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**42-44 Dunmore Street
Wentworthville Town Centre
Urban Design Strategy**

Prepared for
Austino Group

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View east along Dunmore Street



42-44 Dunmore Street, Wentworthville is centrally located within the town centre

PTW Introduction

Under this urban design study, consideration has been given to higher density in the form of residential mixed-uses and associated urban form. The feasibility for higher density, achieved through design excellence, will contribute to an activated and urban town centre.

Informing this urban design strategy in support for potential redevelopment of 42-44 Dunmore Street Wentworthville is an analysis of the site and its surrounding urban context at both the regional and local scales. Under this urban design study, consideration has been given to the likely changes to the area in regard to new residential mixed-uses and associated urban form within Wentworthville Town Centre; which is in close proximity to Wentworthville railway station and the Cumberland Highway.

Impacts from traffic volumes in the area, along with impacts from railway noise and traffic noise from Cumberland Highway necessitates careful consideration of the balance between increases in density and building heights and the likely impacts of new residential uses and public domain amenity in the potential redevelopment of this site. Consideration of the potential redevelopment of the former Bonds industrial site, nearby and off Dunmore Street at Pendle Hill, can assist in an understanding of how the area is being rejuvenated as a sequence of urban quarters. An understanding of these elements, both within and surrounding the site area, provides a basis for defining urban design principles and key objectives in the redevelopment of the site at 42-44 Dunmore Street.

The Wentworthville town centre, located on a north-south ridge line, is edged by drainage lines that connect with Parramatta River to the north-east. The town centre is defined by a number of streets: Station Street, Dumore Street, Pritchard Street and Garfield Street. These streets are generally edged by low rise mixed use commercial retail and community uses that are more suburban in character; and the current presentation of these streets do not promote



or encourage an active urban environment consistent with the aims of Sydney as an international and sustainable city.

Wentworthville is strategically located on the Western railway line in close proximity to Parramatta, Sydney's second city and Westmead, which includes Westmead Hospital, Westmead Children's Hospital and Westmead Private Hospital.

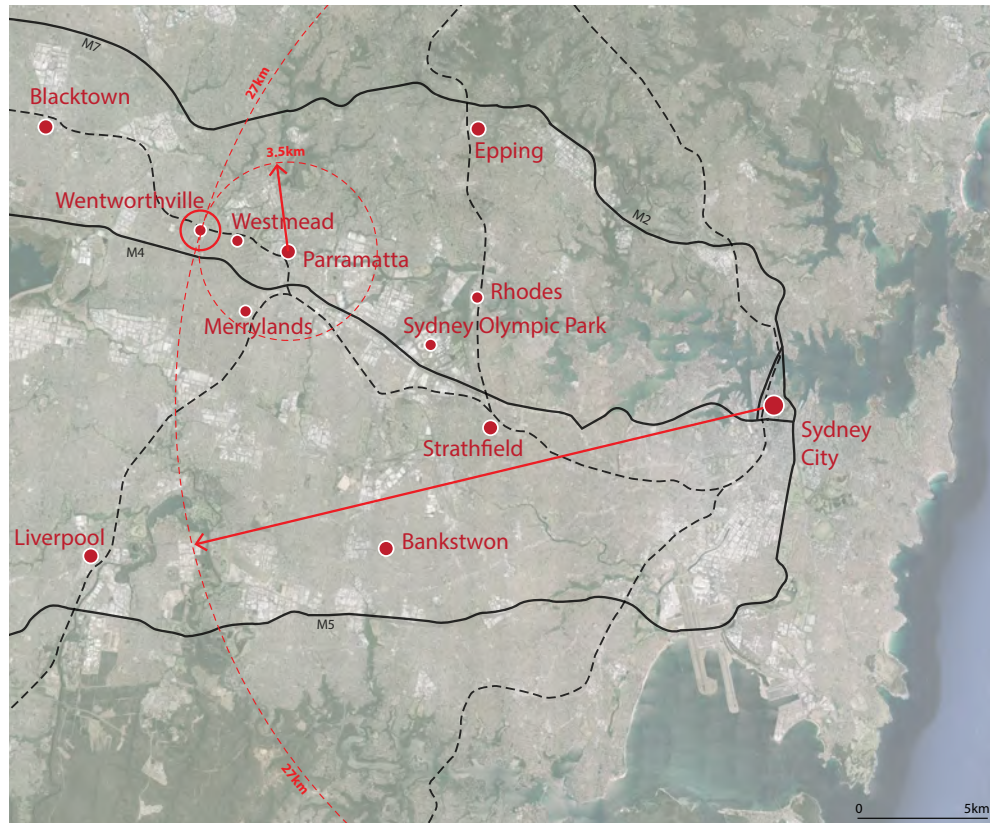
The urban importance of the subject site is demonstrated in the way the site is centrally located within the township. It is a unique and unfragmented site which has the opportunity to support greater development yield including new employment uses such as a 'Smart Work Hub' and/or uses associated with the medical profession.

As presented here in this study is the analysis of the existing urban setting leading to an understanding of the future desired urban character within Wentworthville town centre.

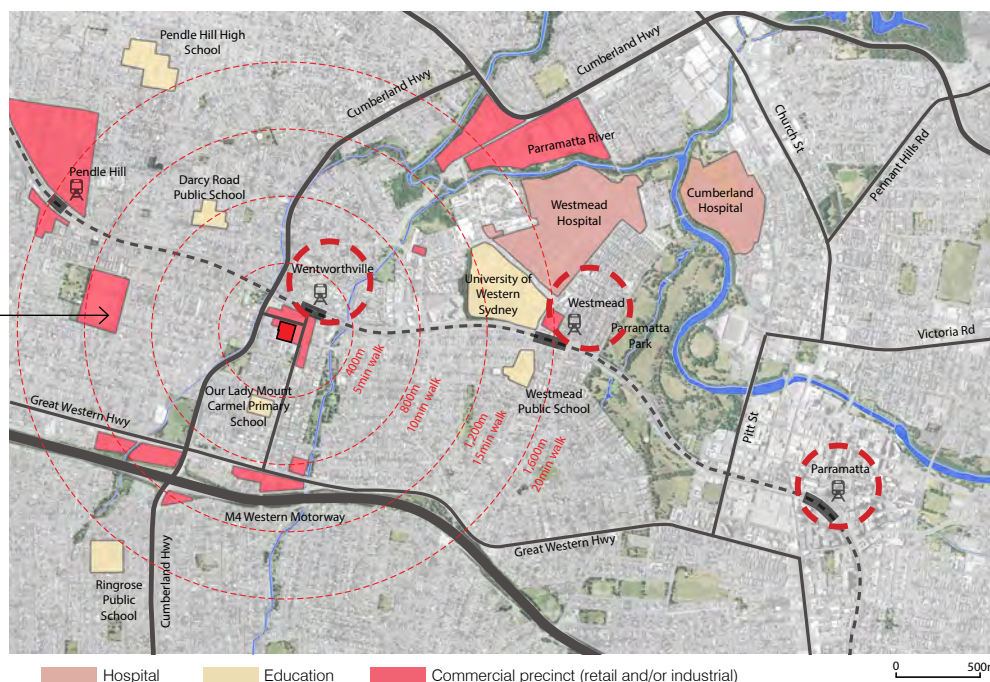
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'Wentworthville Town Centre could demonstrate how urban revitalisation should be across Metropolitan Sydney', says the Urban Taskforce CEO Chris Johnson, "Wentworthville centre needs a big dose of revitalisation to boost its economic viability...It is centres like this situated around a railway station that must pull their weight with a good amount of housing, jobs and retail development."

The Urban Developer.com, 24 April, 2015



Former Bonds industrial site is to be redeveloped as a new urban quarter with residential and commercial uses



The site shown located within the regional context of Sydney

PTW 1. Urban Structure: Existing Urban Character

The development site is edged by streetscapes within an urban town centre. In any new redevelopment urban activation and vitality will be provided to enhance the town centre character.

The town centre of Wentworthville, for purposes of this study, is bounded by the Western railway line to the north, properties along Station Street to the east, properties along Pritchard Street to the south and Cumberland Highway to the west. The former Leagues Club site, on the corner of Cumberland Highway and Dunmore Street, has been excluded from the town centre precinct.

Located within the town centre of Wentworthville, the site is bounded by Dunmore Street to the north and Pritchard Street to the south. This large site is located mid block between Station Street to the east and Garfield Street to the west. The primary urban address is off Dunmore Street while a secondary address with potential vehicle entries is available off Pritchard Street.

The urban neighbourhood character of the town centre consists of low rise retail buildings. To the east west of the site and town centre are smaller free standing suburban residential uses with low rise community uses aligned to the open space areas of the creek lines. To the southern edge of the town centre and the site, again low rise commercial retail and community uses align Station Street with suburban residential buildings.



Dunmore Street looking west



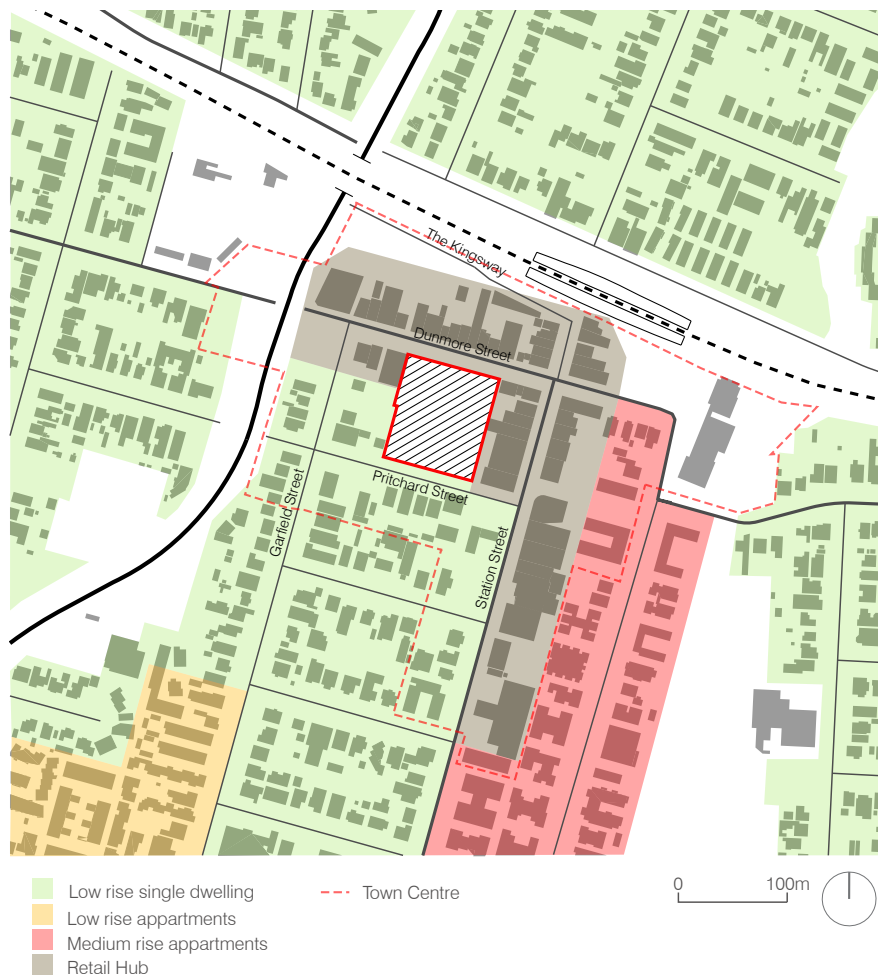
Pritchard Street looking west



Pritchard Street looking east



Station Street looking south



Site Opportunity

The development site is edged by streetscapes with a distinct urban character. In any redevelopment of the site this character is to be recognised. Retail awnings contribute to the streetscape character of Dunmore and Station Streets while a more open pattern integrated with street trees contribute to the urban character of Pritchard and Garfield Streets. Currently The Kingsway does not contribute positively to the urban character of the town centre.

This study recognises the urban neighbourhood character of the town centre as defined by its streetscapes:

- _ Station Street: street edge development as a retail street with awnings;
- _ Dunmore Street: higher scale active street edged with mixed use buildings and street awnings;
- _ Pritchard and Garfield Streets: lower scale of mixed use buildings with street trees; and
- _ The Kingsway: a roadway providing access to the railway station.

PTW 2. Landform and Street Network

The gently undulating topography of the local area has resulted in a rectangular grid system of streets with narrow blocks for retail uses and larger blocks for suburban residential and community uses.

The topography of the local area has resulted in a rectangular grid system of streets with narrow blocks for retail uses and larger blocks for suburban residential and community uses. Station Street aligns with the ridge line while the Western railway cuts across it. The alignment of Cumberland Highway partially follows a drainage line.

Bounded by creek lines to the east and west, and the railway to the north, the rectangular urban block pattern of the town centre is primarily influenced by the east west alignment of Dunmore and Pritchard Streets with narrow retail blocks alignment to Station Street to the east. The area is characterised by long streets, having a similar width, aligned to the ridge line of the town. Station Dunmore Street rises to the west to link with Pendle Hill.

The Western railway, Cumberland Highway and Great Western Highway on the other hand cut across this urban pattern and undulating landscape.

The highest point within the Wentworthville Town Centre occurs at a point midblock on Dunmore and Pritchard Streets in association with the development site. This ridge is somewhat lower than the significant landform feature of the area - Pendle Hill. Interestingly Dunmore Street connects westerly with this significant hill and the former Bonds Industrial Site. To the south of the town centre, the landform rises gently past the Great Western Highway to the rolling landscape of Greystanes and Prospect.

The street grid of the surrounding neighbourhood appears to be the result of the combination of the convergence of major elements such as ridge lines, creek lines, the Western railway and the main street retail uses along Station Street. The subdivision pattern of the town centre varies considerably from narrow retail frontages of medium depth to generous lots of considerable depth associated with residential and community uses. The street block pattern with wider streets reflects the area's mixture of use retail, former residential and community uses.

Site Opportunity

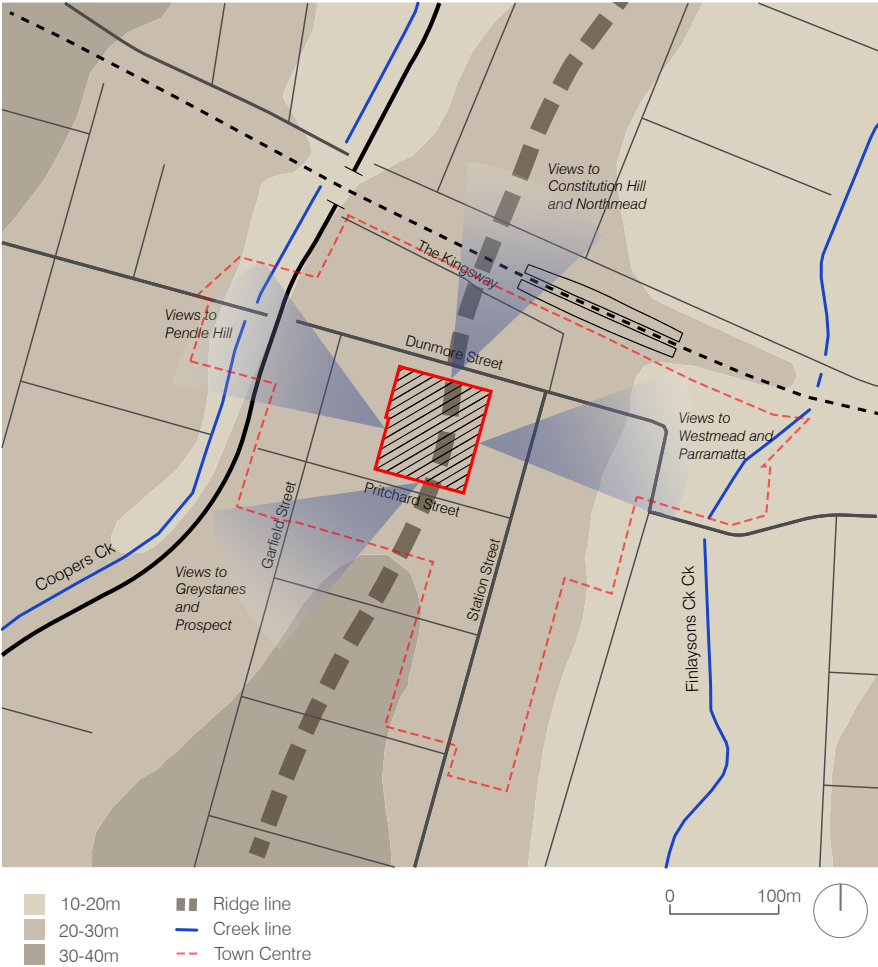
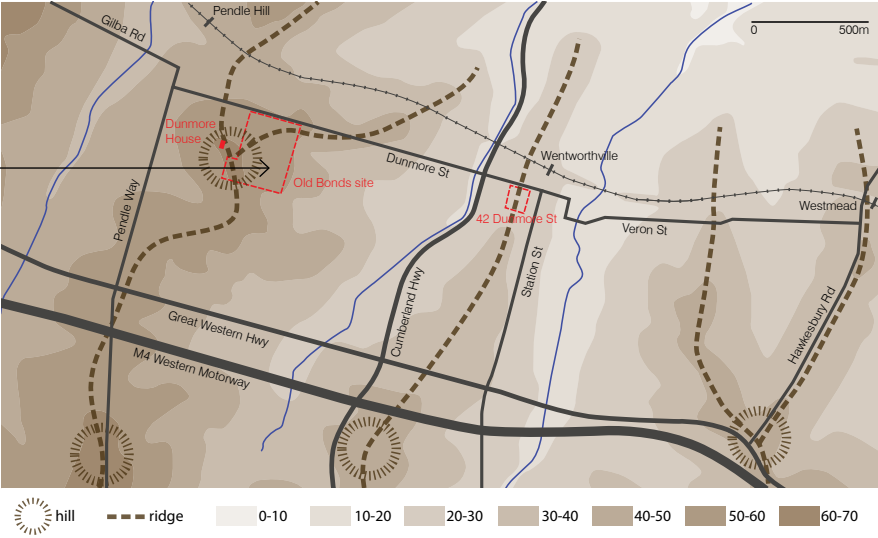
The site area is in close proximity to Cumberland Highway with connection to the Great Western Highway, Windsor the M2 and M4 motorways.

The site, within the town centre of Wentworthville is on elevated gently sloping ground in close proximity to the railway station with opportunity for northerly views of vegetated ridge lines to Constitution Hill and Northmead. Easterly views to Parramatta, westerly views to the vegetation canopy of Pendle Hill and Southerly to Greystanes and Prospect can also be gained. Consideration of the relationship between the development site on the Wentworthville town centre ridgeline and the former Bonds Industrial site on the eastern flank of Pendle Hill should be undertaken.

The site is large and unfragmented, and with two street frontages, has the potential for greater density.

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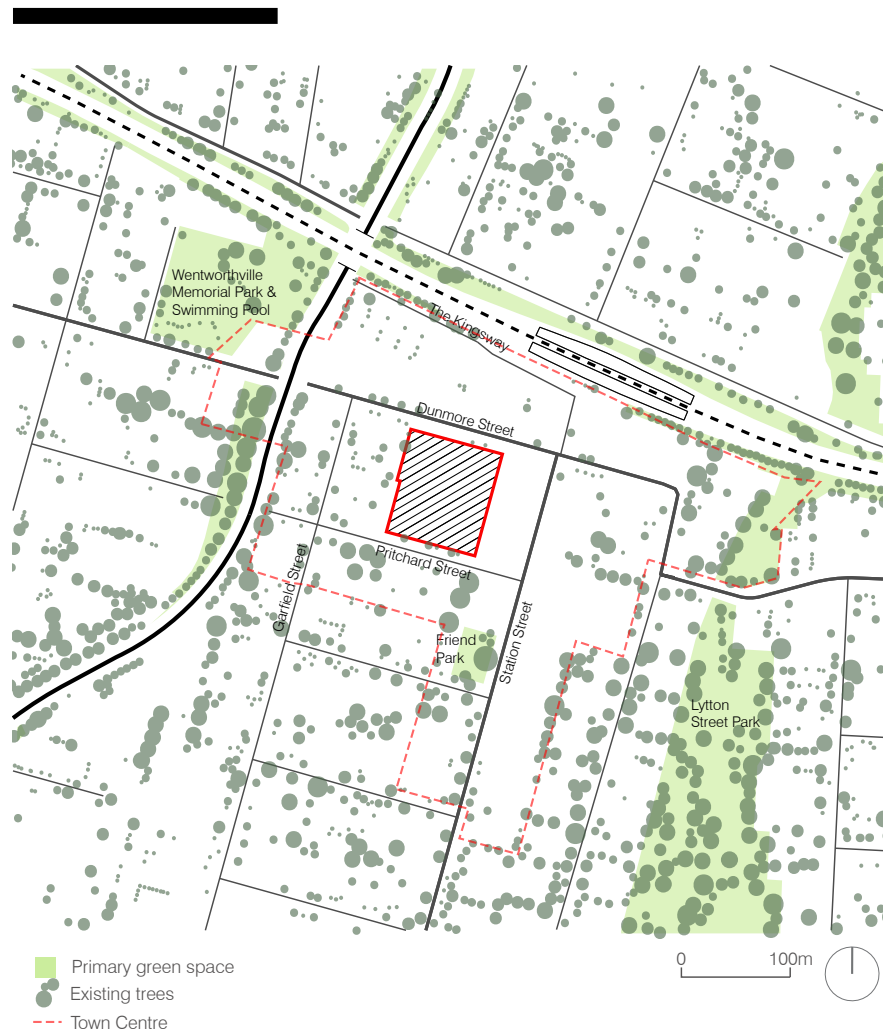
Former Bonds industrial site is to be redeveloped as a new urban quarter with residential and commercial uses



The site located with the topography of Sydney

PTW 3. Open Space Network

Open space areas within Wentworthville are located to the edges of the town center within vegetated corridors associated with the region's drainage lines. There are no formalised community open spaces within town centre other than pavement edges. Public open space and significant street tree planting are valued urban and place making features which are scarce at Wentworthville.

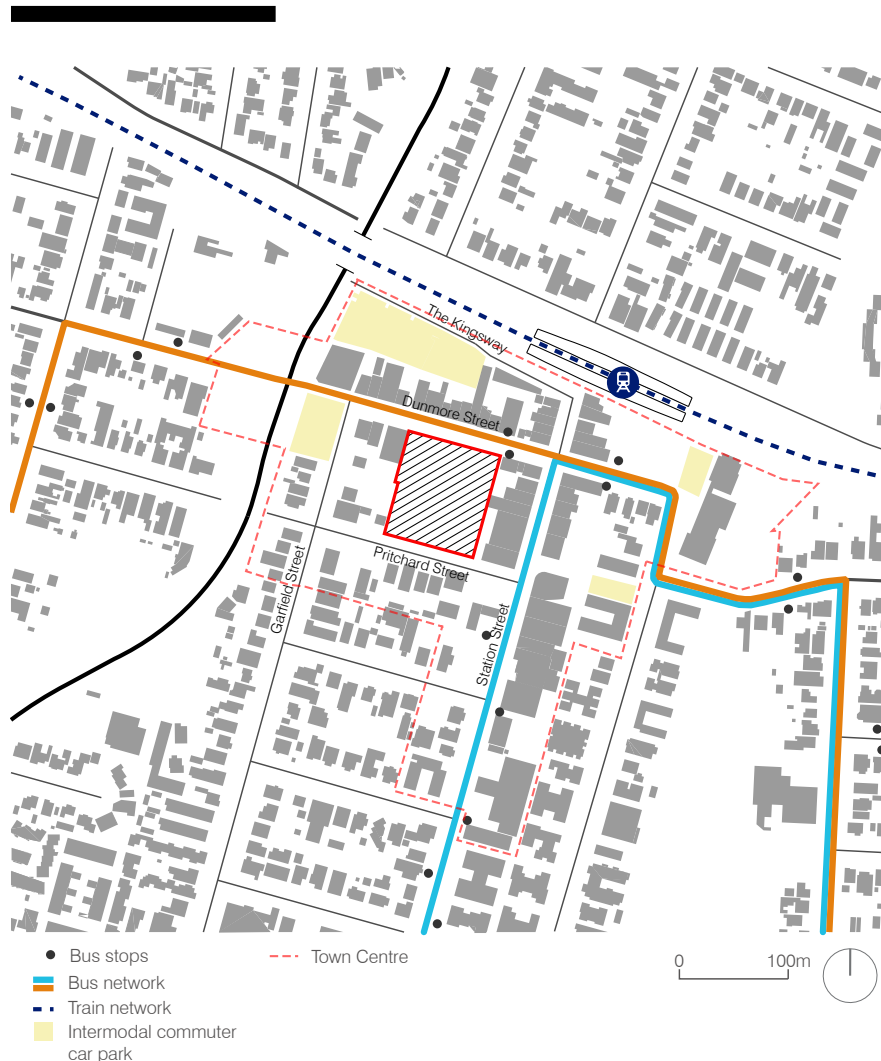


Site Opportunity

The pattern of landscape around the site area is varied with peripheral and interstitial open spaces aligned to existing drainage lines: a library community centre is located within a vegetated corridor to the east of the town centre while a swimming pool and vegetated corridor is aligned to Cumberland Highway to the west. Native street tree plantings are found along Pritchard Street and adjoining suburban residential streets. As the site has a central location within Wentworthville, an opportunity for new place making in the form of a new public open space, with enhanced community amenity, is presented.

PTW 4. Transport: Rail and Bus

Access to public transport in close proximity to the site is excellent with the site being well served by rail and bus. The site is within walking distance of Wentworthville train station and a number of nearby bus stops.



Site Opportunity

The site area is strategically located within the town centre of Wentworthville and the railway station. The site is well located in the context of Sydney's existing primary rail and bus networks which gives access to the employment areas of Westmead, Parramatta and Sydney City. In addition to this, the site area is well served by footpaths for access to a range of nearby community uses including community pool, community hall and schools.

PTW 5. Local Mixed Use Centres

The town centre of Wentworthville generally consists of smaller scale street based retail supplemented by the retail mall of the development site. Several mixed use retail centres are located away from the town centre of Wentworthville and in these areas they lack the proximity of access to public transport corridors.

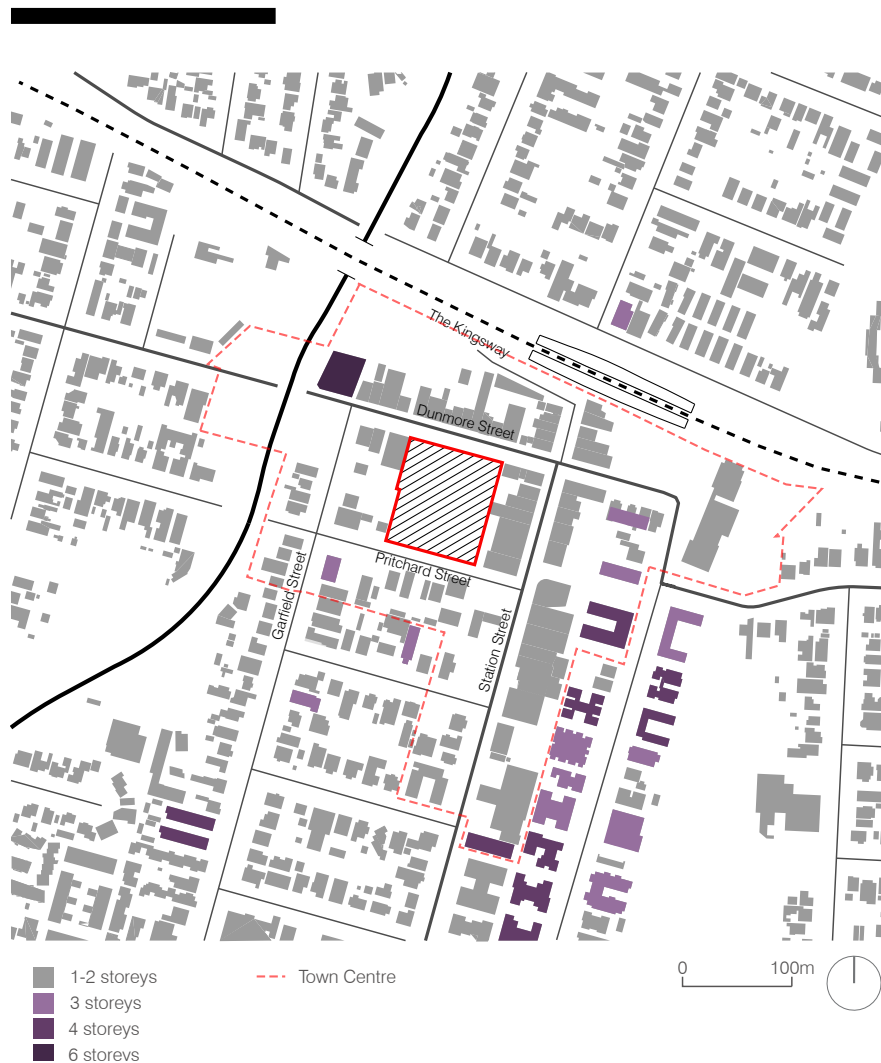


Site Opportunity

An important aim of the Metropolitan Strategy is to create more vibrant places and revitalised suburbs where people want to live – welcoming places and centres with character and vibrancy that offer a sense of community and belonging. In the redevelopment of the site consideration is given providing an intensity of mixed uses in close proximity to public transportation. Consider integration mixed-use retail, professional suites, residential uses and potential new community uses to create a vibrant community focused town centre.

PTW 6. Local Character: Existing Building Heights and Precincts

The town centre of Wentworthville is currently dominated by low scale development of 1-4 storeys. Taller buildings are located to the western edge of the town centre as gateway urban form off Cumberland Highway.



Site Opportunity

Provide new taller mixed use commercial and residential buildings within the town centre, especially along Dunmore Street in the creation of an active urban street in close proximity to public transport. Consider the role of new built form to define the town centre and frame views, especially off Cumberland Highway. Seek to locate taller urban markers away from Station Street.

PTW 7. Local Pattern: The existing Figure Ground

The figure ground demonstrates levels of complexity in the local region. An open pattern consisting of large footprint buildings, smaller street based retail and suburban residential uses align with a street grid to both sides of the railway.



Site Opportunity

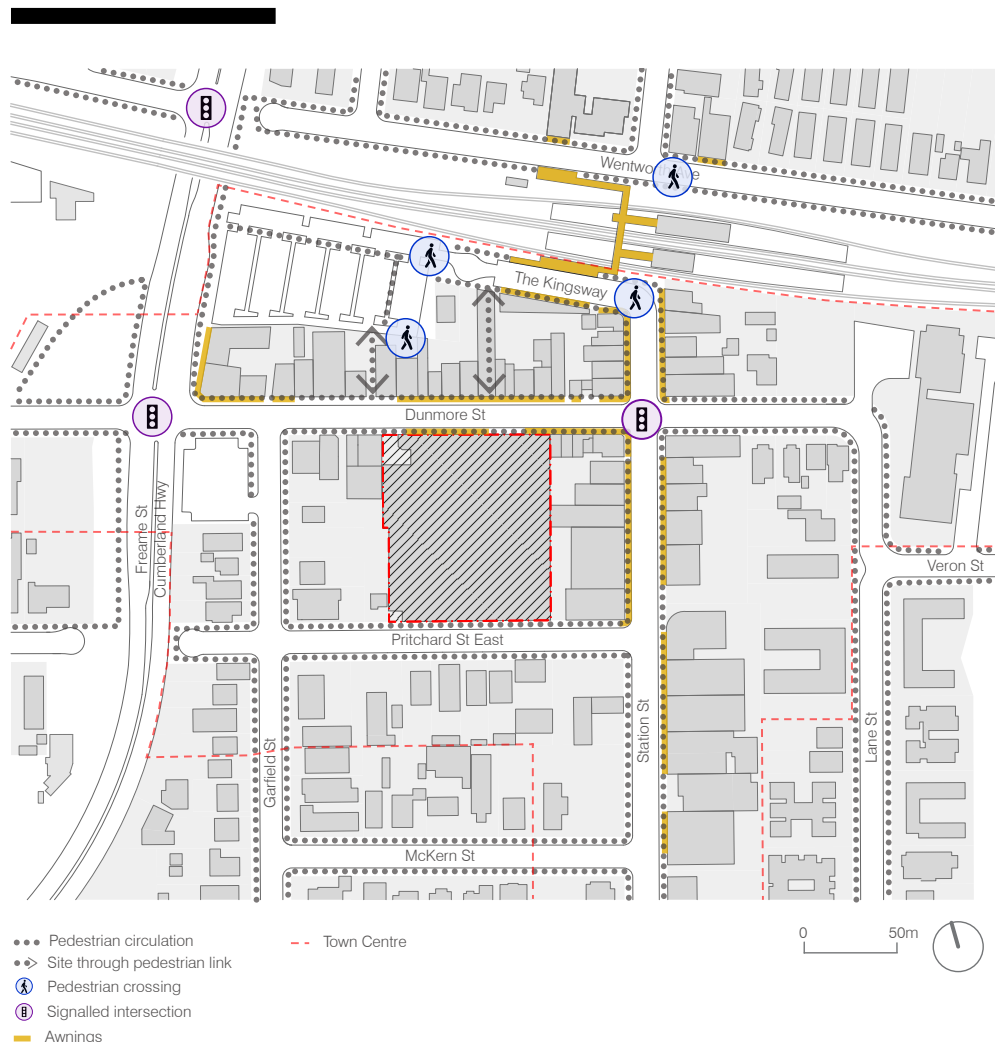
The figure-ground diagram clearly reveals how Station Street, the east west alignments of Dunmore and Pritchard Streets, the Western railway and the creek alignment of Cumberland Highway have strongly influenced the built form in the area. The pattern of development within the town centre is generally more open in pattern, but this is not publicly accessible. Consider developing Dunmore and Pritchard Streets to have a stronger a street edge alignment that is more urban publicly accessible open space.

PTW 8. Pedestrian Network

Streets with associated pavements generally define the pedestrian network of the town centre.

Awnings define the street based retail with additional awning cover at the railway station.

Midblock pedestrian connections via retail malls and a laneway give limited uninviting pedestrian access between The Kingsway through to Dunmore and Pritchard Streets.



Site Opportunity

The site is centrally located within an urban block which is over 190m long. An opportunity for a pedestrian mid-block link through the site can be provided as part of new place making and improved public domain pedestrian linkages.

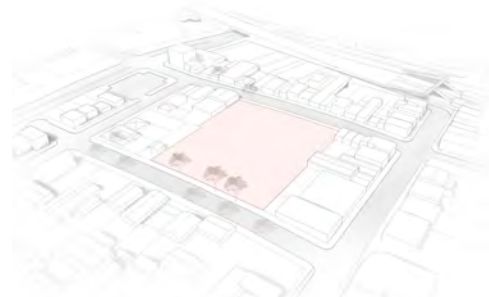
PTW 9. Local character: Existing Building height and Public Domain Interface

New building heights within Wentworthville can be used to reinforce the urban structure of the town centre. New taller built form will align to the existing streets and be used to define new publicly accessible open space.

A mixture of building heights across the town centre is the result of different uses and built form outcomes. No singular building form element defines the urban town centre of Wentworthville with smaller scale street edge retail located to the east and newer multistorey mixed use developments (with street edge podiums and tower forms) located to the west of the town centre.

The success of the public domain is also dependant upon the activities contained within the built form and how they activate the adjacent streets and public places. The provision of a stepped skyline, a variety in balcony treatment and street edge landscape plantings contribute to a varied and vibrant urban pattern.

New taller built form aligned to the existing streets and used to define new publicly accessible open spaces is to be considered.



Existing built form within the town centre of Wentworthville with the development site shown centrally located.

Site Opportunity

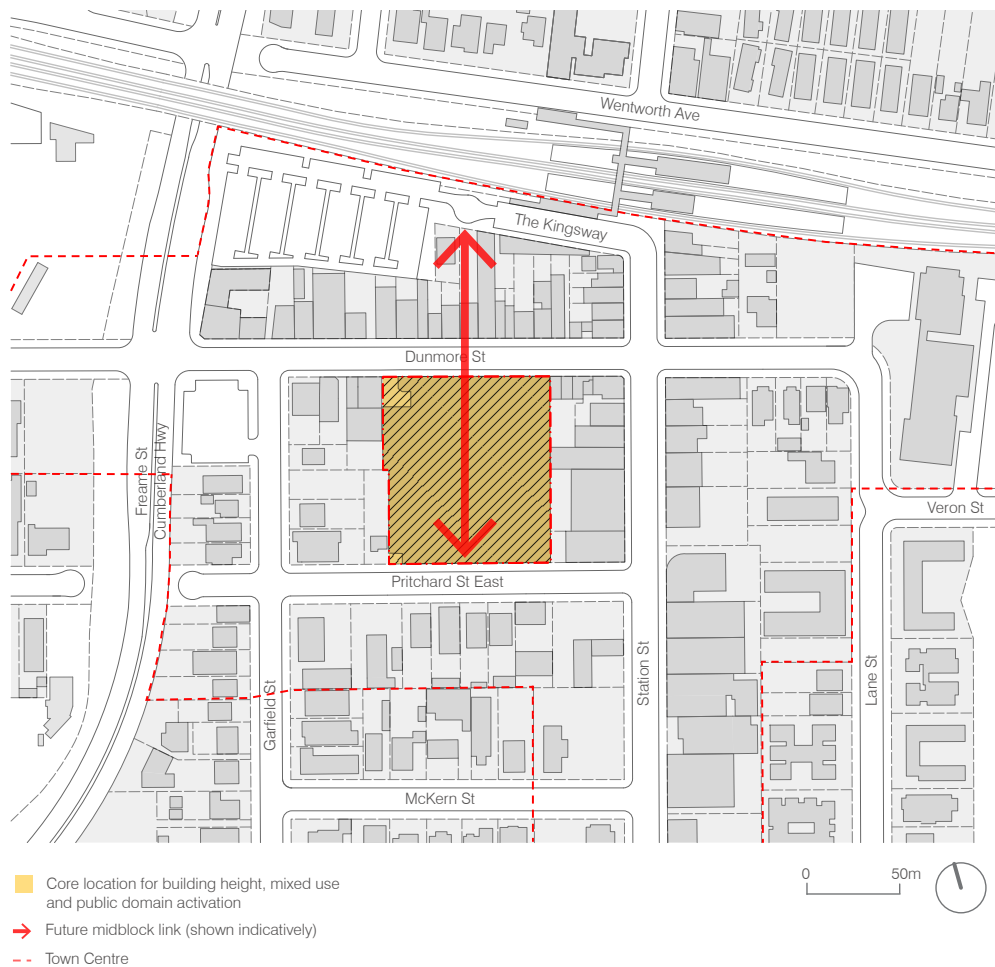
New built form within Wentworthville should contribute to the creation of a vibrant and active town centre. Also consider the use of an accent of building height within the town centre as an urban marker without impacting the retail character of Station Street. Provide building height along the southern edge of Pritchard Street as transition to adjoining suburban scales.

Consider greater emphasis in height in association with an intensity of new mixed-uses. Modulated taller buildings can be accommodated along Dunmore Street with a varied building interface. Define new public domain with opportunity as a mid block pedestrian connection linking Pritchard to the railway station to improve the urban character and public amenity of the area.

New public domain element

A new mid-block link and public domain element providing a new active and community assert. This public domain element shall have three parts:

- _an active northern edge connected to street retail of Dunmore Street
- _middle section providing vertical access to under croft retail anchor (i.e. supermarket) and southern/upper level open space
- _a passive southern edge with upper level connections to commercial business open space



10. Regional analysis: Defining New Building Height

Relate building height with Sydney's hierarchy of urban/activity centres. These urban centres are not low rise villages but are formed by mixed use developments with higher densities and a diversity of built form in close proximity to public transport corridors.

Existing building heights and density within Wentworthville's town centre do not correlate with the importance of this urban centre within the Metropolitan area of Sydney, that is being in close proximity to public transport and adjacent to Westmead and Parramatta City. Defining new building height through a regional analysis is of can help define new building height within the urban centre of Wentworthville. Parramatta, Westmead, Toongabbie, Seven Hills Blacktown and Merrylands all have the potential to become urban centres of varying significance as they have access to public transport corridors. These centres are currently experiencing great change as new built form is used to define mixed-use transit orientated development. Under the NSW Government's Metropolitan Strategy, Wentworthville abuts Parramatta and Westmead - as western Sydney's CBD.

New building height associated with new development at Wentworthville can be considered in terms of building heights set to a height well below the maximum development heights within the Major Centres of Sydney. Parramatta is a large Major Centre located east of Wentworthville. Proposed taller mixed use residential buildings within the Parramatta urban centre will be located adjacent to the railway station and range in height up to 90 storeys. Rhodes has recent mixed use residential developments as urban markers in the order of 26 storeys; with Blacktown having a recent mixed use residential development of 14 storeys; while Sydney Olympic Park has a proposed residential urban tower in close proximity to the railway station at 26 storeys.

For Wentworthville, which is at the lower end of any hierarchy of Urban Centre within the Sydney Metropolitan Strategy, taller buildings having a range in height of the order of 15 storeys, with urban markers at around 25 storeys would be considered acceptable, subject to the preservation of winter sunlight to the public domain.



Proposed mixed use developments within Parramatta City have taller buildings located adjacent to the railway station.

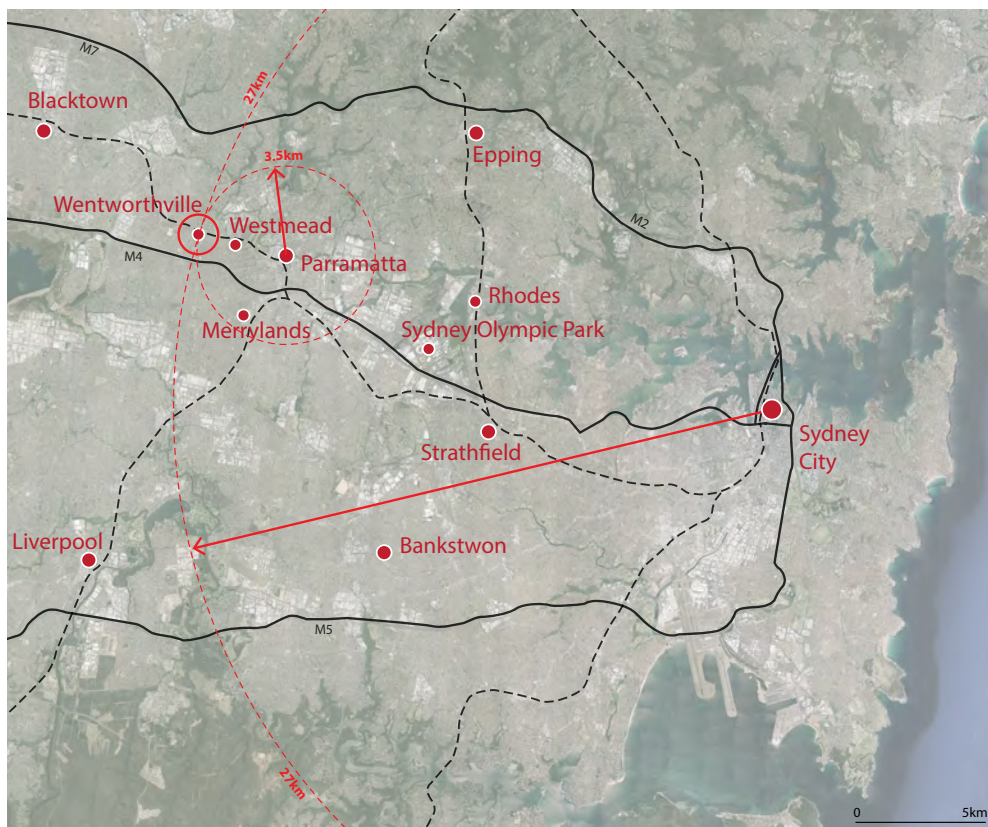


Top Left: proposed 90 Storeys, Parramatta
Top right: proposed 26 storeys, Sydney Olympic Park
Bottom Left: 14 storeys, Blacktown
Bottom Right: 26 storeys, Rhodes

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The Sydney Metropolitan Strategy, Planning NSW



Site Opportunity

New building height within Wentworthville should enhance the urban character of the town centre while providing solar winter access within the public domain. Relate building height with Sydney's hierarchy of urban centres located along railway corridors as identified in the Sydney Metropolitan Strategy. Define building height relative to a gradation of building height associated with the role of urban centre within the Metropolitan Strategy. Consider greater emphasis in height in association with an intensity of new mixed-uses within the town centre and adjacent to railway station.

Sydney's urban centres are not low rise villages but are formed by mixed use higher densities in close proximity to public transport. Building heights need not be based on 6-8 storey street edge development but respond to each regional streetscape and landscape character presenting a greater diversity and site specific built form.

PTW 11. An urban vision

The key to higher density living in Wentworthville is not only the architectural quality and apartment type to meet SEPP 65 but the quality of the public domain at the doorstep.

The urban vision for the redevelopment of 42-44 Dunmore Street aligns with The Sydney Metropolitan Strategy. *"A Plan for Growing Sydney, under the Sydney Metropolitan Strategy, includes a vision for Western Sydney that will secure the city's productivity into the future – so that Western Sydney can meet its full potential, build strong (urban) centres and be an even greater place to live. Western Sydney will drive the future productivity of Sydney and NSW."*

In this urban vision consider greater building height along Dunmore Street in association with a higher density of mixed-use and to acknowledge the more urban character of this street within the Wentworthville town centre. Consider a different street edge treatment along Pritchard Street to acknowledge the less retail focused street character.

In the redevelopment of Wentworthville town centre it is envisaged that a mixture of commercial and residential uses will be accommodated. Within the site new retail, commercial office uses (likely to be dedicated professional offices in support of associated health uses) could be incorporated.

The key to higher density living in Wentworthville is not only the architectural quality and apartment type but the quality of the public domain. As the development site is unique in the town centre context, in that it is large and unfragmented, this study supports greater development yield.

Proposed redevelopment of 42-44 Dunmore Street is considered in terms of a desired future urban character for the Wentworthville town centre. The following key features are identified:

- _create an urban centre with an emphasis on mixed use and shop top housing;
- _retention of street based retail along Station Street;
- _provide a mid-block pedestrian link within the proposed development which is integrated with a new civic urban space;
- _provide urban markers within the proposed development site that do not compete with the lower scale of Station Street;
- _Dunmore Street will be developed as an active urban mixed-use retail street;
- _Pritchard Street will be developed as a less active mixed use street, being vegetated street and smaller scale commercial office uses.



Central open space connection - view from Dunmore Street

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Central open space connection - view from Pritchard Street



The central location of the development site will allow the provision of new and community focused open space integrated with the existing public domain pattern of Wentworthville's town centre.

PTW 12. Urban Design Principles and Key Objectives

Redevelopment of the site will provide active street edges linked to the amenity of new public open spaces as a mid block link.

The following Urban Design Principles for the redevelopment of 42-44 Dunmore Street are identified:

Views and Vistas

The site has high visual exposure and access within the town centre of Wentworthville. The development site is clearly visible off Dunmore and Pritchard Street and will have visual connection with the redevelopment of the former Bonds industrial site at Pendle Hill.

As a potential urban marker, views of the development site when entering the town centre along Dunmore Street and off the Cumberland Highway is considered.

New development will provide elevated views overlooking Parramatta River catchment to the north and the rolling hills of Greystanes and Prospect to the south-west. Elevated views to the east will allow views of the vegetated ridge-lines of Winston Hills and North Parramatta.

Access and Public Open Space

Redevelopment of the site will provide an active street edge along Dunmore Street. Provide mid block connection.

Design each residential apartment tower to provide an appropriate urban address with clear entries off a new mid-block link.

Locate new vehicle entries to be off Pritchard Street.

Locate a new public open space (and mid block link) within the site for improved public amenity and outlook. A new community heart is presented.

Permeable Access Pattern

Provide a publicly accessible link and public domain as part of a town centre permeable network.

An active ground plane and public open space strategy

Within the site establish different public domain landscape characters as community amenity. Promote a vibrant street life that encourages the community to engage. Support Station and Dunmore Streets as the 'active street based retail'. To the site provide new retail uses in conjunction with new upper level commercial business uses.

Massing Strategy

Provide taller buildings along the northern eastern edge of the site as urban markers.

Provide modulation in building height across the site and allow lower buildings along the southern edges as a transition to the adjoining low rise buildings.

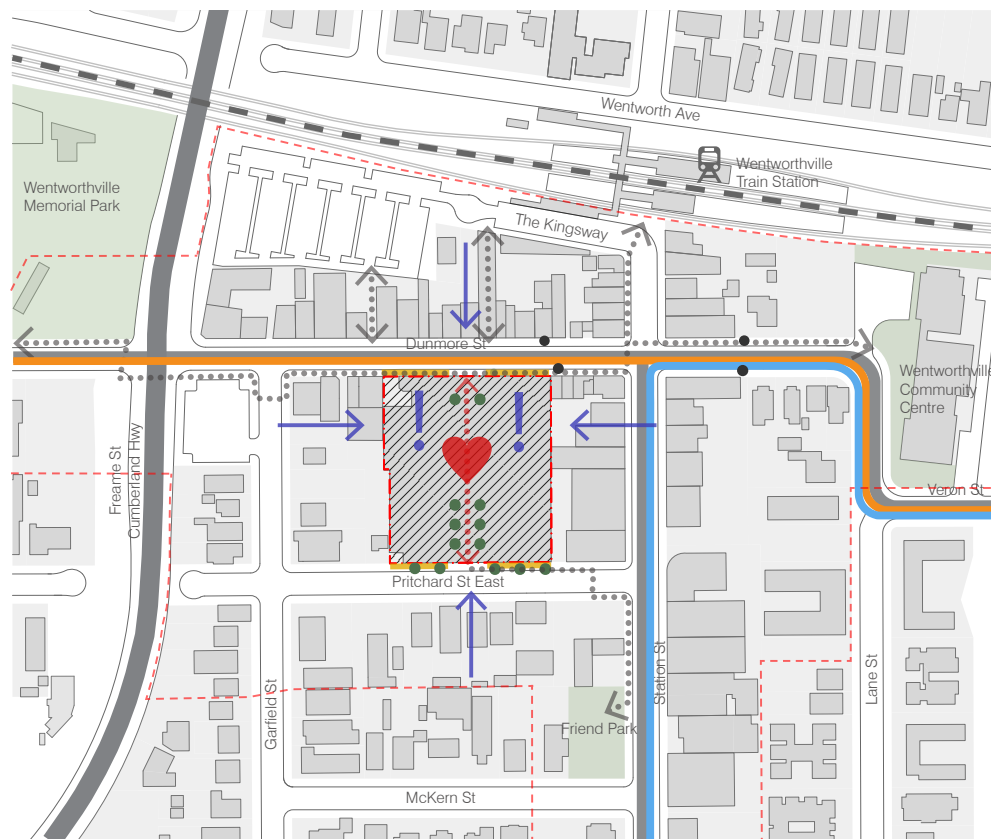
Redevelopment of the site will mitigate the following likely urban impacts:

- 1 Noise from trains and roadway
- 2 Address privacy from adjoining uses as well as within the new development
- 3 Prevent overshadowing onto new public domain and mid-block link
- 4 Vehicle access off Pritchard Street
- 5 Position of servicing to ensure street edge activation

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- Adjacent low scale residential zone
- Town Centre
- ∇ Noise from main road and train line
- Need to control shadowing from development
- ▲ Site vehicular access
- ... Level changes required to meet street levels



- Main roads
- Train line
- Bus network
- ... Main pedestrian links
- ... Opportunity for through site link
- Primary green space
- Opportunity for tree planting
- Opportunity for shopfront awning
- ♥ Opportunity for community heart
- Opportunity for an urban landmark



PTW 13. Defining Building Height

New building height for the development site will give urban accent within Wentworthville town centre in association with an intensity of mixed residential uses.

The following Building Height and Massing Strategies for the redevelopment of 42-44 Dunmore Street considers greater building height and articulated built form outside the current LEP Provisions.

Building Height Strategy

Provide new building heights along Dunmore to give urban accent in association with an intensity of mixed use away from the lower scaled shop top housing strategy of Station Street.

Massing Strategy

Provide taller buildings along the northern edge of the site along Dunmore Street.

Consider two urban markers set at a height which aligns with proposed development heights within the former Bonds Industrial site.

Provide lower rise development along Pritchard Street utilising street edge podiums with shorter tower forms.

Provide modulation in building height across the site and allow lower buildings to the southern edges as a transition to the adjoining low rise buildings on Pritchard Street.



The proposed urban markers to the development site looking west along Dunmore Street. Adjoining building heights represent the existing and draft LEP building heights.

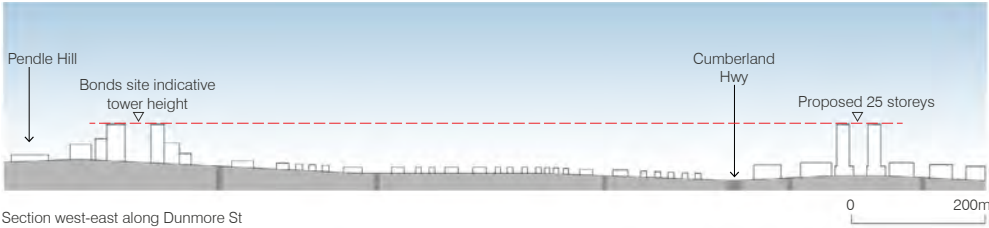


The proposed development site looking west along Pritchard Street. Adjoining building heights represent the existing and draft LEP building heights.



The proposed built form massing of the site within the current Draft LEP height modulation of the town centre.

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Section west-east along Dunmore St

Within this urban study, proposed urban markers within the town centre of Wentworthville is to relate to proposed development within the former Bonds Industrial site.



Within this urban study, the proposed height and massing strategy acknowledges that this central and large and unfragmented site within the town centre can support greater development yield.

PTW 14. New central open space

The provision of high quality of the public domain is essential within Wentworthville town centre.

The new central open space and civic hub (as series of three interlocking individual spaces each with its own character) is proposed to link with the surrounding streets. These open spaces provide civic, commercial and retail services along their edges. Open colonnades allow for low-scaled protective perimeters to both east and west edges, linking the key streets of the precinct.

The public domain character of the proposed mid block link shall consider the following:

_ 20m wide public open space linkage;

_ provision of undercover access between Dunmore and Pritchard Streets;

_ an active northern edge connected to street retail of Dunmore Street;

_ middle section providing vertical access and sight lines to an undercroft retail anchor (i.e. supermarket) and southern/upper level open space;

_ a passive southern edge with upper level connections to an open space with commercial business uses;

_ solar access in wintertime;

_ deciduous canopy trees;

_ central water feature to southern section;

_ planters along level changes and steps to lower ground floor/sunken courtyard;

_ street furniture;

_ catenary lights to avoid vertical obstacles at pedestrian level; and

_ high quality stone and timber pavement finish.



Public open space - view from Dunmore Street

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Public open space - view from Pritchard Street



Precedence studies of the public open space

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