

Planning Services

Gateway Determination Report

LGA	Cumberland
RPA	Cumberland
NAME	Amendment to Holroyd Local Environmental Plan 2013 - increase height of buildings and floor space ratio in the Wentworthville town centre, introduce commercial floor space bonus incentive, amend design excellence map, and amend zone and land acquisition provisions on part of 21 Station Street Wentworthville (2,500 Dwellings, 1,150 Jobs)
NUMBER	PP_2017_CUMBE_005_00
LEP TO BE AMENDED	Holroyd Local Environmental Plan 2013
ADDRESS	Land in the Wentworthville town centre generally bounded by The Kingsway to the north, Perry Street to the south, Lane Street to the east and the Cumberland Highway to the west. It also includes additional sites on the fringe namely 79-81 and 88 Dunmore Street to the west of Cumberland Highway and Council's library and community centre site at 2-14 Lane Street.
DESCRIPTION	Various
RECEIVED	Registered 28 November 2017 and additional information received 16 March 2018
FILE NO.	17/13489
IRF NUMBER	IRF18/1076
POLITICAL DONATIONS	There are no donations or gifts to disclose and a political donation disclosure is not required
LOBBYIST CODE OF CONDUCT	There have been no meetings or communications with registered lobbyists with respect to this proposal

INTRODUCTION

Description of Planning Proposal

The proposal seeks to amend Holroyd Local Environmental Plan (LEP) 2013 as it applies to the Wentworthville town centre precinct by:

- increasing the maximum height of buildings from between 10 and 20m to 17 and 53m;
- increasing the floor space ratio from between 1.5 and 2.2:1, to between 2.2:1 and 4.5:1;
- amending zoning on part of 21 Station Street, Wentworthville from B2 Local Centre Zone to SP2 Infrastructure Zone;
- amending land acquisition provisions;
- including an incentive floor space provision for commercial and health services development; and
- amending the design excellence provision.

A location and boundary plan (**Figure 1**) and artist's impression (**Figure 2**) of the Wentworthville town centre precinct is provided on the next page.



Figure 1: Location and boundary plan of planning proposal



Figure 2: Artist's impression of the Wentworthville town centre precinct from south east

Site Description

The site area subject to this proposal lies south of the Wentworthville Railway Station, generally bounded by The Kingsway to the north, Perry Street to the south, Lane Street to the east and the Cumberland Highway to the west. The area also includes additional sites on the fringe namely 79-81 and 88 Dunmore Street to the west of Cumberland Highway and Council's Library and Community Centre site at 2-14 Lane Street. Refer to **Figure 1** – previous page.

The site area is characterised by single and two storey commercial shops and shop-top housing dating from the 1960s-1980s, interspersed by a mix of 4-6 storey buildings on Dunmore Street, Station Street and Lane Street. Its built form comprises fine-grained retail along Station Street, big-box retail on Dunmore Street and low-rise buildings on individual lots on the majority of sites.

Wentworthville town centre is zoned B2 Local Centre and Zone RE1 Public Recreation, with varied maximum building heights of 5-6 storeys in the core and 3-4 storeys on the edge of the centre. The current floor space ratios vary from 1.5:1 to 2.2:1. There are several local heritage items within the centre. A number of sites located towards the Cumberland Highway and towards Finlaysons Creek are flood affected.

Properties at 42-44 Dunmore Street (Wentworthville Mall) and 108 Station Street are excluded from this planning proposal as both of these sites are the subject of separate LEP amendments.

Surrounding Area

Wentworthville is a suburb of Western Sydney, located approximately 1.5km south west of the Westmead health precinct, 3km west of Parramatta CBD and 27km west of the Sydney CBD.

The suburb is split between two local government areas – Cumberland (on the southern side of the railway line) and the City of Parramatta (on the northern side of the railway line).

The Cumberland Highway/Dunmore Street intersection (classified as State/regional road) adjoins the western periphery of the town centre, and is a key intersection that provides access to the regional road network.

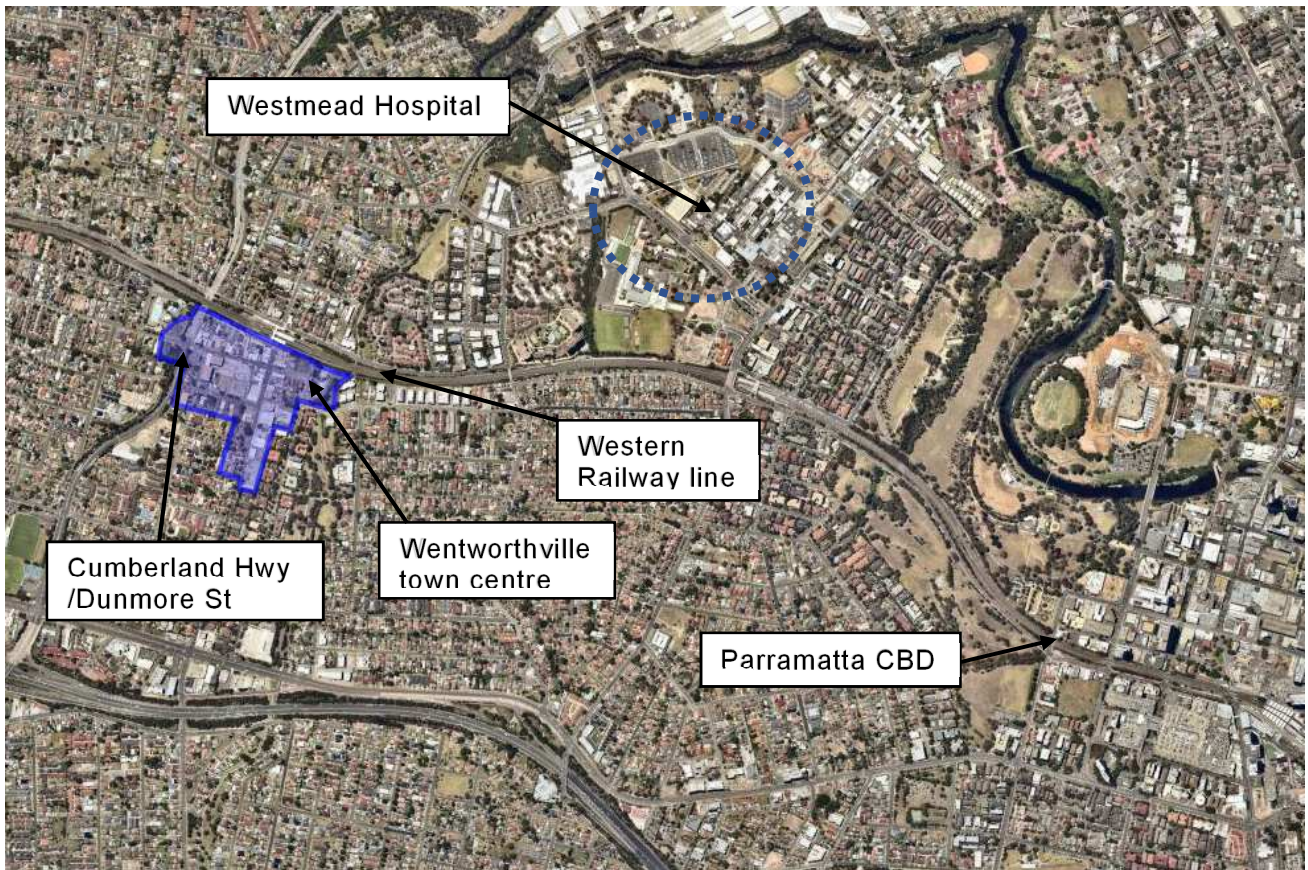


Figure 3: Site and surrounding area

Wentworthville Planned Precinct

On 1 June 2017 the Government announced the Wentworthville Planned Precinct. The Wentworthville precinct map released on the Department's website includes study areas on both the northern and southern sides of the station. The Wentworthville Planned Precinct is further discussed in the Strategic Assessment section.



Figure 4: Wentworthville Planned Precinct study area with indicative Town Centre overlay

Summary of Recommendation

It is recommended that the planning proposal proceed to Gateway determination subject to conditions. These conditions have been recommended to ensure:

- consistency with relevant Section 9.1 Directions;
- additional development potential is accompanied by clear public benefits by way of improved urban design outcomes and infrastructure provision;
- future development is consistent with LEP zone objectives;
- future employment generation in the Wentworthville town centre is not undermined by residential development;
- future development is aligned with any regional and state infrastructure requirements; and
- community and agency consultation requirements are met.

PROPOSAL

Objectives or Intended Outcomes

The objectives or intended outcomes of the proposed amendments to Holroyd LEP 2013 are:

- to meet community expectations to renew and revitalise the Wentworthville town centre;
- to implement flexible planning controls to assist in facilitating the renewal and overcome economic challenges facing the town centre;
- to promote Wentworthville as a potential supportive health and medical precinct to Westmead;
- to increase the opportunity for the provision of high quality commercial floor space;

- to introduce new design excellence provisions as a means of improving the architectural standard of new buildings;
- to provide the necessary infrastructure and public domain works commensurate with a renewed and expanded town centre; and
- to improve pedestrian linkages and traffic circulation throughout the town centre.

Department Assessment

The details of the planning proposal are specific enough to clearly identify the intent of the proposal, yet flexible enough to enable Council to determine the most appropriate development standards to achieve the desired outcome at a later stage of the process.

Explanation of Provisions

To facilitate the proposal, the following amendments to the Holroyd LEP 2013 are proposed:

- the Height of Building controls provide for heights between 10 and 20m to 17 and 53m;
- the Floor Space Ratio controls provide for FSRs between 1.5 and 2.2:1 to 2:1 and 4.5:1;
- the Zone for part 21 Station Street, Wentworthville be amended from B2 Local Centre Zone to SP2 Infrastructure Zone, to extend the 'Dunmore Street Plaza';
- amend the Land Reservation Acquisition Map at part 21 Station Street, Wentworthville to Local Road Widening in order to extend the 'Dunmore Street Plaza'.
- introduce a 0.5:1 FSR incentive where commercial premises or a health services facility are provided above the ground floor on land that permits building heights greater than 30m. This will require a minor amendment to clause 6.11 to clarify the intended application of this clause. In practice this means clarifying that clause 6.11(6) is intended to apply to only 42-44 Dunmore Street, Wentworthville and not the entire local government area); and
- amend the Design Excellence Map (Clause 6.11) to include the Wentworthville town centre.

To further support the proposal, Council notes a range of new development controls will be inserted into the Holroyd Development Control Plan 2013.

Department Assessment

The planning proposal notes that properties at 42-44 Dunmore Street (Wentworthville Mall (PP_2016_HOLRO_005_00) and 108 Station Street (PP_2015_HOLRO_005_00) are excluded from this planning proposal as both are the subject of separate LEP amendments. The Department supports this approach.

The Department supports the proposal proceeding to Gateway determination as it satisfactorily implements Council's earlier work on the *Wentworthville Planning and Place Making Strategy*.

Mapping

It is considered that Council has provided adequate mapping to identify the site area and Council's intentions for the site. Maps are included in the planning proposal as follows:

- proposed Height of Buildings map;
- proposed Floor Space Ratio map;
- proposed Land Zoning Map;
- proposed Design Excellence map; and
- proposed Land Reservation Acquisition map.

These maps are considered suitable for community consultation however prior to finalisation of the planning proposal, Council will be required to prepare the proposed maps in a form that is consistent with the Department's Standard technical requirements for LEP maps.

NEED FOR THE PLANNING PROPOSAL

Wentworthville Planning and Place Making Strategy

The Wentworthville Planning and Place Making Strategy (Strategy) proposes a framework to transform the Wentworthville town centre into a vibrant and engaging local centre and is accompanied by vision statement, key priorities and a corresponding structure plan.

The exhibited Strategy proposed two built form options for consideration based on **Table 1** - below.

Table 1: Built Form Options

Criteria	Option 1 (Not Adopted)	Option 2 (Adopted as Amended)
Height - predominant	8 storeys	8 storeys
Height – core of centre	8 towers of 12-13 storeys	6 towers of 12-13 storeys 3 towers of 17-18 storeys
Height – Dunmore Street (South)	6 storey (23m) height zone	6 storeys (23m) height zone
Height - transition	4 - 5 storeys (17-20m)	5 storeys (20m)
FSR – core of centre	3:1 - 4:1+	3:1 – 4.5:1+
FSR – fringe of centre	2.2:1 - 3:1	2.2:1 – 3:1
FSR bonus – commercial floor space	0.5:1 – for towers providing 1st floor commercial	0.5:1 – for towers providing 1st floor commercial
Built form - general	4 storey street wall	5 storey street wall
Dwelling yield	2,150 total (1,600 over 20 years)	2,500 total (1,800 over 20 years)

The Strategy was publicly exhibited between September and October 2015, with Council receiving over 120 submissions. A report on the community consultation went to Council in August 2016 and Council resolved to proceed with the preparation of a planning proposal, with amendments to certain planning controls, policies and documents.

Council also resolved to undertake community consultation for the planning proposal, including a public meeting, and to exhibit new or revised supporting plans and policies for Wentworthville town centre being a revised Development Control Plan, revised Development Contributions Plan, and Design Excellence Policy.

Wentworthville Planning and Place Making Strategy Structure Plan

The key elements of the Strategy Structure Plan were:

- a mid-rise scale (8 storeys)
- taller buildings located in strategic locations to reinforce key entries, the core of the centre and where significant public domain improvements were to occur;
- lower heights on Dunmore Street (north) to maintain solar access;
- transition of building heights to surrounding lower density residential areas;

- creation of 3 new public spaces- a linear plaza on Dunmore Street, a plaza at the eastern end of Dunmore Street linked to the library and civic hub and an open-air pedestrian link between the railway station and Dunmore Street;
- expansion of Friend Park by relocating existing child care centre to another Council site;
- improved traffic management through and around the Centre and the introduction of a traffic bypass, revised parking rates, improved circulation and pedestrian amenity; and
- additional commercial floor space through a new bonus incentive.

The adopted Strategy Structure Plan is provided at **Figure 5** – below.

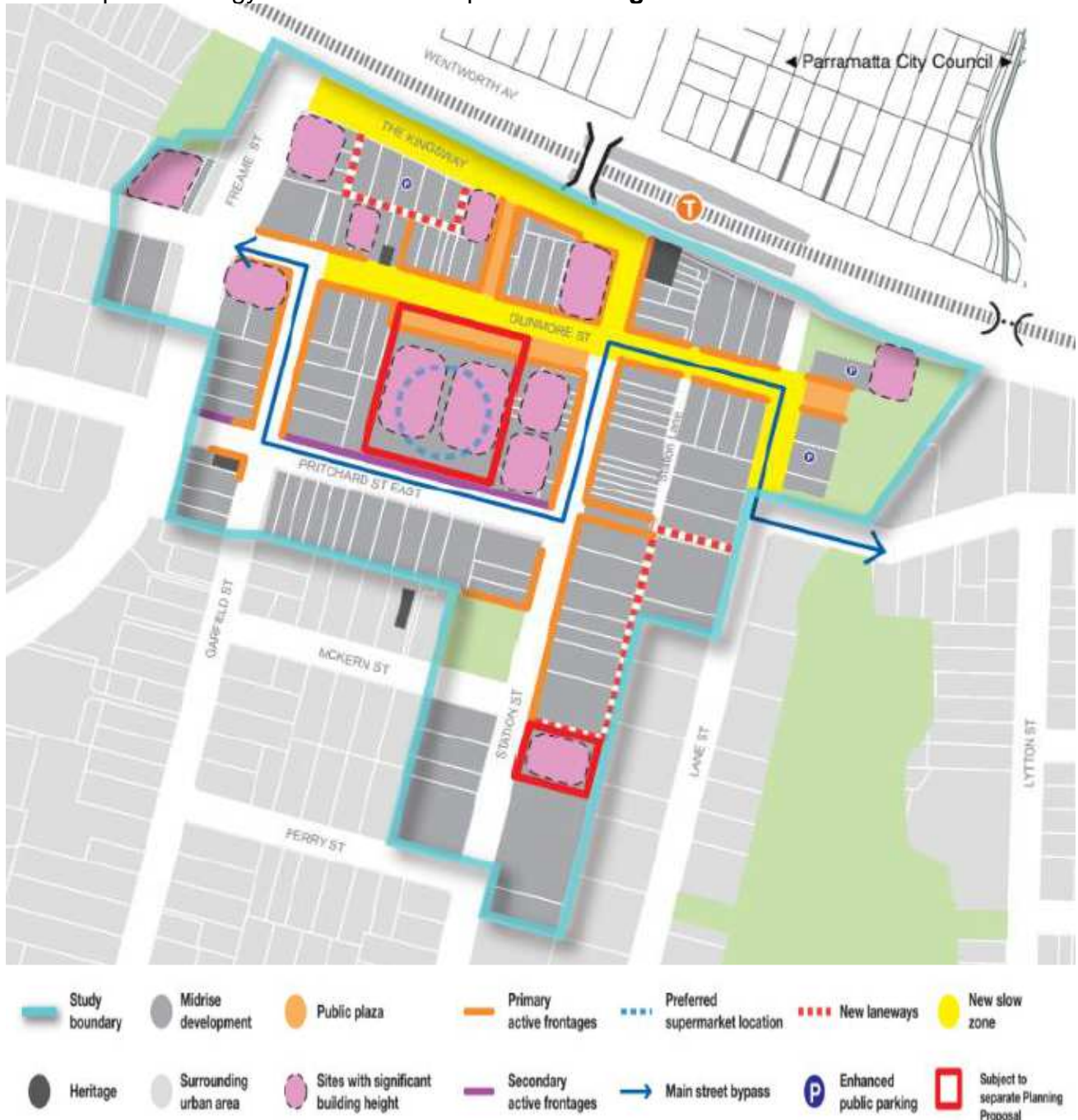


Figure 5: Adopted Strategy Structure Plan

Department Assessment

The planning proposal is considered to be the best way to achieve the objectives and intended outcomes for the town centre.

The Department notes that the need for the planning proposal is supported as future development controls will be required to deliver the vision set by the Strategy.

The level of information provided is considered reasonable to justify the planning proposal proceed to Gateway determination.

STRATEGIC ASSESSMENT

State

The NSW Premier's Priorities highlight the importance of creating jobs, building infrastructure, affordable housing and tackling childhood obesity. The planning proposal is considered to be consistent with these priorities namely by way of

- future job creation for up to 1,150 new jobs within an existing centre; and
- future housing completions in the Wentworthville area for up to 2,500 additional dwellings.

Regional / District

Greater Sydney Region Plan

The Greater Sydney Regional Plan provides a 40 year vision and 20 year plan for the delivery of 725,000 dwellings and an extra 817,000 jobs in the Greater Sydney region. The draft plan recognises the Cumberland local government area as being within the Central River City.

The planning proposal is consistent with the focus of the draft plan to align infrastructure with growth and planning for future jobs through the provision of services and infrastructure to meet changing needs (Objective 6) and to deliver places that bring people together (Objective 12).

Central City District Plan

The Central District Plan commits to a 9,350 dwelling 5 year housing target by 2021 which is to be supported with infrastructure by way of aligning infrastructure investment with community outcomes (Planning Priority C1). The revised draft plan identifies the importance of providing housing with access to jobs and services (Planning Priority C12) and recommends 5-10 per cent of new floor space to deliver affordable rental housing. The revised plan also notes that planning in Priority Precincts (Planned Precincts) is to be supported by a Special Infrastructure Contribution (SIC) or similar satisfactory arrangement.

The proposal is consistent with the priorities and actions set by the plan. The planning proposal provides an opportunity to deliver additional jobs and dwellings in a highly accessible location expected to experience significant growth to meet changing community needs. The issues of housing for key workers and satisfactory arrangement to fund state infrastructure is discussed in the Site Specific assessment section.

Wentworthville Planned Precinct

As detailed studies are underway to consider opportunities for additional housing and jobs in the broader Wentworthville Planned Precinct, the Gateway determination recommends that further consultation with the Department's Greater Parramatta Urban Renewal team occurs prior to public consultation.

Local

There is no relevant local strategy that has been endorsed by the Department.

Section 9.1 Ministerial Directions

The planning proposal is consistent with relevant S9.1 Directions, except for Direction 4.3 as discussed below.

Direction 4.3 Flood Prone Land

The planning proposal is inconsistent with this Direction as it proposes to intensify development on flood prone land without proposing new flood planning controls. The proposal does not seek any changes to existing flood related development controls, and future development will be subject to the relevant development controls in Holroyd LEP 2013 and Holroyd Development Control Plan 2013 (Holroyd DCP). The Holroyd DCP in particular gives effect to the NSW Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005.

Potential flood constraints on the land would be considered as part of the development assessment process and appropriate flood mitigation measures determined and implemented.

The planning proposal is considered to be consistent with this Direction and the Gateway determination also recommends consultation with the Office of Environment and Heritage and Department of Industry to ensure consistency.

State Environmental Planning Policies

The following State Environmental Planning Policies (SEPPs) apply as follows:

SEPP 65 – Design Quality of Residential Flat Development

Detailed compliance with SEPP 65 and its Apartment Design Guide (ADG) will be required to be demonstrated with future development applications.

The proposed development standards of the planning proposal will need to be accompanied with appropriate urban design testing to ensure apartment towers in the town centre are spaced and positioned to comply with the requirements of the ADG.

Future development controls for the town centre is discussed in the Site Specific Assessment section.

SITE SPECIFIC ASSESSMENT

Social

Heritage

The following four local heritage items are located within the town centre:

- single storey post office at 63 Dunmore Street (item I 108);
- shops at 2-4 and 6-8 Station Street adjacent the rail station (items I 138 and I 139); and

- corner shop on the south-west corner of Garfield Street and Pritchard Street East (item I 126);

Three additional local items are located on the fringe of the town centre namely:

- Wentworthville Railway Station (item I 140);
- Wentworthville Memorial Fountain on The Kingsway in front of the railway station (item I 141); and
- Presbyterian Church at 5a McKern Street (Item I 136).

No changes are proposed to these heritage items as part of the planning proposal.

Department Assessment

It is considered that adequate consideration to the heritage significance of the above heritage items has been undertaken to progress the planning proposal to Gateway determination. Further, Council notes that *Wentworthville Planning and Place Making Strategy* Structure Plan, which sets the framework for the Centre's future urban form, is based in part on the integration with the heritage fabric of the area.

Environmental

Height of Buildings

The planning proposal seeks a maximum Height of Building (HOB) of between 17m to 53m which is a considerable uplift from the current 10m to 20m HOB control for the town centre.

The built form strategy is representative of Scenario 3 of the Wentworthville Centre Urban Design Report (Aug 2015) prepared to test built form outcomes for the town centre revitalisation which recommends:

- a general 8 storey height across the town centre study area;
- 6 storeys along the northern side of Dunmore Street;
- towers of 12 and 18 storeys strategically located; and
- a 5 storey street edge.

Department Assessment

The Department has no objection to the proposed additional heights, and that sufficient consideration of HOB controls has been undertaken to enable to proposal to proceed to Gateway.

Floor Space Ratio

The planning proposal seeks to increase the Floor Space Ratio (FSR) controls in the town centre from between 1.5 and 2.2:1 up to between 2:1 and 4.5:1. A further 0.5:1 FSR bonus is available to certain sites where commercial premises or health services facilities are provided. With regard to improving the viability of future development in the town centre, the Economic and Development Feasibility Assessment (Sep 2015) provided with the planning proposal tested the feasibility of future development and recommended:

- an increase of over 3:1 FSR for appropriate [larger less fragmented] sites; and
- an increase in FSR to 4:1 together with a requirement for a minimum lot size for smaller, core fragmented sites within core locations or other sites identified to encourage for amalgamation.

On 3 August 2016 Council endorsed the proposed FSR controls via the Wentworthville Planning and Place Making Strategy Structure Plan (**Figure 6** – below).

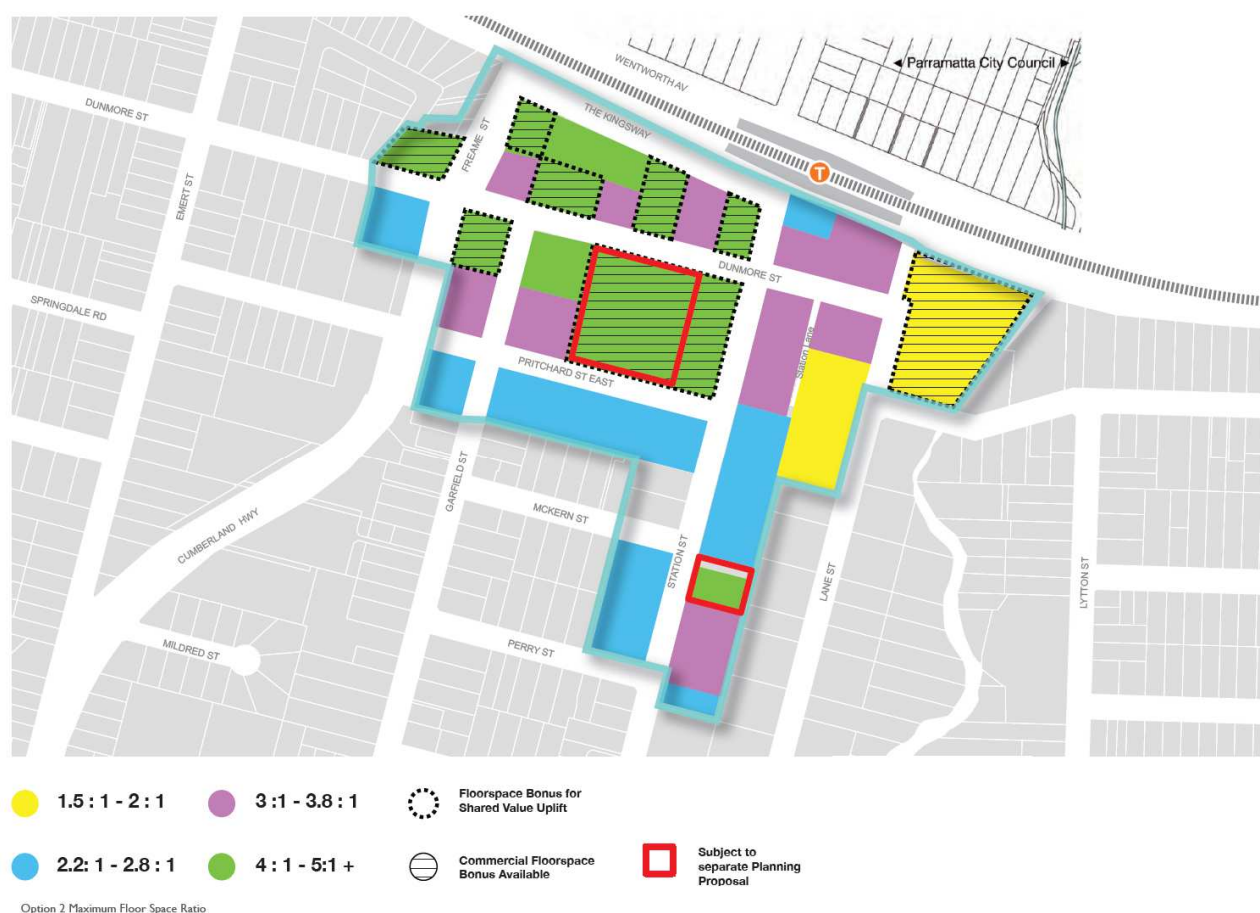


Figure 6: Proposed Floor Space Ratio controls (Source: Wentworthville Centre Planning and Place Making Strategy)

The proposed FSR controls are representative of scenario testing carried out for the Wentworthville Centre Urban Design Report. One of the stated objectives of that report was to 'enable the results/recommendations of the Study to be easily translated into development controls.'

Department Assessment

The Department is satisfied that sufficient consideration of FSR controls has been undertaken to enable to proposal to proceed to Gateway.

Traffic, Transport and Parking

The Traffic and Transport Strategy (Jul 2015) for the Wentworthville town centre assesses the likely impacts on the transport network from proposed increases in residential and commercial development.

The Strategy confirmed that the combination of through traffic and new traffic growth will increase travel times within the area threefold thereby increasing the level of peak congestion and queueing in Dunmore Street with consequential queueing impacting into Station Street and Pritchard Street.

The Strategy also revealed the current parking rate for commercial/retail uses in town centre is high compared to comparative centres and RMS standards and current rates do not reflect the changing role of Wentworthville with greater walk up trade or the shift in retail use parking patterns for centres.

To respond to the impact of the planning proposal on the transport network, the Strategy recommends the following measures:

- two Wentworthville town centre traffic bypass options involving either:
 - a 'half bypass' moving traffic away from Dunmore Street into Garfield Street/Pritchard Street East/ Station Street (**Figure 7 - below**); or
 - a 'full bypass' involving building a new through link from Station Street through to Lane Street (**Figure 8 - below**).
- speed management treatments, increased pedestrian crossing and streetscaping in Dunmore Street and Station Street;
- reduce minimum car parking rates and limit major public parking sites to the existing commuter car park area and the Mall site as multilevel car parks;
- increased pedestrian permeability between Pritchard Street, Dunmore Street and the Kingsway and between Station Street and Lane Street;
- improving the existing four bus stops in Dunmore Street with pavement marking and better definition of stopping areas using landscape treatments; and
- marked cycle routes on the Kingsway, Pritchard Street, Station Street and Lane Street.

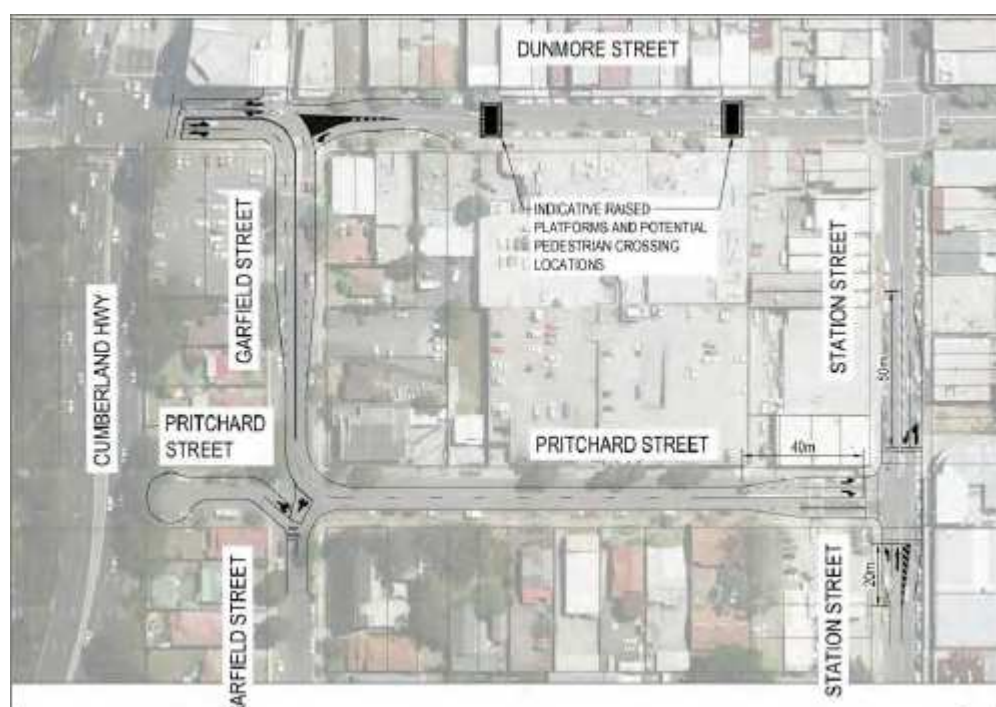


Figure 7: Half bypass option



Figure 8: Full bypass option

On 3 August 2016 Council resolved to endorse the Wentworthville Planning and Place Making Strategy which incorporated the recommended measures of the Traffic and Transport Strategy.

Department Assessment

The cumulative impact of traffic associated with additional development within the locality will result in further impact on intersection performance within the broader regional network.

Accordingly, it is recommended that Transport for NSW and the Roads and Maritime Services be consulted on the proposal, and updated in accordance with any comments made by those agencies, particularly regarding whether a satisfactory arrangements clause is required to be included in the proposal.

Economic

The Economic and Development Feasibility Assessment (Sep 2015) prepared for Council concluded that whilst Wentworthville is located in close proximity to major employment hubs, a number of surrounding retail centres have increased their retail offer drawing trade away from Wentworthville. Consequently, this has influenced the rate of retail vacancies in the Centre and the redevelopment of a number of key sites.

The Economic Assessment confirmed that the town centre is experiencing a resurgence in investment and development interest, much of which has been fuelled by the strength of the residential market and the prospect of Council revising its planning controls.

The Economic Assessment found that 30% for demand for commercial shop front floorspace results in a demand for 3,000m² by 2031.

However, the specialisation of Wentworthville into a supportive 'health precinct' to the Westmead hospital precinct would likely attract demand for commercial floorspace over and above the demand for shop front space. This floorspace could be located at first floor level subject to financial viability and an end tenant.

Floorspace for Employment Uses

Wentworthville town centre's retail and commercial uses are predominantly clustered along Station Street and Dunmore Street.

To achieve a target of 1,150 retail and commercial jobs the Wentworthville Centre Planning and Place Making Strategy commits to facilitating new retail and commercial opportunities and redevelopment for commercial floor space.

Consequently, the planning proposal includes an incentive provision to permit bonus floor space of 0.5:1 for commercial premise and health service facility development types to be provided above the ground floor on land that permits building heights greater than 30m.

Department Assessment

The B2 Local Centre zone permits residential development (shop top housing) that is complementary to, and well-integrated with commercial uses. This could mean that while this zone permits retail, commercial premises and health facility development types, there is a risk that the employment potential of the town centre may be undermined by residential development.

To address this risk and ensure the intended outcome of the incentive clause is consistent with the objectives of the B2 zone, it is recommended that the Gateway determination requires the incentive provision to be updated to include a minimum floor space requirement for commercial premises and health services facility developments.

Key Worker Housing

The planning proposal does not seek to implement any mechanism to provide rent controls for current or future key worker housing in targeted employment areas such as the health sector.

Department Assessment

Further, despite the focus in the proposal to encourage development of health-related industries and the town centre's proximity to the Westmead health precinct, there appears to be a lack of investigation into the role key worker housing may make for major employment sectors of the area. The feasibility of the broader Wentworthville Precinct to accommodate affordable housing is being investigated through the planned precinct process. There may be opportunities to update the planning proposal prior to finalisation, to incorporate any relevant findings arising from the precinct planning process.

Infrastructure

Voluntary Planning Agreement and Value Sharing

Council's proposal notes that where future development is proposed to be greater than 8 storeys, value uplift sharing will be sought to achieve 'new public spaces and public domain works.' The proposal (see page 29) notes that

'The base height and FSR is to be implemented for a building at 8 storeys. The maximum building height and floor space ratio will be mapped on a LEP incentives map linked to a corresponding clause which permits development to comply with the mapped incentives height and FSR where the consent authority is satisfied that there will be adequate provision for specified community infrastructure.'

Council confirmed with the Department on 16 March 2018, that this text refers to the proposed incentive provision to permit bonus floor space of 0.5:1 for commercial premises and health service facilities (where provided above the ground floor) for buildings over 30m.

Department Assessment

Subject to the proposal being clarified in line with Council's advice, the Department raises no concerns with the proposed bonus floor space.

Infrastructure Provision and Funding

Based on demographic figures provided in the Wentworthville Centre Planning and Place Making Strategy (Strategy) the proposed urban revitalisation of the town centre is estimated to increase its population by approximately 7,000 new residents.

Council's Strategy commits to delivering a revised Infrastructure Plan and notes that future infrastructure works would be achieved through "value uplift sharing and section 94 (7.11) development contributions".

The planning proposal also commits to delivering the necessary infrastructure needed to support future growth through the provision of a new plaza in Dunmore Street and improved traffic and pedestrian thoroughfares throughout the town centre.

Department Assessment

The site and potential uplift being sought highlights the importance of ensuring infrastructure provision and funding meets the demands of the future population of the town centre.

While urban revitalisation will provide a range of new facilities to serve the needs of the incoming population, future residents will require access to existing and new state and regional level infrastructure. Therefore, the Department considers it imperative that future infrastructure provision within the wider precinct aligns with growth demands generated by new development in the town centre.

Given current work underway to investigate opportunities to deliver improved public open space, transport, infrastructure and other services as part of the broader Wentworthville Planned Precinct, a consistent and coordinated approach will be required towards infrastructure provision and funding in the wider precinct.

The Gateway determination has been drafted to require Council to amend the proposal prior to community consultation include a satisfactory arrangements provision for contributions to designated state public infrastructure. Prior to finalisation Council will also be required to update its section 7.11 or 7.12 development contribution plans to align with future growth demands. As part of this process it is expected that local and state infrastructure requirements will be identified and funding provisions confirmed.

CONSULTATION

Community

The planning proposal outlines a community consultation process that is consistent with *A Guide to Preparing Local Environmental Plans (2016)*.

Given the nature of the planning proposal it is recommended that a 28 day community consultation period applies.

Agencies

To comply with the requirements of relevant Section 9.1 Directions it is considered appropriate that the following agencies and organisations be consulted on the planning proposal:

- Transport for NSW;
- Transport for NSW – Roads and Maritime Services;
- Transport for NSW – Sydney Trains;
- Department of Education;
- Department of Industry – Crown Lands and Water Division; and
- Office of Environment and Heritage – Floodplain Division.

Further, consultation with agencies will be undertaken as part of the Department's precinct planning process for the Wentworthville Planned Precinct. It is anticipated that there will be opportunities for agencies, Council and the Department to engage prior to, and in addition to the consultation required by the Gateway determination.

TIMEFRAME

It is recommended that a 12 month timeframe for completing the LEP is given taking into account the complex nature of completing public and agency consultation for the proposal.

DELEGATION

Council has not requested the use of plan making delegations, and given the nature of the proposed amendments required prior to community consultation, delegation is not recommended to be authorised in this instance.

CONCLUSION

Subject to conditions of Gateway, the planning proposal has merit and is supported to proceed for the following reasons:

- to promote the urban revitalisation of Wentworthville to create a vibrant and engaging town centre;
- to implement planning controls that assist in addressing economic challenges facing the town centre;
- to deliver 2,500 additional dwellings, 1,150 jobs and new commercial floor space close to Westmead and Parramatta;
- to introduce new design excellence provisions as a means of improving the architectural standard of new buildings;
- to provide the necessary infrastructure and public domain works commensurate with a renewed and expanded town centre; and
- to improve pedestrian linkages and traffic circulation throughout the town centre.

RECOMMENDATION

It is recommended that the delegate of the Secretary:

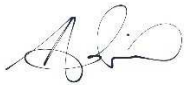
1. Agree that the consistency with Section 9.1 Direction 4.3 Flood Prone Land is justified in accordance with the terms of the Direction.

It is recommended that the delegate of the Greater Sydney Commission, determine that the planning proposal should proceed subject to the following conditions:

1. Prior to undertaking community consultation, Council is required to:
 - (a) review and consider the potential to include a minimum floor space requirement for commercial premises and health services facilities as part of the proposed floorspace bonus incentive provision;
 - (b) clarify the discussion in the planning proposal regarding the proposed bonus FSR provisions;
 - (c) ensure satisfactory arrangements are proposed for contributions to designated state public infrastructure;
 - (d) consult Transport for NSW and Roads and Maritime Services and update in accordance with any comments provided; and
 - (e) submit a revised proposal to the Department for endorsement.
2. Community consultation is required under section 3.34(2)(c) and schedule 1, clause 4 of the *Environmental Planning and Assessment Act 1979* (the Act) as follows:
 - (a) The planning must be made publicly available for a minimum of **28 days**; and
 - (b) The relevant planning authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in Section 5.5.2 of *A guide to preparing local environmental plans* (Department of Planning and Environment 2016).
3. Consultation is required with the following public authorities and organisations under section 3.34(2)(d) of the Act and/or to comply with the requirements of relevant Section 9.1 Directions:
 - Transport for NSW;
 - Transport for NSW – Roads and Maritime Services;
 - Transport for NSW – Sydney Trains;
 - Department of Education;
 - Department of Industry – Crown Lands and Water Division; and
 - Office of Environment and Heritage – Floodplain Division.

Each public authority/organisation is to be provided with a copy of the planning proposal and any relevant supporting material, and given at least 21 days to comment on the proposal.
4. A public hearing is not required to be held into the matter by any person or body under section 3.34(2)(e) of the Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).

5. The timeframe for completing the LEP is to be **12 months** following the date of the Gateway determination.



25/5/18

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25/5/18

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