108 STATION STREET, WENTWORTHVILLE

Urban Design Report - April 2015

Prepared For: Beaini Projects Pty Ltd

Prepared by: urbis

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CONTENTS

1.0 Introduction 4

1.1 Purpose 4

1.2 Site Identification 4

2.0 Analysis 5

2.1 2012 Wentworthville Built Form and Urban Design Study 5

2.2 Holroyd Local Environmental Plan 2013 6

2.2.1 Land Zoning Map 6
2.2.2 Height of Buildings Map 6
2.2.3 Floor Space Ratio 7
2.2.4 Heritage Maps 7

2.3 Regional Context 8

2.4 Local Context + Network 9

2.5 Wentworthville Centre Revitalisation 10

2.5.1 Community Engagement 10

2.6 Constraints 11

2.6.1 Land Use Intensity and Integration 11
2.6.2 Ownership Patterning / Cadastral Boundaries 11
2.6.3 Movement and Access 11
2.6.4 Public Domain 11
2.6.5 Noise 11
2.6.6 Overshadowing 11

2.7 Opportunities 12

2.7.1 Land Use Intensity and Integration 12
2.7.2 Movement and Access 12
2.7.3 Pedestrian 12
2.7.4 Public Transport 12
2.7.5 Public Domain 12

3.0 Design Principles 13

3.1 Site Access 13

3.2 Pedestrian-Oriented Public Domain 13

3.3 Building Height, Mass and Orientation 14

3.4 Land Use Intensification 14

3.5 Ecologically Sustainable Development (ESD) 15

3.6 Water Sensitive Urban Design (WSUD) 15

4.0 Concept Plan 16

4.1 Proposed Site Concept Plan 16

4.2 Proposed Site Building Envelope 17

4.3 Site Redevelopment Public Benefits 18

4.4 Winter Solstice Sun/Shadow Analysis 19

4.5 Site Redevelopment within the Context of the Potential Future Town Centre 20

5.0 Conclusion and Recommendation 22

5.1 Conclusion 22

5.1.1 Consistency with the Centre Revitalisation 22
5.1.2 Key Elements of the Proposal 22
5.1.3 Impact of the Proposal 22
5.1.4 Urban Design Benefits of the Proposal 22

5.2 Recommendation 22

1.0 INTRODUCTION

1.1 Purpose

Urbis has been engaged by Beaini Projects Pty Ltd to undertake an urban design study in support of the proposed redevelopment of the subject site; from two, single-storey masonry commercial buildings to a new shop top housing building with active ground floor commercial uses.

This report assesses both the Wentworthville Town Centre and the subject site with a view to reaffirming the most appropriate built form outcome for the site based on:

- The area's likely future built form given it's proximity to Parramatta CBD.
- The Site's proximity to residential supporting amenities like access to employment, open space, and daily goods and services.
- Urban design best practices for land that is in close proximation to major public transport nodes - Wentworthville Railway Station.

1.2 Site Identification

The subject site, 108 Station Street, Wentworthville, is under single ownership.

The subject site is within 400 metres walking distance to the Wentworthville Railway Station, and therefore should be considered under the best practices of transit-oriented development (TOD).

Key TOD Components:

- Get the Land Uses Right
- Promote Density
- Create Convenient Pedestrian Connections
- Ensure Good Urban Design
- Create Compact Development Patterns
- Manage Parking
- Make a "Place"
- Encourage reduced parking ratios
  - increases housing affordability
  - increases public transit patronage/ridership

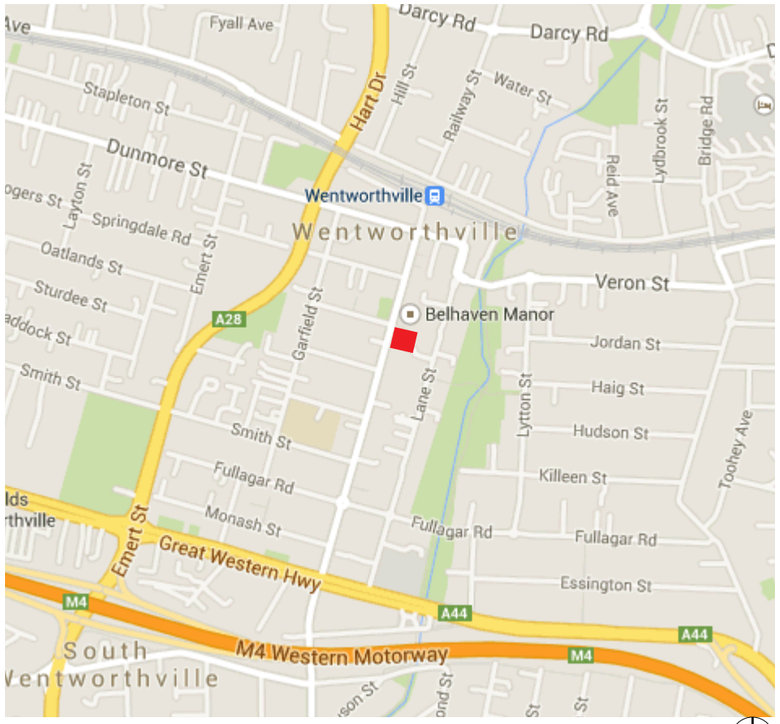


Figure 1: Location Plan - location of the subject site in Wentworthville (source: Google)

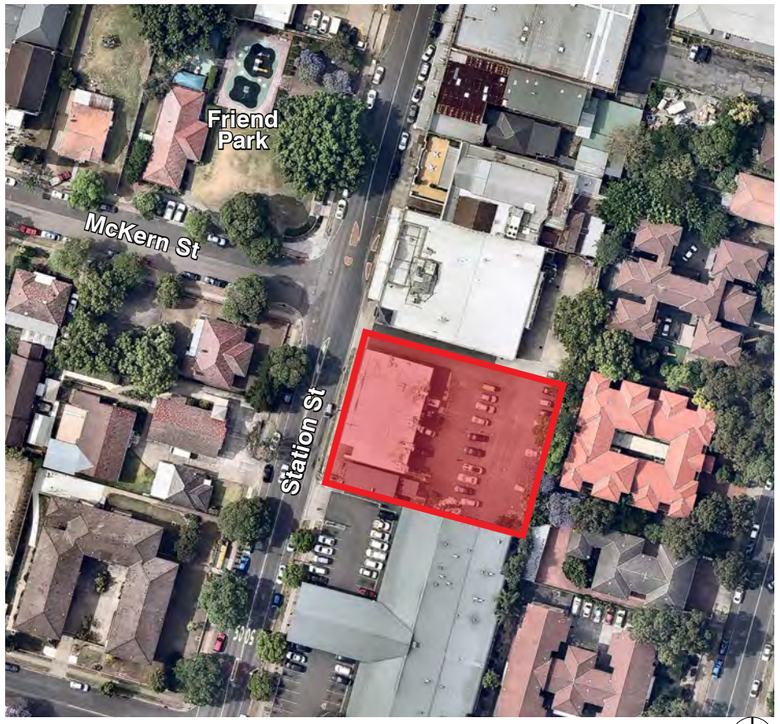


Figure 2: Aerial photo of the subject site (source: Nearmaps)

Images of existing centre

2.0 ANALYSIS

2.1 2012 Wentworthville Built Form and Urban Design Study

The built form and land use intensification of the Wentworthville Town Centre area was the subject of a urban design study undertaken by Holroyd Council in 2012. The purpose of the study was to inform the potential new LEP changes to the Holroyd LEP 2013. This study identified the area's significance as a transit-oriented development site and proposed increased heights and FSR accordingly. Sites within close proximity to the station reached heights of 15 storeys. The findings and recommendations of the study were not adopted as part of the Holroyd LEP 2013 maps.

Figure 3.6.1 Wentworthville Town Centre - Scenario 3 showing building footprints and heights

HBO+EMTB SYU-002837 HOLROYD BUILT FORM + URBAN DESIGN MODELLING: SUMMARY REPORT APRIL 2012 ISSUE E 63

Figure 3: Holroyd Council Built Form and Urban Design Modelling Study by HBO+EMTB (2012)

2.2 Holroyd Local Environmental Plan 2013

2.2.1 LAND ZONING MAP

As illustrated in Figure 4, the land use zoning for the subject site is B2 - Local Centre. The objectives of this zone category are:

- To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.
- To encourage employment opportunities in accessible locations.
- To maximise public transport patronage and encourage walking and cycling.
- To permit residential development that is complementary to, and well-integrated with, commercial uses.

The proposed redevelopment of the site is shop top housing which is a use that is permitted with consent.

2.2.2 HEIGHT OF BUILDINGS MAP

As illustrated in Figure 5, the height of building for the subject site is Q - 20 metres. The objectives of this height of buildings clause are as follows:

- To minimise the visual impact of development and ensure sufficient solar access and privacy for neighbouring properties.
- To ensure development is consistent with the landform.
- To provide appropriate scales and intensities of development through height controls.

While the current concept for the redevelopment of the site proposes heights greater than the permitted 20 metres, the built form outcome achieves the major objectives with regard to the height of buildings clause.

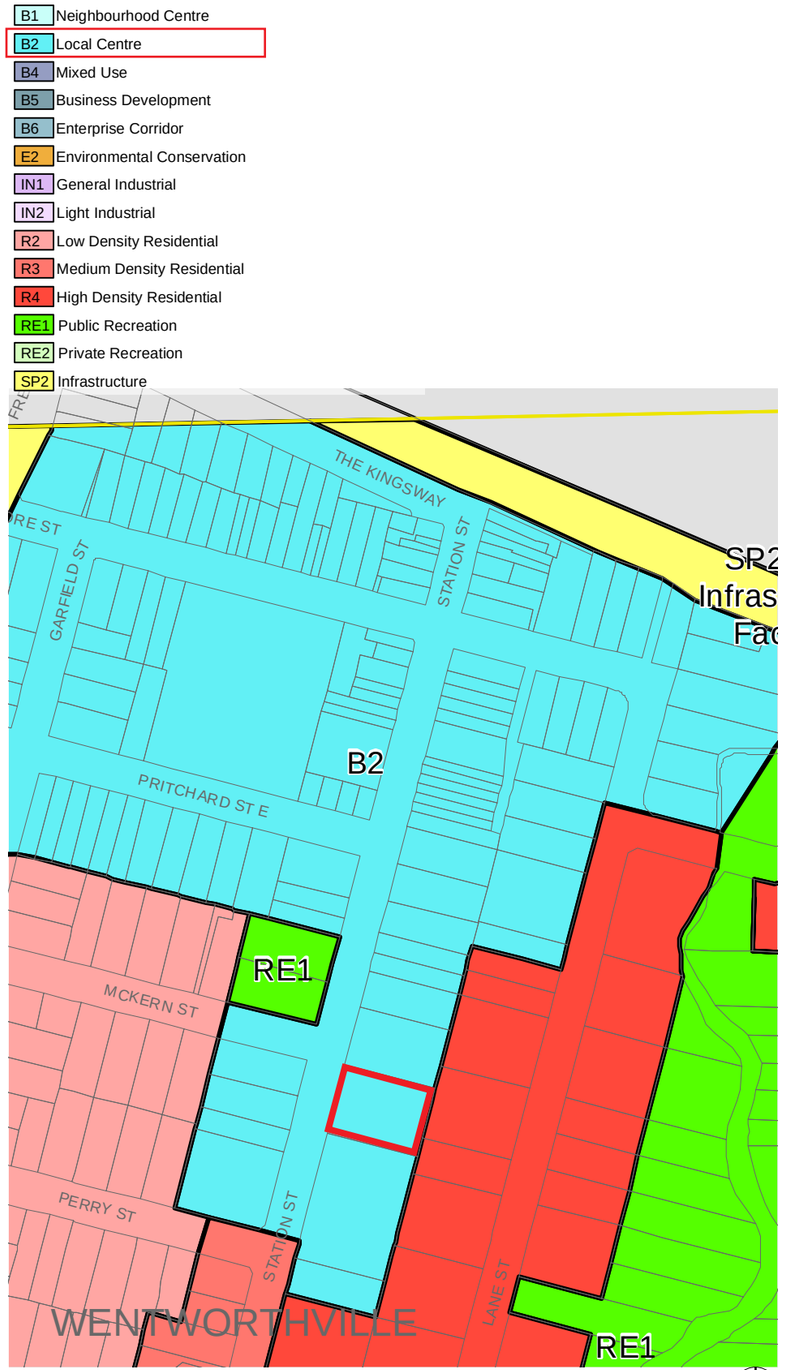


Figure 4: Land Zoning Map (source: Department of Planning and Environment)

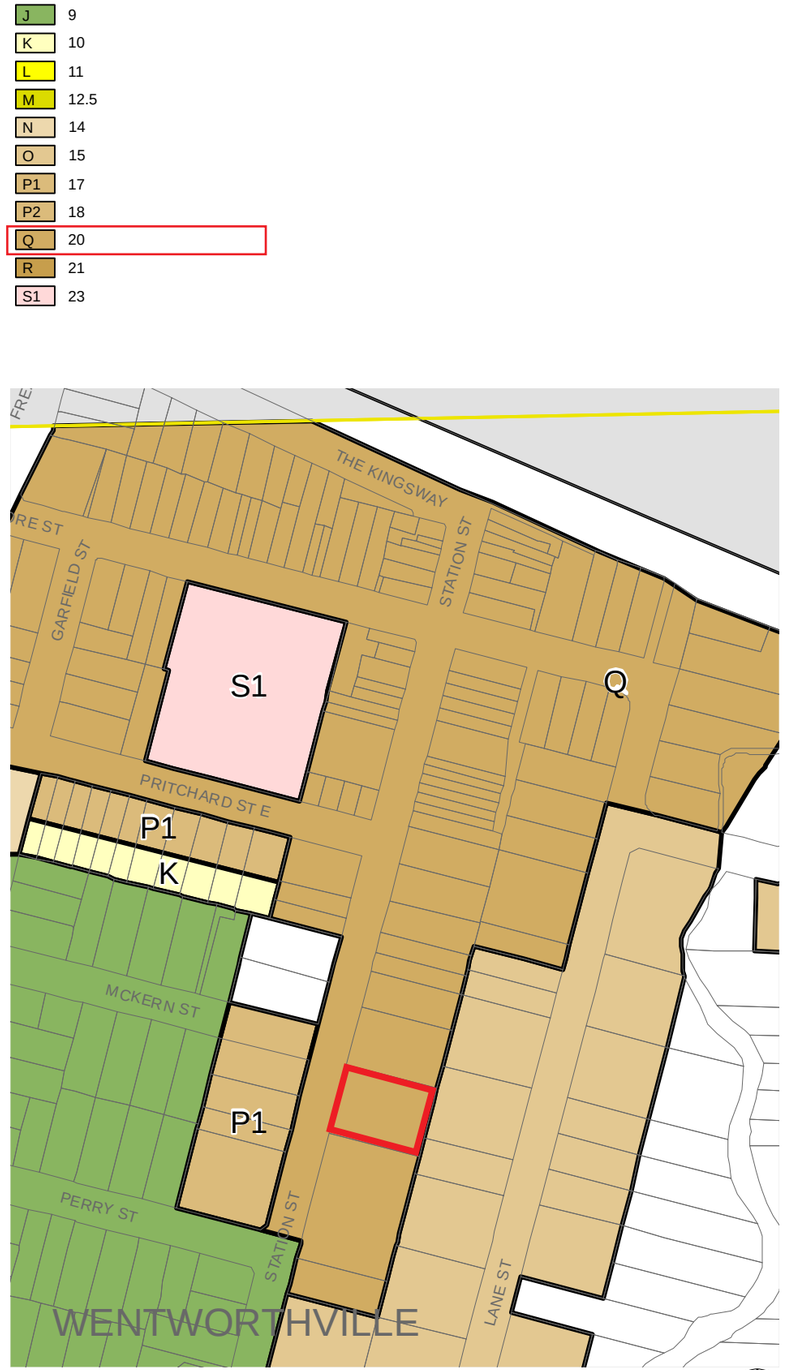


Figure 5: Height of Building Map (source: Department of Planning and Environment)

2.2.3 FLOOR SPACE RATIO

As illustrated in Figure 6, the Floor Space Ratio for the subject site is T2 - 2.2:1.

2.2.4 HERITAGE MAPS

As illustrated in Figure 7, the subject site is not impacted by any Heritage designations.

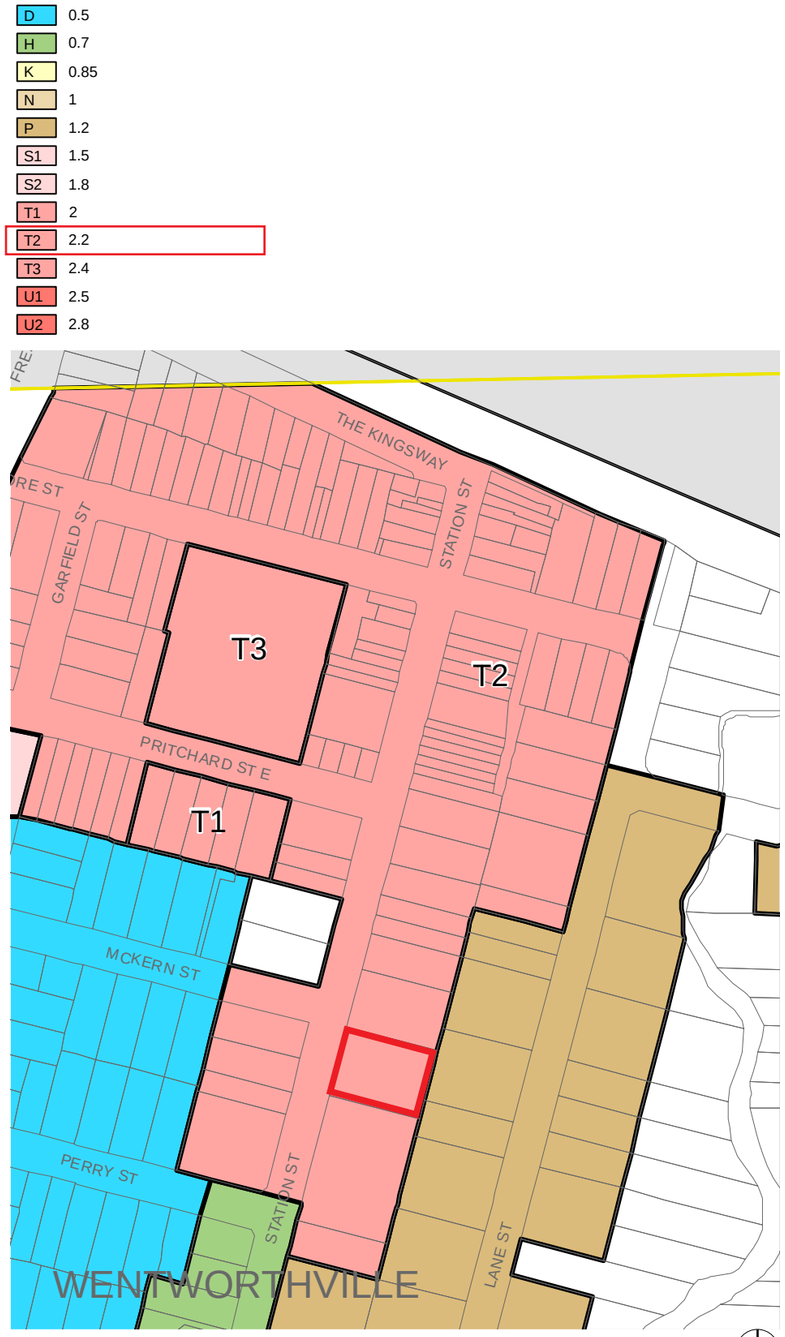


Figure 6: Floor Space Ratio Map (source: Department of Planning and Environment)

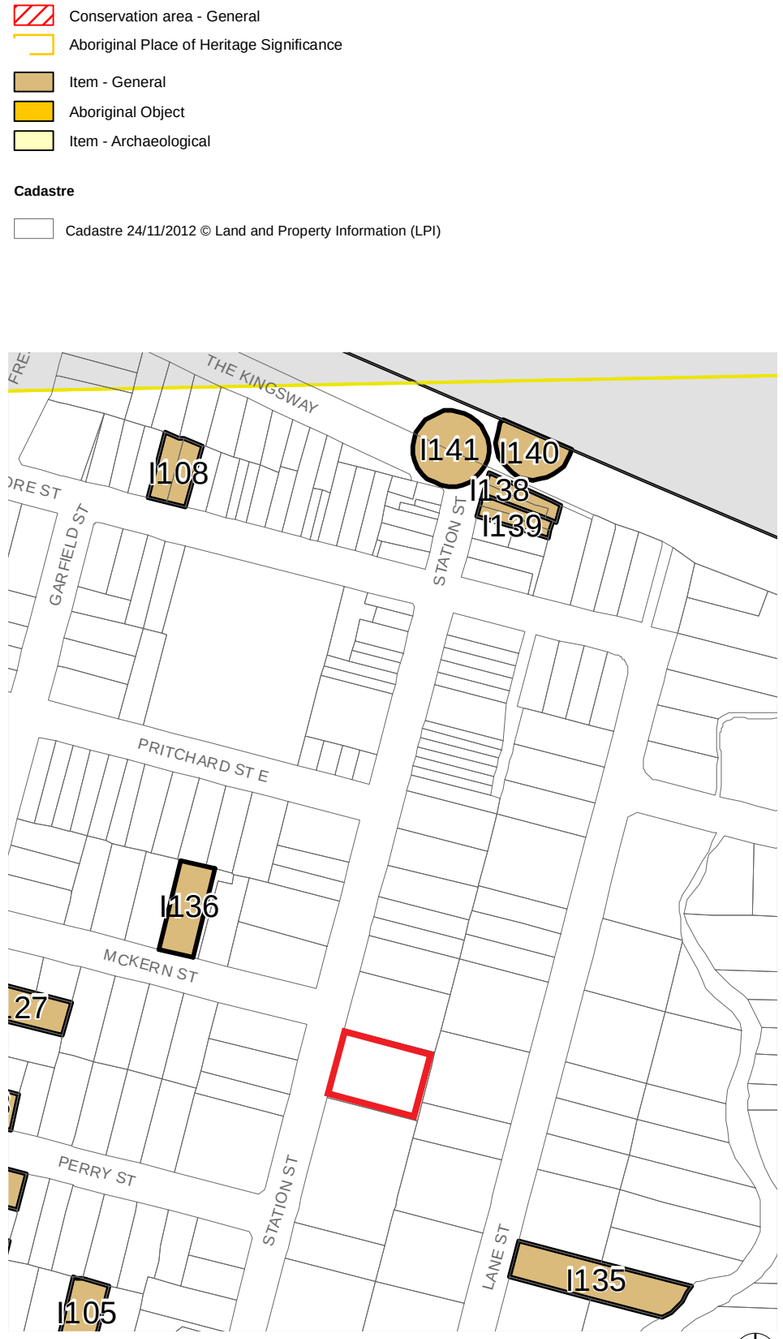


Figure 7: Heritage Map (source: Department of Planning and Environment)

2.3 Regional Context

The subject site is located within the Wentworthville centre. The subject site is located less than 400 metres from the Wentworthville Railway Station. The railway station is on the Sydney Trains T1 Western Line and T5 Cumberland Line. Both lines provide the site with excellent access to several key employment districts within the Sydney metropolitan region.

Additionally, bus route 818 provides public transport access from the subject site to Westmead Hospital, Childrens Hospital at Westmead, University of Western Sydney as well as Merrylands Town Centre.

The NSW government's Household Travel Survey, released in August 2010 found that the average time a Sydney resident spends travelling per weekday has increased from 79 minutes in 1999 to 81 minutes in 2007.

The figure to the right illustrates approximate travel time to key employment destinations via railway transportation, all of which are less than the average time found in the NSW government's Survey.

- 5 minutes to Parramatta Station
- 15-20 minutes to Merrylands Station
- 35 minutes to Sydney CBD

Wentworthville Centre is one of a few transit centres in its regional context that has not been developed to its full potential. As Parramatta CBD continues to grow and expand, the strategic location of Wentworthville as a residential and workforce community will become more important to the vitality of the region.

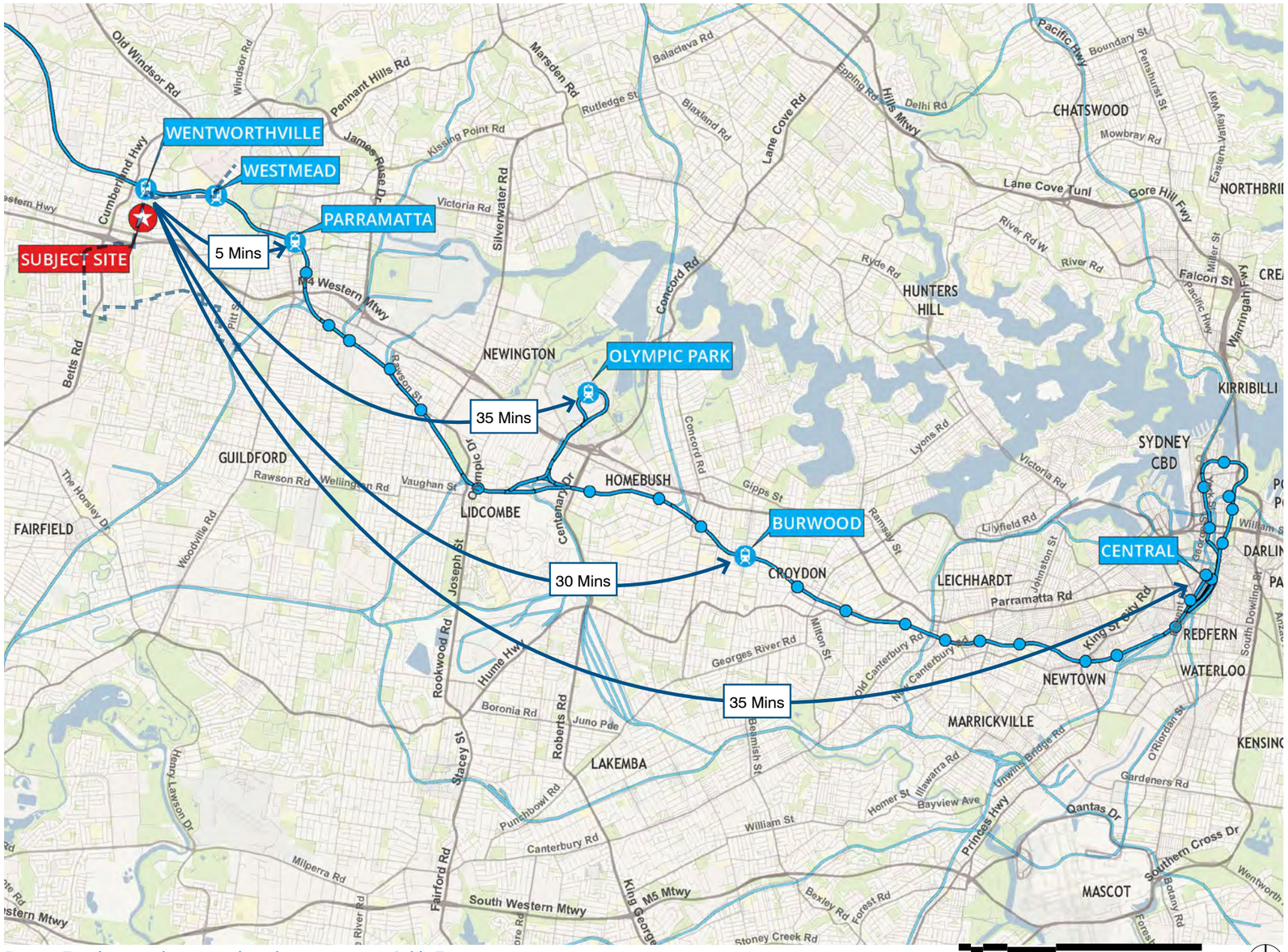


Figure 8: Travel times to key regional employment areas via Public Transportation

Railway Stations and Line

818 Bus Route (Westmead Hospital to Merrylands)

2.4 Local Context + Network

The subject site and the Wentworthville centre area have and will continue to significantly benefit from several proposed improvements that have been identified for Western Sydney (Parramatta) region. Additionally, Parramatta's role as a second CBD which has been cemented by the state government's long-term plan for Sydney's future will also have a substantial positive benefit. Finally, the State government's metropolitan strategy signals its intent to build up Sydney's western centre over the next two decades, as the city grows by almost 1.6 million people.

Parramatta is the geographic centre of Sydney and already accounts for the second largest employment centre outside the Sydney CBD, with a broad economic base and high value industries. Future redevelopment plans of the subject site should leverage its proximity to high value jobs.

Western Sydney Light Rail Network

The NSW Government has shortlisted four potential routes for a new light rail line for Parramatta and Western Sydney. As can be seen in Figure 8, the Westmead light rail station will be one station stop from Wentworthville Station. The new light rail lines will provide the subject site with a greater degree of accessibility across the Parramatta CBD area.

Western Sydney Regional Ring Road

Parramatta Council is developing a City Ring Road to complement the Regional Ring Road. The local roadway network provides vehicular access to the broader Western Sydney region via Cumberland Hwy and M4 Western Mwy and the proposed future ring road. The proposed ring road will provide the subject site with a high degree of vehicular accessibility to the greater Parramatta regional area.

Parramatta North Urban Transformation

Parramatta North Urban Transformation, also known as the Parramatta North Urban Renewal, consists of 146 hectares encompassing the government-owned land west of O'Connell Street, Parramatta through to Westmead Hospital. UrbanGrowth NSW is working closely with a number of NSW Government agencies including NSW Health, Parramatta City Council and other stakeholders to develop a strategy for the area's future. This project involves a coordinated whole-of-government approach, with many State Government agencies working together to achieve the best outcomes for the people of Parramatta and the future of Greater Sydney.

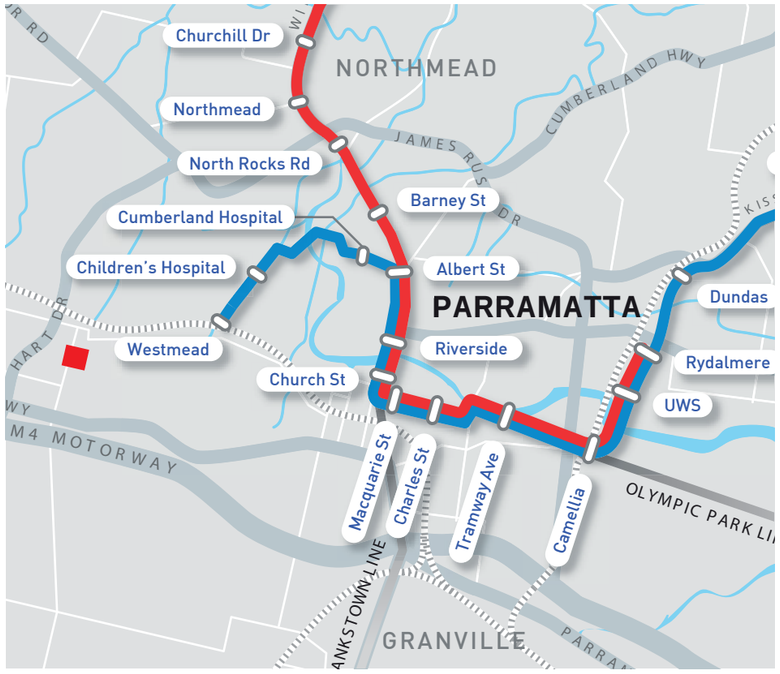


Figure 9: The Proposed Western Sydney Light Rail Network

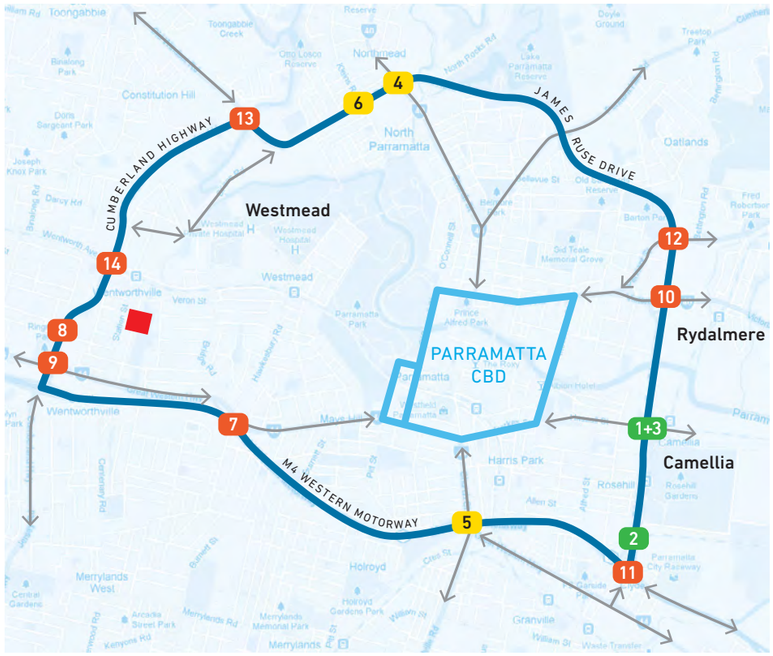


Figure 10: Proposed Western Sydney Regional Ring Road

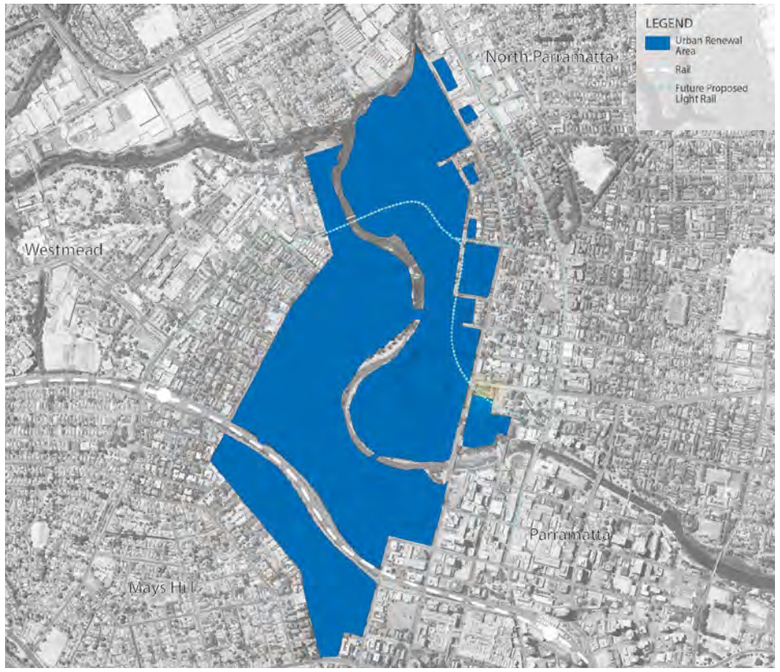


Figure 11: The Proposed Parramatta North Urban Transformation

2.5 Wentworthville Centre Revitalisation

The Wentworthville Centre Revitalisation Project (the Project) is a Holroyd City Council initiative that aims to develop and implement a new planning strategy for the Wentworthville Town Centre (the Centre). The Project timeline will run over 18 months commencing with the community engagement process summarised in this report and concluding with required strategic and statutory planning amendments that will facilitate the desired revitalisation of the Centre.

Holroyd Council is currently undertaking expert studies including urban design, economic feasibility and traffic and transport. The results of these studies, together with the Community Participation Report, will be used to form the Planning and Place Making Strategy for Wentworthville and will be made available to the public in 2015.

2.5.1 COMMUNITY ENGAGEMENT

Community Participation Report - Completed

In September 2014, Holroyd Council published the Community Participation Report which is based on research and community engagement undertaken by Place Partners on behalf of Holroyd City Council.

The objectives of the Community Engagement were to define a future direction for Wentworthville Centre by:

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

The community's input has been formed five Aspiration Themes and five Community Directions that capture voices from the participants. The objectives of these are to guide future expert studies and further community engagement.

Aspiration Themes

1. Creative
2. Colourful
3. Progressive
4. Efficient
5. Local

Community Directions

1. **Centre Development**: More vibrancy and modern look that builds on the existing 'village' feel.
2. **Residential Development**: Community expectation of mid-rise residential redevelopment described as being between 6 - 12 storeys.
3. **Retail Revitalisation**: Good quality services, products and shop design working with Council to incentivise locally owned/run businesses
4. **Amenity and Facilities**: Safe walking environment with trees, green spaces and places to sit.
5. **Community and Cultural Understanding**: Celebration of cultural diversity that connect old and new residents of Wentworthville, during the day and night-time.

PROJECT TIMELINE

2.6 Constraints

As the subject site is located within the Wentworthville Centre Revitalisation area and because the proposed redevelopment is ahead of the Council driven process, this urban design study has analysed the study area, independent of the Council process, to gain a full understanding of the subject sites potential.

The following constraints have been identified with regard to the Subject Site and Wentworthville Centre.

2.6.1 LAND USE INTENSITY AND INTEGRATION

- Despite the adoption of the Holroyd LEP 2013, redevelopment of the Centre has not come to fruition.
- Ground floor commercial uses within town centre are not sufficiently supported by the surrounding lower density housing. As a result they are not thriving as other higher density town centre areas.
- Lack of Centre vibrancy and safety is due to the prominence of a single land use (retail) which only operates between business hours.
- Undeveloped and under-developed sites contribute to the lack of safety within centre - i.e. no eyes on the streets or open spaces.

2.6.2 OWNERSHIP PATTERNING / CADASTRAL BOUNDARIES

- Highly fragmented ownership closer to railway station will likely require amalgamation prior to redevelopment. Current development controls do not provide enough incentive to for this to occur within the near-term.
- Larger lots under single ownership occur farther away from the railway station but still well within the 400 metre (5 minute) walking distance to the station.
- Larger lots under a single ownership are generally easier to redevelop in the short term, however, some larger sites may be further constrained with large built form structures and/or with commercial lease agreements.

2.6.3 MOVEMENT AND ACCESS

- Nearly every site east of Station St between Perry St & Pritchard St must be accessed from Station St - there is a high potential for vehicular-pedestrian conflicts as traffic crosses the footpath.

2.6.4 PUBLIC DOMAIN

- Very limited public seating and gathering spaces occur with the centre.
- Limited street trees to soften and cool public domain.

2.6.5 NOISE

- Noise comes primarily from the traffic on Station Street particularly during peak-hour periods.
- Residential uses should be situated higher from street level noise.
- Noise attenuation measures are recommended at the lower residential levels.

2.6.6 OVERSHADOWING

- Consideration should be given to minimise overshadowing to the existing residential (R-zoned) land.

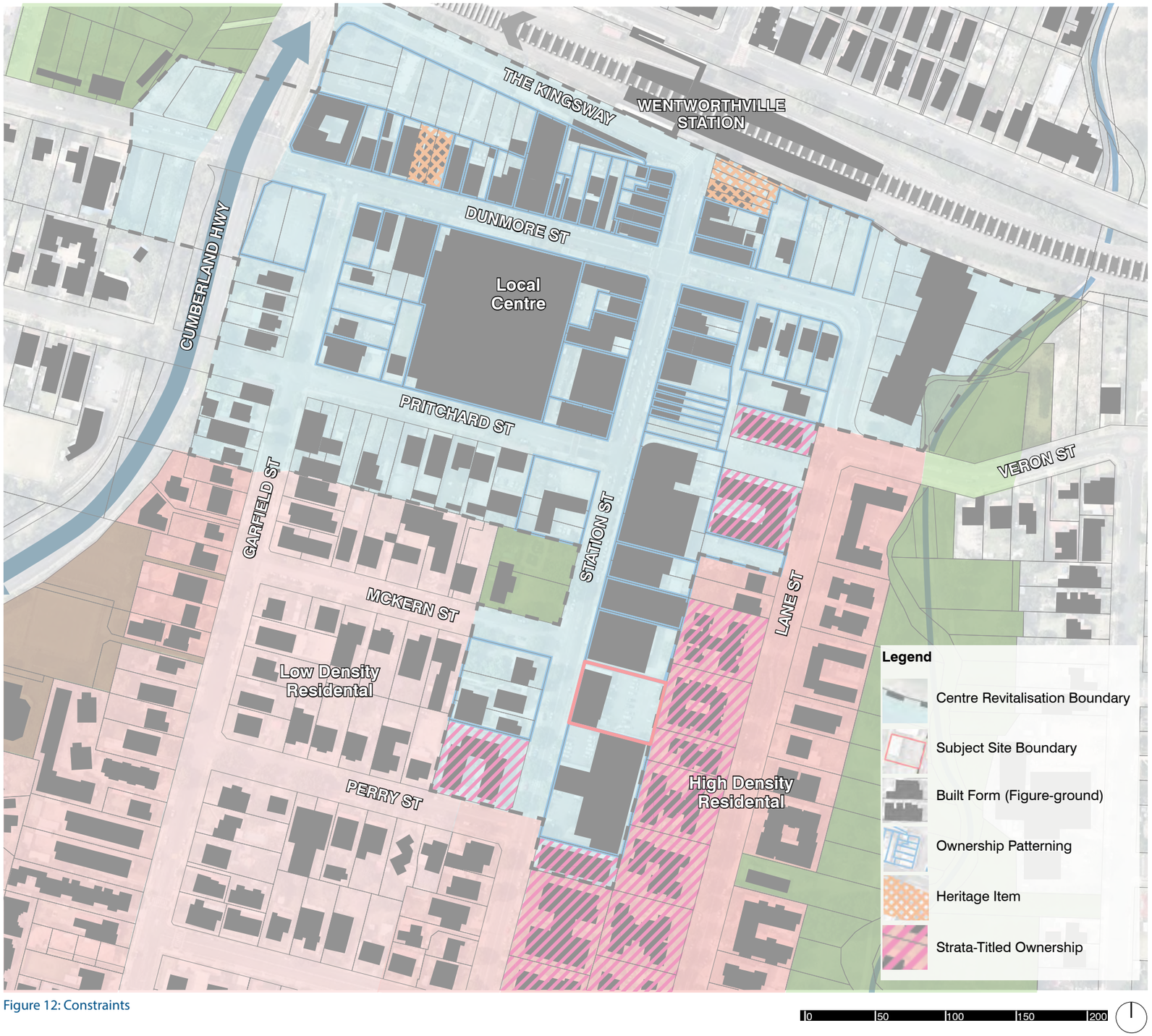


Figure 12: Constraints

2.7 Opportunities

The following opportunities have been identified with regard to the Subject Site and Wentworthville Centre.

2.7.1 LAND USE INTENSITY AND INTEGRATION

- Larger sites farther from the station, but still within the 400 metre walking catchment, offer an excellent opportunity to become catalyst sites; sparking town centre revitalisation and encouraging amalgamation of smaller sites closer to the station.
- Given its proximity to the railway station, maximise land use intensity within Centre to create a safe and vibrant centre.
- Focus active storefronts and retail/pedestrian activity to Station Street and Dunmore Street.

2.7.2 MOVEMENT AND ACCESS

- Explore opportunity to consolidate site access to/from Station St between parcels to minimise vehicular-pedestrian conflicts.

2.7.3 PEDESTRIAN

- Integrate pedestrian movement to the surrounding built environment.
- Provide access to and from site to the railway station.
- Provide access to several key amenities within close proximity to the site.

2.7.4 PUBLIC TRANSPORT

- Capitalise on proximity to transit by maximising development potential of site.

2.7.5 PUBLIC DOMAIN

- The north-south orientation of Station St allows for solar access to both sides of the street throughout the entire year.
- Provide continuous weather protection/awings along active streetfronts.
- Focus revitalisation efforts to high-quality public domain, site furnishings, and groundplane treatments.
- Provide ground floor activation of the subject site.
- Provide a high percentage of ground floor transparency (shopfronts) to illuminate and animate the public realm.
- Allow for cafe seating and public seating.
- Utilise pedestrian-scaled streetscape modules and materials.
- Utilise pedestrian-scaled elements such as street trees, awnings, lighting, and architectural modulation.

Figure 13: Opportunities

3.0 DESIGN PRINCIPLES

The following design principles have been formulated from the site analysis study. These principles are used to inform the built form of the subject site and the immediate surrounding sites to provide for a harmonious built form outcome. The design principles include:

- Site Access
- Pedestrian-Oriented Public Domain
- Building Height, Mass and Orientation
- Land Use Intensification
- ESD
- WSUD

3.1 Site Access

The following design principles have been identified with regard to Site Access:

- Consolidate site access to/from Station St between parcels to minimise vehicular-pedestrian conflicts.
- Seek reduced parking rate requirements because of site's proximity and accessibility to multiple modes of public transport.

3.2 Pedestrian-Oriented Public Domain

The following design principles have been identified with regard to Pedestrian-Oriented Public Domain:

- Promote walking and ensure that key paths, or movement routes for walking provide direct access to destinations such as the railway station and the surrounding open space system.
- Strengthen the north-south pedestrian links and encourage an improved pedestrian environment at intersections.
- Explore the potential for improved pedestrian priority at intersections with additional pedestrian crossings.
- Activate Station Street with shopfronts, outdoor dining and building entries.
- Maintain or improve pedestrian permeability through the precinct with through site links.
- Investigate opportunities to upgrade the pedestrian amenity of streets (paving, lighting, signage, seating, landscape, etc.)
- Investigate opportunities to accommodate bidirectional bicycle lanes on the east side of Station Street to link the residential areas to the south with the railway station to the north.

Figure 14: Site Access & Pedestrian-Oriented Public Domain

3.3 Building Height, Mass and Orientation

The following design principles have been identified with regard to Building Height, Mass and Orientation:

- Orient and modulate higher building forms to maximise solar access and minimise overshadowing.
- Utilise taller building forms at the corner of the shared entries to reinforce their prominence and location.
- Utilise built form treatment to establish gateway opportunities.

3.4 Land Use Intensification

The subject site is within 350 metre walking distance to Wentworthville Railway Station, and therefore should be considered under the best practices of transit-oriented development.

- Encourage uses which operate during evening and early morning hours in activity centres, such as cafes and restaurants, cinemas, community facilities such as a library or sports centre, gymnasiums and other facilities, to encourage activity and safety outside of office hours.
- Improve the use of public transport and the integration of public transport services by developing high-density housing proximate to existing transport infrastructure.
- Provide a range of housing options, including more affordable housing with less required parking.
- Provide local retail stores and services, so most daily shopping needs can be done locally.

Figure 15: Building Height, Mass and Orientation & Land Use Intensification

3.5 Ecologically Sustainable Development (ESD)

Ecologically Sustainable Development (ESD) describes buildings and cities which protect and enhance our natural environment for the future, through design or layout, materials, systems, functionality and maintenance which avoids adverse impacts on the natural environment.

The considerations of ESD align closely with the aforementioned principles in that by creating more sustainable places, we are also creating more accessible, welcoming, attractive, healthy, safe, vibrant and prosperous cities through the following outcomes:

- Increasing accessibility, by modes other than the private car thus decreasing auto dependency and exhaust emissions.
- Increasing choice, of housing type, local area characteristics, and transport mode - making better connections between jobs and housing.
- Providing increased neighbourhood and travel options for those not owning cars.
- Making identifiable and walkable neighbourhoods.
- Creating more street activity and a safer station environment.
- Acting as a catalyst for other public and private investment and development.
- Using transit serviced land more efficiently to help create a compact urban form.

3.6 Water Sensitive Urban Design (WSUD)

Water sensitive urban design (WSUD) plays an important role in capturing, recycling and purifying water within our urban environments. Implementing WSUD devices reduces water consumption, passively irrigates street trees and purifies water before it enters the harbour, removing heavy metals and faecal conforms from stormwater.

Investigate the following WSUD principles in the design of the precinct:

- Capture surface stormwater to passively irrigate plantings.
- Utilise urban bio-retention tree pits to street trees (to irrigate trees and filter water).
- Recycle excess stormwater for irrigation and grey water reuse where possible.

Water Sensitive Urban Design

4.0 CONCEPT PLAN

4.1 Proposed Site Concept Plan

The illustrative diagram to the right depicts the proposed Concept Plan for the subject site. It is a manifestation of the goals and objectives outlined in this report and the urban design principles presented in the preceding sections.

1. Shared site access drive to minimise the number of site access points along Station St and to minimise the number of potential pedestrian-vehicular conflict points.
2. Corner expression to reinforce entry location.
3. Increased public domain at ground level with continuous weather protection and shading of footpaths from appropriate street trees is a desirable outcome.
4. Three storey podium streetwall to contain and define the street. Residential uses within the podium level adds passive surveillance to the streets and increases their potential safety.
5. Setback mid-rise tower form to allow for light and air to reach the public domain
6. Modulated building height to create visual interest.
7. The proposed rear setbacks ensures that reasonable access to daylight, sunlight and visual privacy is maintained to existing surrounding residential properties.
8. Improve public domain by adding trees, bike lanes, public seating areas and public gathering spaces.
9. New buildings will be designed to improve streetscapes and achieve “active frontages” to streets with doors and windows facing streets to achieve a lively and vibrant streetscape in the town centre. This will also improve the perception and reality of safety in streets over time.

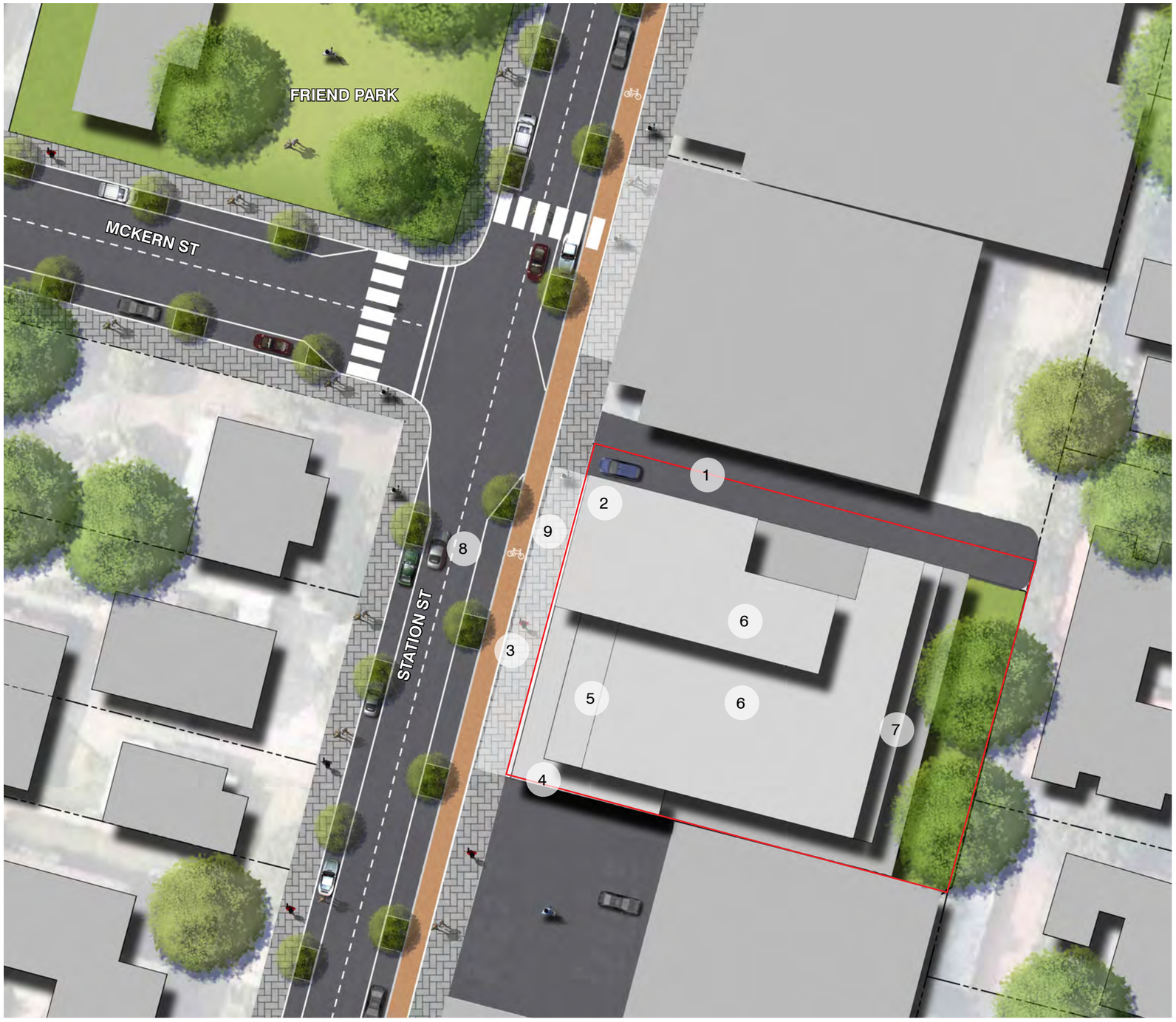


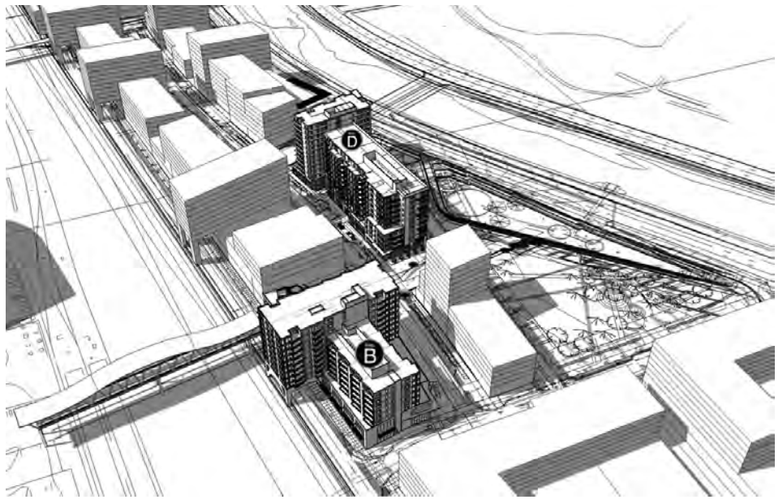
Figure 16: Concept Plan

4.2 Proposed Site Building Envelope

Figure 22 illustrates the proposed site building envelope in three-dimensional form.

The recommended built form for the subject site is a building with stepped heights of 36m (11 storeys) and 42m (13 storeys).

The recommended Floor Space Ratio for the subject site is 5.5:1.



Example of the evolution of building envelopes into building designs

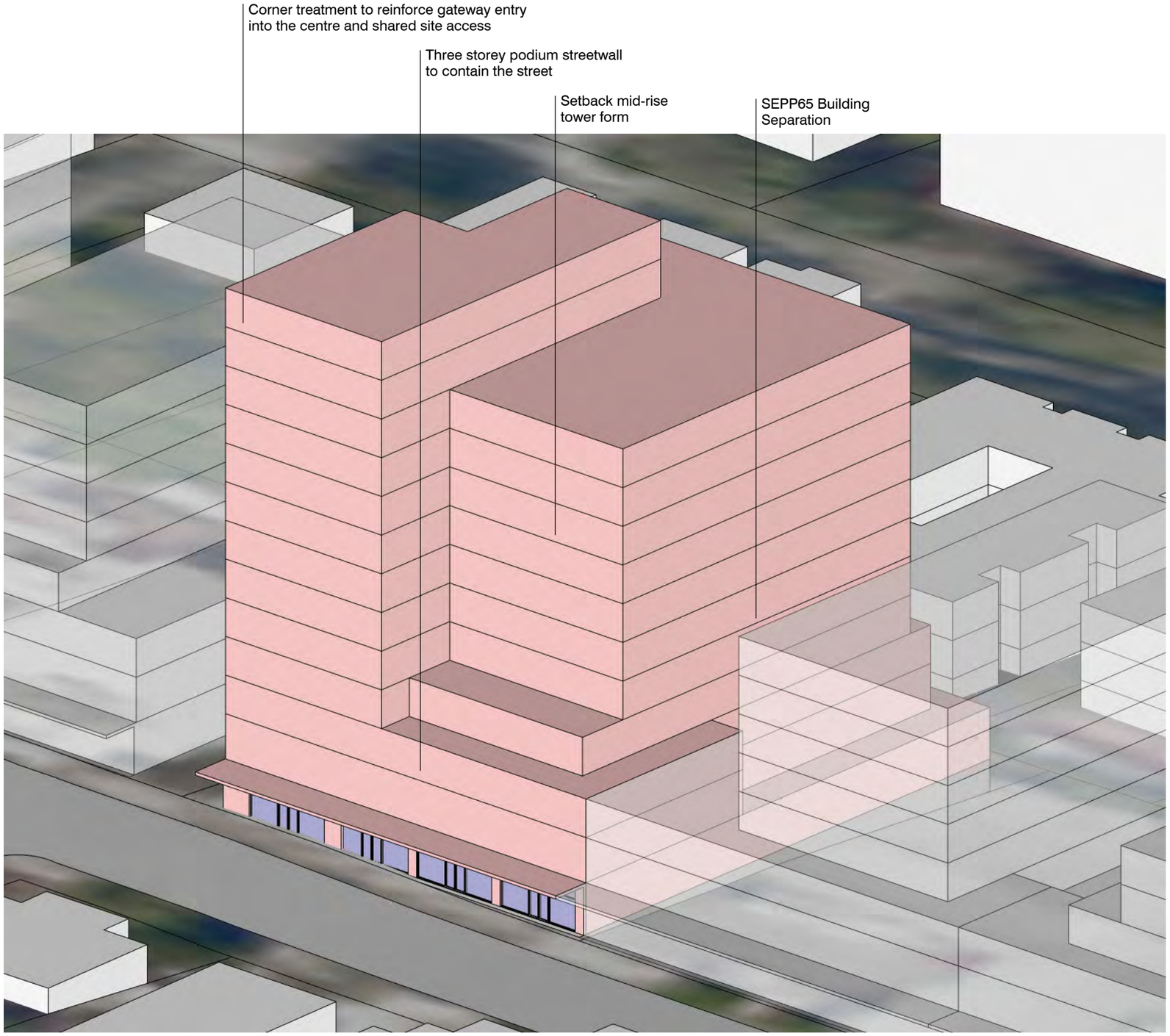


Figure 22: Site Concept Building Envelope

4.3 Site Redevelopment Public Benefits

The redevelopment of key sites should create a high quality urban environment that responds to Wentworthville and the community for whom occupy it. Therefore, maximising long term public benefit represents a key opportunity with regard to the revitalisation of the Wentworthville Town Centre.

Significant improvements of the public domain could include:

- The relocation of the Station Street centreline to accommodate the introduction of bicycle lanes along the eastern side of the street
- The addition of new street trees within parking lanes to calm traffic and soften the hard edged built form
- The widening of the public domain area in key locations by setting back the groundfloor of principle buildings (refer Figure 18)
- The addition of new public seating areas and gathering spaces

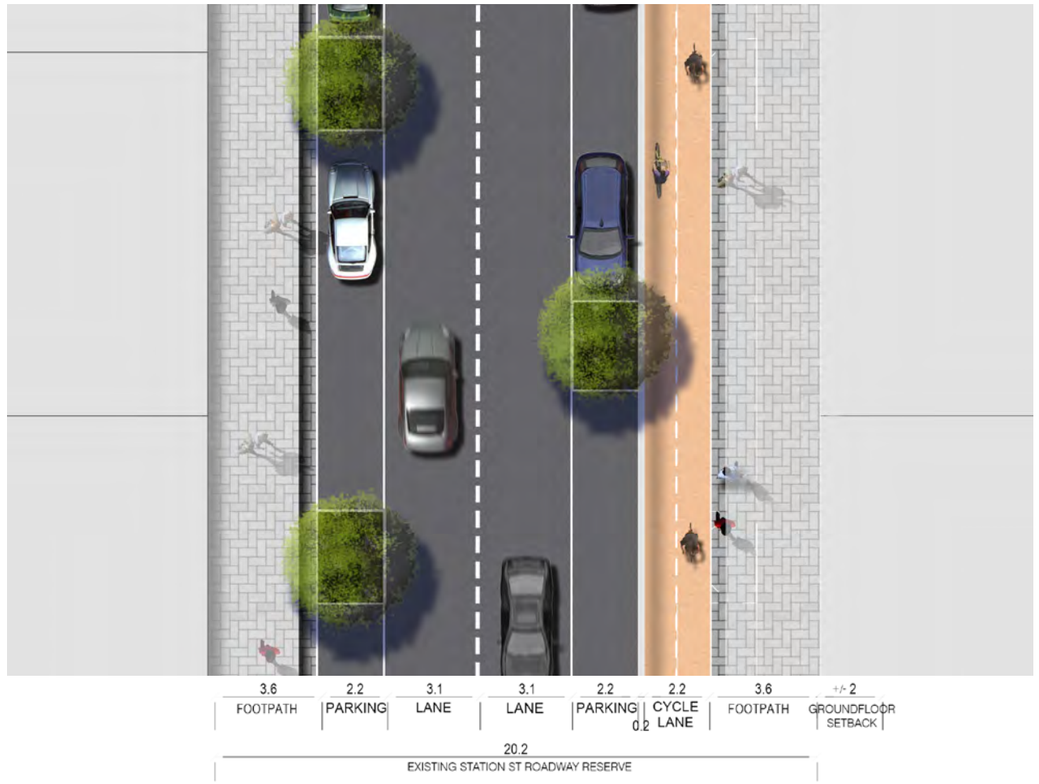


Figure 17: Station Street Public Domian Improvements - Plan

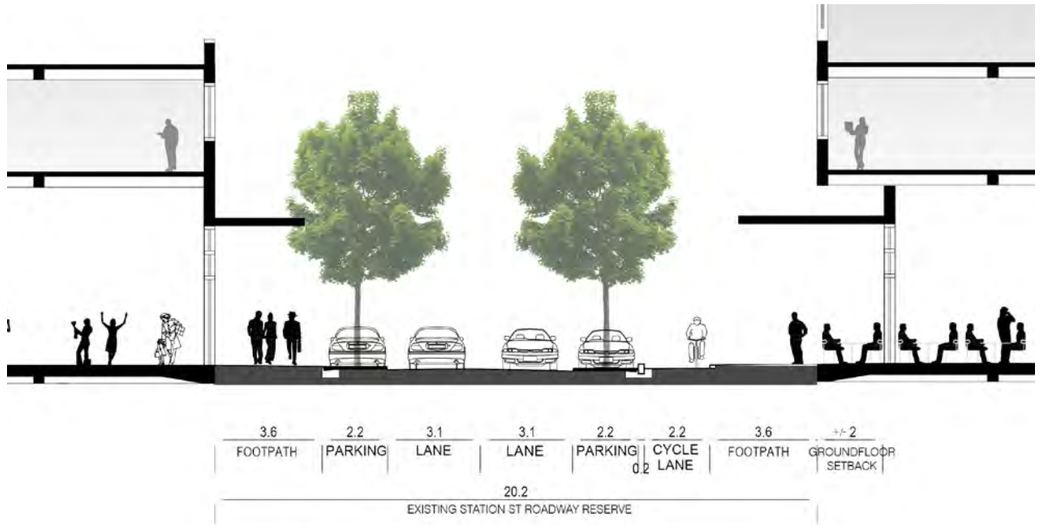


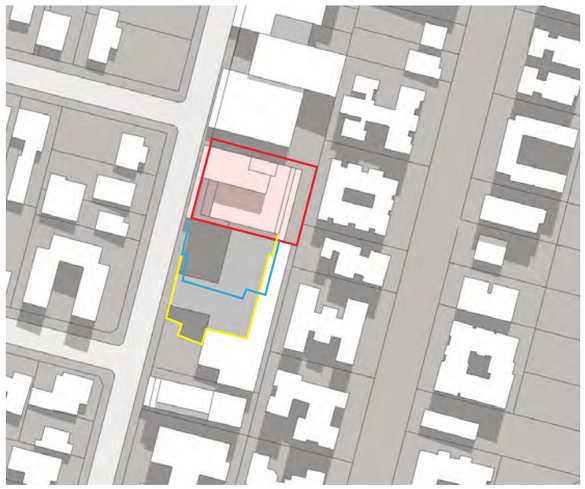
Figure 18: Station Street Public Domian Improvements - Section

4.4 Winter Solstice Sun/Shadow Analysis

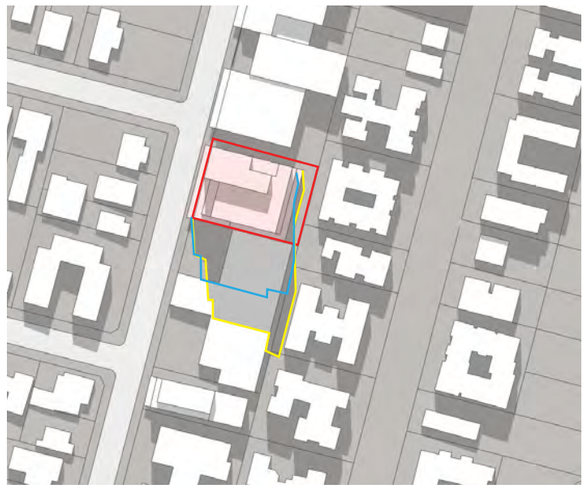
The proposed building height, mass and orientation maximises solar access to the existing surrounding residences, the future residences and the public domain and open spaces. As can be seen in the diagrams below existing surrounding residences maintain a significant amount of solar access.

Winter Solstice - 9:00am

Winter Solstice - 10:00am



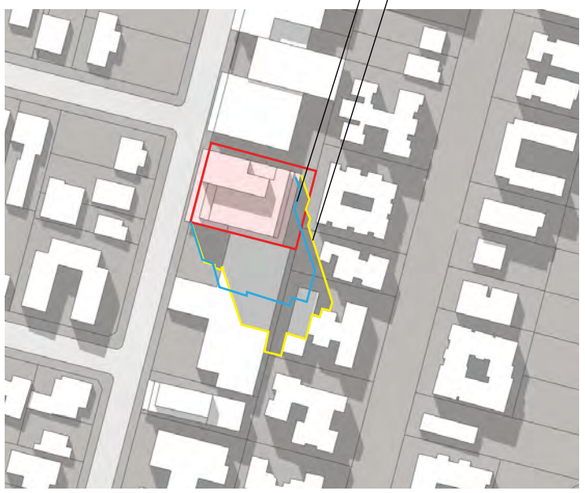
Winter Solstice - 11:00am



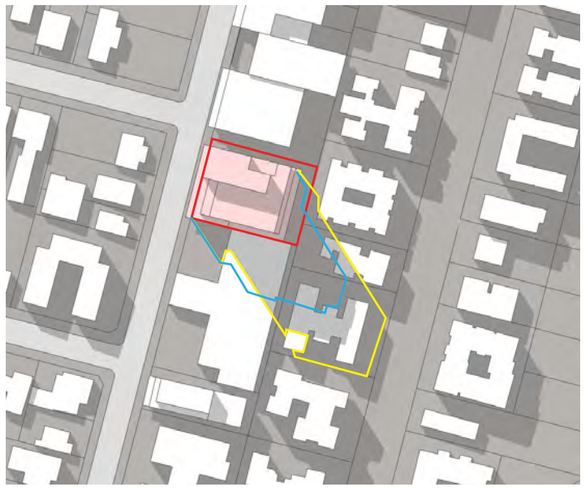
Winter Solstice - 12:00pm

Permissible FSR Overshadowing (Blue)

Proposed Built Form Overshadowing (Yellow)



Winter Solstice - 1:00pm



Winter Solstice - 2:00pm

Winter Solstice - 3:00pm

4.5 Site Redevelopment within the Context of the Potential Future Town Centre

Figures 19 and 21 illustrate a potential future built form for the town centre.

The form, bulk and scale of the proposed new development of 108 Station Street takes into consideration the potential future built form and land use intensification on adjoining sites within the town centre. The proposed built form ensures new buildings are well spaced and offset to equitably distribute access to outlook and sunlight between towers and minimise direct overlooking between habitable room windows.

While the current permissible FSR within the town centre results in a built form that is greater than the current permissible building heights (refer Figure 20), the net effect is a form that underutilises its strategic location and access to key employment centres.

Figure 19: Potential Future Built Form along Station Street - Looking Northeast

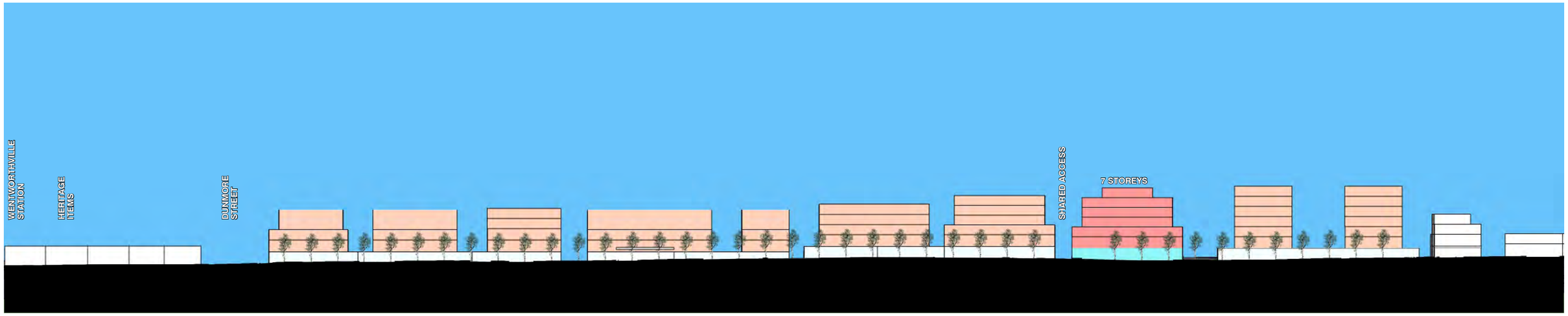


Figure 20: Built Form - Permissible FSR (2.2:1 = Approx. 5-7 Storeys)

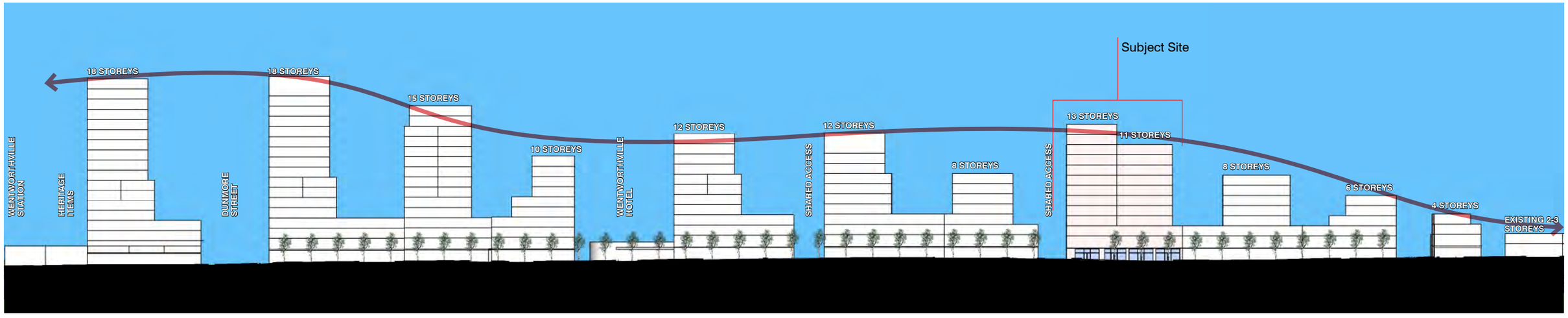


Figure 21: Potential Future Built Form

5.0 CONCLUSION AND RECOMMENDATION

5.1 Conclusion

This report provides:

- An analysis of the opportunities and constraints for the subject site and the immediate surrounding area within centre of Wentworthville;
- Urban design principles that informed the development of a concept master plan for the subject site and the immediate surrounding area; and
- Proposed Site Building Envelope illustrating the proposed concept for the site.

5.1.1 CONSISTENCY WITH THE CENTRE REVITALISATION

The proposal transforms two noncontributing commercial buildings to a new shoptop housing building with active ground floor commercial uses. It provides active street frontage and residential dwellings to support local town centre.

With the concept of Transport Oriented Development (TOD) growing in importance in key Sydney locations such as Wentworthville and it's proximity to employment centres, the proposal supports best practice components of a TOD.

The concept proposes heights greater than the permitted 20 metres, however, the height of the buildings are within a height range that meets the community expectation of mid-rise residential redevelopment described as being between 6 - 12 storeys.

Additionally, the potential future build form of the immediate surrounding area collectively minimises the visual impact of development and ensures sufficient solar access and privacy for neighbouring properties.

5.1.2 KEY ELEMENTS OF THE PROPOSAL

Key elements of the proposal include:

- A building that catalyses the revitalisation of the town centre.
- Shared site access drive to minimise the potential pedestrian-vehicular conflict points.
- Corner expression which creates a gateway into the town centre while reinforcing site entry location.
- Increased public domain at ground level with continuous weather protection and shading of footpaths from appropriate street trees.
- Three storey podium streetwall to contain and define the street. Residential uses within the podium level adds "natural surveillance" of the streets and increases their potential safety.
- Setback mid-rise tower form to allow for light and air to the public domain
- Modulated building heights to add visual interest to the skyline.
- Proposed rear setbacks that ensure reasonable access to daylight, sunlight and visual privacy is maintained for neighbouring residential properties.
- Improved public domain adds trees, bike lanes, public seating areas and public gathering spaces.

5.1.3 IMPACT OF THE PROPOSAL

The impact of the proposed greater height is detailed in shadow diagrams in this report and is judged to be minimal.

5.1.4 URBAN DESIGN BENEFITS OF THE PROPOSAL

The proposed scheme, while noncompliant with regard to the building height and FSR poses no adverse impact to the revitalisation of the Centre or to the surrounding public realm. The increase in height and FSR will increase the population density which will result in a centre that promotes a sense of place that is active, safe and attractive.

The proposed redevelopment of the site is a manifestation of the revitalisation principles outlined in the Community Participation Report. It seeks to leverage the value of the adjacent railway station while maximising community benefits.

Investment in the redevelopment of the subject site will bring with it substantial investment and regeneration to the Centre and surrounding area. It will transform a site that does not currently contribute to the quality of the public domain into a positive asset.

These changes are intended to improve the social, cultural, economic and environmental outcomes in the Wentworthville town centre. They are intended to sustain the community in a way which protects key cultural qualities and character, while supporting continued growth and development.

5.2 Recommendation

The recommended built form for the subject site is a building with stepped heights of 36m (11 storeys) and 42m (13 storeys).

The recommended Floor Space Ratio for the subject site is 5.5:1.

We request that Council consider and approve the Planning Proposal for 108 Station Street, Wentworthville.