

Planning Proposal



Wentworthville Mall Amendment to Holroyd LEP 2013

Submitted to Holroyd Council
On behalf of Austino

June 2015 ■ 14469

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1.0 Introduction

This Planning Proposal has been prepared by JBA on behalf of Austino Property Group (Austino) as owners of the Wentworthville Mall (the site).

The site is bounded by Dunmore Street to the north, Pritchard Street to the south and existing commercial development to the east and west. It is currently occupied by the Wentworthville Mall, which is reaching the end of its useful economic lifespan. It is proposed to redevelop the site with a mixed use, transit oriented scheme incorporating a mixed use podium, four residential towers ranging in height from 13 to 25 storeys and a publicly accessible civic plaza.

The proposed scheme is described in more detail in Section 5.0 and is illustrated in the Concept Design Report prepared by PTW, which is provided at **Appendix A**.

The site is subject to the *Holroyd Local Environmental Plan 2013* (the Holroyd LEP). To facilitate the proposed scheme, this planning proposal seeks to amend the Holroyd LEP to:

- increase the maximum building height from 23m to 88m
- increase the maximum floor space ratio (FSR) from 2.4:1 to 7.5:1.

This Planning Proposal describes the site and the proposed changes to the Holroyd LEP and provides a justification for the proposal. The report should be read in conjunction with the Concept Design Report prepared by PTW at **Appendix A** and specialist consultant inputs appended to this report. The report has been written in accordance with the former Department of Planning and Infrastructure's publication *A Guide to Preparing a Planning Proposal* (October 2012) and *A Guide to Preparing Local Environmental Plans* (April 2013).

2.0 Background

Council has undertaken a significant amount of planning work over recent years for the Wentworthville town centre (the town centre). Although commended, due to inconsistencies in its direction, this has unfortunately created uncertainty and has compounded some of the economic challenges currently facing Wentworthville.

Council commenced a comprehensive review of its 1991 LEP in the mid-2000s. Informed by the findings of detailed technical studies into matters such as economics and housing, the first step in this review process was the preparation of a number of sectoral strategies, including the Retail Centres Strategy (Hill PDA, 1998) and the Housing Strategy (Holroyd Council, 2010). The findings of these studies included:

- acknowledgment of the significant potential for growth in the Town Centre
- recommendation for the accommodation of over 1,000 new dwellings in the Town Centre
- recommendation that 11,500sqm of new retail floor space be provided in the Town Centre by 2021.

The DHLEP 2010

Informed by these strategies, council released its draft LEP 2010 (DHLEP 2010) for public exhibition between 25 October 2010 and 12 December 2010. The draft Holroyd DCP was also publicly exhibited during this period. The proposed planning controls for the site under the DHLEP 2010 were:

- **Zone:** B2 Local Centre
- **Maximum FSR:** 2.4:1
- **Maximum height:** 24m

Subject to this public exhibition and in response to public submissions, on 31 May 2011 Council resolved to amend the DHLEP 2010 to increase heights and densities in the Wentworthville and Merrylands Town Centres and undertake re-exhibition of a revised instrument known as Draft Holroyd Local Environmental Plan 2011 (DHLEP 2011).

The DHLEP 2011

The DHLEP 2011 was publicly exhibited between 13 July and 31 August 2011. During this further exhibition period two submissions were lodged requesting Council to hold a public hearing. Prior to the public hearing, at its meeting on 15 November 2011, Council considered a further report on the Merrylands and Wentworthville Town Centres and deferred the area for further, separate public exhibition. The proposed planning controls for the site under the DHLEP 2011 were:

- **Zone:** B2 Local Centre
- **Maximum FSR:** Nil
- **Maximum height:** northern section - 50m & southern section - 24m

The DHLEP 2012

On 10 April 2012, Council resolved to adopt DHLEP 2011 (renamed to the draft LEP 2012) (the DHLEP2012). Wentworthville Town Centre and Merrylands Town Centre were deferred matters in DHLEP 2012. Council undertook further investigation into the town centre and publicly exhibited draft controls in June and July 2012 which were:

- **Zone:** B2 Local Centre
- **Maximum FSR:** 5.5:1
- **Maximum height:** northern section - 50m & southern section - 24m

The Council officers report recommended controls for Merrylands and Wentworthville Town Centres be adopted. However, at its extraordinary meeting on 18th July 2012, Council resolved to adopt the proposed controls for the Merrylands Town Centre but abandon the controls for the Wentworthville Town Centre as specified in the DHLEP 2012 and to instead revert to those in the DLEP 2010.

This decision resulted in approximately 80 town centre stakeholders attending a council meeting to discuss the economic challenges affecting the town centre and requesting that council invest in the preparation of new targeted planning controls to facilitate its revitalisation.

As a result of this meeting, Council nominated the Town Centre as a potential Urban Activation Precinct (now the Priority Precinct program). The Department of Planning and Environment (the Department) undertook investigations into this nomination, including the town centre and surrounding residential areas, in 2012. The Department concluded that although the area had the potential to accommodate a significant amount of growth, compared to other candidates the town centre was not considered to be of sufficiently high priority for intensive planning. However, the Department confirmed its commitment to the revitalisation of the Town Centre by providing council with funding to undertake a comprehensive review of planning controls for the town centre. Council is currently undertaking this review (the Wentworthville Centre Revitalisation project). Community consultation was undertaken in mid-2014, and it is expected that a draft Planning and Place Making Strategy will be finalised in early 2015 and draft controls prepared in mid to late 2015. The community aspirations that emerged from the round one consultation were:

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

3.0 The Site

Key site details are shown in **Table 1**.

Table 1 – Site details

Address	42 – 44 Dunmore Street, Wentworthville
Lot and DP	Lot 11 DP746514
Owner	Austino Property Group
Site area	8,952m ²
Site frontages	Dunmore and Pritchard Streets
Relevant environmental planning instrument	Holroyd LEP 2013
Zoning	B2 Local Centre
FSR	2.4:1
Height	23m

The Site is the single largest landholding in the Town Centre. It is strategically located on Dunmore Street which is one of the town centre's main streets, and is under a 5 minute walk to the Wentworthville Train Station. **Figure 1** shows an aerial photo of the site within its Wentworthville town centre context



Figure 1 – Site aerial photograph

Source: NearMap

Existing Development

The existing development on the site comprises a 2 storey enclosed shopping centre constructed in the 1980s. Retail stores are located on the ground floor, while the top floor is occupied by an open air carpark that accommodates 198 spaces and

mechanical plant. The anchor tenant is an IGA supermarket, which is supported by 32 speciality shops.

The building is not listed as a state or local heritage item and the site or surrounding precinct is not located within a heritage conservation area.

Figure 2 to **Figure 4** show existing development.



Figure 2 – Site viewed from Dunmore Street



Figure 3 – Site viewed from Pritchard Street



Figure 4 – View from roof top carpark

4.0 Wentworthville Town Centre

Under Council's centres hierarchy, the Wentworthville town centre (the town centre) is identified as Holroyd's second key centre after Merrylands. It is a well-established centre and has a broad range of commercial and community uses. It has a number of attributes that support its renewal to accommodate greater jobs and homes, including:

- outstanding accessibility to public transport, being co-located with the Wentworthville rail station
- proximity to Westmead and the Parramatta CBD
- reasonably large footprint and broad mix of uses
- absence of major environmental constraints.

However, despite these strengths and opportunities, Wentworthville is currently experiencing economic challenges. This is due to a number of factors, including competition from nearby, newer and more accessible shopping centres, fragmented land ownership and restrictive planning controls. Major redevelopment is required to catalyse the renewal of the town centre, bringing in a sufficient critical mass of residents and workers, and creating an attractive, lifestyle oriented focus that provides sufficient differentiation from other competing retail offer in the surrounding area.

Although some redevelopment has been approved for the town centre, it is not of a scale that will enable the realisation of Wentworthville's potential as a key, rail focussed centre or provide community benefit in the form of tangible public space or contributions for council to use to upgrade the public domain in a comprehensive, whole of centre manner.

5.0 The Planning Proposal and indicative development concept

The Planning Proposal seeks to amend Holroyd LEP 2013 to provide additional height and FSR to support more intensive mixed use development on the site that will help contribute to the revitalisation of the town centre.

The following section outlines the indicative development concept, the objectives and intended outcomes, and provides an explanation of provisions in order to achieve those outcomes.

5.1 Site analysis

PTW have undertaken a detailed site analysis which has informed and guided development of the planning proposal. This site analysis forms part of the Urban Design Report at **Appendix 2**.

Key findings of this site analysis include:

- **strategic location within the Sydney context** - 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 the Sydney CBD
- **strategic location within the Wentworthville context** – the site occupies a central location in the town centre, with extensive and prominent frontage to its main street
- **transport accessibility** – the site is located less than 100m to the main pedestrian entry to the Wentworthville train station and just over 100m to the Cumberland Highway, which provides direct connections to the Great Western Highway and the M4 motorway
- **access to community facilities** – the site has access to a range of nearby community uses including a community hall and schools
- **character** – the site is located within an urban context, with the Dunmore Street streetscape a higher scale active street edged with mixed use buildings and street awnings. Future development should respond to and reinforce this character
- **open space** – the town centre has a general lack of useable, urban open space and places for informal outdoor community gathering and interaction. As the site has a central location within the town centre, it provides an opportunity for new place making in the form of a new public open space, with enhanced community amenity
- **lack of constraints** – the site occupies an elevated, gently sloping site and has no environmental constraints. In particular, it is not listed as a state or local heritage item, and is not located within a heritage conservation area
- **amenity** – due to its elevated position, the site provides opportunity for future development to capture high levels of amenity in the form of northerly views of vegetated ridge lines to Constitution Hill and Northmead, easterly views to the Parramatta CBD skyline and westerly views to the vegetation canopy of Pendle Hill
- **landmark opportunity site** – the site is large, has generous dimensions and has two street frontages. It is un-fragmented and in commercial ownership, with the landowner in a position to undertake redevelopment now

- **catalyst for broader revitalisation** – the scale of the site, and the renewal opportunity presented, has the potential to stimulate renewal of the broader town centre
- **mixed use** – to maximise the potential to stimulate broader town centre revitalisation, integrated mixed use comprising retail, offices, community and residential uses should be considered
- **relationship with other centres** - consideration of the height relationship between other centres, including the nearby former Bonds Industrial site, which sets a new height marker, on the eastern flank of Pendle Hill should be undertaken
- **pedestrian connections** - the site is centrally located within an urban block which is over 190m long. An opportunity for a new pedestrian mid-block link through the site can be provided as part of new place making and improved public domain pedestrian linkages
- **density** – density should provide a critical mass of workers and residents to contribute to the creation of a vibrant and active town centre
- **built form** - new built form, in particular height, is a critical factor in achieving density, and can also be used to delineate Wentworthville's role as key centres within the Holroyd context. Taller buildings can be accommodated due to the scale of the site, and through considered and sensitive design, including height transition down to Pritchard Street, amenity impacts can be mitigated
- **the role of rail based centres** – state and local government planning policy is strongly focussed on land use and transport integration. Unique opportunities to deliver on this outcome are provided in established town centres co-located with rail stations. Facilitating higher levels of growth in such centres provides the opportunity for less well located or more sensitive centres to absorb lesser amounts of growth, and for established low density residential areas to remain relatively unchanged.

5.2 Planning and design principles

Informed by consideration of the site analysis, the planning proposal has been conceived and designed in accordance with the following principles:

- **introduce a heart** - create an urban centre with an emphasis on mixed use and shop top housing
- **enliven the street** - retain and strengthen street based retail along Dunmore Street, and activate Pritchard Street
- **provide community benefit** – introduce a high quality, useable new civic plaza comprising distinct but integrated parts, and provide the opportunity for a contemporary new community facility co-located with the plaza. Provide a scale of development that can help deliver tangible community benefit for the balance of the town centre, including through the delivery of streetscape upgrades
- **design for the pedestrian** - provide an activated mid-block pedestrian link within the site which is integrated with the new civic urban space
- **enhance the importance of Wentworthville** - provide a strong urban form marker that enhances urban legibility by signifying the importance of Wentworthville within the centres hierarchy
- **reinforce Dunmore Street** - Dunmore Street will be developed as an active, urban, mixed-use retail street

- **transition and being a good neighbour** – create a layout and design that is a good neighbour, and in particular mitigate impact on land outside the town centre.

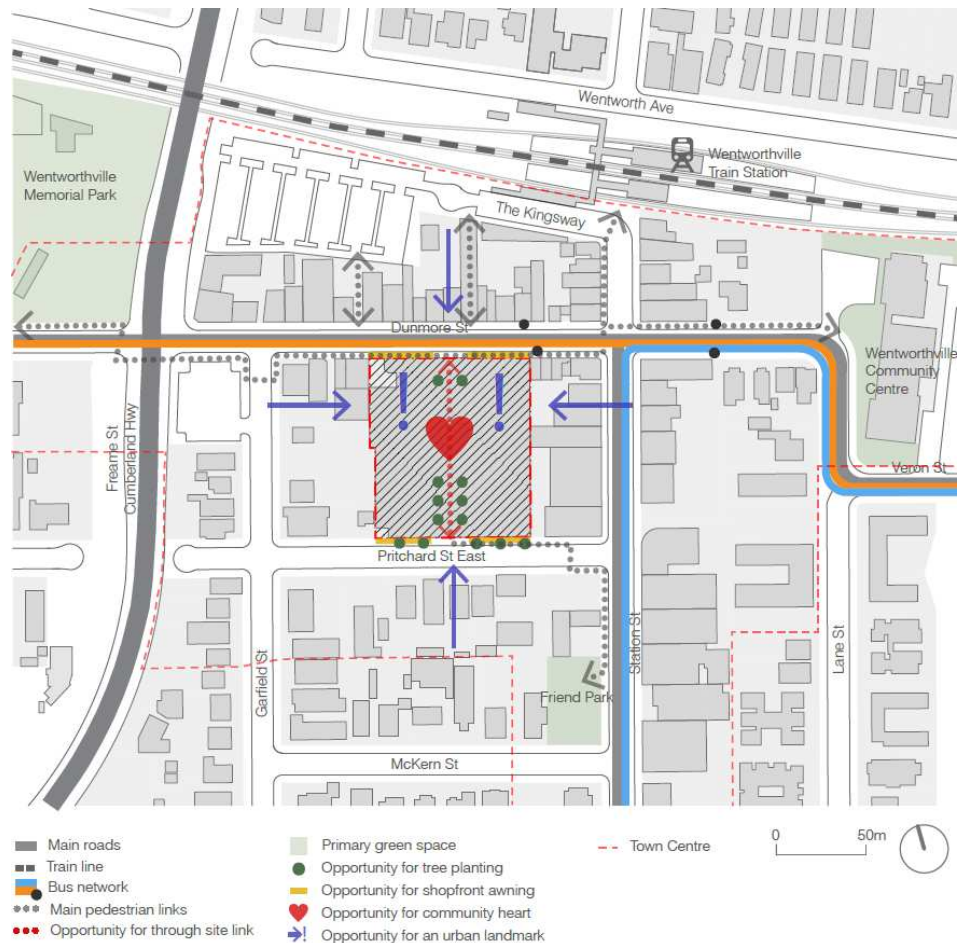


Figure 5 – Planning and design principles

Source: PTW

5.3 Indicative development concept

The planning proposal facilitates an indicative development concept consistent with the planning and design principles. An overview of the development concept is provided in the Concept Design report prepared by PTW at **Appendix A** and the Urban Design Report prepared by PTW at **Appendix B**. In summary, the development concept will comprise:

- a 2,570m² (29% of the site) publicly accessible plaza, comprising three linked components, being a ground level civic plaza at the site's Dunmore Street frontage, a lower plaza in the middle of the site and an upper plaza connecting to Pritchard Street
- 8,545m of non-residential floor space
- ground level active retail frontage and activating the civic plaza and Pritchard Street
- a podium that has the potential to accommodate a range of non-residential uses such as community facilities (eg library), health and medical facilities (eg doctors surgery, gymnasium) or office space (eg a business hub or commercial office space)
- a full line supermarket fronting the lower plaza

- 698 dwellings in four residential apartment buildings, comprising two 25 storey buildings at the Dunmore Street frontage and two 13 storey buildings at the Pritchard Street frontage
- associated basement car parking for the non-residential and residential parts of the development, including the potential for carparking for 880 vehicles (533 residential and 347 non-residential).

The detailed design of these elements will form part of a future development application. Indicative photomontages of the scheme are provided at **Figure 7** to **Figure 9**.

A numerical overview of the development concept is provided at **Table 2**.

Table 2 – Numerical overview

Component	Measure
Proposed zoning	B2 Local Centre
Proposed FSR	7.5:1
Proposed height	88m
Indicative number of dwellings	698
Studio	130
One bedroom	202
Two bedroom	300
Three bedroom	66
GFA of residential	56,126m ²
GFA of non-residential	8,545m ²
Number of onsite carparking spaces	880

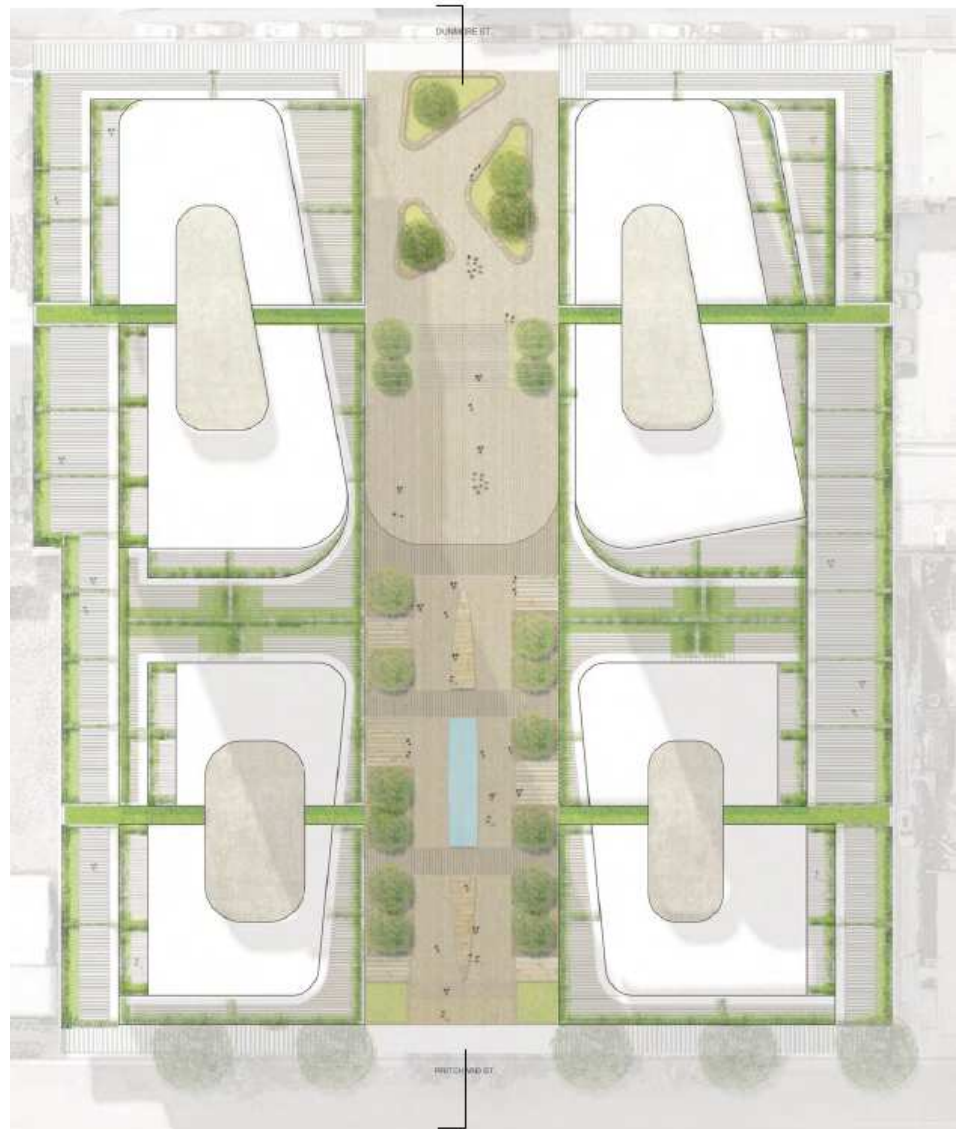


Figure 6 – Development concept – site plan

Source: PTW



Figure 7 – Development concept – view from Dunmore Street

Source: PTW



Figure 8 – Development concept – civic plaza

Source: PTW

5.3.1 Urban Design and Built Form

The design of the development concept is based around the provision of community benefit in the form of a civic plaza and accompanying through site link. The location of this plaza, and the desire to ensure openness to the sky, has resulted in above ground built form being located to the edges of the site. In particular the four towers have been distributed to the corners of the site to mitigate the appearance of building bulk and scale and maximise amenity for residents, without unduly constraining future development of adjoining sites.

Street level

Consistent with council policy and the principal of good urban design and city making, the ground level of the development concept facing Dunmore Street, the civic plaza and Pritchard Streets (except where required for vehicular site access or lobbies), is bordered by active uses such as café's, restaurants and shops. This will greatly contribute to the activation and vibrancy of not only the site but also of the broader town centre.

Podium

The podium rises up to 3 storeys above the Dunmore Street level and will incorporate both residential and non-residential uses, such as offices and community facilities. Where fronting the civic plaza, it will be emphasised horizontally. Streetscape podium elements have zero setbacks and are generally three storeys in height. These have canopies over the street edge retail units to provide pedestrians with all-weather protection from direct sun and rain.

Towers

Four separate towers are proposed on the site. Due to the location and design of the civic plaza, they are distributed at the corners of the site. This provides a number of benefits, including reducing the appearance of building bulk and scale and enhancing amenity through greater building separation. The lower part of the towers comprises a transition element that is designed to mitigate the impact of the upper tower on the streetscape. There are four towers. The two towers fronting Dunmore Street (the northern towers) achieve heights of 25 storeys above natural ground and the two towers fronting Pritchard Street (the southern towers) achieve a height of 13 storeys above ground. The towers are oriented to present their narrow face towards the street, which enables their visual impact to be reduced when viewed from the street, the dwellings to overlook and engage with the civic plaza and for amenity impacts on

nearby properties, such as overshadowing, to be minimised compared to alternative configurations. The northern towers are intended to be urban markers that signify the importance of Wentworthville in the Holroyd centres hierarchy. The southern towers are intended to provide a scale transition between the taller urban markers and Pritchard Street. The height of the northern towers has been influenced by an analysis of current and proposed maximum heights in Merrylands and the Bonds site in Pendle Hill. The tower heights are deliberately less than those currently being contemplated for Merrylands to ensure its urban form primacy in the Holroyd context and are aligned with the height of the Bonds site towers (recognising a higher natural ground level) to establish a consistent new height datum for the area.

The towers are inflected away from the civic plaza to aim internal views outwards. The urban markers are angled in particular to allow solar access to living rooms and balconies located on their east-facing facades and enable solar access to the rear towers.

5.3.2 Vehicular Access and Parking

To ensure the activation of the Dunmore Street streetscape, all vehicle access to the site is from Pritchard Street.

Large vehicle access/egress to the site for retail, the anchor supermarket and all garbage collection is via a ramp with turntable located on the western end of the Pritchard Street boundary. Resident and commercial car access/egress is via a ramp located on the eastern end of the Pritchard Street boundary.

On site basement carparking is provided in four levels for 880 vehicles (533 residential and 347 non-residential). This rate is less than that required under the Holroyd DCP. However, due to the site's superior accessibility to public transport, the number of smaller studio and one dwelling apartments and the desire to minimise vehicle impacts on the town centre, it is considered that this lesser amount is appropriate, and will provide a balance between accommodating resident needs and the encouraging more sustainable modes of transport.



Figure 9 – Development concept – vehicle circulation

Source: PTW

5.3.3 Civic Plaza and through block link

The civic plaza is the defining element of the development concept. It has been conceived and designed as three separate but integrated places that provide a sense of experience and journey for the pedestrian as they move through the site. The civic plaza faces Dunmore Street. It is the key part of the civic plaza, and is intended to facilitate informal, casual community interaction and gathering. This intent is to be delivered by an informal design including areas of hardstand broken up by raised and grassed planting bed surrounding by seating. The edges of the civic plaza will be bordered by active uses such as cafes and restaurants. Together, the civic plaza and edges will create an active, vibrant new heart for the town centre. To mitigate site grade changes, the entrance to the civic plaza will be slightly raised above the existing footpath level of Dunmore Street, with pedestrian entry via a small set of stairs, with disabled access at the edges.

The lower plaza adjoins the civic plaza in the centre of the site. It provides a visual extension of the civic plaza and a forecourt to the new supermarket on the site. The arrangement of the civic and lower plaza is intended to be visually and physically cohesive, maximising the sense of public open space on the site. Its termination with the transparent windows of the new supermarket will provide a key attractor for the site, and will serve to activate the plaza space.

The upper plaza is connected to the civic plaza and performs the function of both providing a through site link between Dunmore and Pritchard Streets and as an additional more private space for recreation and interaction. Unlike the more informally landscaped civic plaza, it will be a more formal space, incorporating a central water feature and formal rows of small trees with wide canopies to create a space where people can sit and converse without being overlooked by the buildings above. The upper plaza will be edged by a colonnade for seamless pedestrian movement between Dunmore and Pritchard Streets.

In addition to stairs, universal access is provided by the use of accessible ramp or lifting options to enable cross-street connection.

Together the civic plaza comprises approximately one third of the site.

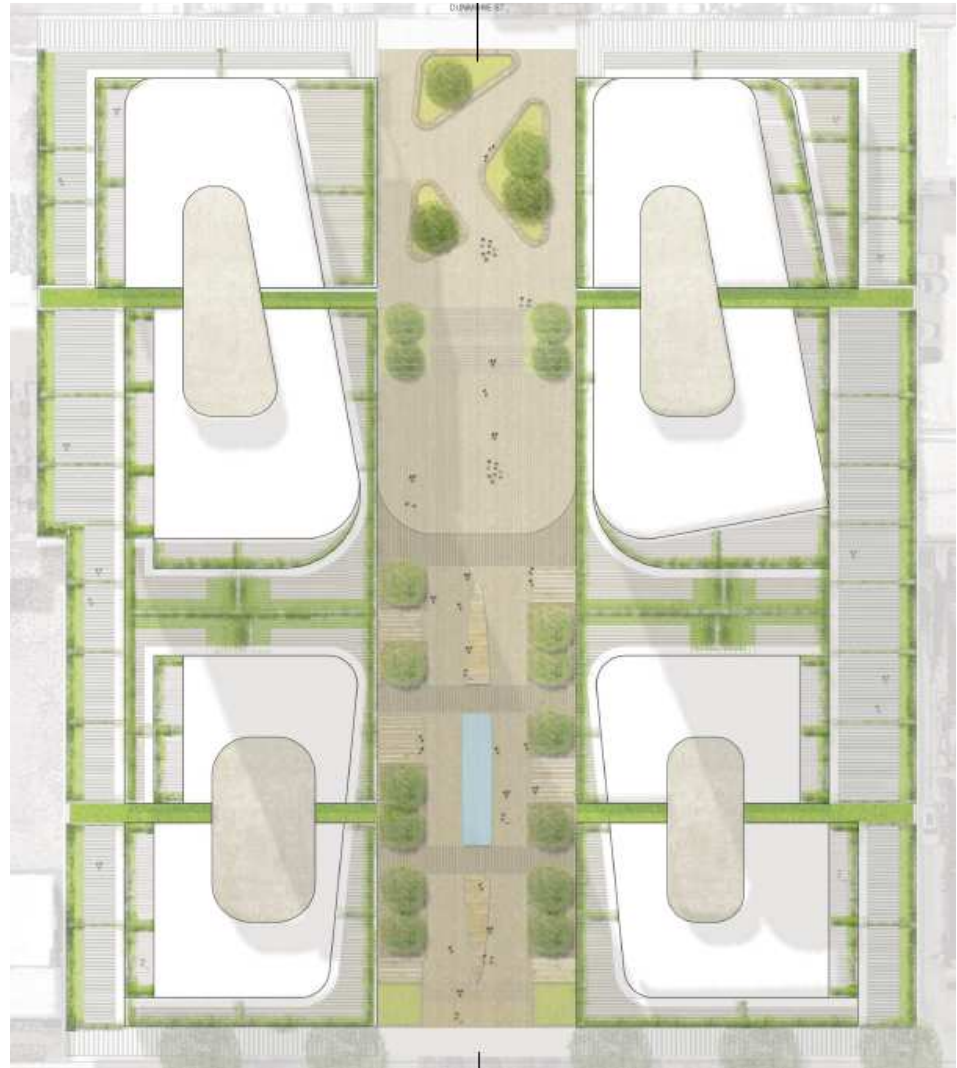
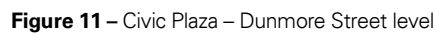
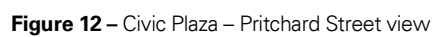


Figure 10 – Civic Plaza – overall view

Source: PTW



UPPER GROUND PLAN
(PRICHARD ST LEVEL)



Source: PTW

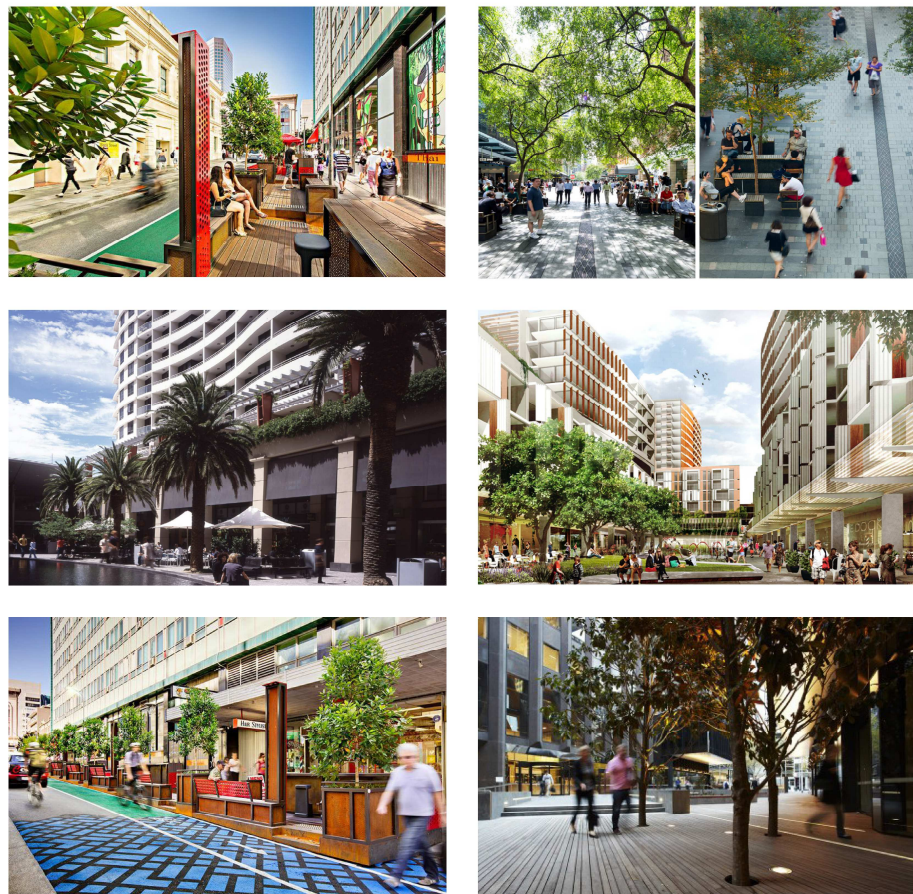


Figure 13 – Civic Plaza – example precedents

Source: PTW

5.3.4 Internal Residential Amenity

PTW has undertaken a preliminary analysis of the key provisions of *State Environmental Planning Policy 65 – Design Quality of Residential Flat Development* (SEPP 65). The study indicates that the indicative residential towers are capable of achieving a high level of internal residential amenity, as discussed below.

Cross Ventilation

The floor plates of the proposed residential towers are able to be planned to ensure that 84% of apartments are capable of achieving natural cross flow in accordance with the RFDC 'Rules of Thumb' (refer **Figure 24**).



Figure 14 – Cross ventilation

Source: PTW

Solar Access

The proposed tower configuration achieves adequate levels of solar access to both buildings.

Indicative solar access studies demonstrate that during mid-winter on the 22 June, 70% of apartments will receive a minimum of 2 hours of direct sunlight to living rooms and private open spaces between 9am and 3pm, and so will meet the SEPP 65 'Rule of Thumb' (refer **Figure 25**).

This has been achieved through the deflection of the eastern elevation of the northern tower forms at 10 degrees from project north to permit greater sunlight deeper into the site (refer **Figure 26**).

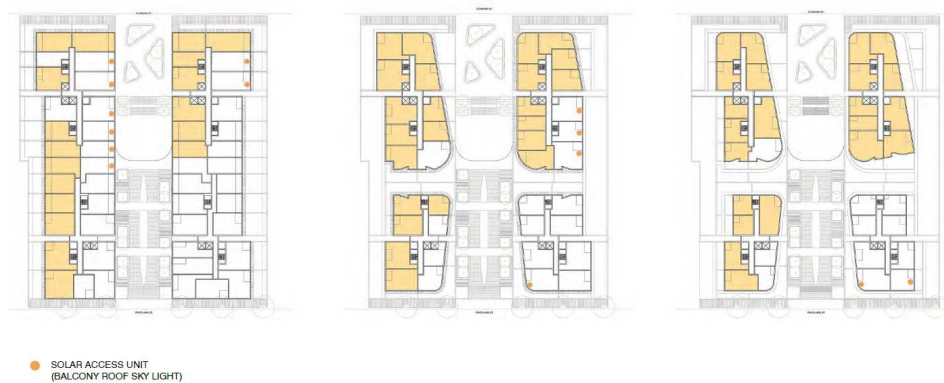


Figure 15 – Solar access

Source: PTW



Figure 16 – Siting and design for solar access

Source: PTW

Natural Light and Ventilation to Circulation Areas

The narrow floorplates are able to be planned to provide natural light and ventilation to circulation areas, delivering high levels of residential amenity and energy efficiency.

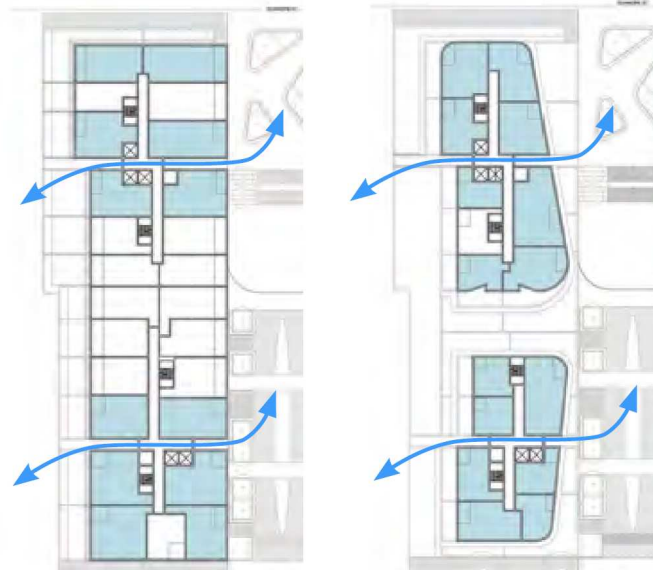


Figure 17 – Cross ventilation to circulation spaces

Source: PTW

Building Separation and Visual Privacy

The main public space is more than compliant in terms of distances between eastern and western buildings. It is 20.5m between buildings to 3 stories above courtyard level and then 24m minimum (with a maximum of 30m) above this level.

The space between the north and south towers comply with the intent of RFDC provisions relating to separation through manipulation of their internal planning to prevent overlooking of habitable rooms and by directing these rooms towards outward views. By indenting the walls each side and directing these rooms towards outward views, this prevents overlooking of habitable rooms (bedrooms in this case) (refer **Figure 28** below).

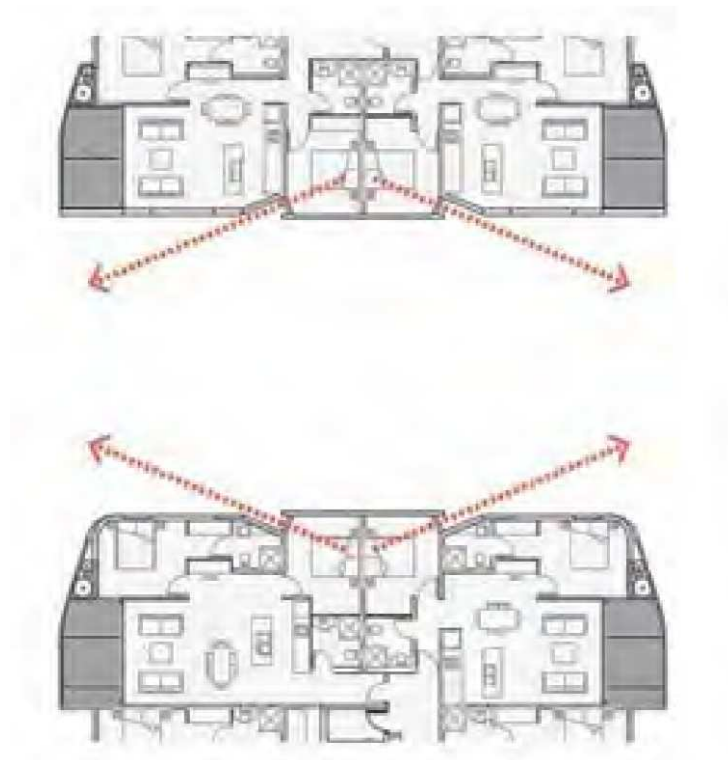


Figure 18 – Design for visual privacy

Source: PTW

5.3.5

5.3.6 Architecture

As a Planning Proposal is by definition not a detailed design, there are limits to any comprehensive discussion on architecture. However good proportions and an appropriate composition of the building elements are important and this has been achieved in principle.

The nature of a revitalised Wentworthville town centre should allow for a strong civic architectural statement. To achieve this, the primary Dunmore Street façade aims to create an urban streetscape character befitting of the role of Wentworthville through elevation in scale compared to the current more suburban retail expression.

The podium and towers above support this intent, as well as promoting a high quality living environment and a welcoming civic place.

The podium levels adjacent the street frontages and civic spaces will use natural materials and warm colours, and will feature solid three dimensional privacy/screening devices.

The towers above by contrast will be more streamlined in material use and more neutral in colour palette, and are anticipated to be largely glazed. The balconies will therefore inboard rather than external clip-ons.

Both the podium and towers are expected to be visually broken both vertically and horizontally into articulated elements, enhanced by slots and recessed floor plates, as well as the use of balconies and other articulating elements.

5.3.7 Height

Proposed building heights in storeys are shown in **Figure 14**. This shows a range of heights across the site, culminating in two northern towers having heights of 25 storeys and two southern towers having heights of 13 storeys.

As the population of Sydney continues to grow and change, more efficient use of land in existing urban areas needs to occur. Consistent with the principles of sustainable development, centres aligned with high quality public transport such as rail stations needs to take a significant proportion of this growth. This focussing of growth also enables more sensitive, lower density established suburbs to accommodate lower levels of change to maintain their character.

Wentworthville is not only an established centre with a rail station, it is also the second most important centre in the Holroyd LGA centres hierarchy after Merrylands, and together with other nearby centre such as Granville, can be considered to form a network of centres that support the functioning of a greater Parramatta. In this regard, in the future they will evolve to form part of Greater Parramatta's inner suburbs, which provides further support for greater yields and heights in the town centre.

Due to the limited footprint of many of Sydney's existing centres, the most effective way of achieving yield and density is through taller buildings. Development of taller buildings in Wentworthville will enable the achievement of a critical mass of new residents, and enable the provision of a range of new facilities, including offices, community facilities and a central public plaza, that will activate and revitalise the centre. More traditional lower rise, perimeter block form buildings will not facilitate these outcomes compared to tower forms. Tower forms also provide critical mass on the site while freeing up the ground plane for public access and green space, such as the public civic plaza that is proposed. The typology also provides the critical mass of new residents that provide the financial ability to provide and embellish the civic plaza and allocate space for a complementary community facility on the site.

A number of factors have contributed to determine the most appropriate building height. Consideration has been given to currently permitted and proposed maximum building heights in Holroyd LGAs primary centre of Merrylands. We are aware of planning proposals that are currently seeking maximum building heights of up to 30 storeys in this centre. Due to its lesser role in the centres hierarchy than Merrylands, heights in Wentworthville should be less than these for urban form and legibility reasons. Review of comparable middle ring renewal locations in the metropolitan area, including Rhodes (26 storeys) and Sydney Olympic Park (26 storeys) provides a frame of reference for the selection of appropriate building height. Reference has also been made to the proposed building height at the nearby Bonds redevelopment site in Pendle Hill. Factoring in natural topography, the proposed heights align with those proposed on the Bonds site, and form a new height datum for the local area. On this basis, the setting of a height of 25 storeys for the site is considered appropriate on it basis as a landmark opportunity site that forms an urban marker for the surrounding area. Heights in the balance of the centre should be set at a lower height of around 15 storeys, with the potential for another urban marker of up to 20 storeys at the corner of Station and Dunmore Streets to denote this key intersection.

Figure 15 to Figure 17 show the proposed heights under the development concept in the context of existing allowed heights, heights under the DHLEP 2011 and heights under a preferred urban outcome that reflects the importance of Wentworthville and consolidated it as an urban centre consistent with its location relative to rail transport and the Parramatta CBD. The final figure shows that the proposed heights are in keeping with the general height pattern of the balance of the town centre under an appropriate urban outcome.

Tower forms also provide a range of amenity benefits that contribute to the creation of better living environments for residents, including allowing greater solar access to the face of buildings and providing the opportunity for district and longer distance views to

desirable features such as green spaces and the skyline of the Parramatta CBD. The transition of tower height has also been carefully considered and designed to ensure minimal adverse amenity impacts in terms of overshadowing in land outside the town centre on McKern Street to the south.



Figure 19 – Proposed heights

Source: PTW

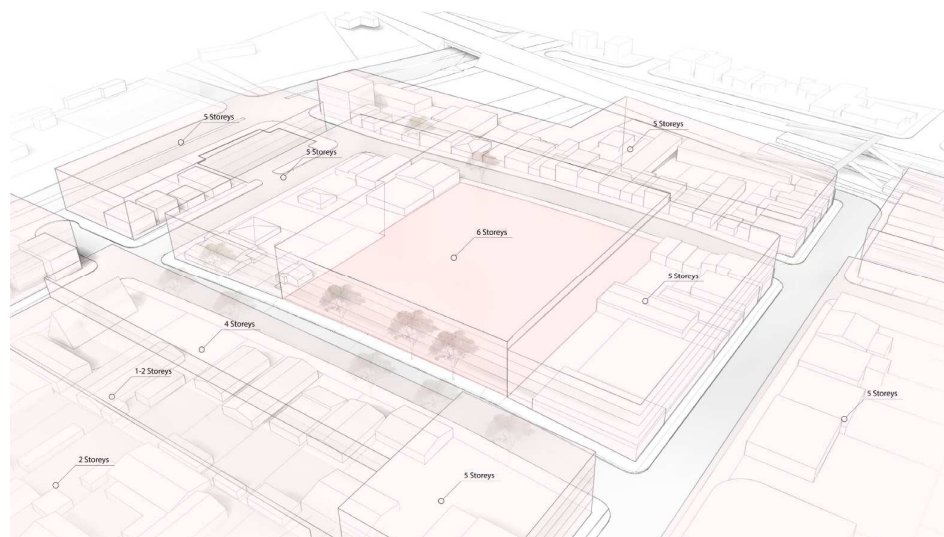


Figure 20 – Height envelope under current LEP

Source: PTW

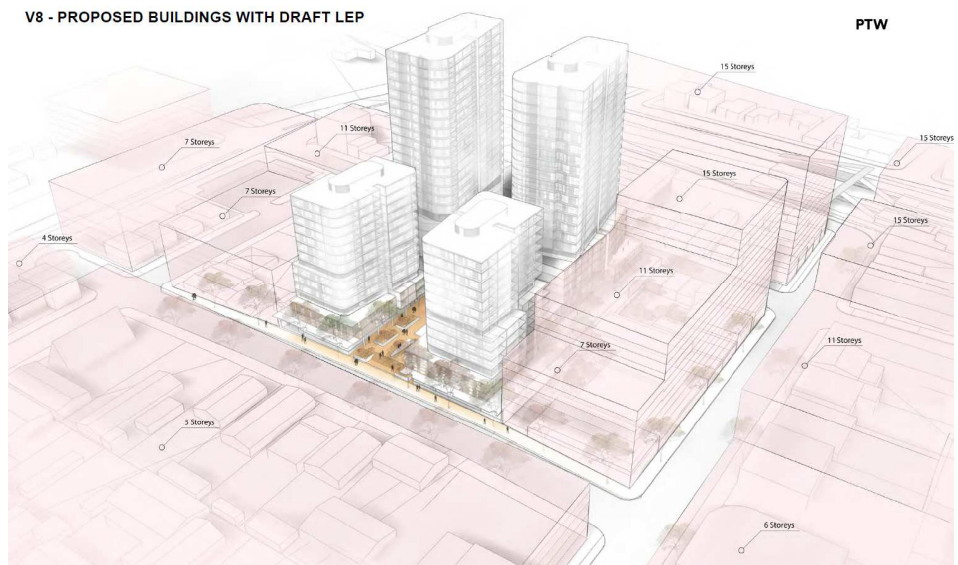


Figure 21 – Development scheme shown in context of DHLEP 2011 height envelopes

Source: PTW

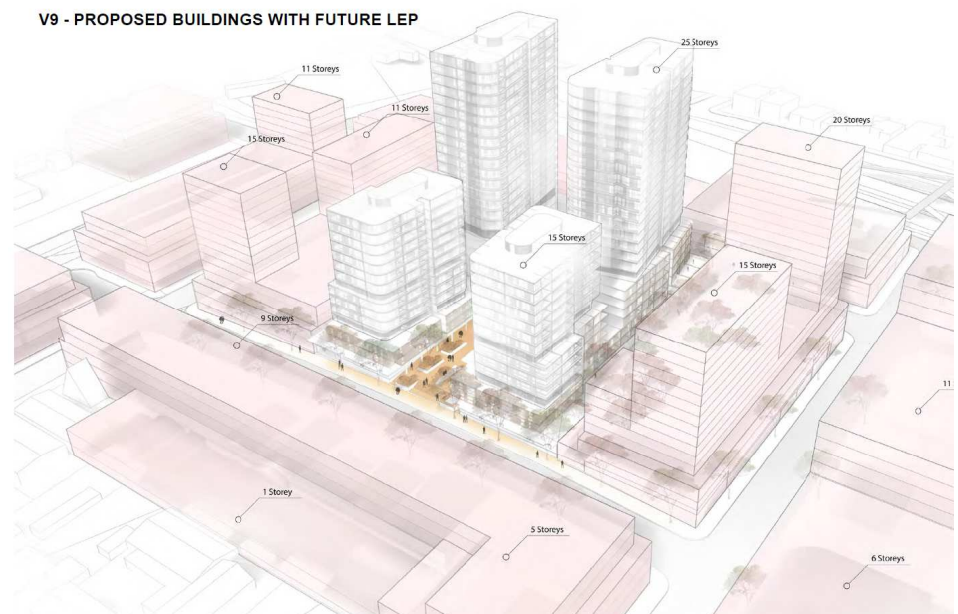


Figure 22 – Development scheme shown in context of appropriate future height envelopes

Source: PTW

5.3.8 Relationship to adjoining development

Careful consideration has been given to ensuring that the development concept enabled by the planning proposal relates well to the likely future development pattern of adjoining and surrounding development.

To inform preparation of the development concept, PTW developed and analysed two likely future development scenarios for adjoining land:

- lower rise perimeter block form
- high rise podium and tower form.

As shown in **Figure 18**, the development will not unduly restrict the redevelopment of adjoining sites under both scenarios, and will enable development to achieve satisfactory amenity through separation distances that facilitate solar access and natural ventilation outcomes.

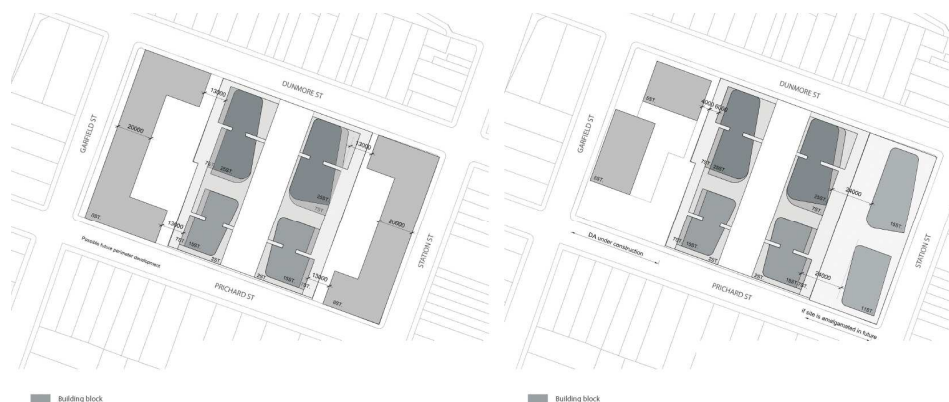


Figure 23 – Relationship of development concept possible future perimeter block and podium/tower built form scenarios

Source: PTW

5.3.9 Voluntary Planning Agreement

It is Austino's intention to enter into a VPA under Division 6, part 4 of the EP& A Act with Holroyd Council to secure net benefit to the wider Wentworthville and Holroyd community over and above that required to mitigate the impact of the development scheme. Potential subjects of the VPA may include the provision of over one third of development site as publicly accessible open space in the form of the civic plaza, consideration of the dedication of floor space for community use and the provision of monetary contributions to be allocated to broader town centre public domain upgrades such as better street furniture, street trees, lighting and pedestrian facilities. This VPA will form a related but separate part of this process, and will be subject to further discussion with council.

5.3.10 Proposed LEP Controls

The existing and proposed LEP controls are outlined in **Table 3**. An explanation of the proposed changes is provided in the subsequent sections.

Table 3 – Existing and proposed LEP controls

Provision	Existing LEP Control	Proposed LEP Control
Zoning	B2 Local Centre	B2 Local Centre
Building Height	23m	88m
Floor Space Ratio	2.4:1	7.5:1

5.3.11 Zoning

Under the Holroyd LEP 2013 the site is currently included in the B2 Local Centre zone. The intent of this zone, as well as its land use permissibility, facilitates the proposed development concept. Based on this, the zone is not proposed to be changed.

5.3.12 Building Height

It is proposed to increase the maximum building height from 23m to 88m by amending the Height of Buildings Map.

5.3.13 Floor Space Ratio

It is proposed to increase the maximum FSR from 2.4:1 to 7.5:1 by amending the FSR map.

5.3.14 Proposed DCP controls

It is not currently proposed to alter existing Holroyd DCP controls as they apply to the site. However, Austino is open to discussing the potential for the preparation of amendments to current DCP controls with council if council is of the view this will secure a better development outcome on the site in accordance with the planning proposal and indicative development concept.

6.0 Strategic Justification

This section demonstrates the need for the proposal and its relationship with the strategic planning framework. The environmental, social and economic impacts of the proposal are considered in Section 6.0.

6.1 The Need for the Proposal

Sydney is growing and changing. By 2031, Sydney's population is forecast to grow from 4.29 million to 5.86 million. This translates to an increase of over 1.5 million people. In addition to this, our population is changing, with an increasing number of older persons, lone person households and overseas migrants. This growth and change requires the provision of an additional 664,300 new homes between now and 2031. It also means that there will likely be an increasing demand for smaller, well located homes such as apartments close to facilities and transport.

However, data shows that actual dwelling approvals have not kept pace with demand for a number of years. For example, Sydney delivered just over 29,000 new homes in 2012 compared to a demand of over 32,000. This is having significant adverse consequences for housing affordability.

This overall pattern is reflected in the Holroyd LGA. Based on the Department's forecasts, Holroyd's population is forecast to grow from 104,100 (2011) to 136,000 in 2031. This will generate demand for 12,850 new dwellings, or 1,285 dwellings per annum. However, over the 10 years between 2004/05 and 2013/14, Holroyd has delivered an annual average of 627 dwellings. When benchmarked against future need, this represents less than half the number of dwellings required to meet demand. If left unchecked, this will result in significant cumulative under delivery of housing, an issue that will place upward pressure on housing prices and adversely impact on affordability.

Part of the solution to this challenge is to increase housing supply and choice in established, well located centres. To achieve this, planning controls will need to be updated to ensure that new housing supply is available to meet projected dwelling growth, especially in middle-ring LGAs such as Holroyd where planning instruments have been often predicated on lower population growth.

6.1.1 Supporting the right growth pattern

Wentworthville has the right combination of attributes to make it highly suited to accommodate sustainable growth to meet the need for additional housing supply and choice in Sydney.

Established key centre

Wentworthville is a well-established centre, having a broad range of commercial and community uses, including a public library. Under Council's centres hierarchy, it is identified as Holroyd's second key centre after Merrylands.

Outstanding accessibility to transport

The town centre is co-located with the Wentworthville rail station which is located on the Western and Cumberland Lines. This provides frequent, high capacity connections to key centres and other concentration of jobs and economic activity, including Westmead (1 stop), Parramatta (2 stops) and the Sydney CBD. Wentworthville is also accessible to the Finlayson T-Way Station that provides rapid bus transit to the major centres of Parramatta and Liverpool. The centre is also accessible to the Cumberland Highway, Great Western Highway and the M4.

Opportunities for renewal

Unlike many other traditional centres that are constrained to a single block depth, it has a reasonably large footprint, having a grid pattern with two main streets and sufficient room to grow and expand if supported by local planning instruments. Including the site, there is a number of relatively larger land holdings that provide the basis for redevelopment. More generous planning controls have the potential to provide the impetus for the further consolidation of lots adjoining these larger parcels to create significant redevelopment opportunities.

Absence of key constraints

The centre has an absence of major environmental constraints. It does not have a large number of local heritage items and is not located within a heritage conservation area. It is not subject to flooding, aircraft noise or other constraints that are generally incompatible with additional residential redevelopment.

The role of rail based centres

As has been mentioned previously, the population of Sydney continues to grow and change. To accommodate this growth and change, Sydney has a choice between a number of alternative growth scenarios:

- outward expansion
- increasing density across all established urban areas
- increasing density in well located parts of the established urban area.

Of these options, concentrating the majority of new growth in well located parts of the established urban area, such as established town centres that have excellent access to high quality public transport like Wentworthville, is most effective as it:

- is a more sustainable form of development
- reduces pressure on more sensitive, less well located places such as established low density residential areas or areas in a heritage conservation area to accommodate growth and change
- encourages the creation of a critical mass of jobs and homes that continued to active, vibrant and viable communities.

Due to their superior access to public transport, Sydney's rail based centres have a critical role to play. They need to be designed to facilitate significant yields and a critical mass of new homes and jobs delivered in higher density, mixed use and transit oriented forms. Planning frameworks across the metropolitan area have started to respond to this, with this form of development now occurring, including:

- 38 storeys in St Leonards
- 26 storeys in Rhodes
- 26 storeys in Olympic Park
- 25 storeys in Wentworth Point
- 18 storeys in Carlingford
- 18 storeys in Burwood
- Upwards of 20 storeys in other NSW Government Priority Precincts.

Wentworthville is similar in location and has similar attributes to these centres. When considered in the context of rapid population growth and a greater Parramatta role, towers of similar heights are justified.

Supporting the growth of Western Sydney

Based on published NSW Government figures, Western Sydney currently contains approximately 47% of Sydney's residents, 36% of Sydney's jobs and one third of Sydney's Gross Regional Product.

It is forecast that over the next 20 years, the number of people living in Western Sydney will grow faster than other parts of Sydney, with almost one million more people living west of Homebush by 2031.

However, Western Sydney currently faces a number of challenges that constrains economic productivity and sustainability, including typically dispersed, low density living areas and a lack of diversity of jobs.

To respond this growth and address these challenges, a plan for growing Sydney establishes a number of future goals to direct future government investment and a activity in the region, including:

- Building new housing and urban renewal around centres in Western Sydney
Connecting centres in Western Sydney to support their development
- Fostering economic development in Strategic centres and transport Gateways in Western Sydney.

Critically, the plan also seeks to grow Greater Parramatta as Sydney's second CBD. Key to this is connecting and integrating Parramatta CBD, Westmead, Parramatta North, Rydalmere and Camellia, growing the specialised health and education precincts at Westmead and Rydalmere and renewing Parramatta North to create a vibrant mixed-use precinct.

The concept of a Greater Parramatta is shown in **Figure 19**. Greater Parramatta encompasses a number of nearby centres, including Merrylands and Granville. It is considered that greater residential growth in these centres should be facilitates to create high density satellite centres that will support the functioning of Parramatta as Sydney's second CBD and the capital of Western Sydney. Furthermore, the area has considerable potential to expand to include Wentworthville, due to its proximity to the Parramatta CBD (3km) and its strategic location next to the Westmead health and education precinct.

The Westmead health and education precinct is one of the largest integrated health, research, education and training precincts in the world, and forms a key part of NSW Government policy to transform Western Sydney into a global growth corridor and economic stimulus for the state. Its growth is forecast to be substantial, including:

- an increase in the number of jobs from 16,000 EFTs to 30,000 jobs by 2036
- an increase in students from 2,000 to 6,000
- a 47% increase in the hospital catchment population, from 455,000 to 670,000 in 2031.

The NSW Government is investing \$750 million to upgrade the existing hospital facilities, and another investment of up to \$500 million is forecast for an adjoining health focussed Sydney University campus.

Wentworthville is well located to support this precinct, and provides the opportunity for workers, including nurses and doctors, to live in a vibrant and accessible centre one rail station away from the precinct.

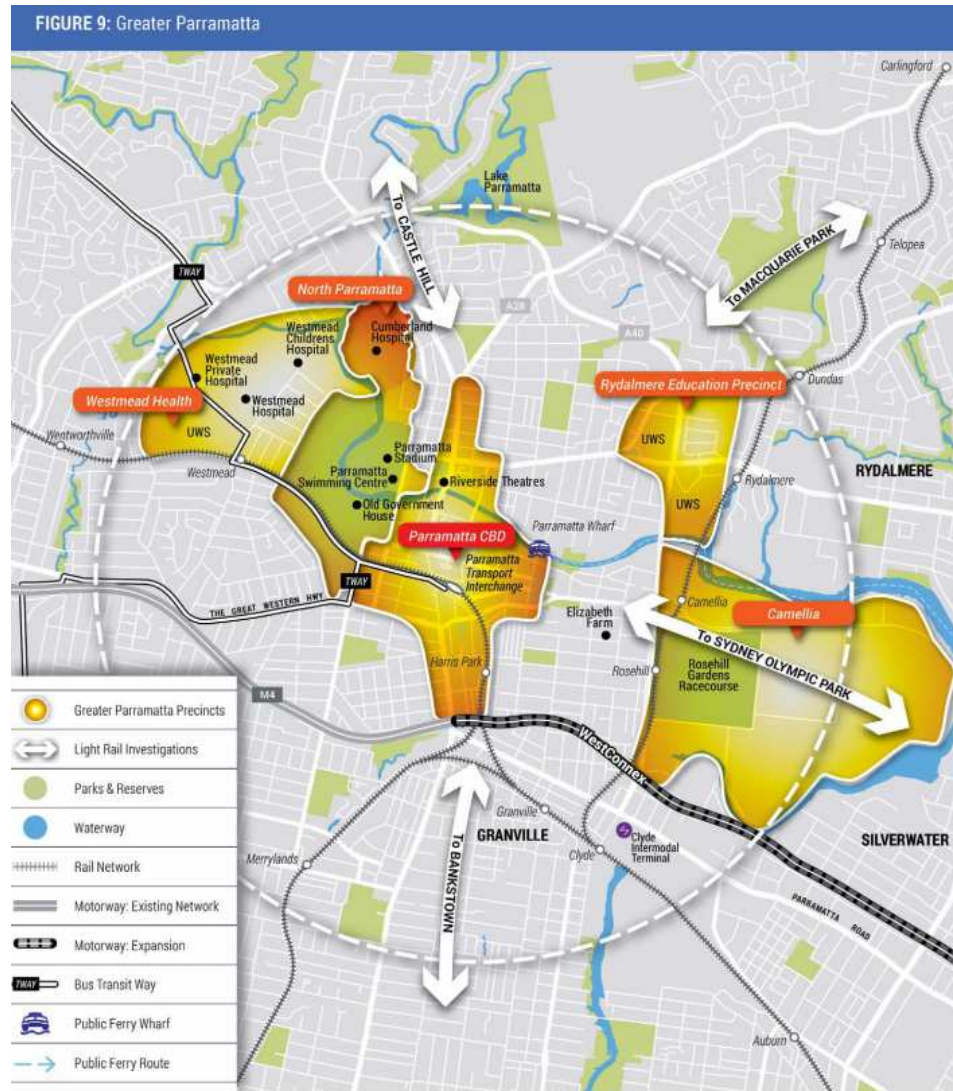


Figure 24 – Greater Parramatta

Source: NSW Department of Planning and Environment

6.1.2 Economic need

Despite its attributes that make it highly suited to renewal for further growth, Wentworthville is currently experiencing major economic challenges. Many of these issues arise due to two factors:

- the establishment of larger, newer and more accessible shopping centres to the north and south of the town centre
- the relative lack of a critical mass of residents in the immediate catchment of the town centre.

The Planning Proposal will address this by facilitating the complete redevelopment of the currently small and underperforming shopping centre on the site, including the introduction of a new, larger anchor supermarket and a range of speciality shops in a high amenity, town centre setting. This differentiation of offer, in particular through the creation of a high amenity, outdoor focussed lifestyle precinct, will enable the town centre to better compete with these other centres and attract greater activity to Wentworthville.

The facilitation of close to 700 new dwellings will also provide the critical new mass of residents who will likely patronise the supermarket and other retail offerings provided on the site, as well as the broader town centre. This will enhance the viability of existing business, and draw new business into the town centre, further consolidating Wentworthville's role as a key centre in the Holroyd context.

The provision of a substantial new amount of commercial floor space, including retail and office based uses, has the potential to offset some of the local job losses in the Holroyd LGA due to the recent closure of major manufacturing employers such as Bonds.

6.2 Relationship to Strategic Planning Framework

6.2.1 Relevant Legislation and Regulations

Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (the EP & A Act) and the *Environmental Planning and Assessment Regulation 2000* (EPA Regulation) set out, amongst other things, the:

- requirements for rezoning land;
- requirements regarding the preparation of a local environmental study as part of the rezoning process;
- matters for consideration when determining a development application; and
- approval permits and/or licences required from other authorities under other legislation.

This Planning Proposal has been prepared in accordance with the requirements set out in section 55 of the EP& A Act in that it explains the intended outcomes of the proposed instrument. It also provides justification and an environmental analysis of the proposal.

6.2.2 State and Regional Strategic Framework

NSW State Plan 2021

The New South Wales State Plan 2021 sets the strategic direction and goals for the NSW Government across a broad range of services and infrastructure. The Plan nominates one of the key challenges for the State as being the planning challenges that arise from continued population growth.

The redevelopment of the site is consistent with the State Plan as it will provide new housing in an area which is highly accessible to public transport infrastructure and social services.

A Plan for Growing Sydney

A Plan for Growing Sydney (the Metropolitan Plan) was released in 2013. It is the state government's main plan to guide the future growth and development of the Sydney Metropolitan Region.

Under the Metropolitan Plan, the state government's vision for Sydney is for 'a strong global city, a great place to live'.

To achieve this vision, the state government has set down goals that Sydney will be:

- a competitive economy with world-class services and transport

- a city of housing choice with homes that meet our needs and lifestyles
- a great place to live with communities that are strong, healthy and well connected
- a sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.

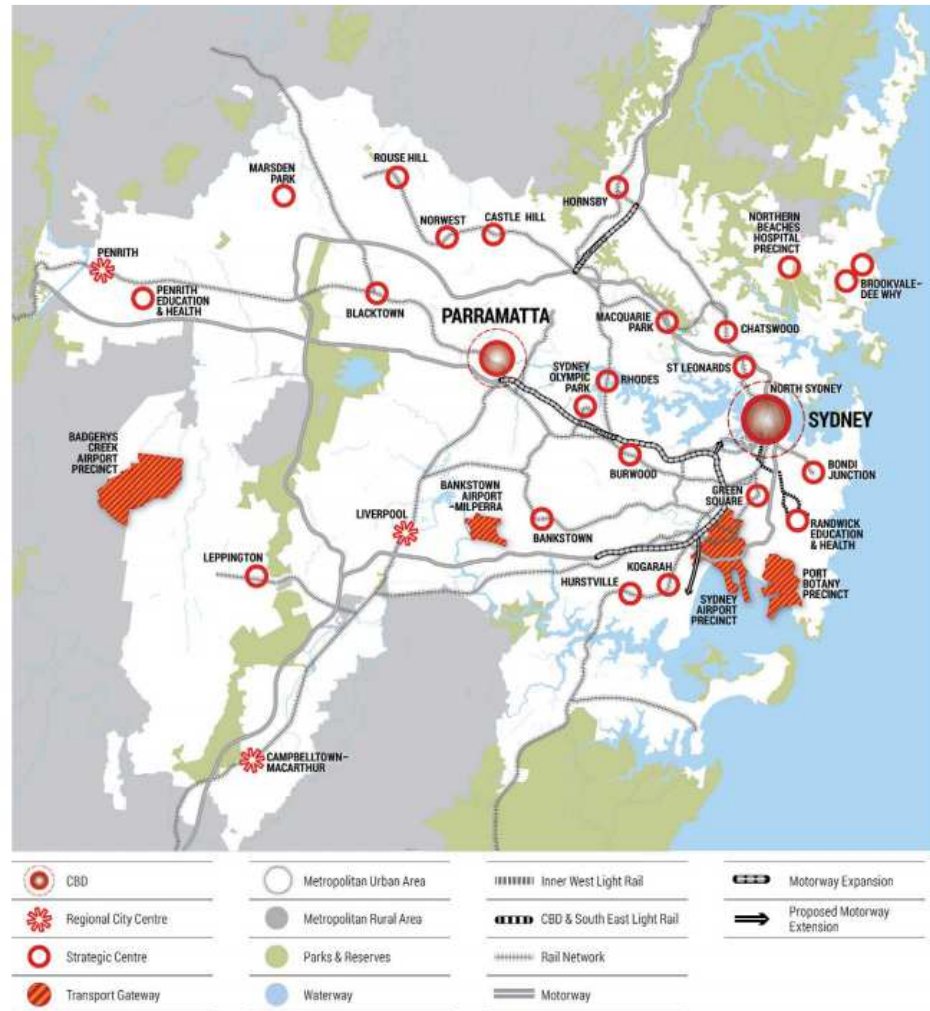


Figure 25 – Sydney's centres

Source: NSW Department of Planning and Environment

For future planning purposes the Metropolitan Plan divides the Sydney Metropolitan Region into a number of sub-precincts. Wentworthville is located in the West Central Subregion (the Subregion) (refer **Figure 21**).

To implement the Metropolitan Plan, the following priorities will be considered and addressed in subregional planning for the Subregion:

- **a competitive economy** – leverage investment and economic development opportunities for the whole subregion generated by the growth of Greater Parramatta and the Global Economic Corridor extension
- **accelerate housing supply, choice and affordability and build great places to live** - work with councils to identify suitable locations for housing and employment growth coordinated with infrastructure delivery (urban renewal), including around Priority Precincts, established and new centres, and along key public transport corridors including the North West Rail Link, the

Western Line, the Cumberland Line, the Carlingford Line, the Bankstown Line, Sydney Rapid Transit and bus T-Ways

- **Greater Parramatta** - provide capacity for additional mixed use development in Parramatta CBD and surrounding precincts including offices and retail in Parramatta CBD, health services in Westmead, an education hub around the new University of Western Sydney Campus, a technology and Parramatta River foreshore Parramatta CBD education precinct in Rydalmere, arts and culture in Parramatta, a sports precinct around Parramatta Stadium and housing in all precincts.

The planning proposal is consistent with these priorities. By providing a large number of new dwellings in a highly accessible established centre, it achieves a sustainable form of development whereby land use is integrated with transport. By including a range of dwelling types and sizes, including studio and one bedroom dwellings, it increases housing choice and affordability. The mixed use development concept that incorporates retail, office, community and residential uses focussed around a new civic plaza creates a lifestyle precinct that represents a high amenity place to live and work.

Providing a critical mass of the new residents within 3.5km of the Parramatta CBD promotes the creation of a Greater Parramatta that supports the evolution of the Parramatta CBD as Sydney's second CBD and the capital of western Sydney. In many respects, together with the other nearby centres such as Merrylands and Granville, Wentworthville can be considered as an inner suburb of Parramatta, and an integral part of a Greater Parramatta. This supports the delivery of intensive new development befitting of this role and function.

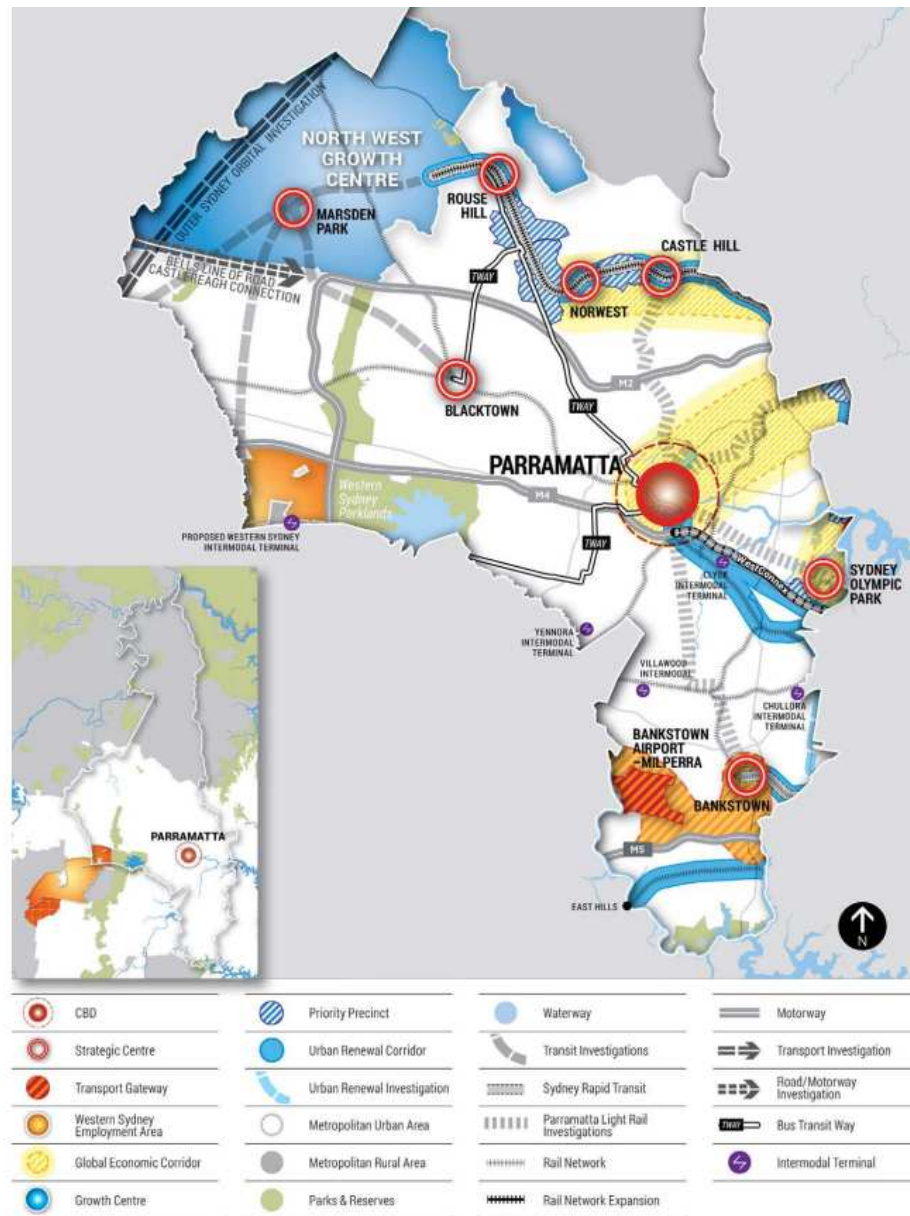


Figure 26 – The West Central Subregion

Source: NSW Department of Planning and Environment

NSW Long Term Transport Master Plan 2012

The NSW Long Term Transport Master Plan (the Transport Master Plan) was published in December 2012. It is the state government's main plan to guide investment in transport infrastructure across the Sydney Metropolitan Region and the balance of NSW. Key goals include:

- Getting Sydney moving again
- Sustaining growth in greater Sydney.

The Planning Proposal will serve the objectives of the Transport Master Plan by locating both residential and employment generating uses close to an existing railway station. This will promote the use of public transport and reduce reliance on private motor vehicles.

State Infrastructure Strategy

The State Infrastructure Strategy (the strategy) was first published in 2012. Subsequent to the Premier's announcement of the Rebuilding NSW initiative, the Strategy was updated in 2014. This update provides Infrastructure NSW's independent advice to Government on the next round of critical infrastructure priorities for NSW.

The strategy sets a number of goals for Sydney, including:

- a competitive Global City
- supporting population and economic growth in Greater Sydney, including Parramatta.

The planning proposal is consistent with this strategy by supporting the continued economic and population growth of Greater Parramatta.

6.2.3 Local Strategic Framework

Holroyd Residential Development Strategy

The Holroyd Housing Strategy was prepared in 2010 to inform the development of the new Holroyd LEP. It has the following objectives:

- to provide a strategic framework to guide residential development within the City of Holroyd over the next 25 years that will deliver on the objectives and initiatives identified in the Sydney Metropolitan Strategy and West-Central Sub-regional Strategy
- to provide recommendations that will inform the preparation of Council's new LEP and DCP
- to align housing supply with demand insofar as possible, with a view to meeting the State government's dwelling target identified in the West-Central Sub-regional Strategy
- to ensure that future residential development occurs in a way that promotes environmental, social and economic imperatives
- to ensure that future residential development responds to community needs and expectations.

The vision for the LGA established under the strategy was:

'leafy, low-scale suburban neighbourhoods with strong cohesive communities, and vibrant, higher density, mixed-use centres'.

The following outcomes were also sought to be achieved:

- *'a transitioning of development, with higher densities focused around centres and public transport nodes and low densities retained in suburban areas*
- *development that meets the needs of the changing population*
- *development of an appropriate scale, up to 5 storeys in height, that is ecologically sustainable, well-designed and contributes to the creation of attractive streetscapes*
- *sufficient infrastructure and services to support future residential development and meet the needs of the population, including quality open space, community facilities and an efficient, sustainable transport system.'*

To enable the achievement of this vision, the following principles were established to guide residential development in the LGA:

- *'housing meets the needs of the future population through provision of a diversity of housing types, affordable housing and housing that is physically accessible to all age and ability groups.*
- *land-uses are integrated and development is concentrated around centres and public transport nodes that provide good access to the needs of residents.*
- *social well-being is promoted through the creation of liveable neighbourhoods – places that are safe, pleasant, healthy, accessible and functional.*
- *ecological sustainability is promoted by ensuring that future residential development does not compromise environmental values (through facilitating efficient use of land, resources and infrastructure, waste minimisation and protection / enhancement of natural ecosystems).*
- *future development is responsive to its environmental context, including urban character, visual & scenic quality, land form and land capability, and contributes positively to its context through quality built form and design elements.'*

Under the strategy, the desired outcomes for Wentworthville are:

'Planning controls for Wentworthville will need to expand and consolidate the commercial core and achieve a greater diversity and intensity of uses, activating the main streets. While allowing a moderate increase in the scale of development, zoning and development controls will need to ensure that significant heritage buildings and local character are protected. In providing increased residential development in the locality, it will be important to improve connections to the commercial core and railway station as well as improving the usability of public open space.'

Although the scale of the proposal is greater than what this five year old strategy contemplated, it is consistent with its key principles, including the focussing of growth in an established centres co-located with a rail station, promoting a greater diversity and intensity of uses and the activation of the public realm, in particular Dunmore Street. While appropriate for 2010, Sydney's continued rapid and sustained population growth and the consequent emergence of attendant challenges such as declining housing affordability, as well as the evolution of the Parramatta CBD, could not have been reasonably anticipated by the strategy. On this basis, it is more appropriate to comply with its strategic intent, as opposed to its specific details on matters such as height.

Holroyd Social Plan

The Holroyd Housing Strategy was prepared in 2010

It is based around 6 key themes:

- A connected, harmonious and respectful community
- A safe place for all
- Aware, involved and informed
- A healthy and active community
- A supported community with accessible services and facilities for all
- A vibrant community with a sense of place and culture.

The proposal will promote the achievement of all of these themes, in particular a *vibrant community with a sense of place and culture*. The delivery of homes for a critical mass of new residents in the heart of the town centre will assist in its transformation to a vibrant community with a distinct sense of place as Holroyd LGAs second key centre. It will also provide opportunities for the provision of additional services and facilities for the community, including in the form of the civic plaza and floor space dedicated to uses such as a medical centre. Locating new homes in a

compact, mixed use and walkable town also promotes physical activity when compared to other, more suburban growth patterns.

6.2.4 State and Regional Statutory Framework

An assessment of the Planning Proposal against applicable State Environmental Planning Policies (SEPPs) is provided in the **Table 3** below.

Table 4 – Consistency with relevant SEPPs

State Environmental Planning Policies (SEPPs)	Consistent		N/A	Comment
	YES	NO		
SEPP No 1 Development Standards			✓	As it was prepared under the Standard Instrument, SEPP 1 does not apply to the Holroyd LEP.
SEPP No 4 Development Without Consent and Miscellaneous Exempt and Complying Development	✓			SEPP (Exempt and Complying Development Codes) 2008 applies to the site.
SEPP No 6 Number of Storeys			✓	Standard instrument definitions apply.
SEPP No 32 Urban Consolidation (Redevelopment of Urban Land)	✓			The Planning Proposal is consistent with SEPP 32 in providing for the opportunity for the development of additional housing in an area where there is existing public infrastructure, transport, and community facilities, and is close to employment, leisure and other opportunities.
SEPP No 55 Remediation of Land	✓			An Environmental Site Assessment has been prepared for the site, and is attached as an appendix to this report
SEPP No 64 Advertising and signage			✓	Not relevant to proposed amendment.
SEPP No 65 Design Quality of Residential Flat Development	✓			The Concept Design Report prepared by PTW at Appendix A considers whether the residential component of the proposed building envelopes could achieve compliance with the relevant design principles contained within SEPP 65 and the RFDC. Although the ultimate built form on the site will only be determined at the DA stage, the built form facilitated by this Planning Proposal is expected to: – provide adequate building separation distances from the nearby existing and approved residential flat buildings; – be able to achieve compliance with the solar access rule of thumb i.e. at least 70% of apartments are likely to receive 2 or more hours of solar access on June 21; – be able to achieve compliance with the natural ventilation rule of thumb as demonstrated in the attached indicative scheme

State Environmental Planning Policies (SEPPs)	Consistent		N/A	Comment
	YES	NO		
				– Be consistent with the height, bulk, scale and density of the future character of development in the locality
SEPP No.70 Affordable Housing (Revised Schemes)			✓	Not relevant to proposed amendment.
SEPP (Affordable Rental Housing) 2009			✓	Not relevant to proposed amendment.
SEPP (BASIX) 2004	✓			Detailed compliance with SEPP (BASIX) will be demonstrated at the time of making a development application for the site facilitated by this Planning Proposal.
SEPP (Exempt and Complying Development Codes) 2008	✓			May apply to future development of the site.
SEPP (Infrastructure) 2007	✓			The proposed development will be referred to the RMS and Transport for NSW when the DA is lodged.
SEPP (State and Regional Development) 2011			✓	The future development of the site is unlikely to be deemed as 'regional development' (meeting the relevant thresholds under Schedule 4A of the EP&A Act)
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	✓			The proposed development is not located directly on the Sydney Harbour Catchment foreshore. Consistency with the REP will be considered and addressed appropriately at DA stage.

Section 117 Directions

Ministerial directions under Section 117 of the EP&A Act require Councils to address a range of matters when seeking to rezone land. A summary assessment of the Planning Proposal against the Directions issued by the Minister for Planning and Infrastructure under Section 117 of the *EP&A Act* is provided in **Table 5** below.

Table 5 – Assessment against Section 117 Directions

Ministerial Directions	Consistent		N/A	Comment
	YES	NO		
1. Employment and Resources				
1.1 Business and Industrial Zones	✓			The planning proposal will maintain the current B2 Local Centre of the site, and will facilitate a development concept that has a substantial component of business floorspace
1.2 Rural Zones			✓	Not applicable
1.3 Mining, Petroleum Production and Extractive Industries			✓	Not applicable

Ministerial Directions	Consistent		N/A	Comment
	YES	NO		
1.4 Oyster Aquaculture			✓	Not applicable
1.5 Rural Lands			✓	Not applicable
2. Environment and Heritage				
2.1 Environment Protection Zones			✓	Not applicable
2.2 Coastal Protection			✓	Not applicable
2.3 Heritage Conservation			✓	Not applicable
2.4 Recreation Vehicle Areas			✓	Not applicable
3. Housing, Infrastructure and Urban Development				
3.1 Residential Zones	✓			The proposed amendment would see the delivery of new dwellings that are located in close proximity to public transport, employment opportunities and day to day services. The proposal will therefore make more efficient use of this infrastructure and will reduce the consumption of land for housing and associated urban development on the urban fringe.
3.2 Caravan Parks and Manufactured Home Estates			✓	Not applicable
3.3 Home Occupations			✓	Not applicable
3.4 Integrating Land Use and Transport	✓			The Planning Proposal, through unlocking the development potential of the site, will concentrate critical mass to support public transport, and improve access to housing and jobs and services by walking, cycling and public transport. In light of this it is expected that the proposal will reduce travel demand including the number of trips generated by the development and the distances travelled, especially by car.
3.5 Development Near Licensed Aerodromes			✓	Not applicable
3.6 Shooting Ranges			✓	Not applicable
4. Hazard and Risk				
4.1 Acid Sulphate Soils	✓			The Holroyd LEP contains acid sulphate soils provisions and this proposal does not seek to amend them. Acid sulphate soils investigations and analysis will accordingly be undertaken as part of

Ministerial Directions	Consistent		N/A	Comment
	YES	NO		
				any future development of the land in accordance with the requirements of the Holroyd LEP.
4.2 Mine Subsidence and Unstable Land			✓	Not applicable
4.3 Flood Prone Land			✓	Not applicable
4.4 Planning for Bushfire Protection			✓	Not applicable
5. Regional Planning				
5.1 Implementation of Regional Strategies			✓	Not applicable
5.2 Sydney Drinking Water Catchments			✓	Not applicable
5.3 Farmland of State and Regional Significance on the NSW Far North Coast			✓	Not applicable
5.4 Commercial and Retail Development along the Pacific Highway, North Coast			✓	Not applicable
5.8 Second Sydney Airport: Badgerys Creek			✓	Not applicable
6. Local Plan Making				
6.1 Approval and Referral Requirements	✓			No new concurrence provisions are proposed.
6.2 Reserving Land for Public Purposes	✓			No new road reservation is proposed.
6.3 Site Specific Provisions			✓	The proposal does not seek to introduce new site specific provisions
7. Metropolitan Planning				
7.1 Implementation of the Metropolitan Plan for Sydney 2036	✓			Refer to Section 5.2.2.

6.2.5 Local Statutory Framework

Holroyd LEP 2013

This section assesses the consistency of this Planning Proposal with the aims and objectives of the Holroyd LEP 2013 and relevant development standards.

Consistency with Overall Aims

The proposal's consistency with the overall aims of the Holroyd LEP is demonstrated in **Table 6** below.

Table 6 – Consistency with the aims of the Holroyd LEP

Aim	Proposal	Consistency
To provide a clear framework for sustainable land use and development in Holroyd	The proposal facilitates sustainable development outcomes by seeking to locate homes and jobs in an established centre that is served by high quality passenger commuter rail, which will reduce reliance on the private motor vehicle to get around	✓
To provide for a range of land uses and development in appropriate locations to meet community needs, including housing, education, employment, recreation, infrastructure and services	The proposal will provide for housing, employment and community uses in Holroyd's second key centre to meet the needs of the growing and changing population of the LGA and broader area	✓
To promote ecologically sustainable development by facilitating economic prosperity, fostering social well-being and ensuring the conservation of the natural environment	By introducing a critical mass of new residents, as well as allocating a large amount of non-residential floor space the proposal will revitalise the Wentworthville town centre. The provision of a publicly accessible plaza at the heart of the development, as well as floor space for a community facility, will encourage social interaction and gathering. Increasing densities and yields in established communities reduces pressure on outward urban expansion, protecting valuable farmland, vegetation, open space and areas of scenic and landscape value	✓
To concentrate intensive land uses, increased housing density and trip-generating activities in close proximity to centres and major public transport nodes in order to retain the low-density character of other areas	The proposal involves increased housing density within a town centres co-located with a rail station	✓
To promote the efficient and equitable provision of public services, infrastructure and amenities	Concentrating increased homes and jobs in an areas already serviced with all required urban utilities and in particular high quality public transport, promotes the achievement of this aim	✓
To protect the environmental and cultural heritage of Holroyd including: – identifying, conserving and promoting cultural heritage as a significant feature	The proposal does not impact on these values	✓

Aim	Proposal	Consistency
of Holroyd’s landscape and built form as a key element of its identity, and – effectively managing the natural environment (including remnant bushland and natural watercourses) to ensure its long-term conservation		

7.0 Environmental, Social and Economic Impacts

This chapter of the Planning Proposal addresses the key environmental, social and economic impacts of the proposal, including identifying and describing how siting and design measures have been used to ameliorate potential negative impacts and create high amenity living, working and community spaces.

7.1 Environmental Impacts

7.1.1 Built Form and Scale

The proposed built form and massing was informed by a detailed urban design analysis undertaken by PTW (see **Appendix A**).

Building height is a key aspect in the design of legible urban form that demarcates places or areas of relative importance in areas. As already noted, the proposed building heights reflect not only the importance of Wentworthville in the Holroyd LGA centres hierarchy and its emerging future role as an inner city satellite community of a Greater Parramatta, but also the landmark status of the site itself.

PTW has prepared a number of drawings to understand the impacts of the proposed building height, massing and form on the existing and likely future Wentworthville town centre streetscape. These drawings are shown in **Figure 22** and **Figure 23**.

These figures illustrate that under a realistic and feasible future development scenario envisaged under the DHLEP 2011, the majority of the development would be screened from view from pedestrian level at key locations on the main streets of Dunmore Street and Station Street. It is only when viewed from afar, or close up, that the development would assert its visual significance as a marker element for the town centre.



Figure 27 – View from Dunmore Street

Source: PTW



Figure 28 – View from Station Street

Source: PTW

The siting and design of buildings has been intentionally planned to both signify the importance of Dunmore Street as the town centres main street and minimise impact on the land outside of the town centre on McKern Street. The resulting staggering of height form north downwards to the south minimises the impact on this land, in particular compared to a tower form that has its long elevation parallel to Dunmore Street. The perpendicular orientation to the east-west street grid also means that shadows move quickly across land to the south meaning land outside the town centre will not be unreasonably in shadow in mid-winter.

The distribution of the towers to the corners of the site, their separation and focussing around the generous civic plaza provides for a number of amenity benefits, including solar access natural ventilation and views that are detailed later in this chapter.

It is intended that the development will also be modulated, articulated and detailed to further reduce the appearance of building mass through the use of recesses and projections such as balconies, and expressive roof form and the use of varied but compatible colours, materials and textures.

7.1.2 Overshadowing

PTW has undertaken a shadow analysis which shows solar access to the indicative envelopes, and overshadowing of resulting from the proposal (refer to **Figure 29** and **Appendix A**).

Winter Solstice

The solar access and shadow analysis studies undertaken on the winter solstice demonstrate that high levels of solar access are achieved by the proposed development irrespective of the proposed future developments located on adjacent sites.

With respect to overshadowing of adjoining uses, the studies show that between 9am and 12pm, the proposed development casts some additional shadow on the existing low density residential precinct to the south of the town centre, however the siting and orientation of the towers results in this effect being fast moving, and largely passes by midday. The shadows cast by the building will not impact the ability of these surrounding dwellings to achieve a minimum of 3 hours of direct solar access.

Equinox

During the equinox months (September and March) which are generally representative of the average annual solar condition, overshadowing of the residential precinct to the south outside of the town centre does not occur.

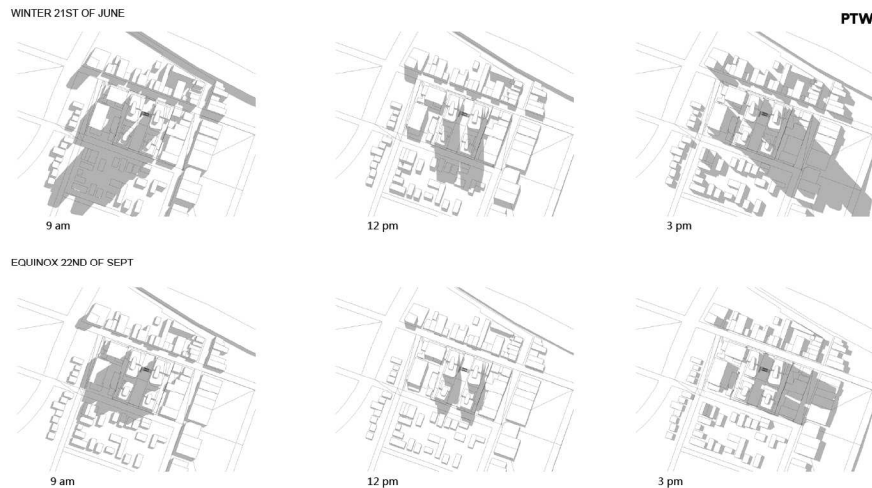


Figure 29 – Overshadowing

Source: PTW

7.1.3 Traffic, Parking and Access

A Transport Report has been prepared by GTA to assess the traffic impacts of the development scenario (refer to **Appendix C**). The findings are discussed below.

Traffic

The increase in traffic generated by the proposal would be in the order of 170 to 210 additional vehicles per hour during the weekday AM, PM or Saturday peak periods.

All intersections analysed (except for Cumberland Highway/Dunmore Street intersection) would continue to operate satisfactorily with LoS C or better for all three peak periods under the post development conditions.

The Cumberland Highway/Dunmore Street intersection would operate near capacity (i.e. LoS D) in the future with or without the development traffic added to the road network. However, it is expected that the majority of intersections along the arterial road would operate at or near capacity during the commuter peak periods. Hence, intersections operating at Level of Service D during peak periods are generally considered acceptable.

Parking

Whilst parking provision is not a matter for consideration at the Planning Proposal stage, an overview of the proposed parking rates is outlined below. In determining appropriate parking rates for the site, PTW has considered the rates provided by both Holroyd Council and RMS (for both sub-regional centres and CBDs).

Using the current DCP parking rates, the proposal would need to provide a minimum of 1,162 car parking spaces and a maximum of 1,689 car parking spaces using Council's DCP rates. However, discussions with Council officers regarding the possibility of permitting residential visitors to use the commercial/retail car parking spaces indicated that the Council would be supportive of having residential visitors

using the commercial/retail car parking spaces in lieu of provision of visitor parking spaces in the residential car park. Considering this, the minimum car parking provision could be reduced to 1,022 spaces.

It is proposed to provide 880 car parking spaces, which is about 142 spaces less than Council's requirement. The reduction in car parking spaces would be supported with provision of a travel demand management plan during the Development Application stage. Car parking assessment would be reviewed in detail when the exact development mix is determined

A lesser rate is considered generally satisfactory due to the site's superior accessibility to public transport, the number of smaller studio and one dwelling apartments and the desire to minimise vehicle impacts on the town centre, it is considered that this lesser amount is appropriate, and will provide a balance between accommodating resident needs and the encouraging more sustainable modes of transport

Further, a reduction in parking rates in close proximity to public transport is consistent with the provisions of draft *State Environmental Planning Policy No 65—Design Quality of Residential Flat Development* which seek to reduce car dependency and encourage walking, cycling and use of public transport. The *Apartment Design Guidelines* provides that residential developments within 400m of a railway station or light rail stop, in nominated inner and middle ring metropolitan Sydney areas (such as Holroyd), are not required to provide any parking. The draft SEPP also seeks to limit the number of visitor spaces provided, particularly in basements, to 1 space per every 10 apartments.

Access

As already outlined, the development will result in revised access arrangements in and around the site.

To ensure the activation of the Dunmore Street streetscape, all vehicle access to the site is from Pritchard Street.

Large vehicle access/egress to the site for retail, the anchor supermarket and all garbage collection is via a ramp with turntable located on the western end of the Pritchard Street boundary. Resident and commercial car access/egress is via a ramp located on the eastern end of the Pritchard Street boundary.

7.2 Social Impact

7.2.1 Community benefit

The proposal will deliver significant community benefit through the provision of a Civic Plaza. The plaza will:

- create a new focal point and pedestrianized heart at the centre of the Town Centre, improving the identity and amenity of the district as a whole;
- provide improved accessibility between the town centres and the rail station, including through improved pedestrian crossings at street level.

The development also provide the potential for:

- a wide range of important public domain improvements around the site, enhancing pedestrian connectivity and activation
- a full-line supermarket
- a publicly accessible, underground car park
- high-density residential accommodation of an international architectural standard, close to public transport, employment and public amenities;

- increased activation to deliver a vibrant and more lively town centre 24 hours a day, seven days a week;
- high density residential accommodation immediately adjacent to heavy rail infrastructure, in support of current government initiatives and sound urban design principles to improve public transport use and reduce vehicle dependence.

The proposed benefits are provided within a context of minimal negative amenity impacts to surrounding occupants as considered earlier. Specifically the building massing analysis shows that the height and FSR contemplated for the land can achieve building forms that accommodate a significant number of residential dwellings without adversely impacting solar access to nearby R2 Low Density Residential zoned land.

7.2.2 Housing supply and affordability

As already noted in this report, Sydney is currently experiencing a major deficit between housing supply and demand, which is contributing to housing affordability challenges. This in turn has a host of negative social consequences, including reducing the ability of certain demographic groups to live in areas.

The renewal of the site facilitated by the planning proposal provides scope for the delivery of approximately 800 new dwellings in a sustainable location. This represents a significant contribution to Holroyd meeting its housing supply targets identified by the NSW State Government in its population and dwellings forecasts. It also provides greatly enhanced housing choice, diversifying the largely detached housing stock that dominates the local area through the provision of smaller, lower maintenance dwelling ranging in size from studio to 3 bedroom units.

7.3 Economic impact

Hill PDA was commissioned to undertake an assessment of the likely economic impacts of the planning proposal. This assessment found that the proposal was likely to have a significant positive economic impact on the town centre. Key findings include:

- \$17.6m in retail expenditure per annum could be generated once the development was complete and occupied. Furthermore, a notable portion would be captured in the town centre and available to existing and potential retailers, services and other business
- \$1.4m per annum could be injected into Wentworthville locality as a result of non-resident workers employed site
- \$1.5m over the four year construction period in retail expenditure could be generated as a result of the construction workers to the benefit of existing Wentworthville businesses
- 154 additional construction jobs would be created
- 486 on site jobs (a net increase in 265 jobs) would be created
- 1,649 jobs would be generated indirectly by way of multiplier benefits with a total of 2,266 job years being generated directly and indirectly once flow-on economic multipliers are included
- the estimated construction value of \$216m would generate a total of \$715m in total output – being direct, production induced and consumption induced output.

Note that this assessment was based on an earlier iteration of the development concept. However, the current concept is substantially the same in its key

components to the previous version, and as such the findings remain relevant. It is Austino's intention for this report to be updated to reflect the current version, and forward this to council as an addendum to this report.

8.0 Assessment of Planning Proposal against NSW Department of Planning and Infrastructure Guidelines

The following Section includes an assessment against the requirements in *A guide to preparing planning proposals* (the Guide) published by the former Department of Planning and Infrastructure in October 2012.

8.1 Parts 1 and 2

8.2 Objectives and Intended Outcomes

The objective of this Planning Proposal is to facilitate the redevelopment of the site for a mixed use development incorporating retail, commercial and residential uses as detailed in Section 4.1.

The following are the key intended outcomes from the proposal:

- **provide a non-residential component:** The future development will incorporate a mixed use component including a potential basement supermarket and ground level retail surrounding an outdoor civic plaza. The proposed mix of uses will create maximum activation of the plaza and street frontages
- **provide a residential component:** The future development will incorporate four residential towers above the mixed-use component, with heights of up to 25 storeys and 13 storeys. The buildings have been orientated north-south to maximise residential amenity, and are of a height which appropriately defines the future heart of the Wentworthville town centre. The orientation of the tower forms will minimise overshadowing impacts on land located outside of the town centre
- **delivery of community benefit:** Delivery of a large, new publicly accessible civic plaza as an integral part of the development, provides space for a community facility such as a library and has the potential to provide a monetary contribution as part of a VPA to facilitate the delivery of other town centre upgrades such as public domain improvements
- **provide more homes and jobs in a sustainable location:** providing a substantial number of new homes and jobs in an established centre that is served by public transport in the form of high quality passenger commuter rail
- **provide greater housing choice and affordability:** delivers a range of studio to three bedroom apartments that will be more affordable than existing or new dwelling houses in the local area
- **act as a catalyst for revitalisation of the broader town centre :** the introduction of a critical mass of new residents, the replacement of tired and outdated retail facilities with a new supermarket and support speciality shops, the provision of a substantial amount of commercial office space, the creation of a new civic plaza and the introduction of a high quality of architecture and urban design will act as a catalyse to reduce and revitalise Wentworthville consistent with its role as a key centre within the Holroyd LGA and a satellite community that forms part of the inner city of a Greater Parramatta
- **support the growth of Greater Parramatta:** provision of a large number of new residents within proximity to the Parramatta CBD and Westmead health and education precinct will support the continued evolution of Parramatta as Sydney's second CBD and Western Sydney's CBD

8.3 Explanation of Provisions

The Holroyd LEP sets out the local planning controls across the Holroyd LGA. This Planning Proposal seeks to amend the Holroyd LEP to facilitate the proposed mixed use development outlined above, as well as to enable increased FSR and height.

8.4 Part 3 – Justification

Part 3 of the Guide has been covered in Sections 5 and 6, however where appropriate the specific questions in the Guide have been considered below.

8.4.1 Need for a Planning Proposal

Q1 – Is the Planning Proposal a result of any strategic study or report?

This Planning Proposal is not a result of any strategic study or report. However, there is a strong and clear need for the development concept facilitated by the planning proposal to provide more homes and jobs in a sustainable way to provide greater housing choice and increased affordability, as well as to revitalise the Wentworthville town centre. This is discussed further in Section 5.1 of this report.

Q2 – Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

This Planning Proposal is the best means of achieving the objectives and intended outcome of the Planning Proposal. The proposed height and FSR would unlikely be supported under application of the existing development controls.

8.4.2 Relationship to Strategic Planning Framework

Q3 – Is the Planning Proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

Yes. An assessment of the Planning Proposal against applicable regional strategies is provided in Section 6.2.2 of this report.

Q4 - Is the Planning Proposal consistent with a council's local strategy or other local strategic plan?

Yes. An assessment of the Planning Proposal against applicable local strategies is provided in Section 6.2.3 of this report.

Q5 – Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

Yes. An assessment of the Planning Proposal against applicable State Environmental Planning Policies (SEPPs) is provided in Section 6.2.4 of this report.

Q6 – Is the Planning Proposal consistent with applicable Ministerial Directions (s.117 directions)?

Yes. An assessment of the Planning Proposal against applicable Section 117 Directions is provided in Section 6.2.4 of this report.

8.4.3 Environmental, Social and Economic Impact

Q7 – Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The Planning Proposal will not result in any impact on critical habitat or threatened species, populations or ecological communities or their habitats, given the site's urban location.

Q8 – Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

A detailed assessment of the environmental impacts of the Planning Proposal is provided in Section 7.0. No unacceptable impacts will result from the proposal.

Q9 – Has the Planning Proposal adequately addressed any social and economic effects?

A detailed assessment of the social and economic effects of the Planning Proposal is provided in Sections 7.2 and 7.3.

8.4.4 State and Commonwealth Interests

Q10 – Is there adequate public infrastructure for the Planning Proposal?

The site is located in an established urban area, is highly accessible to a range of transport infrastructure including suburban passenger rail and has access to a range of existing services. Further investigations will be undertaken as part of the preparation of the DA to determine whether any upgrade of existing facilities is required.

Q11 – What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?

State and Commonwealth authorities will have the opportunity to provide comment on the Planning Proposal as part of its formal exhibition. Any future DA will be referred to the relevant authorities as required.

8.5 Part 4 – Mapping

Maps of the proposed amendments to the LEP zoning and height controls applying to the site are provided in **Appendix C**.

8.6 Part 5 – Community Consultation

Confirmation of the public exhibition period and requirements for the Planning Proposal will be given by the Minister as part of the LEP Gateway determination.

Any future DA for the site would also be exhibited in accordance with Council requirements, at which point the public and any authorities would have the opportunity to make further comment on the proposal.

9.0 Conclusion

This Planning Proposal seeks amendments to Holroyd LEP maximum FSR and maximum height for the site.

This Report has demonstrated that the proposal would be in the public interest for the following reasons:

- the future development is consistent with the intent of State, Subregional and local planning strategies for Wentworthville
- the resultant building envelope will not generate any unacceptable environmental impacts in relation to built form or overshadowing
- the proposal will create a new civic heart for Wentworthville and substantial amenity for the centre
- the development will provide significant public domain improvements, enhancing pedestrian connectivity to the Station and encouraging use of the public transport infrastructure
- the proposal will not generate any adverse impacts on the operation of the surrounding road network
- the proposal will contribute towards the vibrancy and revitalisation of Wentworthville.

With the above in mind we believe the proposed amendments to the LEP are appropriate and that the Planning Proposal should be supported by Council.