD15/30924 ED15/77080 ED15/75932
If Council is not prepatod to proceed with the sale of the properties in the short term, than the high uplift that has been given to those key sites should be redistributed so as to enable others to commence redevelopment	ED15/77080
rate discounts should be considered for land in the Centre	ED15/75620

## SAFETY

Priority should be give to crime minimization. Crime prevention measures should be introduced, not at the expense of other factors	ED15/77432
No energy efficient lighting, these have reduced radiance levels, creating darker areas and impacting safety and security	ED15/77434
A high quality, well designed, accessible and inclusive Centre can decrease crime as well as the fear of crime	ED15/75620

## SITE SPECIFIC REQUESTS

### **West of Cumberland Highway**

Exclude development west of Cumberland Highway	ED15/79443
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### **28-30 Station Street**

Support even higher density for the back lane of Station Street	ED15/77438
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### **Station Street (past Pritchard Street)**

Higher heights not appropriate in this location. Core of the Centre doesn't extend this far, will impact on the R2 zoned residential area	ED15/77431 ED15/75886
Concerned with 8 storey development on the corner of McKern Street and Station Street, is not consistent with the R2 zoning of the street and Holroyd Residential Planning Principle (2004) NSWLEC 117- establishes the need to consider forms of development in adjacent zone. Seek to limit scale of buildings adjacent to R2 zone to	ED15/75886

Reduce the scale south of McKern Street and relocate this yield into the core of the Centre	ED15/77104	
<b>McKern Street Properties</b>		
North side of McKern Street will face significant solar access and privacy issues due to building heights and setbacks	ED15/77241	
Existing LEP controls offers better built form solution to this interface	ED15/77241	
A transition from the existing LEP controls for the south side of Pritchard Street East to built form scenario 2 for the north side of Pritchard Street East is supported	ED15/77241	
<b>Extent of area</b>		
development should nto extend beyond Lytton St, Friend Park (Station Street), The Kingsway and the Library	ED15/75283	ED15/75288
<b>Garfield and Dunmore Street (Council carpark)</b>		
Should not be a mixed use development in conjunction with a carpark	ED15/73749	
<b>East of Station Street</b>		
Two high rise buildings should be located behind Westpac Bank and behind the ex-Commonwealth Bank sites	ED15/71753	
Council and post office need to committ to development in the short term	ED15/75932	
<b>Pritchard Street East</b>		
Reduce street wall height and relocate lost yield to towers	ED15/77104	
<b>88 Dunmore Street</b>		
Support Option 2	ED15/80151	
<b>77-81 Dunmore Street</b>		
Opportunity to introduce additional height as a 'gateway' into the centre	ED15/80151	
Located on a major intersection, height does not reflect this		
Strengthen 'gateway' by bringing heights of the 3 corners of the intersection into alignment		
6.1:1 FSR		
<b>73-75 Dunmore Street</b>		
Located on a major intersection, height does not reflect this	ED15/80151	
Strengthen 'gateway' by bringing heights of the 3 corners of the intersection into alignment		
Request 18 storeys		
6.8:1 FSR		
<b>31-53 Station Street</b>		
Opportunity for increased height, leading to the Station and the reinforce the edge of the precinct	ED15/80151	
Height does not reflect significance of the main movement corridor along Station Street		
Request 18 storeys		
7.4:1 FSR		
<b>143 Station Street (outside of study area)</b>		
143 Station Street- located near both shopping centres, caltex, office works etc. This R3 area everything can be accessed, rather than just the one shopping centre. Not being used for its highest and best use .	SD15/31214	

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#### WENTWORTHVILLE OF THE FUTURE

Friendly, clean, bright, attractive, modern and welcoming	ED15/77440
opportunities for outdoor dining and cafes	ED15/77440
Would like to see more people in the centre	ED15/77440
Increase activity and diverse business opportunities	ED15/77440
nice places to sit down and relax, with a good view of trees	ED15/77440

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#### MISCELLANEOUS

Feel plans are pie in the sky	ED15/80220
Concerned the revitalisation has now become an unwanted and warranted transformation, which may be counter productive to the outcome desired by the community	ED15/75886
Would like a better definition of how council plans to enhance the village atmosphere of Wentworthville	SD15/31408
In order to lower Sydneys housing prices is to increase supply- support higher buildings	ED15/77350
Demand for high quality apartments in Wentworthville is strong and current housing stocks are old and run down	ED15/77112
Need to attract younger people to the centre	ED15/77344

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#### SPECIFIC LANDOWNER AND BUSINESS CONCERNS

Landowners will not get together and amalgamate for the good of the Centre	ED15/77440
landowners and business owners held forums and developed views of what would work to revitalise Wentworthville	SD15/30924
Not able to lift commercial rents- rates have risen and land tax has gone up- making it extremely hard to do business	ED15/77245

## Attachment 4 - Issues raised in Submissions

### A. *General Strategic Matters*

Issues raised in submissions:

- Wentworthville is an ideal location for access to employment, entertainment and services in the region.
- Council should prioritise the delivery of housing in or near established urban centres to help more people live close to jobs, services and transport.
- Wentworthville should not be considered secondary to Merrylands.

Response:

- The Strategy considers Wentworthvilles' unique position within the region and focuses on the opportunities the Centre has to play a role in providing for additional housing near the train station, complimentary employment and local services, while respecting its local context.
- Merrylands by virtue of its area and greater availability of a wider variety of services and infrastructure is considered a higher order centre to Wentworthville in respect to the centres potential population, heights and density achievable. This is consistent with the draft subregional strategy.

**Recommendations: Proceed with Strategy**

### B. *Density and Population*

Issues raised in submissions:

- Support higher density/updating the Centre, for future population increase.
- Greater dwelling densities in Wentworthville Centre would encourage more businesses and create greater vitality, capitalise underdeveloped sites and deliver all public benefits proposed by Council in the Strategy (Both Option 1 and 2 were cited as examples of greater density).
- Option 1 would have a shortfall of funding and this may cause difficulties in completing the scheme.
- Having more people around the Centre would be a potential deterrent to crime.
- The proposed densities may attract anti-social behaviour.
- The proposed density would have a negative impact on infrastructure.
- The number of dwellings proposed is excessive; there is an oversupply of housing in Holroyd LGA.
- An increase in population is needed to create an efficient town centre, create more businesses and to attract a supermarket. This needed to occur in the short term.
- Support Option 2 as Wentworthville is located on a rail line and has good access to employment and public transport.

Response:

- The density proposed for Wentworthville Centre averages at approximately 202 dwellings per hectare, making the proposed density of housing in the Centre lower than Merrylands (323) and the Granville Urban Renewal Precinct (230) and greater than Bonds Site at Pendle Hill (162). The density proposed is considered appropriate for the size and context of Wentworthville Centre, being a rail based Centre, located



close to Parramatta and Westmead, however, surrounded by existing lower density dwellings. The density proposed for Wentworthville Centre averages at approximately 202 dwellings per hectare (Option 2).

- The Strategy proposes a range of new infrastructure features, to ensure the success of future dwelling and business growth in the Centre.
- Achieving an active revitalised Centre is supported by the safety audit as it will provide increased surveillance to streets and public places and will discourage anti-social behaviour.
- Through Holroyd LEP 2013 and subsequent planning proposals, Council has exceeded its initial dwelling target set by the State Government. However, achieving a renewed and revitalised Wentworthville Centre is not simply based on the achievement of specific dwelling targets. It is a combination of place making, urban design, strategic planning and feasibility, all of which have been the basis for the Strategy. Dwelling numbers that could be achieved under both Option 1 and Option 2 are considered capable of realising a revitalised Centre.
- It is noted that the higher dwelling yields under Option 2 would facilitate the delivery of all infrastructure works proposed by the Strategy. Option 1 would require alternative funding or a reduction in the proposed infrastructure.

**Recommendations: Proceed with residential density as proposed in the Strategy**

## **C. Building Height (General)**

Issues raised in submissions:

- Taller buildings in the Centre are supported (some submissions supported up to 20 storeys others supported up to 30 storeys). Support for taller buildings for aesthetic reasons and housing affordability was also noted.
- Buildings should be of a scale suitable for the future role and growth of the Centre.
- Wentworthville should be more consistent with Parramatta's building heights.
- Taller buildings are not supported, the proposal is overdevelopment and developers are able to make a profit developing at lower building heights.
- Support greater building heights to entice a department store or supermarket.
- Buildings over 8 storeys are inconsistent with the community consultation report.
- Buildings should be no higher than 4-8 storeys (submissions supported either a maximum of 4 storeys or a range between 6-8 storeys). Towers are impersonal; they do not maintain the human scale and village feel.
- Towers should be allocated to sites that can be redeveloped in the short - medium term.
- Concern developers will seek to push beyond the planning controls in the Strategy (i.e. planning proposal for 108 Station Street).
- A definition of street wall height should be provided.

Response:

- The Strategy's building heights were determined based on a number of considerations including: the role of the Centre and its location within the context of metropolitan Sydney, the lower scale of dwellings outside of the Centre, feasibility, urban design and outcomes of Councils' initial Community Engagement. The building heights (and density) reflect the Centres close proximity to employment and

commercial centres Westmead and Parramatta, access train services and major road connections.

- The economic feasibility report indicates that existing building heights (5-7 storeys) under Holroyd Local Environmental Plan 2013 (HLEP 2013) were not a financially attractive redevelopment option in the current market. Building heights of 8 storeys or more were determined feasible with the right combination of floor space ratio (FSR) and parking rates.
- The community participation report states in Community Direction No. 2 that 'mid-rise' residential development is preferred by the community, noting that some members of the community define mid-rise as approximately 6 storeys and some defined this as 10-12 storeys. The report indicated the communities preference to building on the existing 'village feel' of the Centre.
- A building typology of street wall buildings with few towers was proposed by the urban design report. This built form approach facilitates appropriate densities for the role of the Centre and economic feasibility, at lower building heights. On this basis, the Strategy proposes a predominantly mid-rise scale (8 storeys, with transitions to 4-5 storeys where adjacent to existing lower scale residential zones and a street wall of 4-5 storeys), with few taller buildings (Option 1 -12 storeys, Option 2 - 12-18 storeys) in strategic locations as urban markers that reinforce key entries, the core of the centre or co located where public domain improvements are proposed. This form and scale of development is commonly seen in European cities and assists to facilitate a 'village like' feel.
- Taller buildings are contained within the core of the Centre, in an area bounded by the Cumberland Highway, railway line and Station Street, with the exception of the potential for a 12 storey building on the existing library site. This is shown in Figure 1



Figure 1 – Wentworthville Centre. Core of Centre (red), buildings with significant height (pink)

- The proposed heights in the Strategy are comparable to other similar centres within Sydney, such as Auburn, Lidcombe, Granville and Epping.
- There was clear majority support in the submissions for built form option 2.
- A planning proposal request was submitted to Council for 108 Station Street Wentworthville prior to the exhibition of Strategy. The initial request to Council sought height of up to 13 storeys across the entire site. An assessment determined that building heights of Part 8/12 storeys could be supported on the basis of the provision, free of cost to the community, of a key part of the Station Lane extension, enabling the achievement of a more effective traffic network in the centre, benefiting those who live in the centre and those who visit. It is noted that this proposal has received a gateway determination is on exhibition between June 15 – July 13.
- The feasibility of development is reliant on a range of factors, particularly the land purchase value and development margin. For sites in single ownership that have been purchased a number of years ago, the land purchase value is usually much lower and therefore development may be viable at lower heights (i.e. the current development on the corner of Dunmore and Garfield Streets). This does not mean that all sites are financially attractive for redevelopment in the short- medium term at lower heights.
- (Street wall height is the maximum vertical distance of the building at the street, before a horizontal building setback is required).

*Recommendation:*

- **The Planning Proposal request should reflect built form option 2- maintaining a predominant mid rise height across the Centre with nine strategically placed towers 12-18 storeys in height, based on community feedback, feasibility and infrastructure funding.**

NOTE: Consideration of a number of site specific building height issues will occur later in the report

#### ***D. Traffic By-Pass***

The submissions stated:

- Support Traffic by-pass and the benefits it will bring to the Centre, such as outdoor dining on Dunmore Street.
- Support alternative ‘full’ traffic by-pass model contained within traffic modelling study.
- Through traffic does stop at Wentworthville and the by-pass will affect the Centre.
- No examination has been provided on the impact of the traffic by-pass on the streets connecting to Station and Garfield Street, such as McKern and Perry Streets.
- The proposed traffic by-pass will not reduce traffic on Dunmore Street. Dunmore Street should be closed off to traffic to create a Mall.
- Council should consider safe places to cross the traffic by-pass on Pritchard Street East.

Response:

- Traffic modelling undertaken on behalf of Council indicates that without any action, traffic within the Centre will get worse over time. The bypass scenario demonstrated

# Cumberland Council

that shifting the majority of through traffic from Dunmore Street to Pritchard Street East will prevent delays through the Centre from becoming excessive.

- An alternative bypass model was provided by Councils traffic consultant and was included in the traffic modelling study. The alternative bypass proposed the creation of a road from Lane Street, intersecting with Station Street and through to Pritchard Street East, in addition to limiting west bound traffic on Dunmore Street. Figure 2 details the 'half bypass proposed in the Strategy and Figure 3 details the alternative 'full bypass'.

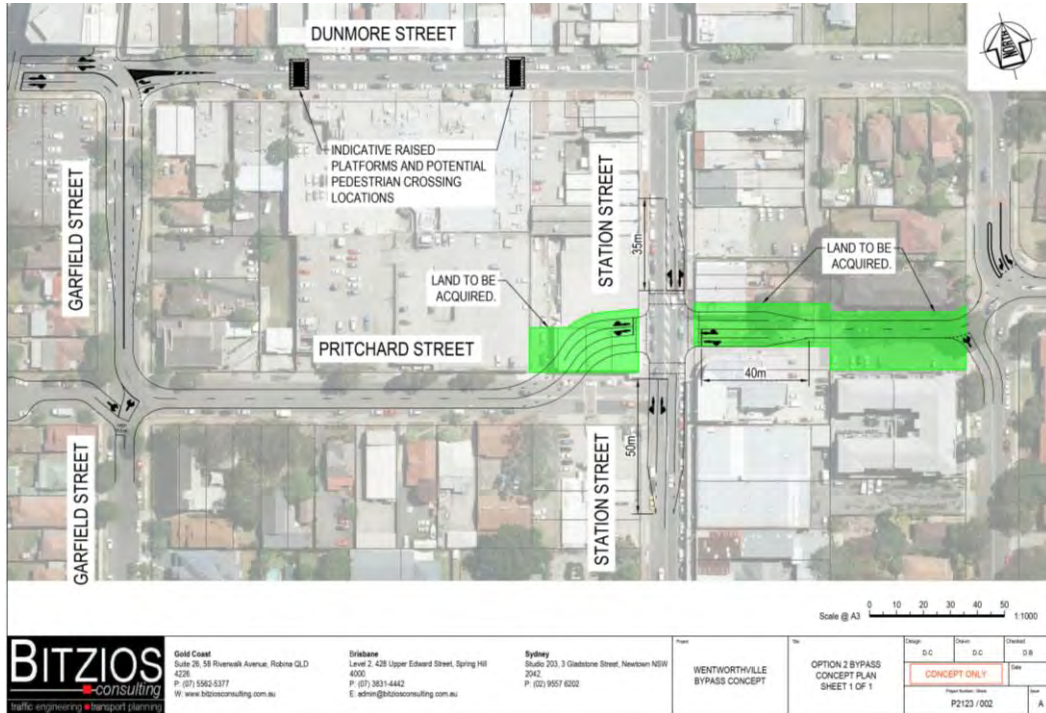


Figure 2 - Full Bypass Option as contained in the Traffic and Transport Study

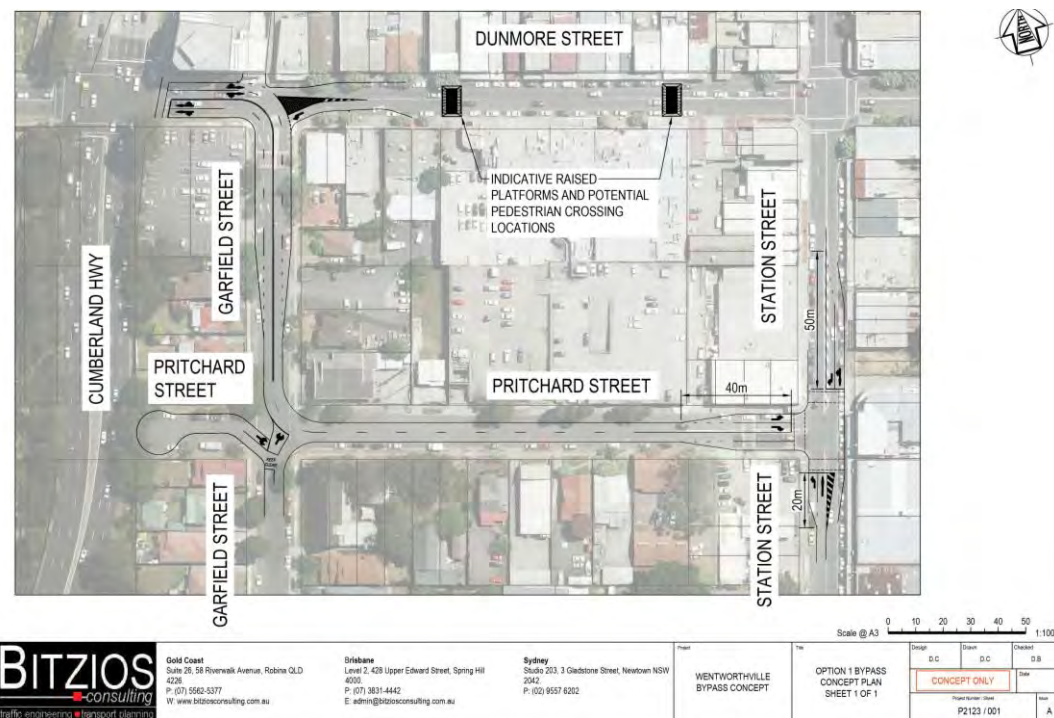


Figure 3 Half bypass option- as proposed in the planning and Place Making Strategy

- The implementation of the 'full by-pass' as opposed to the 'half by-pass' proposed in the Strategy would include the acquisition of a number of properties within the Centre, at a cost of over \$4 million, which would exceed any funding available under the Section 94 Development Contributions Plan or proposed Value Capture policy. Unless an alternative funding source is found, such as other public infrastructure removed from the plan or Council could sell a land asset, such as the existing carpark on Garfield and Dunmore Street, the 'full by-pass' could not be achieved.
- The orientation of the bypass aims to encourage through traffic away from Dunmore Street and parallel streets (like McKern Street) by making Pritchard Street East the most efficient route. An example of this is how Garfield Street has been reconfigured to give way to Pritchard Street. Notwithstanding, should the scheme proceed to implementation, a traffic monitoring program could be implemented for McKern Street to determine if additional traffic management is required in this (and other surrounding streets).
- Closing Dunmore Street off to traffic may have a significant impact on local businesses that benefit from passing trade. With the proposed limit to left turns and a planned High Pedestrian Activity Area with the speed dropped to 40km/h, this should remove a large portion of through traffic from Dunmore Street and encourage greater pedestrian activity.
- The lights at the eastern end of Pritchard Street East will provide gaps for pedestrians to cross, however pedestrian refuge crossing point along Pritchard Street would be considered during the designed design.

*Recommendations:*

***The 'half' traffic bypass be pursued, as a financially viable option to manage traffic within the Centre.***

## ***E. Parking***

Issues raised in submissions:

- Resident and visitor car parking must be catered for on-site and adequate commuter and commercial parking is needed.
- Councils proposed parking rate is not aligned with the feasibility report (i.e. 2 bedroom units need a car space to sell).
- Increase free Council parking and ensure it remains free.
- What are Councils plans for the carpark east of the canal on Veron Street?
- Accuracy of parking study is questionable, the Mall and Kingsway carpark appears to be full or close to full. If parking cannot be found, shoppers will go elsewhere.

Response:

- The NSW Department of Planning & Infrastructure's Apartment Design Guideline provides controls for the provision of residential parking spaces in apartment development. Council is unable to require higher rates of parking; however there is nothing in the guideline that prevents applicants providing greater parking than required if this will assist their market value.
- The parking rate for commercial floor space (1 per 50sqm) was recommended in Councils Traffic and Transport Study. This rate would result in an overall increase in customer parking in the Centre and provides a balance between ensuring an appropriate level of parking across the Centre, economic feasibility, the potential for

reduced retail space if parking rates are too high and efficiencies of central parking for multiple trips within the Centre.

- To ensure sufficient on street parking is provided for shoppers, and to increase parking turnover, the strategy proposes reducing the on street parking restrictions to 30mins in the core of the Centre. This is a recommendation of the traffic study.
- There is nothing in the Strategy that proposes to charge for Council owned parking.
- The Veron Street Park (currently a carpark, however zoned RE1 Open Space) sits outside of the study area, but has been identified in the Holroyd City Council S94 Development Contributions Plan to become a playground.
- Council will continue to work with Transport for NSW to advocate for the availability of commuter parking.
- The parking survey undertaken for the Strategy indicated that the Mall carpark and The Kingsway short stay carpark were not at capacity.

**Recommendations: Maintain all parking related actions in the Strategy.**

## ***F. Public Transport***

Issues raised in submissions:

- Due to the proposed increase in residential population, Council should continue to advocate the state government to increase train and bus services for the Centre.
- An increase population should see increased funding for upgrading the Station.
- Light rail should be extended in Wentworthville via Bridge Road, Haig Street and Lytton Street into Wentworthville.

Response:

- While outside the scope of this study, Council has been working with Transport for NSW regarding the accessibility upgrade works to Wentworthville Train Station and will continue to advocate to the State Government on behalf of residents to achieve increased public transport services to the meet the needs of the revitalised Centre.

**Recommendations: Maintain all public transport related actions in the Strategy and continue to advocate for improved services on the Western Line and to Wentworthville.**

## ***G. Council owned carparks***

Issues raised in submissions:

- If Councils carparks are sold, Council must ensure adequate parking is provided within the Centre.
- Council owned land (particularly The Kingsway Carpark) should be redeveloped for a multi deck carpark. If a multi deck car park is provided, this should be constructed to be expanded when necessary.

Response:

- The Strategy provides no specific position on the future use of Council land on the corner of Dunmore and Garfield Streets and The Kingsway Car Park, however further investigation of a multi deck carpark will occur during the s94 plan review. It is envisaged that any future uses on this land would not result in a net decrease in parking spaces.

**Recommendations: Proceed with Strategy**

## **H. Bike Lane**

Issues raised in submissions:

- A bike lane should not be proposed on Lane Street- there are lots of parked cars, chicanes and poor visibility.
- A possible location for a bike lane is through the Lytton Street park, along the Canal.

Response:

- The bike lane indicated on Lane Street in the Strategy is proposed to be an on road shared arrangement, meaning bikes and cars would share a traffic lane. This does not result in a dedicated bike path.
- There is an existing bike path through Lytton Street Park however, this has not been shown on the map in the Strategy.

**Recommendations: Strategy bike pass diagram to be amended to indicate existing Lytton Street Park bike path.**

## **I. Feasibility, Land Value and Profit Margins**

Issues raised in submissions:

- Speculation increases land prices, which consequently requires more intensive development to obtain desired large profits- expectation of increased height and FSR is itself the driver of the requirement for increased height and FSR.
- If there was no change in planning controls no speculation would be occurring and there would be more development happening. Council has no obligation to reward speculation.
- Only towers (12-18 storeys) will develop as larger profits are to be gained and the rest will be considered unfeasible, which may impact the revitalisation of the centre (i.e. improvements to streetscape) as these appear to be tied to funding and land resumption from development.
- Economic feasibility report indicates development would be generally profitable at lower heights where profit margins are lower.
- Redevelopment will not occur under option 1 as developers will offer lower prices to land owners/owners expect greater values.

Response:

- The aim of preparing the Strategy is to create a holistic plan for the Centre, creating certainty to what Council views as acceptable heights and density and requirements for future infrastructure. The Strategy and supporting expert studies, such as the economic feasibility report enables Council to make informed decisions in relation to questions surrounding feasibility in the Centre. It is not the aim of the Strategy to reward poor speculative purchases.
- The economic Feasibility report noted that speculation and land banking appears to be occurring within the Centre and dependant on the degree of speculation this could stagnate development on some sites. It is not believed that speculation is occurring within the core of the Centre, where revitalisation is most needed, but predominantly the outer edges of the Centre.

- The controls proposed in the Strategy balance the need for revitalisation, community visions, appropriate urban design and feasible development. The economic feasibility report noted that *“importantly we contend that the nature of planning controls should be based on a range of factors including amenity, environmental and social impacts. Without recognition of development viability however, redevelopment can be hindered and site stagnate.”* The built form outcomes of the Strategy have found balance between these factors and economic feasibility. Sufficient increases in the planning controls have been allocated in the core of the Centre, where revitalisation and renewal is most paramount, with the greatest increases in height and floor space generally aligned to the provision of a public benefit, such as public plazas and site through links.
- Council did not receive any submissions indicating that the heights and density proposed in the Strategy were not feasible.
- Notwithstanding the Strategy, land owners may separately lodge planning proposal requests to seek greater planning controls than currently permissible or proposed by the Strategy. It is believed that without Council undertaking the revitalisation project and Strategy, this could be occurring at a higher rate.
- The economic report indicated that all but one site tested could be considered feasible under both option 1 and 2. While sites allocated with greater heights may appear more attractive to develop, they may also have other complexities attached to them, such as lot amalgamation and infrastructure provision, which may not be attractive to some developers.
- The feasibility of development is reliant on a range of factors, particularly the land purchase value and development margin. For sites in single ownership that have been purchased a number of years ago, the land purchase value is usually much lower and therefore development may be viable at lower heights (i.e. the current development on the corner of Dunmore and Garfield Streets). Councils report considers an appropriate development margin to be 18%+. This is industry standard rate and typical due to the complexities of development and potential risk and represents a reasonable rate of return. It would also be considered the point where the redevelopment of a site would be considered attractive, thus leading to redevelopment and renewal. While some developers may consider a slightly smaller development margin, a feasible development margin would also attract a higher tier developer to provide a quality built form product.

## **Recommendations: Proceed with Strategy and Planning Proposal**

### **J. Centre Coordinator/Committee**

Issues raised in submissions:

- Support the creation of a centre coordinator to create a link and liaison between Council and the business owners.
- A committee could be formed by interested Councillors, business owners and residents to be a voice to Council and to ensure best practice, design and the continuation of the project.

Response:

- A centre coordinator for Wentworthville has been identified in the Strategy to provide business owners assistance in all matters relating to Council services and operations.



**Recommendations: Maintain actions in relation to a Centre Coordinator in the Strategy**

## ***K. Section 94 Contributions***

Issues raised in submissions:

- The transformation of the Centre will evolve through Section 94 development contributions works that will improve the local centre.
- Council should forward fund Centre improvements, such as public domain improvements.

Response:

- Subsequent to the submission of a planning proposal for Wentworthville, it is proposed that a draft Section 94 Development Contributions Plan will be prepared in order to facilitate the delivery of public domain works and infrastructure for the Centre, as highlighted in the Strategy.
- Nothing in the Planning & Place Making Strategy or a future amended Section 94 Plan prevents Council from resolving to forward fund any Centre improvement or infrastructure works.

**Recommendations: In accordance with the Strategy, an update to the Section 94 Development Contributions Plan be prepared for Wentworthville Centre.**

## ***L. Value uplift sharing (Value Capture)***

Issues raised in submissions:

- A definition of value sharing should be provided.
- Support value capture in principle but further detail needs to be provided and discussed with land owners in order to strike the right balance.
- With the uplift that Council has received through its properties, there should be adequate funds resulting from the realisation of Councils assets to fund all infrastructure without investors needing to pay any further.

Response:

- Value uplift sharing can be defined as sharing the increased value generated for private landowners by beneficial changes to planning controls or infrastructure. Governments seek to share this value increase in order to provide public infrastructure and services needed as a result of the changes to planning controls.
- It is proposed that a policy on value sharing will be exhibited as part of an amended S94 Development Contributions Plan, however it is envisaged that the policy will be consistent with similar value sharing policies, with Council acquiring 50% of the value of floorspace, for the floorspace above 8 storeys. This could be provided as land dedications, infrastructure provision and/or monetary payments. The value of the floor space, per sqm will be based on detailed land valuations.
- Value sharing would only apply to sites that the strategy identifies can achieve heights greater than 8 storeys. The LEP would contain an incentives map, enabling the achievement of higher heights and FSR on the basis that Council was satisfied that adequate provision is made for infrastructure and community facilities. The wording and mapping of the LEP would be similar to Ryde Local Environmental Plan 2014.

- Due to the capping of S94 Contributions by the NSW Government, the value capture model is the most viable alternative to achieving required infrastructure in the Centre for the growing population. Without such a policy- infrastructure projects would be deleted or alternative funding would be required to be sought elsewhere.
- It is noted that the value uplift in Councils properties alone would not be able to fund all infrastructure works in the Centre.

*Recommendations:*

1. **In accordance with the Strategy, the planning proposal shall introduce incentives mapping and a relevant clauses to enable the achievement of greater heights and floor space on specific sites where Council is satisfied that adequate provision is made for infrastructure and community facilities.**
2. **In accordance with the Strategy, a Value Sharing Policy be prepared in conjunction with the updated s94 contribution plan.**

## **M. Impact of Council Amalgamations**

Issues raised in submissions:

- Concern about what would happen to the Strategy if amalgamations occur. Concerns that future development would be piecemeal and not satisfactory.

Response:

- The amalgamation of Holroyd City Council into Cumberland Council will not prevent the completion of the Wentworthville Revitalisation Planning Project. A deed of agreement has been entered into with the Department of Planning & Infrastructure for the funding of the project, which requires the preparation of a planning proposal and subsequent LEP amendment, amended Development Control Plan (DCP) and amended Section 94 Plan, to be undertaken.

*Recommendations: Proceed with Strategy and Planning Proposal*

## **N. Wentworthville Mall**

Issues raised in submissions:

- The Mall is in need of a facelift, a cleaner, fresher look.
- Wentworthville Mall was a thriving shopping centre; however it never recovered from the fire.
- Hope that the redevelopment of the shopping centre will provide significant funds for the transformation of the public domain and community facilities. The Mall redevelopment will be a catalyst for other redevelopment to occur in the Centre.
- The Mall is a strategic site, the most critical site in the Centre and needs incentives beyond what is offered in the Strategy to ensure it develops.
- As a key renewal site in the centre and landmark, the maximum being height should be 25 storeys with a floor space ratio of 7.5:1. Support towers on the site.
- Concern regarding closure of shopping centre during redevelopment- able to travel to a supermarket elsewhere.
- The design of the Mall should be a U shape so customers can shop quietly from the traffic.
- The Mall should be incentivised to provide free parking at night to encourage a night economy.

## Response:

- Council considered report DCS007-16 on 16 February 2016 in respect to a planning proposal request submitted for Wentworthville Mall, the largest privately owned site within the Centre (42-44 Dunmore Street). Council resolved to prepare a planning proposal for gateway determination and public consultation to amend the planning controls to:
  - Increase the maximum building height 68m (approx. 20 storeys) fronting Dunmore Street and 30m (approx. 8 storeys) fronting Pritchard Street East.
  - Increase the maximum floor space ratio to 4.5:1
  - Create a floor space bonus of 0.5:1 for the construction of a full line supermarket on the subject site.
  - Create a floor space bonus of 0.5:1 for the provision of commercial floor space above ground floor.
  - Create a floor space bonus of 0.5:1 under a 'design excellence' provision.
  - Create the Dunmore Street Plaza and site through link.
- A gateway determination for the planning proposal has been issued by the Department of Planning & Infrastructure. The planning proposal is likely to be publicly exhibited commencing in July 2016.
- The planning proposal will enable the redevelopment of the site, including the provision of a full line supermarket and public open space, including part of the Dunmore Street Plaza. The planning proposal acknowledges the significance of the site in the revitalisation of Wentworthville and is consistent with the Planning & Place Making Strategy, with minor departures in building height and floor space ratio.
- The future design of the site will be determined at a later date, however the design will be required to activate the proposed Dunmore Street Plaza. The parking arrangements for the Mall will be determined once a development application is lodged.
- At the time when the Mall redevelopments, Council may consider facilitating assistance for those who are unable to access other local shopping options.

**Recommendations: Proceed with the separate planning proposal for the Wentworthville Mall site.**

## ***O. Open Space and Alternative Open Space Locations***

### Issues raised in submissions:

- Is the available open space in Wentworthville sufficient for the additional population growth proposed?
- The green open space proposed in the Strategy is insufficient for the additional population growth; there is no suitable green space provided for in the Strategy.
- Quality of the environment is important to the revitalisation of the Centre.
- A large open bushland garden and park should be provided.
- Council should purchase the old RSL site to create a larger park.
- The pool and memorial park are excluded from the plan, these should be included.
- A large area of open space should be provided within the walkway from Dunmore Street to The Kingsway.
- An area between The Kingsway, Station Street, Dunmore Street and the Arcade should be open space.

Response:

- The Strategy has proposed the following open spaces in the Centre:
  - Three new public spaces: Dunmore Street Plaza (approx. 1040m<sup>2</sup>), The Kingsway Pedestrian Link (approx. 315m<sup>2</sup>), Library Plaza (approx. 600m<sup>2</sup>)
  - Expansion to Friend Park (additional 880m<sup>2</sup>)
- The Strategy focused on the provision of urban spaces that could be reasonably achieved through the redevelopment of critical sites within the Centre and would cater for urban activities such as outdoor dining, gathering and sitting, creating destinations within the Centre, facilities that the community participation report highlighted as lacking in the Centre.
- The cost of purchasing and embellishing a suitably sized site within the core of Centre for the purposes of green open space is prohibitive and would result in other urban spaces and public domain works not being achieved. All public spaces proposed are able to be designed to contain trees and some green landscape elements.
- The Holroyd Open Space and Recreation Study, undertaken for the preparation of the Holroyd Section 94 Development Contributions Plan 2013 (Holroyd s94 Plan) provided criteria for open space needs within existing urban areas, particularly where there is little scope to provide additional open space. The study indicated that focus should be placed on the quality, location, appropriateness and connectivity of spaces, rather than just the quantity of space.
- In reviewing existing open space close to Wentworthville Centre, a number of existing parks are either located within the Centre or within an easy walk (400m-500m) of the Centre. The current Holroyd s94 plan already proposes expansion and embellishment works to a number of parks within reasonable walking distance of the Centre. Particularly of note is the works to the northern end of Lytton Street Park and works to Veron Street Park, both in close proximity to the Centre. The parks within close proximity to the Centre and any proposed s94 works are listed in Table 1 and Figure 4.

Park	Size	S94 2013 Proposed Works
Lytton Street Park	55,338m <sup>2</sup>	Upgrade and expansion, landscaping, toilets, playground, children's bike path, tree planting (at northern end)
Friend Park	1,603m <sup>2</sup>	NIL
Veron Street Park	2,600m <sup>2</sup>	Playground, tree planting
Wentworthville Memorial Park	16,807m <sup>2</sup>	NIL
<b>Total</b>	<b>76,345m<sup>2</sup></b>	

Table 1- Proposed S94 Contribution works to open space near Wentworthville Centre

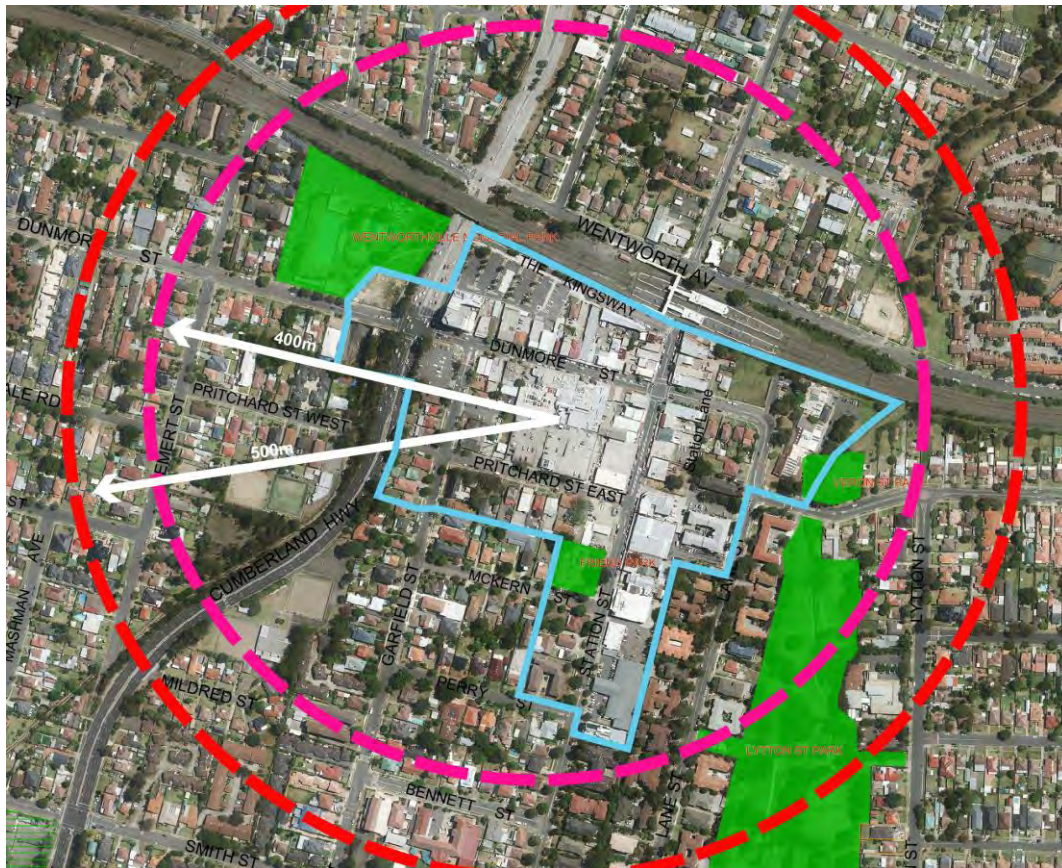


Figure 4 -Open Space (coloured green) within 400-500m of Wentworthville Centre

- The option of purchasing the former RSL site on the corner of Dunmore Street and Cumberland Highway was investigated; however the site is not in a suitable location to effectively service the Centre as the site is not highly accessible from the Centre, particularly for children as the Cumberland Highway creates a barrier. Furthermore, the cost of purchasing the 1,500m<sup>2</sup> site is prohibitive (Over \$1.5m + embellishment) and would require other infrastructure works to be removed from the Strategy in its place.
- It is envisaged that the proposed review of Holroyd s94 Plan will examine the works and embellishments proposed for the existing parks to ensure they reflect the needs of the future Wentworthville community.
- The swimming pool and Memorial Park were not included in the study area, as it is located outside of the B2 Local Centre zoned land, to which the study area applies.

**Recommendations: Public spaces shall be maintained in accordance with the Strategy.**

## **P. Dunmore Street Plaza**

Issues raised in submissions:

- Support the creation of the Dunmore Street Plaza, this will encourage outdoor dining and pedestrian activity.
- Widening the street by 8 metres is no more than a footpath and will not provide a plaza.

- A better alternative option to the plaza is provided by the planning proposal for Wentworthville Mall, which runs north/south through the site and is larger and wider than the proposed plaza.
- Plaza overshadowed by tower proposed on the corner of Station Street and Dunmore Street.
- Outdoor dining areas should be designed as 'all weather areas'

Response:

- Councils' support of the Dunmore Street Plaza was reflected in its resolution of 16 February 2016 (DCS007-16) in regards to the planning proposal request for Wentworthville Mall, where Council resolved to create part of the Dunmore Street Plaza through the planning proposal. This equates to 70% of the length of the Plaza being provided. The Plaza will widen the street and add vibrancy to the Centre, whilst maximising the northern aspect of the street.
- The Planning proposal also indicated a north/south site through link through the Mall site to Pritchard Street East with a width of 20 metres.
- Further work will be undertaken to create a landscape plan and design for the future Dunmore Street Plaza.

**Recommendations: *Maintain the Dunmore Street Plaza in the Strategy***

## **Q. *Library Precinct***

Issues raised in submissions:

- Support the redevelopment of the library area into a modern library and community facility precinct with a plaza.
- The precinct should be transformed, or if not, the facilities should be relocated into the redeveloped Wentworthville Mall site.
- Community services should be centralised, rather than being isolated in its current location.
- Friend Park child care centre should be relocated into the redeveloped library and community facility hub.

Response:

- The site is well connected to the Centre, within 200m walking distance from the train station and is accessible from the Centre and surrounding area.
- The economic feasibility report indicated that from an economic perspective, the redevelopment of the existing library and community site would help to activate the north eastern section of the Centre by providing a destination for visitors and spin off trade for surrounding businesses.
- It is envisaged that the library precinct will be active, engaging and modern. The site remains the most suitable location for future expanded library and community services. The Mall site would be unable to accommodate the range of services proposed for the library site in addition to a full line supermarket.
- It is envisaged that the child care centre from Friend Park would be relocated to the redeveloped precinct.

**Recommendations: *Maintain the Library and Civic Precinct in the Strategy***

## **R. Circulation and Permeability (including The Kingsway Pedestrian Link)**

Issues raised in submissions:

- Support connections to improve permeability, circulation, pedestrian amenity and the creation of a pedestrian friendly environment.
- Support The Kingsway Pedestrian link. The link should be wide and well lit with awnings on at least one side.
- A new public open space could run along the spine of the ridgeline, opening up to the north and include a pedestrian walk through no less than 10 metres wide running the length of the study area. A landscaped walkway with trees and shelter.

Response:

- The connectivity of the Centre is an important urban design and safety consideration. The connections proposed under the Strategy will enable the Centre to focus on pedestrian amenity, circulation and safety.
- The width of the site through links was determined based on best practice urban design and feasibility of development. The focus, particularly for The Kingsway link (between the train station and Dunmore Street), was creating a link that could be permanently accessible. The site through link on the Mall site has the opportunity to provide landscape elements such as trees, and same is possible for the Dunmore Street Plaza. The Kingsway link will provide laneway experience for visitors.
- Further work will be undertaken in respect to the design and lighting of each site through link, however the revised DCP for Wentworthville Centre could include a design control in respect to the provision of awnings in the Centre.
- It is noted a site through link on the Wentworthville Mall site is being provided as part of the sites planning proposal.

**Recommendations: Maintain all circulation and permeability related actions in the Strategy**

## **S. Greening buildings**

Issues raised in submissions:

- Support the creation of green walls and roofs.
- Green space, such as grass, trees and planter boxes should be provided in redeveloped buildings.

Response:

- Trees, planting and green walls and roofs will be an important feature of a revitalised Wentworthville Centre and the provision of these will be included in the future landscape strategy for the Centre and a revised DCP.

**Recommendations:**

**Provisions for green walls and landscaping on structures will be implemented in a revised Development Control Plan**

## **T. Full Line Supermarket**

Issues raised in submissions:

- Support a full line supermarket.

- A large supermarket and shops will not commit to the Centre unless there is significant population to support them.
- Will the proposed supermarket on the Bonds site nullify the benefits of a large supermarket at Wentworthville?
- Do not support supermarket due to parking and traffic concerns highlighted in the consultants report not being addressed in the plan.

Response:

- The Strategy included an action to attract a full line supermarket to Wentworthville Centre, to be accommodated on the Wentworthville Mall site. Councils' economic feasibility study indicated that the expected retail floorspace demand in the Centre and its catchment is sufficient for the provision of a full line supermarket (4000sqm).
- Council considered report DCS007-16 on 16 February 2016 in respect to a planning proposal request submitted for Wentworthville Mall. Council resolved to prepare a planning proposal for gateway determination and public consultation to amend the planning controls and included a provision to enable a floor space bonus of 0.5:1 for the construction of a full line supermarket on the subject site. As indicated in the applicant's indicative plans, a full line supermarket is envisaged to be provided on the site.
- The retail floorspace demands stated in the economic feasibility report reveal that the Centre could accommodate a full line supermarket (noting the primary trade area of Wentworthville Centre does not include Pendle Hill).
- Council's traffic and transport report accounted for the provision of a full line supermarket in the Centre and have proposed a number of actions in order to manage future traffic in the Centre, such as the traffic by-pass.

**Recommendations: *Maintain all actions in relation to achieving a full line supermarket in the Strategy***

## ***U. Retail and Commercial Uses***

Issues raised in submissions:

- Wentworthville lacks variety of shops and there is not broad enough retail offer for a one stop shop in Wentworthville.
- Will travel to other retail centres, other than Wentworthville Centre in order to shop.
- Saddened by the decline of the shopping in the Centre.
- Quality tenants left the centre after the fire; there is nothing to draw tenants back; struggle to attract tenants, properties vacant for a number of years.
- Having a more complete CBD would attract businesses from surrounding areas.
- Merrylands has taken customers away from Wentworthville.
- Parramatta and Blacktown too busy to travel to, it would be ideal if Wentworthville could have new shops.
- Confidence of businesses is low and would only return when small business owners see change in the short term.
- Retail revitalisation should include a of development 1-2 storeys high with a variety of stores, discount department stores and professional offices- one stop for all shopping.



- Support national retail chains locating in the Centre. Would support the inclusion of a trendy bar, bistro or restaurant locating in Wentworthville.
- Option 2 would revitalise the centre with new building and would make it attractive and safe to shop in Wentworthville.
- Need some regulation to stop \$2 shops locating in a place for outdoor dining.
- Individual sites need to redevelopment under one unified design, piecemeal development would be a disaster.
- Support shopping development such as Centro Seven Hills.
- Support opportunities for extended trading hours to promote a night time economy and outdoor dining opportunities.
- Revitalisation should not be at the expense of existing businesses. Council should create plans to ensure existing and local businesses are not disadvantaged.

Response:

- The Economic Feasibility study detailed that the strengthening of other surrounding centres and lack of investment has impacted negatively on retailing in Wentworthville Centre. Future revitalisation of the Centre with new buildings and new retail spaces will have a positive impact on retailing.
- The Strategy's action to attract a full line supermarket on the Wentworthville Mall site will be a catalyst for retail revitalisation and a drawcard for new businesses and shoppers to come to the Centre. Council has considered a planning proposal request for the Mall site, which is currently with the Department Of Planning & Infrastructure. This planning proposal enables the redevelopment of the Mall site and the facilitation of a full line supermarket and other speciality shops.
- While Council is unable to regulate the location of discount shops in the Centre, it would be in the best interests of the shop owners to co-locate food and dining related business in conjunction with outdoor dining infrastructure.
- The Strategy indicated an action to encourage an extension of trading hours for low risk businesses to promote a night time economy by creating a fast track application system. It is noted that this will not apply to restaurants or license premises.
- It is hoped that existing businesses, landlords and landowners discuss the Strategy any future plans for redevelop, in order to create certainty for all parties.

***Recommendations: Proceed with Strategy and Planning Proposal***

## ***V. Employment***

Issues raised in submissions:

- A revitalised centre would increase job opportunities and create a vibrant atmosphere.
- Increasing job opportunities is encouraged and is an ideal location for the medical profession.
- There is potential to attract public service departments to the area.
- Increasing jobs in the Centre will give opportunities for local people to work closer to home.

Response:

- The Strategy has a number of actions to support increased job opportunities within the Centre, such as floor space bonuses for additional commercial floor space,

seeking to assist the Centre leverage its proximity to Westmead, the facilitation of a full line supermarket within the Centre and locations for outdoor dining.

- As part of the revitalisation process, new businesses will be attracted to the Centre and this will influence job growth. The Strategy indicated a job target of 750 jobs over the next 20 years.

*Recommendations:*

**In accordance with the Strategy, the planning proposal should include a 0.5:1 floor space bonus to provide commercial floor space above ground level on sites where heights of 12 storeys and above can be achieved.**

## ***W. Public Art***

Issues raised in submissions:

- Do not support a 'curry bowl' as public art in Wentworthville; discriminatory and hurt feelings of local community.
- Council should propose public art that represents the multicultural diversity of the area.
- Public art should be commissioned and funded by Council through development contributions.

Response:

- The 'curry bowl' public artwork for Wentworthville reported in the Parramatta Advertiser on 4 November 2015 is not a proposed action of the Strategy.
- As indicated in the Strategy, funding from s94 Development contributions will be spent on creating specific artworks for the new public spaces.
- Council is currently facilitating the 'Wentworthville stories, schemes and dreams' which is engaging the community of Wentworthville about the past, present and future of Wentworthville. The outcomes of this project will enable the creation of public artworks for the Centre that will uniquely represent the stories and history of the people in Wentworthville.
- In addition, grant funding will be pursued to look at graphics that can be printed onto hoarding of redevelopment sites, which will continue the themes of stories and identity of Wentworthville and creating interesting streetscapes during the physical change of the Centre.

***Recommendations: Maintain all public art related actions in the Strategy***

## ***X. Interim Improvement Plan***

Issues raised in submissions:

- Support the interim improvement plan.
- Façade changes without creating an environment for people to shop and get together is a waste of time.

Response:

The Strategy provides a number of 'interim' improvement strategies for the Centre that enables sites that don't redevelop immediately to contribute to the revitalisation process in the short term by creating an attractive shopfronts and promoting short term leases to open up vacant premises. Funding is to be sought to implement these strategies

**Recommendations: Maintain all interim improvement actions in the Strategy**

## **Y. Building Design and Amenity**

Issues raised in submissions:

- Awnings/weather protection should be provided to protect shoppers.
- Concerned about the lack of privacy between the new residential buildings and existing residential dwellings. Will there be specified distance between buildings and their boundaries?
- If developments can offer other benefits, then the podium/tower building typology should not be prohibited.
- Support the use of landscaping to create a buffer to surrounding established residential development.
- Buildings that are too high may remove sun from Dunmore Street/the south side of Dunmore Street in shadow most of the year.
- Wentworthville Pool should not be overshadowed by any buildings.

Response:

- Councils DCP provides controls for awnings in business zones and these would be applicable to Wentworthville Centre (and are indicated in the Strategy's supporting images)
- The Apartment Design Guide provides minimum separation distances between buildings and this would be applicable to development in Wentworthville Centre. It is intended that buildings would be generally built to side boundaries up to 8 storeys.
- The Apartment Design Guide also provides design requirements to ensure the privacy and amenity of residents in an adjacent to apartments.
- The Strategy permits a hybrid typology of a predominantly street wall development with few towers.
- A landscape buffer setback will be implemented in locations where a transition between higher and lower built form occurs.
- Both built form scenarios in the Strategy achieve sunlight access to the south side of Dunmore Street, year round.
- The height and form of any building in the vicinity of the pool will ensure overshadowing does not affect the pool complex.

**Recommendations: Proceed with Strategy and Planning Proposal**

## **Z. Incentives**

Issues raised in submissions:

- Incentives need to be provided for the early delivery of the priorities of the Strategy.
- Support all development to be incentivised to provide commercial floorspace at the first floor level.
- Design excellence incentives are not provided. A bonus of 10% for height and FSR should be provided for buildings over 8 storeys.
- Commercial floor space incentive of 0.5:1 it not enough, commercial is not viable in isolation. Incentive should be 1:1.
- There is no need for buildings to be taller to encourage commercial floorspace.

- Additional FSR and height could be provided for enhanced sustainability measures.

Response:

- The Strategy provides a balance of incentives through increased height and FSR that have been modelled and determined appropriate for the Centre.
- The commercial floor space bonus creates an incentive to provide floor space for commercial uses above ground floor, which Councils economic feasibility report indicated would likely to have an increase in demand, noting the Centres proximity to Westmead. The proposed floor space bonus of 0.5:1 is considered suitable to enable the additional commercial uses, but not impact on the form, scale and density of the overall development, requiring a change to the predominantly mid rise scale of buildings.
- It is not considered economically feasible to provide the commercial floor space bonus to all sites across the Centre. Additionally, the urban design impact of street wall buildings above 8 storeys that are not in tower form that could result from such a provision is not considered acceptable.
- It is considered appropriate for the bonus to apply to sites that can achieve 12/18 storey buildings within the core of the Centre (area bounded by Cumberland Highway, railway line, Station Street and Pritchard Street East). The commercial floor space bonus control is also considered appropriate on Councils library site, where any potential impacts are minimised, due to its isolated location.
- A design excellence clause, providing a bonus of 0.5:1 FSR was sought by Council when it considered the planning proposal request for Wentworthville Mall. It is considered pertinent to apply such a provision for all development achieving a height of 17 storeys or greater. A provision as included in the planning proposal is proposed.
- For clarification, where sites have the potential to achieve 18 storeys, the maximum floor space ratio can only be achieved through the realisation of the commercial floorspace bonus and achievement of design excellence.
- BASIX is applicable to development within the Centre and this is the primary mechanism to ensure development sustainability in NSW. In balancing the impact of an increase of FSR on the Centre, the Strategy did not propose a FSR bonus for the inclusion of increased sustainability measures.

*Recommendations:*

**That a planning proposal introduce floor space ratio and height incentive clauses are for commercial floorspace, design excellence and infrastructure provision as detailed in accordance with the Strategy and this report.**

## ***AA. Future role of Council assets in Centre redevelopment***

Issues raised in submissions:

- Council is the largest beneficiary of the Strategy. Full sale of Council land could be worth approximately \$50-70m with a further \$36m through s94 contributions.
- Profits of any redevelopment of Councils sites should go back into the redevelopment of the Centre. Council could provide this commitment by listing in the Strategy a set of projects that Council will finance when funding becomes available.

- If Council is not prepared to sell properties in the short term, than the uplift provided to those key sites should be redistributed to enable other sites to commence redevelopment.
- Rate discounts should be considered for land in the Centre.

Response:

- No determination has been made regarding the future of Councils assets within Wentworthville Centre. The provision of community infrastructure is a primary consideration for Council.
- It is not accepted that the sale of community land should replace contributions paid by developers for infrastructure improvements, due to an increased population.
- The Section 94 Development Contributions Plan and Value Capture Policy will be applicable to all future development, including Council assets.
- There is no case for reducing rates in this Centre, as this would effectively reduce the levels of service (i.e. maintenance) in the Centre of wider local government area.

*Recommendations: Proceed with Strategy and Planning Proposal*

## ***BB.Social/Affordable Housing***

Issues raised in submissions:

- Council should require affordable housing as part of any new development.
- Support essential service accommodation (such as for nurses) in new development.
- Do not support the Centre having social housing.

Response:

- Council currently does not have a policy requiring the provision of affordable rental housing, however State Environment Planning Policy (Affordable Rental Housing) can be implemented by developers, which enables floor space bonuses for the provision of affordable rental housing.
- A report in response to a matter arising from DCS053-15 (3 November 2015) is to be prepared regarding an Affordable Housing matters and will be reported to Council in coming months.

*Recommendations: Proceed with Strategy and Planning Proposal*

## ***CC.Community Facilities***

Issues raised in submissions:

- A small cinema and theatre should be built in the Centre. This would encourage community interaction and cultural understanding.

Response:

- The Strategy does not limit the provision of a performing arts space, however funding is unlikely to be achieved through the s94 plan. It is noted however that the existing Red Gum Centre does have a performance space.

*Recommendations: Proceed with Strategy and Planning Proposal*

## **DD. Safety**

Issues raised in submissions:

- Priority should be given to crime minimisation. Crime prevention measure should be introduced, not at the expense of other factors.
- No energy efficient street lighting in the Centre. These have reduced radiance levels, creating darker areas and impacting safety and security.

Response:

- A Community Safety Audit was undertaken by Merrylands Local Area Command for Wentworthville and identified a range of built form elements in the Centre that encourage or give opportunity to anti-social behaviour. The Strategy indicates that future development through Councils amended DCP will require development to be designed in such a way that it discourages anti-social behaviour.
- Council, through the Light years Ahead project will see the replacement of high emission mercury vapour street lights with low emission LEP or equivalent. The lights are approved by Endeavour Energy and have been tested to ensure they meet relevant Australian Standards in regards to safety and light levels.

*Recommendations:*

***A future Development Control Plan prepared for Wentworthville Centre should include policies that address and comply with the Community Safety Audit.***

## **EE. Miscellaneous**

Issues raised in submissions:

- The B2 zoning objectives should be amended. The 1st, 3rd and 4th objectives are deleted and new objectives introduced.
- Floor space ratios should be removed from the land within the Wentworthville Centre
- Both options now include increase density on the Station Street block. For transparency it should be clear as to which property owners/developers will benefit more the rezoning and their potential relationship with any Council staff or members of Council.

Response:

- The Local Environmental Plan objectives are standard, appropriate and required for the B2 Zone.
- Floor Space Ratios are required for urban centres.
- The Strategy's building heights and FSRs were prepared by an independent external consultant.

***Recommendations: Proceed with Strategy and Planning Proposal***

## Site Specific Submissions

### A. Land west of Cumberland Highway (Figure 5)



Figure 5 - Land within the study area, west of Cumberland Highway (highlighted)

Issues raised in submissions:

- Sites west of the Cumberland Highway (79-81 Dunmore Street and 88 Dunmore Street) should be excluded from the Strategy.

Response:

- The land in question is currently zoned B2 Local Centre and was rezoned in 2013 to reflect the lands former commercial uses (RSL site and associated parking) and associated development approvals. All land within the B2 zoned area of Wentworthville Centre forms the study area for the revitalisation planning project and subsequent Strategies and planning documents.
- Council is currently assessing a development application for site 88 Dunmore Street for a mixed commercial and shop top housing development.

**Recommendations: Proceed with Strategy and Planning Proposal**

## B. Extent of area (Figure 6)



Figure 6 - Land the Strategy is applicable to.

Issues raised in submissions:

- The strategy should only include properties within the area bounded by Lytton St, Friend Park (Station Street), Dunmore Street, The Kingsway and the library area.

Response:

- All land within the B2 zoned area of Wentworthville Centre was included in the study area for the purposes of the revitalisation planning project.

**Recommendations: Proceed with Strategy and Planning Proposal**



## C. Station Street- Eastern sites (Figure 7)



Figure 7 - Station Street East sites (highlighted)

The submissions stated:

- Support higher density for the back lane of Station Street.
- Taller buildings should be located behind the Westpac Bank (22 Station Street) and behind the former Commonwealth Bank site as all proposed high rise buildings are located between Cumberland Highway and Station Street.

Response:

- These are located outside the core area of the Centre, and are not identified for any urban design or infrastructure reasons to achieve greater heights. As such the sites not recommended for additional height or density.

**Recommendations: Proceed with Strategy and Planning Proposal**

**D. Wentworthville Centre South (southern side of Pritchard Street East and Station Street (West), south of Pritchard Street East)**



*Figure 8 - B2 zoned sites adjacent to R2 zoned land (highlighted)*

Issues raised in submissions:

- Higher heights are not appropriate in this location and will impact the adjacent R2 Low Density zoned residential area.
- Concern that the proposed 8 storey development on the corner of McKern and Station Streets is not consistent with the R2 zoning of the street and Holroyd Residential Development Strategy.
- The Planning principle regarding zoning interfaces (*Seaside Property Developments Pty Ltd v Wyong Shire Council [2004] NSWLEC 117*) has established the need to consider forms of development in adjacent zones. The Strategy is not consistent with this.
- It is sought to limit the scale of buildings adjacent to the R2 zone to protect the streetscape character.
- The scale of buildings south of McKern Street should be reduced and this yield could be reallocated into the core of the Centre.
- The north side of McKern Street will face significant solar access and privacy issues due to the proposed building heights and setbacks.
- The existing LEP controls for the southern side of Pritchard Street East offer a better built form solution to this interface. A transition from the existing LEP controls for the south side of Pritchard Street East and built form scenario 2 for the north side of Pritchard Street East is supported.

Response:

- The current B2 Local Centre zoned land in the Centre extends south to Perry Street. Between Pritchard Street East and Perry Street, the B2 zone is adjacent to a R2 low

density residential zone (figure 9). There is one existing residential flat building in this area, on the corner of Station and Perry Streets. Under Holroyd LEP 2013, the permissible heights range from:

- 5-6 storeys (20m) on the corner of Pritchard Street East and Station Street (former service station)
- 4 storeys (17m) and 2 storeys (10m) on Pritchard Street East (south) and
- 4 storeys (17m) on Station Street (western side) (figure 10)

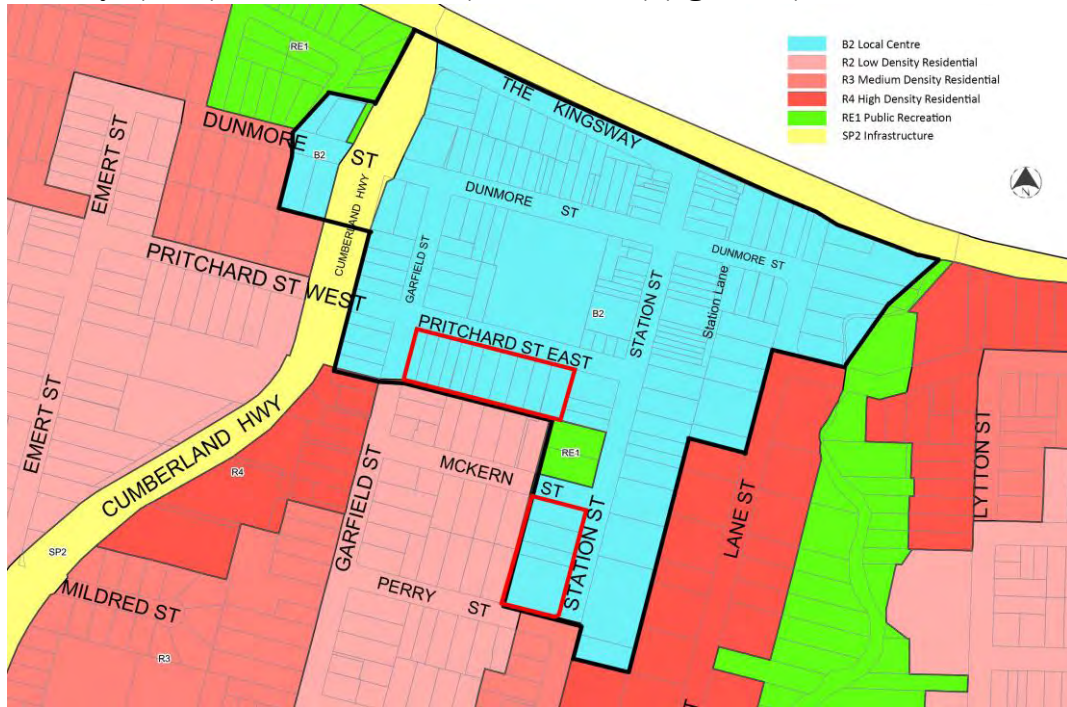


Figure 9 – Holroyd Local Environmental Plan 2013 Zoning map (subject land highlighted)

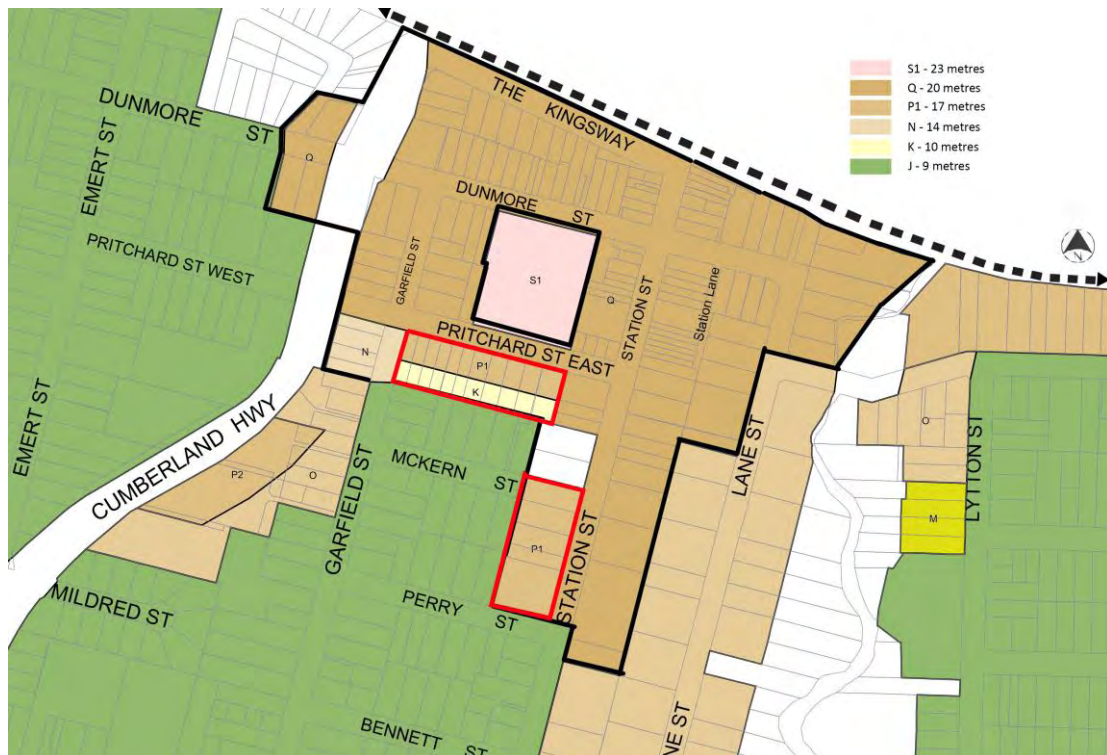


Figure 10 - Holroyd Local Environmental Plan 2013 height map (subject land highlighted)

- Holroyd DCP 2013 requires an 8m setback to the rear of Pritchard Street East (southern properties), refer to figure 11.



Figure 11- extract from Holroyd DCP 2013 indicated 8m setback for Pritchard Street East properties

- The land on the southern side of Pritchard Street East (with the exception of the Anglican Church sites) has been zoned for commercial purposes since 1991, with the service station and former blockbuster video site zoned for commercial purposes under Holroyd Planning Scheme Ordinance in 1971. Refer to Figure 12. The zoning, building heights and FSR under previous plans permitted mixed commercial and residential development to a height of 6 storeys. The land on Station Street was rezoned to enable commercial uses in 2013. It was previously zoned for residential flat buildings.



Figure 12 – Historical zoning of subject land

- The urban design report for the Strategy noted with respect to sites on the southern side of Pritchard Street East and the eastern side of Station Street “lower heights are not consistent with the permissible FSR. A 2.2:1 FSR with a building height of 4-5 storeys is difficult to achieve and is likely to result in overly deep building floorplates, high site coverage and general poor residential amenity with the site and with adjacent sites”.
- The Strategy provided two height options for the subject sites:
  - Option 1: 8 storey buildings with 4 storeys directly adjacent to the R2 zones and an FSR of between 2:1-2.4:1 (refer to figures 13-14)
  - Option 2: 8 storey buildings with 5 storeys directly adjacent to the R2 zones and an FSR of between 2.2:1-2.5:1 (refer to figures 15-16)
- It is appropriate in this location of the Centre that a building height transition occurs. The urban design report proposed this in combination with a landscape transition of 8m front setback on Pritchard Street East and 6m to the rear of all properties adjacent to the R2 zone.

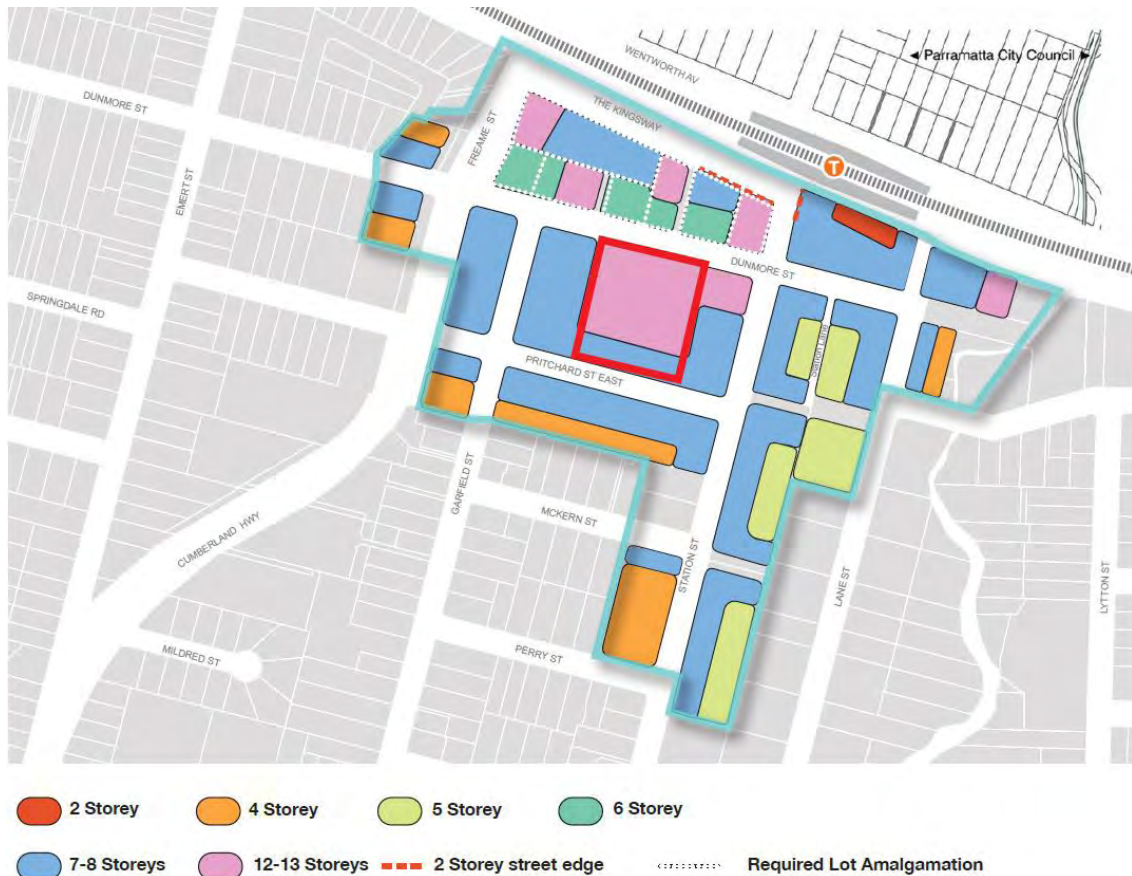


Figure 13 - Built Form Option 1 Building height

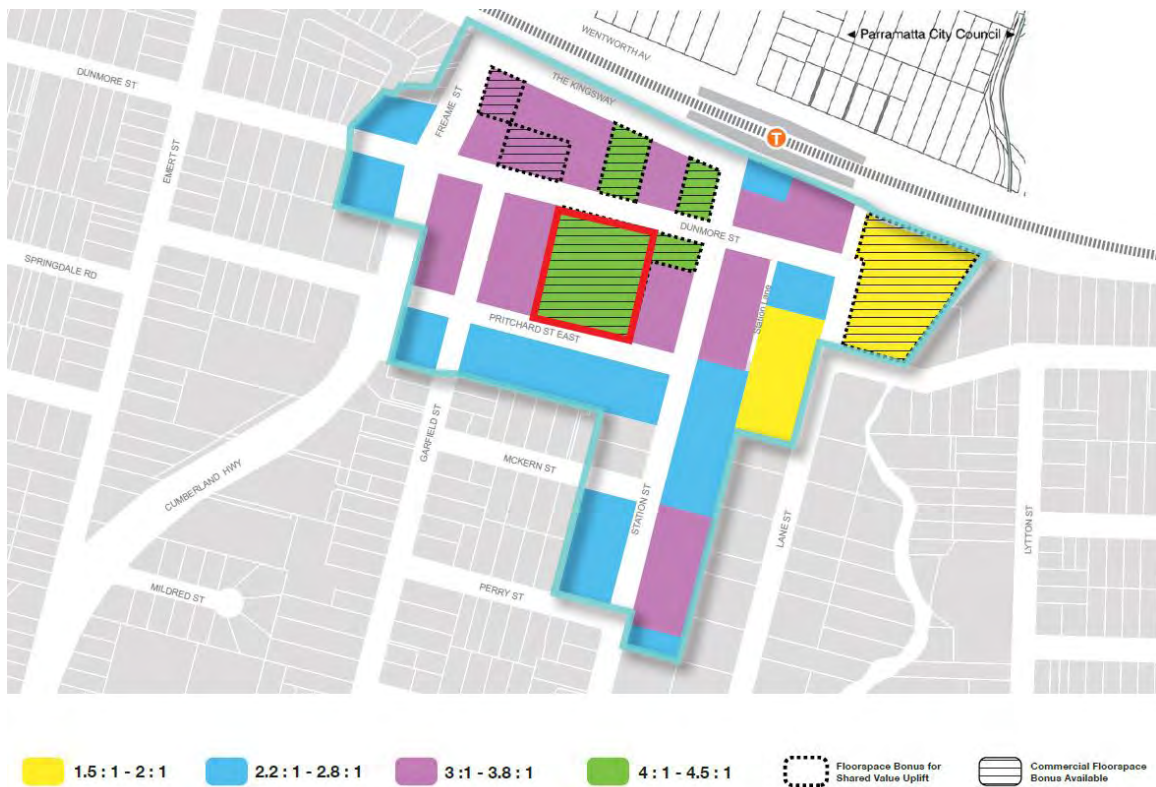
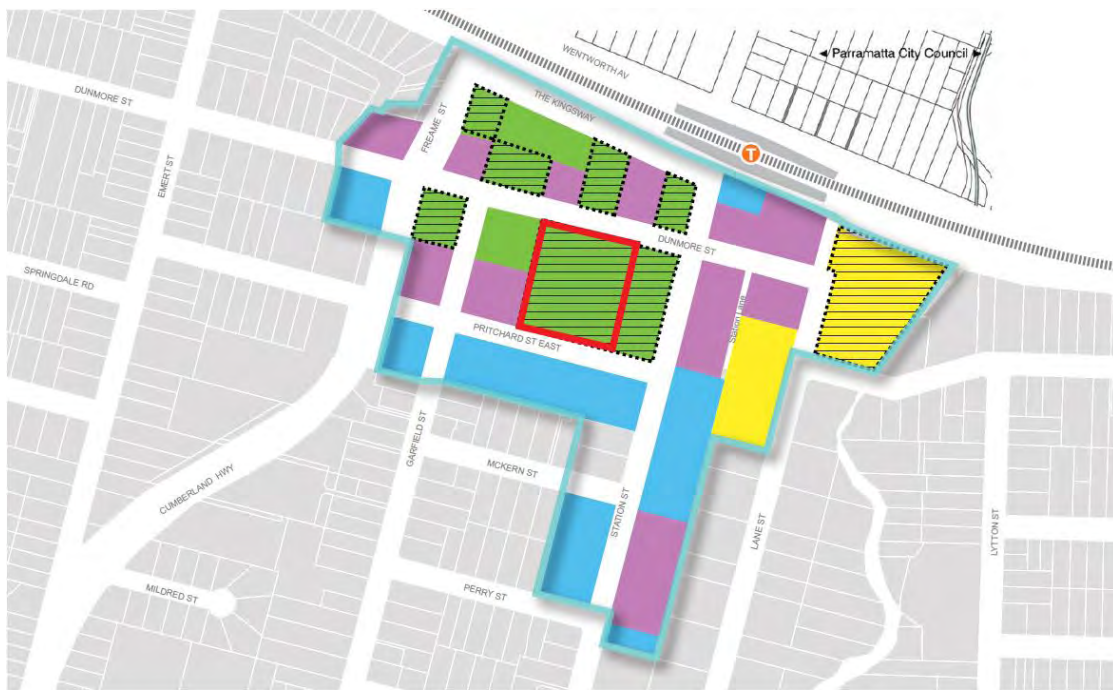


Figure 14 - Built Form Option 1 Floor Space Ratio



- 2 Storey
- 5 Storey
- 6 Storey
- Required Lot Amalgamation
- 7-8 Storeys
- 12-13 Storeys
- 17-18 Storeys
- 2 Storey building edge

Figure 15 - Built Form Option 2 Building height



- 1.5 : 1 - 2 : 1
- 2.2 : 1 - 2.8 : 1
- 3 : 1 - 3.8 : 1
- 4 : 1 - 5 : 1 +
- Floorspace Bonus for Shared Value Uplift
- Commercial Floorspace Bonus Available

Figure 16 - Built Form Option 2 Building height

- The Planning principle regarding zoning interfaces (Seaside Property Developments Pty Ltd v Wyong Shire Council [2004] NSWLEC 117) notes that development at a zone interface (alike in this instance) needs to recognise the form of development (existing and likely to occur) in an adjacent zone and residents must accept that higher density and larger scale development can happen in adjoining zones and impacts (within reason) can nevertheless occur. Conversely, development on the higher density site must take into account its relationship to adjoining sites and this may mean the full potential of development may not be achieved. It is therefore important that the planning controls for R2 zone and B2 zone interface sites find a balance; to create an appropriate transition to the lower density zone, whilst ensuring a feasible development which contributes to the revitalisation of the Centre.
- A further review of the solar amenity impact of the Strategy's built form options on the properties on McKern Street reveal that the shadow impacts of such buildings adjacent would not affect the living spaces of dwellings on McKern Street, however the overshadowing from the buildings would impact sunlight achievement to the private open space of low density dwellings in midwinter. In this regard, it is considered appropriate to consider changes to the Strategy's built form options in respect to building setback and height to ensure a higher level of amenity is received by residents on McKern Street.
- It is considered appropriate to increase the rear setback for Pritchard Street East properties from 6m to 8m and reduce the front setback from 8m to 6m. This will shift building bulk towards Pritchard Street East, but still maintain the intention of the landscape transition and amenity to residents of the new development.
- In combination with the increased setback, a maximum building height of 6 storeys, with a rear building height of 4 storeys is proposed for all sites adjacent to R2 zoned land. This would enable the achievement of 2 hours of sunlight in mid winter to 50% of private open space, which is considered appropriate in such a location. Heights lower than this would be difficult to achieve with the existing FSRs (refer to figures 17-20)



Figure 17- Overshadowing to McKern Street north properties 9am.





Figure 18 - Overshadowing to McKern Street north properties 12pm.



Figure 19 - Overshadowing to McKern Street north properties 3pm.

- Consideration may be given to reducing the rear building height to 3 storeys, where the front landscaped setback is reduced to 3m, however this may impact the achievement of solar access for buildings on Pritchard Street East.

*Recommendations:*

**That the Strategy be amended to include the following provisions:**

- To increase the rear setback for properties on Pritchard Street East (southern side) to 8m.
- To reduce the front setback for properties on Pritchard Street East (southern side) to 6m.
- To reduce the maximum height of buildings for B2 zoned land adjacent to R2 zoned to 6 storeys at the street and 4 storeys at the rear.

## E. Garfield and Dunmore Street (Council Carpark) Figure 20



Figure 20 - Garfield and Dunmore Street car park

Issues raised in submissions:

- If public carparking is proposed to remain on the site, the site should not be developed as a mixed use development.

Response:

- While no determination has been made by Council in relation to the future use of the car park on the Corner of Garfield and Dunmore Streets, it is noted that the site is classified as operational and zoned to enable commercial and residential uses. Notwithstanding, land may be required from the site in order to complete the traffic bypass. Parking spaces on this site should be retained and expanded as part of any redevelopment or relocated elsewhere in the Centre.

**Recommendations: Proceed with Strategy and Planning Proposal**

## F. 88 Dunmore Street (Figure 21)



Figure 21 - 88 Dunmore Street (highlighted)

Issues raised in submissions:

- Built form Option 2 is supported for the site.

Response:

- There is little difference between Option 1 and Option 2 for the subject site. Option 1 allows for a height transition from 8 storeys to 4 storeys on the southern side of the property (R3 zone).
- Currently the site permits 20m (5-6 storeys) across the site.
- DA 2015/133 for 88 Dunmore Street is currently under assessment and proposes a 6 storey mixed use development with a commercial premises and apartments. If Option 1 was adopted for this site, it is not likely that the reduction in height would be delivered.

**Recommendations: Proceed with Strategy and Planning Proposal**

## G. 77-81 Dunmore Street (Figure 22)



Figure 22 - 77-81 Dunmore Street (highlighted)

Issues raised in submission:

- There is an opportunity to introduce additional height onto the site creating a 'gateway' into the Centre. The building height under the Strategy does not reflect the sites location at a major intersection.
- Additional building height would strengthen the 'gateway' by bringing heights of the 3 corners of the intersection into alignment.
- Request a height of 13 storeys (accounting for a commercial floorspace bonus)
- Request the commercial floor space bonus be applied to the site.
- Request an FSR of 6.1:1.

Response:

- Although the site is zoned B2 Local Centre under Holroyd LEP 2013, the Cumberland Highway isolates the site from the core of Centre.
- Under Holroyd LEP 2013,
  - the permissible heights: 5-6 storeys (20m)
  - Floor space ratio: 2.2:1
- The Strategy provided two height options for the subject sites:
  - Option 1: 8 and 4 storey building and an FSR of 2.2:1-2.4:1
  - Option 2: 8 storey buildings and an FSR of 3:1-3.8.:1
- While the site is not considered a 'gateway', however if an increase in height were to be considered, the site could function as a marker to the intersection of Dunmore Street and the Cumberland Highway.
- Councils urban design study noted that the sites west of the Highway are not attractive for a pedestrian retail destination and would likely be attractive as a car

based destination. The built form proposed under both built form options in the strategy reflect a transitional built form from higher elements in the centre to lower scale residential uses.

- The site abuts Memorial Park, which creates a buffer between the site and lower scale residential. Additional height would not create amenity impacts to lower density residential land.
- The height proposed by the submission would not cause the swimming pool and park to be overshadowed and may enable greater activation and surveillance of the Memorial park.
- Due to the location of the site being highly visible on a major road, the commercial floorspace bonus may be considered appropriate for the subject site.
- Additional height is supported only where there is a higher corner element towards the Cumberland Highway and reduced heights to the west.
- The FSR proposed in the submission is not supported as it does not reflect the transitional nature of the site.
- The opportunity to widen the existing walkway to Memorial Park (currently 4.5m) through the value capture policy should be sought. The supporting documentation suggests a 3 setback, which could be dedicated to Council.

Recommended amendments:

**The submission is supported, with changes and the Strategy and planning proposal shall reflect this:**

- i) A base height of 8 storeys (29m) permitted on the Cumberland Highway/Dunmore Street corner of the site lowering to 5 storeys (20m) on the western setback in order to provide a built form transition.**
- ii) A base FSR of 3:1 (exclusive of any bonuses) is recommended.**
- iii) An FSR of 4:1 and building height of 12/13 storeys (45m) on the Cumberland Highway/Dunmore Street corner of the site, where Council is satisfied that there adequate provision for community facilities and infrastructure- such as the provision of a widened laneway to Memorial Park (Value capture policy)**
- iv) That the commercial floorspace bonus of 0.5:1 is applicable to the site.**

## H. 73-75 Dunmore Street (Figure 23)



Figure 23- 73-75 Dunmore Street (highlighted)

Issues raised in submission:

- Height under the Strategy does not reflect the sites location at a major intersection.
- Additional building height would strengthen the 'gateway' by bringing heights of the 3 corners of the intersection into alignment.
- Request a height of 18 storeys.
- Request an FSR of 6.8:1.

Response:

- The site contains an existing six storey commercial building. It is believed that the site is unlikely to redevelop in the short or medium term.
- A building of this height and in this location would create a cluster of towers that are detached from the main activity area of the Centre and in combination would significantly detract from the legibility of the Centre and conflict with the Strategy's Structure Plan.
- Usually such a tower arrangement would provide visual legibility as an activity area within a Centre, however this is located on the edge of the Centre and there is no proposal to provide any public infrastructure or public benefit on the subject site.
- The inclusion of such a visually dominant tower on the subject site would impact the legibility of the predominant mid rise scale proposed for the Centre.
- The FSR proposed in the submission is not supported, as it is deemed too high for such a proposal.

Recommended amendments: ***Proceed with Strategy and Planning Proposal***

## I. 31-53 Station Street (Figure 24)



Figure 24- 31-53 Station Street (highlighted)

### Issues raised in submission:

- Opportunity for increased building height on the site, leading to the Railway Station and would reinforce the edge of the precinct.
- The proposed height under the Strategy does not reflect significance of the main movement corridor along Station Street.
- Request a height of 18 storeys.
- Request and FSR of 7.4:1.

### Response:

- The location of an additional 18 storey tower on the site would diminish the importance of the Strategy's structure plan of urban markers on the Wentworthville Mall site and at the railway station, which are tangible locations to provide legibility markers.
- The proposed building will have negative overshadowing impacts to locations south and east of the site, which is not supportable.
- The submitted supporting documentation indicates the potential for a 59m long building, which is considered excessive at 18 storeys and such a design outcome would not be supported.
- The submitted supporting urban design documentation does not account for the Dunmore Street plaza to be provided on the adjacent site and proposes a building envelope on the adjacent site which could be considered unfeasible.

Recommended amendments: ***Proceed with Strategy and Planning Proposal***

## J. 143 Station Street (Figure #)

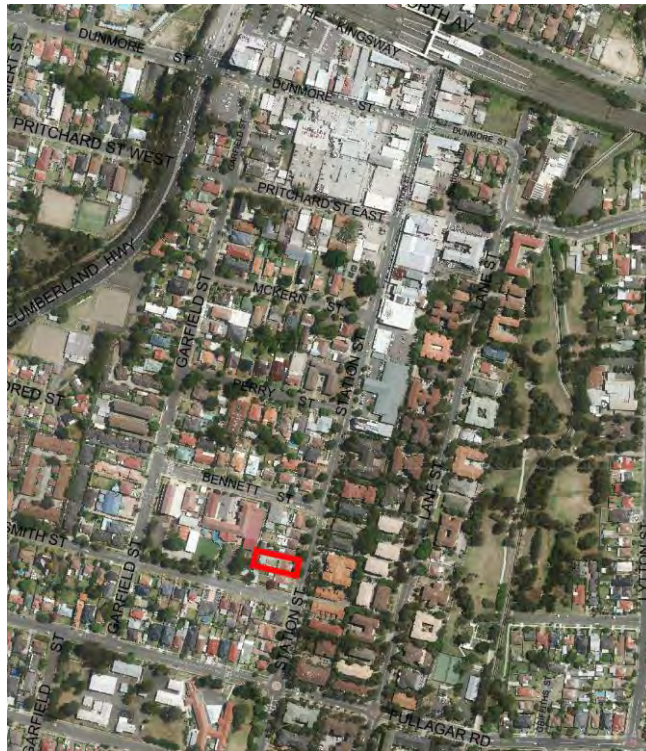


Figure 25 - 143 Station Street (highlighted)

Issues raised in submission:

- The site is not being used for its highest and best use.
- Located within R3 zone, however located near both shopping centres, service station, office works etc and in this regard the development potential of the site should be increased.

Response:

The Strategy provides recommendations for sites within the existing B2 Local Centre zone. Sites outside of this zone have not been considered as part of the Strategy, as it is not consistent with scope of the revitalisation project.

Recommended amendments: ***Proceed with Strategy and Planning Proposal***



## Attachment 5- Responses to Transport for NSW comments regarding Wentworthville Planning and Place Making Strategy

### Issue and Response

**Proposed traffic calming measures on Dunmore Street should be designed to minimise bus passenger discomfort. Dunmore Street is the main east-west bus corridor through the centre.**

**Response:**

We acknowledge the need to minimise discomfort to bus passengers and expect that traffic calming measures on Dunmore Street would not be in the form of raised platforms. Rather, we would expect central medians, pedestrian refuges and kerb extensions to be used as per the examples below.

**Central median example:** A central median will reduce the travel lane width, this will achieve a slower speed but still allow buses access with minimal discomfort to passengers.

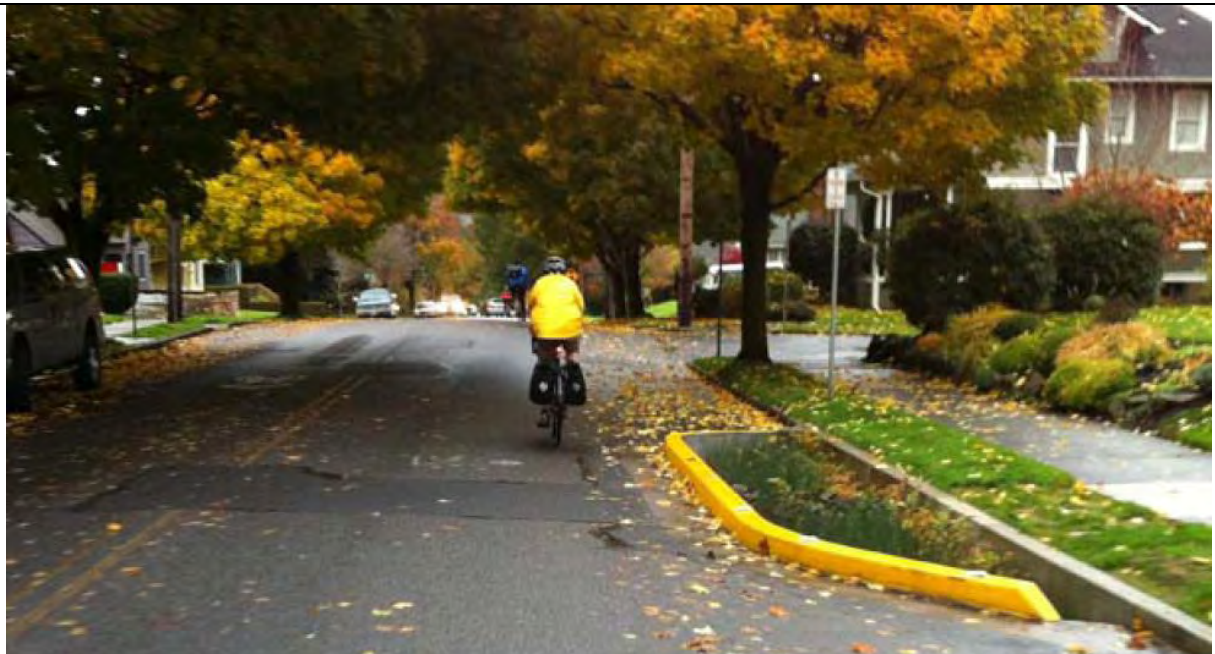


1

**Pedestrian refuge example:** Similar to a central median, a pedestrian refuge will provide a safe crossing point along the High Pedestrian Activity Area (HPAA) whilst providing traffic calming with minimal discomfort for bus passengers.



**Kerb extensions example:** Kerb extensions provide a similar effect as a central median to constrain the driving environment to reduce speeds but involves less diversion and would provide a reduced level of discomfort for bus passengers compared to the introduction of a central median.



**Additional traffic generated from the proposed land use uplift will increase bus travel times at intersections within the subject area and its approach roads. Bus priority measures such as bus lanes or bus queue jumps should be considered where necessary. Consideration should also be given to other measures to mitigate any forecast increase in bus travel times within the study area and its vicinity, such as the removal of on-street parking during the commuter peak periods.**

**Response**

To demonstrate that the development will not have a significant impact on bus travel times, the average travel times from the 2015 base Paramics models and the Scenario 2 Bypass and Half-bypass models have been extracted for comparison, as shown below (in minutes):

2

	7:00AM - 9:00AM Peak				4:00PM – 6:00PM Peak			
	2036 Bypass	2036 Half-Bypass	2036 Base	2015 Base	2036 Bypass	2036 Half-Bypass	2036 Base	2015 Base
Average Travel Times	2:35	2:50	4:29	2:30	2:59	3:03	2:35	2:41

The results show that if the “Scenario 2” level of development is to go ahead without any improvements (2036 Base case), the AM average bus travel times will increase by 2 minutes from the existing average which will have a reasonable impact bus services. With the half bypass there is an expected maximum delay of 22 seconds and with the full bypass 18 seconds, compared to now. These delay increases are arguably less than what would otherwise be expected to occur due to background traffic growth effects.

3

**The proposed traffic signals at Station Street and Pritchard Street require approval of Roads and Maritime services under Section 87 of the Roads Act, 1993. Concern is raised that the proposed traffic signals at this intersection are located in proximity (i.e. approximately 100 metres) to the existing signalised intersection at Dunmore Street and Station Street. In accordance with industry practice (Roads and Maritime - Section 2 of the Traffic Signal Design Manual) signalised intersections should be spaced a minimum of 130 metres apart to maximise traffic efficiency and to avoid unintended and possible misinterpreted sighting of the adjacent signalised intersection.**

**Response**

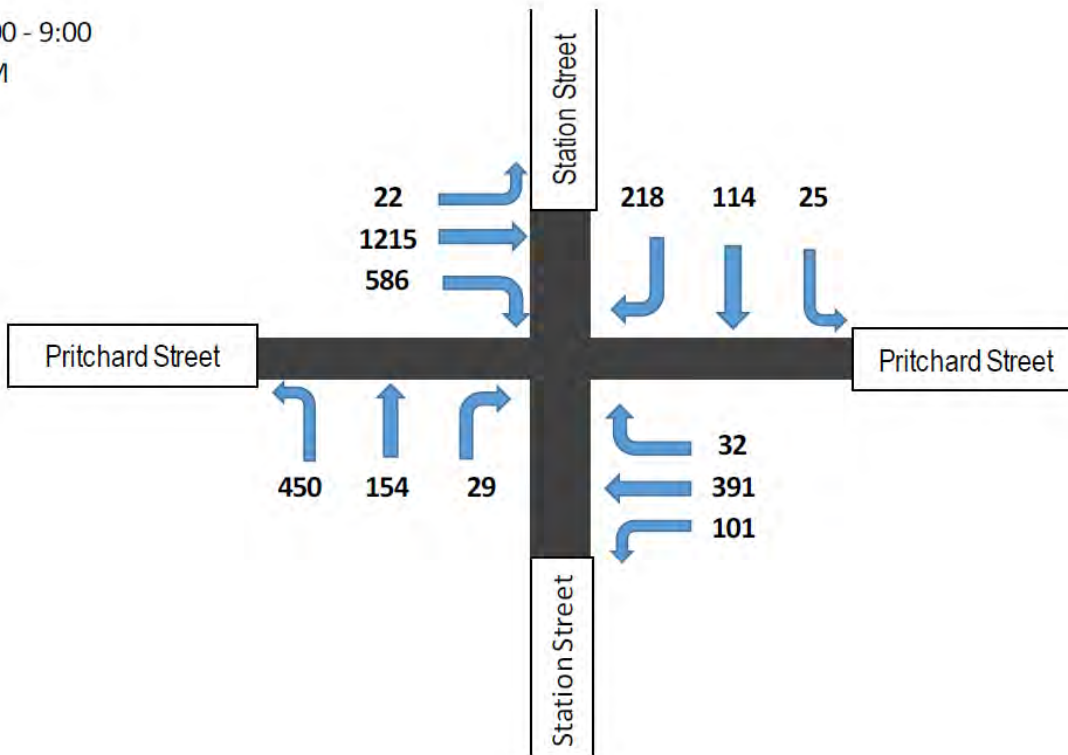
The proposed signalised intersection will be within a highly urbanised town centre environment where drivers should be in an alerted state, sufficient to be aware of differences in signals placed appropriately

100m apart. Notwithstanding this, a warrants assessment has been completed for both the “full” and “half bypass” options as described below. Figure 4.1 shows the full bypass traffic volumes over two, two hour periods (from the Year 2031 Paramics Modelling).

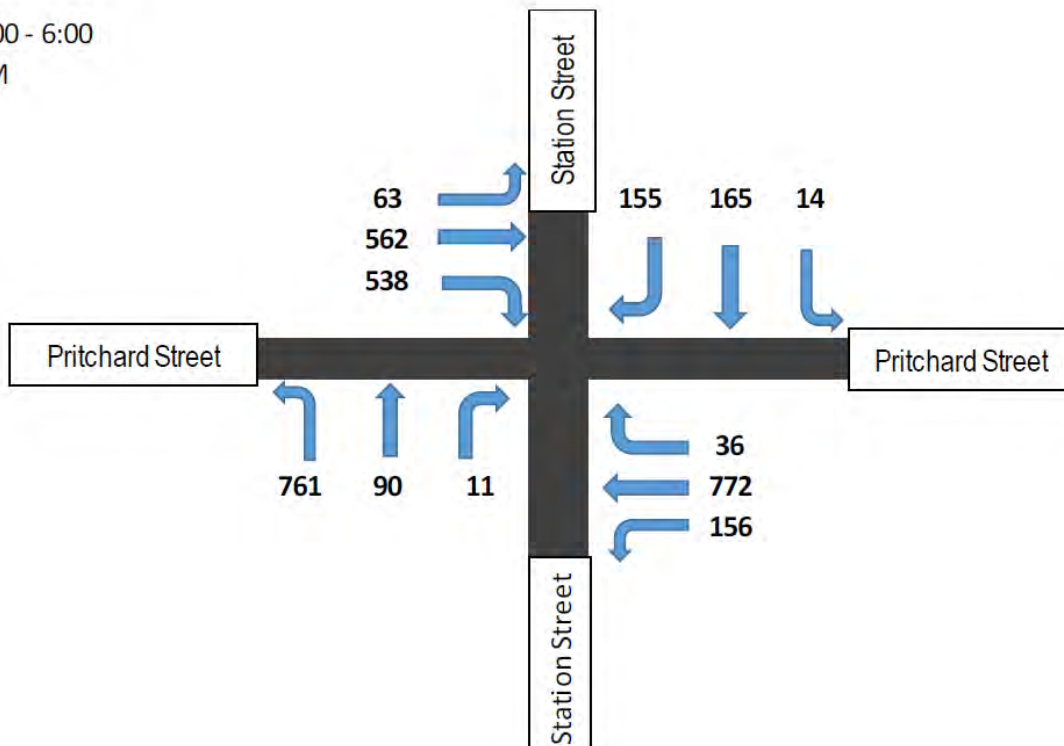
#### 4.1. Full Bypass Signalised Intersection Warrants Assessment

Figure 4.1 outlines the full bypass traffic volume over two, two hour periods (from the year 2031 Paramics modelling).

7:00 - 9:00  
AM



4:00 - 6:00  
PM



The volumes on Pritchard Street are expected to meet the warrants for signals in 2031, whilst the volumes

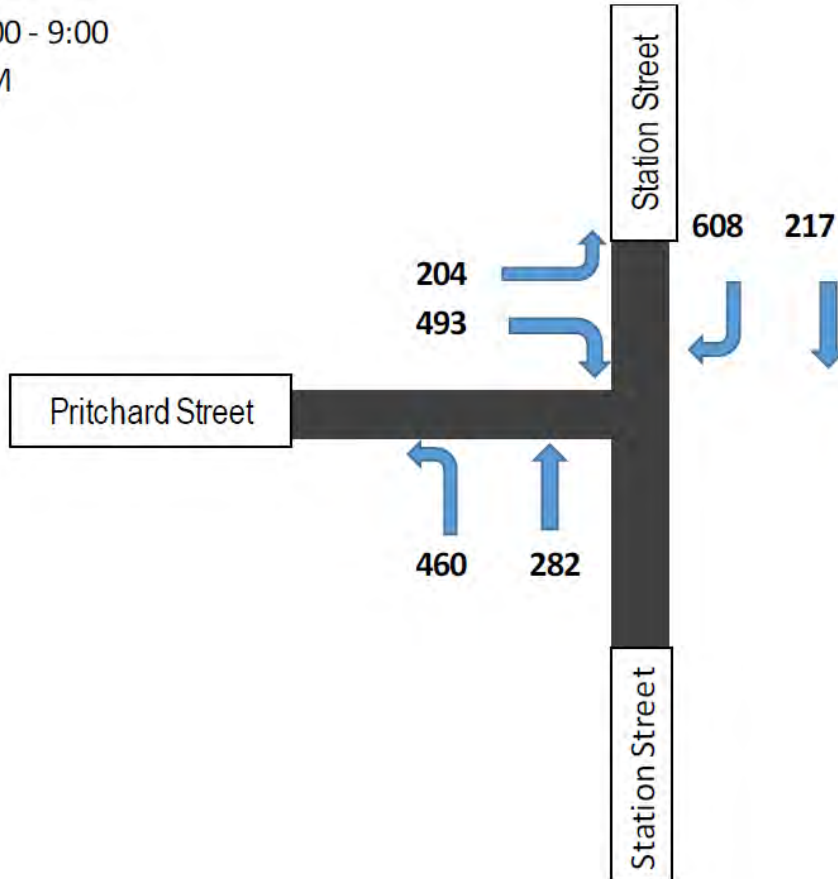
on Station Street (south) are lower than the 600 vph per duration (for 4 hours of the day). Given the orientation of the intersection, the heavy turning volumes and expected growth in pedestrian movements across the intersection due to land use intensification within its catchment, traffic signals would provide significant benefits for traffic safety and efficiency. The only other option for this new 4-way intersection, a roundabout, would have excessive land take requirements, would not cater overall to heavy turning movements and would be far less effective in managing pedestrian and cyclists through the intersection.

#### 4.2. Half Bypass Signalised Intersection Warrant Assessment

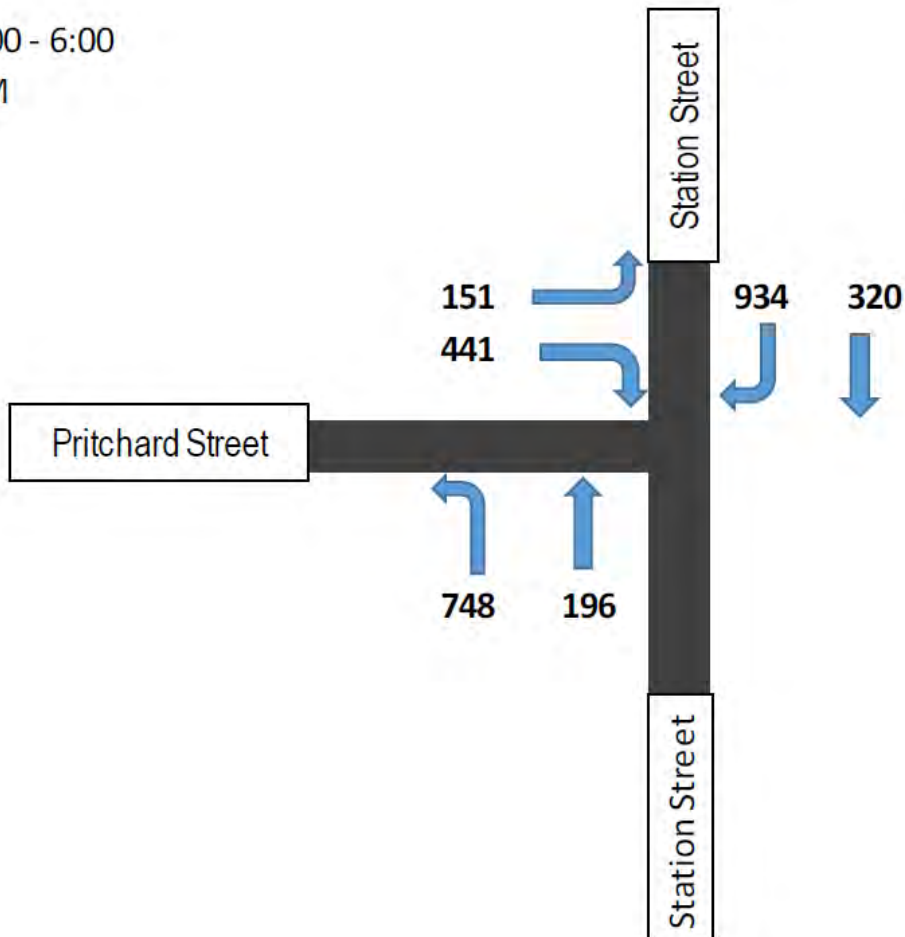
Figure 4.2 provides the full bypass traffic volumes over two, two hour periods.

7:00 - 9:00

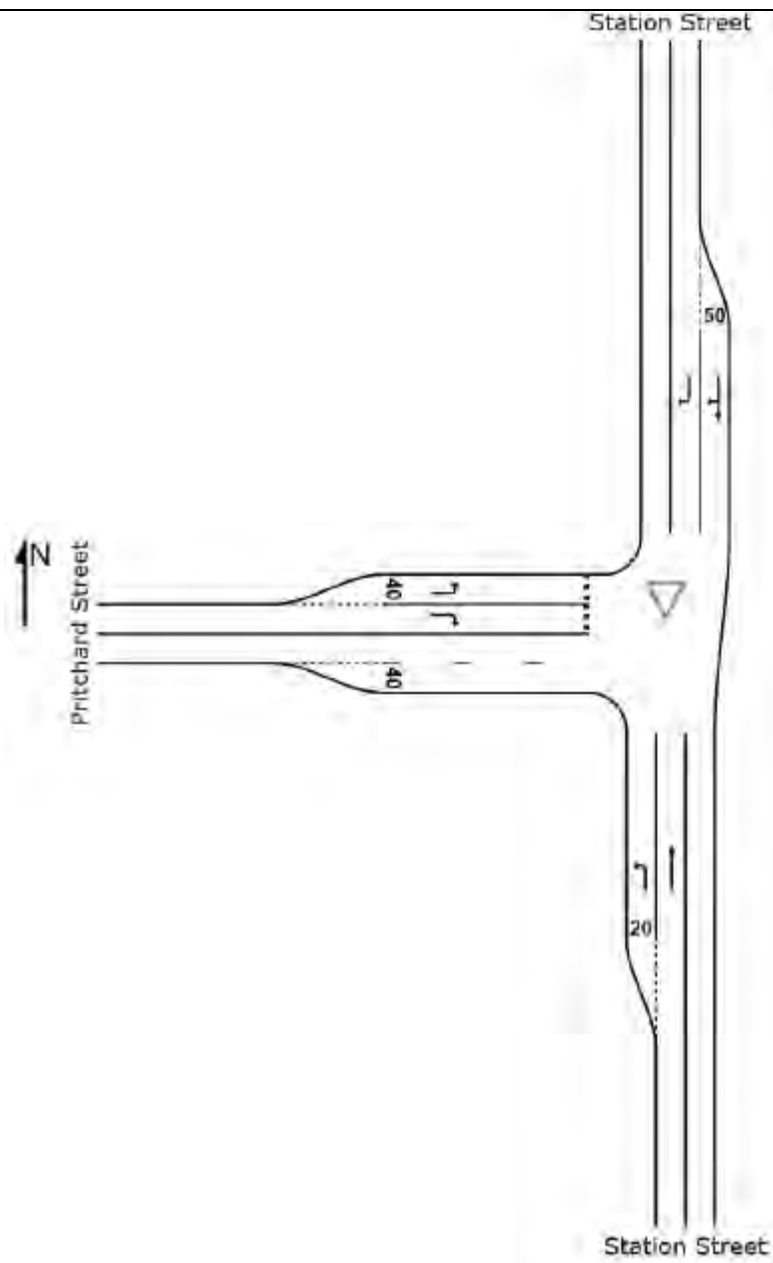
AM



4:00 - 6:00  
PM



The volumes on Pritchard Street and on Station Street do not meet the warrants for signalisation of the intersection based on the RMS threshold of 600 vph per direction per approach for 4 hours. Notwithstanding this, the intersection is unable to be re-aligned (due to property-take requirements) to favour priority movements between Station Street north and Pritchard Street and there is insufficient land available for a roundabout in this location. Furthermore, expected increases in pedestrians and cyclists and heavy turning flows suggest a priority intersection would be neither safe nor efficient. To investigate this further, a SIDRA intersection analysis was undertaken on the intersection assuming the existing priority controls remain. The intersection layout is shown in Figure 4.3 and the summary results in Table 4.1



**Figure 4.3: SIDRA Layout**

Table 4.1 outlines the results of the SIDRA model assessment.

Approach	AM			PM		
	DOS (v/c)	Average Delay (s)	Queue (m)	DOS (v/c)	Average Delay (s)	Queue (m)
Station Street (South)	0.27	3	0	0.43	4	0
Station Street (North)	0.96	2.7	19	0.60	5	22
Pritchard Street (West)	5.1	267	277	5.53	3,090	1,857

**Table 4.1: Pritchard Street / Garfield Street SIDRA Results**

The results of the SIDRA modelling clearly show that should Pritchard Street be encouraged as the major traffic bypass route, then its priority controlled intersection with Station Street needs to be upgraded. Signalisation of this intersection is the most effective form of upgrade.

#### 4.3. Operational Observations of the Adjacent Signal Sets

Observations from the Paramics modelling of the Full Bypass show that both signalised intersections do not

cause queuing into each other on Station Street. Furthermore, the queues on Station Street are shown to clear in one cycle and no excessive delays are noticed. Figure 4.4 shows the clearance of a typical (maximum) queue in the model.

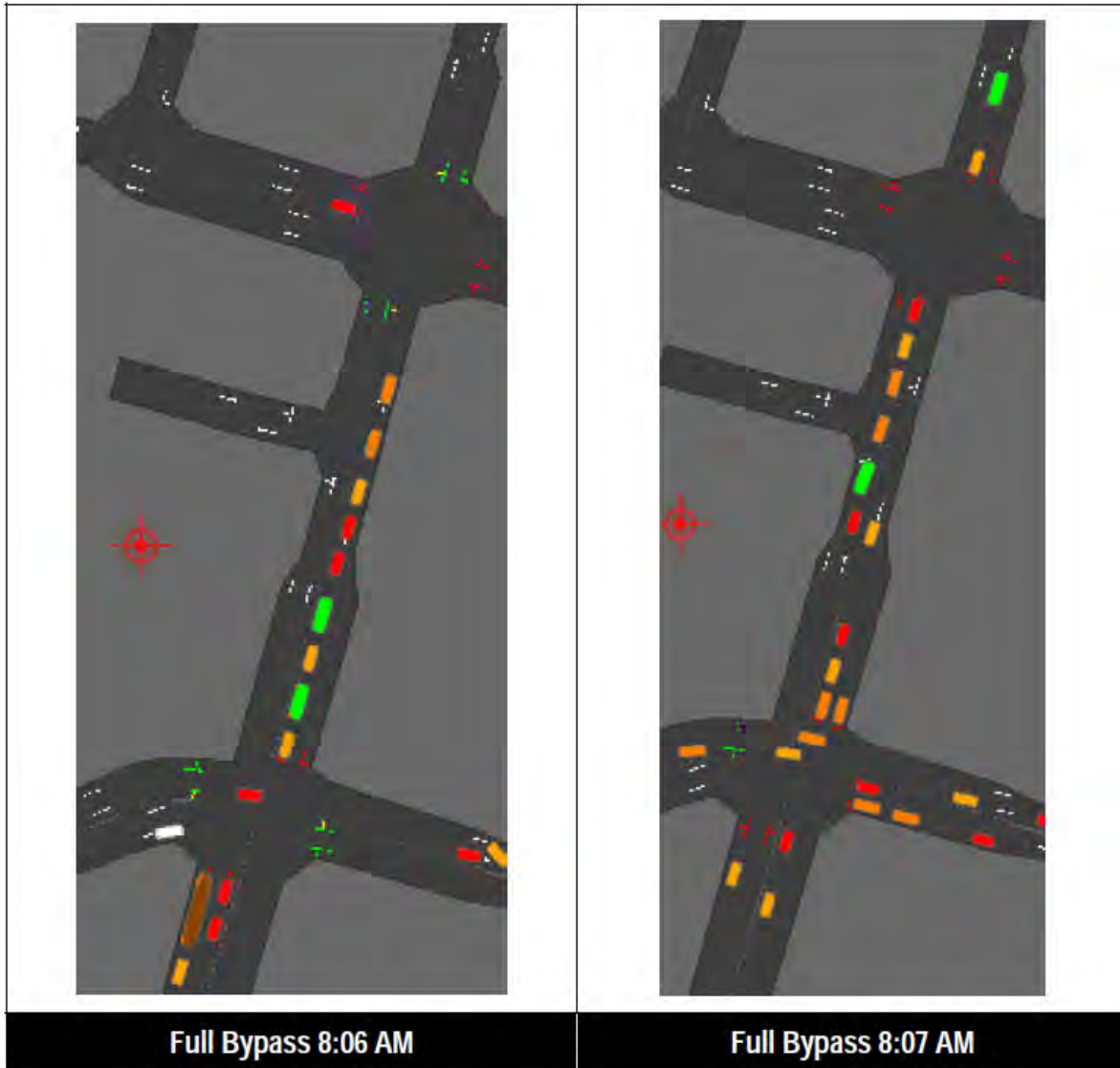


Figure 4.4: Typical Queue Clearing - Full Bypass

Section 2 of the RMS' Traffic Signal Design Manual specifies that a signalised intersection should be spaced a minimum of 130 metres apart to maximise traffic efficiency and avoid unintended and possible misinterpreted sight of the following signalised intersection. Figure 4.5 shows both the sight distance between the proposed intersection and the existing signals at Station/Dunmore. This figure shows that the building/accessing line acts to alert the driver that they are in a town centre environment and to be more observant of their immediate surroundings rather than their "long-range" sights lines.



Figure 4.5: Sight from Proposed Signals to Existing Signals

Movements at the western end of the High Pedestrian Activity Area (HPAA) on Dunmore Street shall be restricted to left in/left out only and ideally be achieved by installing a raised concrete median island in the centre of the bypass in front of the western mouth to the HPPA. Note that other comments previously raised regarding a left turn into the Kingsway (which has been removed) and the speed of this curve from Garfield Street into Pritchard Street have also been addressed under this item.

4 **Response**

As per TfNSW and RMS feedback the Dunmore Street/Garfield Street intersection was reconfigured as left in/left out only and the speeds on key curves were reduced to more realistically approximate actual/likely turning speeds.

Both the full bypass and half bypass models have been updated on this basis and re-run with the results provided in Part B of the updated Traffic Strategy Modelling Report (Version 003).

5 **It is recommended that Council undertake a swept path analysis for all movements at the intersection of Garfield Street and Pritchard Street for the largest design vehicle to ensure that the geometry and curvature of the intersection complies with Austroads. The proposed “Keep Clear” line marking at this intersection would need to fully conform and satisfy the criteria in the Roads and Maritime Delineation Manual Section 9.**

Swept path analyses have been undertaken for the Garfield Street / Pritchard Street intersection with a Refuse Collection Vehicle (RCV) as the design vehicle. The assessment has shown that “chevron marking” is required to allow the movement of the RCV from the western end of Pritchard Street to turn north into Garfield Street, as shown in Figure 6.1. This is the only change required to this intersection concept to ensure that the design vehicle can be accommodated. Also, should the concept progress to detail design, we acknowledge that the “Keep Clear” area would need to be marked in accordance with RMS guidelines.





Figure 6.1: Garfield Street / Pritchard Street Swept Path Analysis

6

It is noted that Council proposes a 40km/hr High Pedestrian Activity Area (HPAA) on Dunmore Street between Garfield Road and Station Street. As Council would be aware, this HPPA would need to be designed and implemented in accordance with Transport for NSW HPAA Guidelines.

The 40km/h HPAA on Dunmore Street between Garfield Road and Station Street will be designed in accordance with NSW HPAA Guidelines should the concept progress to detail design and implementation.