

Part

L

Town Centre Controls

Holroyd Development
Control Plan 2013

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Town Centres

Introduction

Land covered by this Part

This Part applies to all development on land identified within the town centres of Toongabbie, Pendle Hill, Wentworthville and Guildford, as shown in Figures 1- 4.

Relationship of Part L- Town Centre Controls to Holroyd Development Control Plan 2013

Part L - Town Centre Controls of Holroyd DCP 2013 shall be read in conjunction with the following Parts of Holroyd DCP 2013 which contain objectives and controls that relate to development in this Part:

Part A - General Controls

Part B - Residential Controls

Part C - Commercial, Shop Top Housing and Mixed Use Development Controls

Part E - Public Participation

Part F - Advertising and Signage Controls

Part G - Places of Public Worship Controls

Part H - Heritage and Conservation Controls

Part I - Child Care Centre Controls

Definitions



Figure 1- Toongabbie Town Centre



Figure 2- Pendle Hill Town Centre



Figure 3- Wentworthville Town Centre



Figure 4- Guildford Town Centre

Town Centres

I. Toongabbie Town Centre

I.1. Site Consolidation

Objectives

01. To ensure all sites achieve the required minimum width to adequately provide for basement car parking.
02. To minimise vehicular and pedestrian conflicts throughout the town centre through the appropriate location and number of vehicular access points.
03. To require the provision of laneways to enable access of secondary streets for better vehicular circulation and to reduce pedestrian vehicular conflict.
04. To enable better circulation and vehicular amenity on for high density residential development.
05. To ensure all sites achieve the required minimum width to allow for a site configuration that permits a consistent landscaped open space to the rear of sites.
06. To ensure any site amalgamation pattern does not restrict the development opportunity of any adjoining site or the ability of adjoining sites to provide basement carparking or rear open space.
07. To establish fine grain shopfronts along primary retail streets within the town centre.
08. To ensure new developments do not reduce the opportunity for the development of adjoining properties to develop in accordance with this DCP and adversely impact on the economic viability of development in accordance with s79C of the Environmental Planning and Assessment Act 1979.

Development Controls

- C1. The amalgamation of lots in accordance with Figure 5 is required for development to meet the objectives and desired future character contained within this DCP within the Toongabbie Town Centre.
- C2. The minimum lot frontage requirements for all development within a Business zone is located in Part C.
- C3. The minimum lot frontage requirements for all development within a Residential zone is in Part B.
- C4. Notwithstanding the above, development within Business zones located on Aurelia Street are to provide a fine grain retail shopfront character.
- C5. In instances where amalgamation cannot be achieved, the following information must be submitted with any development application:
 - Two written valuations indicating the value of the remaining sites that were to be developed in

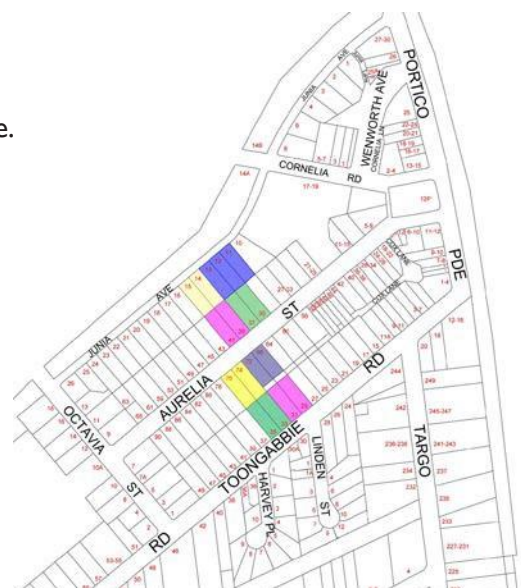


Figure 5- Toongabbie site consolidation

Town Centres

conjunction with the applicants properties. These are to be undertaken by two independent valuers registered with the Australian Institute of Valuers, and;

- Evidence that a reasonable offer has been made to the owner(s) of the affected sites to purchase and valuation reports.
- C6.** Where amalgamation (as required) is not achieved, the applicants must show that the remaining sites, which are not included in the consolidation, and the proposed development site, will still be able to achieve the development outcome prescribed in this DCP, including achieving the required vehicular access, basement parking and built form.
- C7.** Sites must not be left such that they are physically unable to develop in accordance with the prescribed built form outcomes outlined in this DCP.

Note:

- Potential value can include, (but is not limited to) the land locked site developed jointly with adjoining properties, or on its own, under Holroyd LEP and this plan.
- A reasonable offer shall be a fair market value, and include for all expenses that would be incurred by the owner in the sale of the land locked site.
- Council will accept as documentary evidence a copy of a written offer delivered by registered mail to the affected owner(s) and dated no more than 3 months prior to the date of lodgment of the development application.

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I.2. Rear laneways, land dedication, Access and Vehicular Entries

Objectives

- 1. To require the provision of rear access ways on properties for private and service vehicle access in order to reduce vehicular and pedestrian conflict and provide greater amenity to future residents.
- 2. To require buildings fronting primary roads to have vehicular access from the rear of the property in order to reduce vehicular and pedestrian conflict and create a safe retail environment.
- 3. To require all sites with existing access ways from the rear of the property to be used for vehicular access and parking.
- 4. To mitigate any impacts of vehicular traffic on adjoining residences.
- 5. To allow improved circulation space for pedestrians and future residents within the precinct.
- 6. To limit or prohibit vehicular access from primary street frontages.

Development Controls

- C1. Where new development has access available off existing or proposed laneways, vehicular access must be provided from the laneway.
- C2. An 8 metre laneway between Junia Avenue and Aurelia Street is to be provided as shown in Figure 6.
- C3. Land shall be dedicated to Council to finalise the completion of proposed Cox Lane as shown in Figure 6.
- C4. An 8 metre laneway between Aurelia Street and Toongabbie Road is to be provided as shown in Figure 6.
- C5. An 8 metre laneway between Linden Street and Harvey Street is to be provided as shown in Figure 6.
- C6. The existing footpath and verge in Linden Street (Figure 6) shall be reduced to 3.5 metres, with the residual land used to widen the existing carriageway.

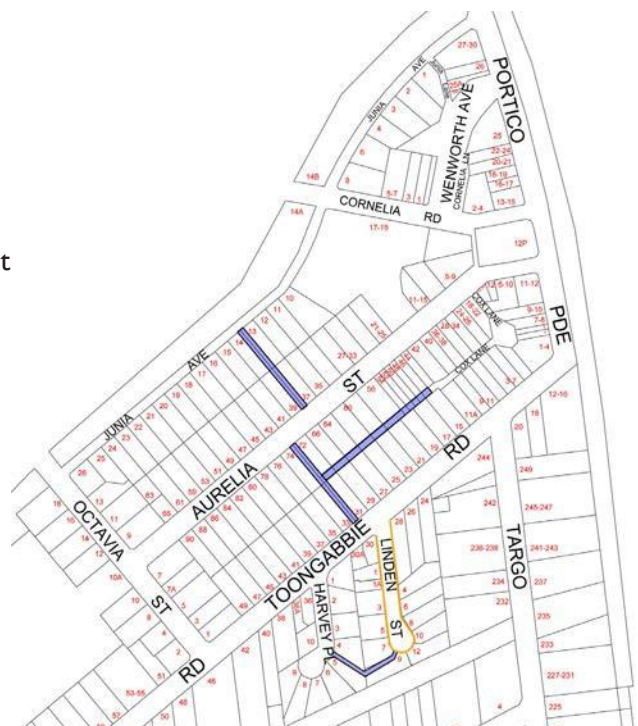


Figure 6- Proposed Laneways

Town Centres

1.3. Building Height

Objectives

- O1. To require an appropriate scale relationship between building heights and street width.
- O2. To ensure the appropriate management of overshadowing, access to sunlight and privacy.
- O3. To enable flexibility of used by implementing higher floor to ceiling heights within buildings for the ground and first floors.
- O4. To allow activation of the street edge on primary roads.
- O5. To allow for reasonable daylight access to other development and the public domain.

Development Controls

- C1. The maximum height for development within the Toongabbie Town Centre is detailed within Holroyd Local Environmental Plan 2013 as a written statement and associated maps.
- C2. The maximum building storey limits within the Toongabbie Town Centre is detailed in Figure 7
- C3. The minimum floor to ceiling height requirements are located in Part B and C.
- C4. The prominence of street corners shall be reinforced by concentrating the tallest portion of the building on the corner in relation to the overall building height and predominant street wall height.

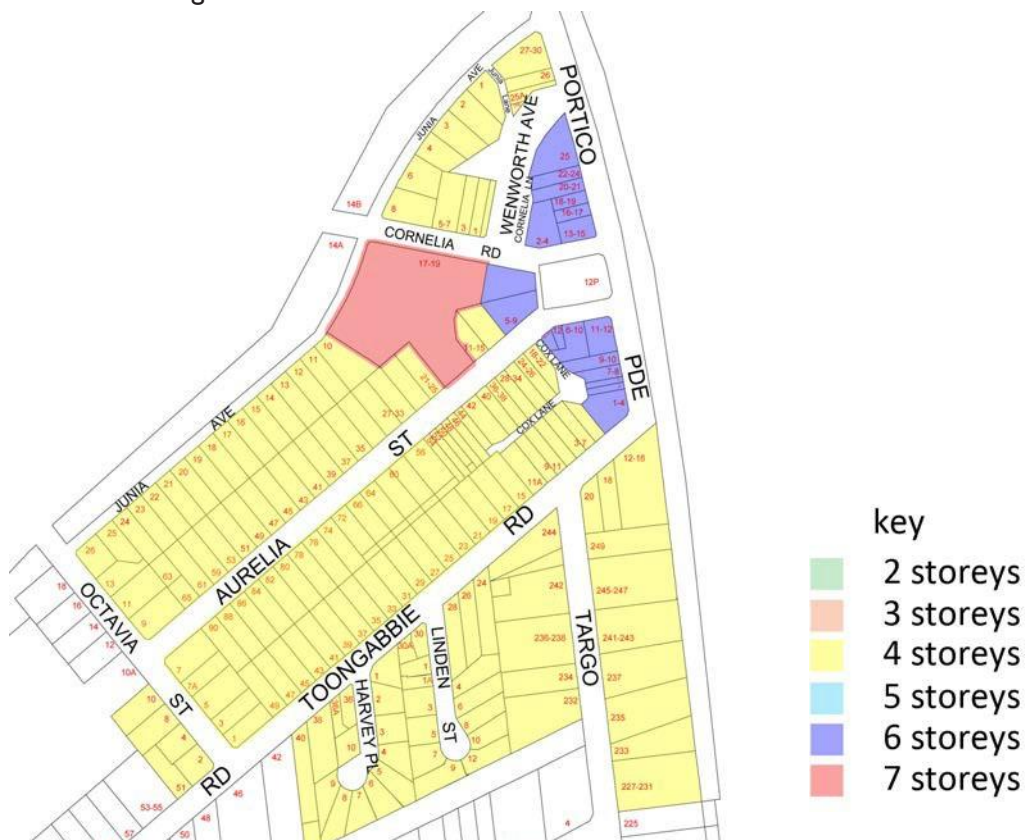


Figure 7- Building Height

Town Centres

I.4. Building Setbacks, Separation and Street Presentation

Objectives

- O1. To require suitable definition of the public domain and public spaces.
- O2. To require a continuous built edge within commercial and mixed use development for activation of the street edge.
- O3. To retain a landscaped setback character for residential development.
- O4. To ensure setbacks respond to the building separation requirements.
- O5. To reduce the visual impact of buildings on the public domain.

Development Controls

- C1. All front setbacks shall be in accordance with Figure 8.
- C2. Where a 0 metre setback is permitted, buildings shall form a continuous street edge.
- C3. Rear and side setbacks (unless indicated otherwise in Figure 8) are to be in accordance with setbacks indicated in Part B or Part C of this DCP.
- C4. Residential Development shall correspond to building depth and separation requirements in Part B.
- C5. Development shall present and address the street.
- C6. Sites with corner lots shall present and articulate to both street frontages.
- C7. Where sites are adjacent to Portico Park, development shall primarily be orientated to address the park.

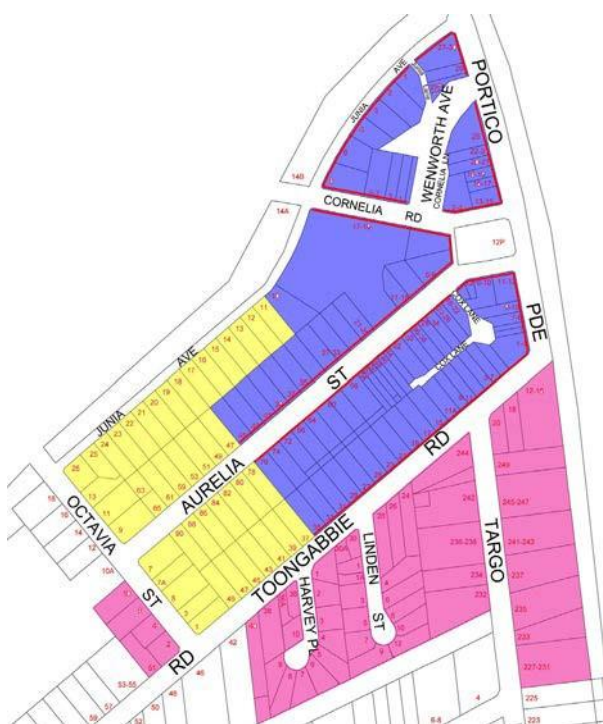


Figure 8- Front and zero side Setbacks

Note:

- Detailed building design requirements are contained with Part C of this DCP.

key

- 0 metres
- 4 metres
- 6 metres
- 0m side setback between buildings
- 6m side and rear setback
- 8m side setback

2 Pendle Hill Town Centre

2.1. Site Consolidation

Objectives

- O1.** To ensure all sites achieve the required minimum width to adequately provide for basement car parking.
- O2.** To minimise vehicular and pedestrian conflicts throughout the town centre through the appropriate location and number of vehicular access points.
- O3.** To ensure all sites achieve the required minimum width to allow for a site configuration that permits a consistent landscaped open space to the rear of sites.
- O4.** To ensure any site amalgamation pattern does not restrict the development opportunity of any adjoining site or the ability of adjoining sites to provide basement carparking or rear open space.
- O5.** To establish fine grain shopfronts along primary retail streets within the town centre.
- O6.** To ensure new developments do not reduce the opportunity for the development of adjoining properties to develop in accordance with this DCP and adversely impact on the economic viability of development in accordance with s79C of the Environmental Planning and Assessment Act 1979.

Development Controls

- C1.** The minimum lot frontage requirements for all development within a Business zone is located in Part C.
- C2.** The minimum lot frontage requirements for all development within a Residential zone is located in Part B.
- C3.** Notwithstanding the above, development within Business zones located on Pendle Way, between Stapleton and Joyce Street, and on Joyce Street are to provide a fine grain retail shopfront character.

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2.2. Rear laneways, land dedication, Access, Vehicular Entries and Pedestrian access

Objectives

- 01. To require the provision of rear access ways on properties for private and service vehicle access, in order to reduce vehicular and pedestrian conflict and provide greater amenity to future residents.
- 02. To require buildings fronting primary roads to have vehicular access from the rear of the property in order to reduce vehicular and pedestrian conflict and create a safe retail environment.
- 03. To require all sites with existing access ways from the rear of the property to be used for vehicular access and parking.
- 04. To mitigate any impacts of vehicular traffic on adjoining residences.
- 05. To allow improved circulation space for pedestrians and future residents within the precinct.
- 06. To limit or prohibit vehicular access from primary street frontages.

Development Controls

- C1. Where new development has access available off existing or proposed laneways, vehicular access must be provided from that laneway.
- C2. A minimum 4 metre wide, 4 metre high pedestrian accessway must be maintained and dedicated for public access as part of any redevelopment of the site as shown in Figure 9.

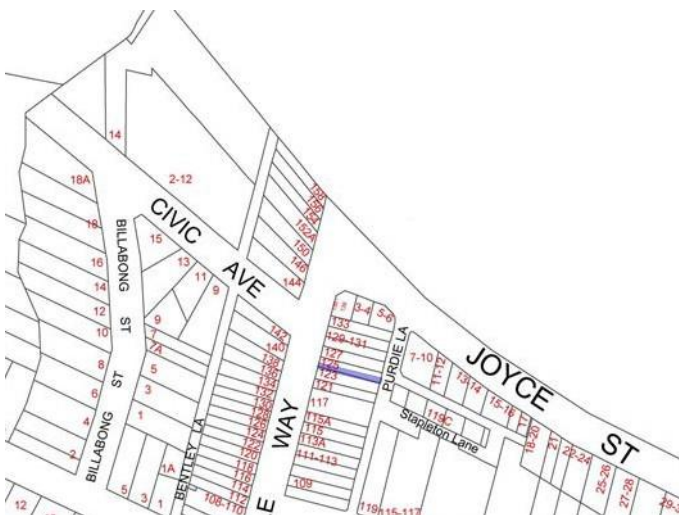


Figure 9- Proposed Pedestrian Access

Town Centres

2.3. Building Height

Objectives

- O1. To require an appropriate scale relationship between building heights and street width.
- O2. To ensure the appropriate management of overshadowing, access to sunlight and privacy.
- O3. To enable flexibility of used by implementing higher floor to ceiling heights within buildings for the ground and first floors.
- O4. To allow activation of the street edge on primary roads.
- O5. To allow for reasonable daylight access to other development and the public domain.

Development Control

- C1. The maximum height for development within the Pendle Hill Town Centre is detailed within Holroyd Local Environmental Plan 2013 as a written statement and associated maps.
- C2. The maximum building storey limits within the Pendle Hill Town Centre is detailed in Figure 10.
- C3. The minimum floor to ceiling height requirements are located in Part B and C.
- C4. The prominence of street corners shall be reinforced by concentrating the tallest portion of the building on the corner in relation to the overall building height and predominant street wall height.



Figure 10- Building Height

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2.4. Building Setbacks, Separation and Street Presentation

Objectives

- O1. To require suitable definition of the public domain and public spaces.
- O2. To require a continuous built edge within commercial and mixed use development for activation of the street edge.
- O3. To retain a landscaped setback character for residential development.
- O4. To ensure setbacks respond to the building separation requirements.
- O5. To reduce the visual impact of buildings on the public domain.

Development Controls

- C1. All front setbacks shall be in accordance with Figure 11.
- C2. Where a 0 metre setback is permitted, buildings shall form a continuous street edge.
- C3. Rear and side setbacks (unless indicated otherwise in Figure 11) are to be in accordance with setbacks indicated in Part B or Part C of this DCP.
- C4. Notwithstanding the above, a 6 metre setback is required to R2 low density residential lots between Gilba Road and Macklin Street.
- C5. Residential development shall correspond to building depth and separation requirements in Part B.
- C6. Developments shall present and address the street.
- C7. Sites with corner lots shall present and articulate to both street frontages.
- C8. Where sites are adjacent to Civic Park, development shall be orientated to address the park.

Note: Detailed building design requirements are contained with Part C of this DCP.

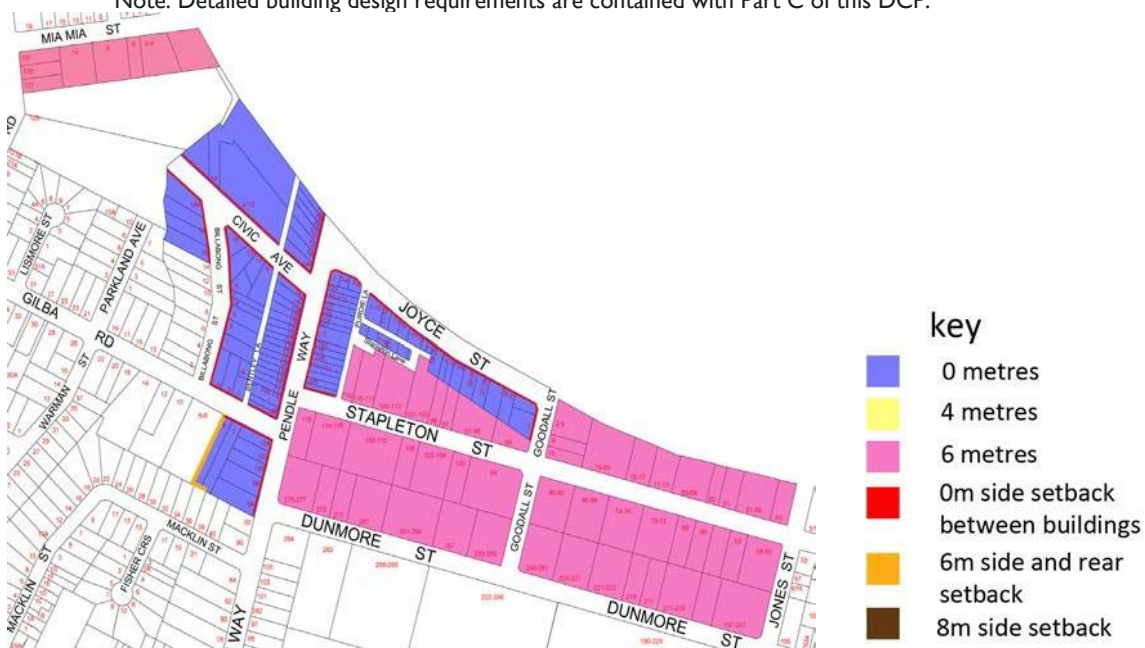


Figure 11 - Front setback and side setbacks

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3. Wentworthville Town Centre

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3.1. Introduction

The Wentworthville Centre (the Centre) is one of Cumberland's larger commercial centres, located close to Westmead Health and Education Precinct and the Parramatta CBD. Following receipt of funding from the NSW Government's Planning Reform Fund Program, Council prepared the *Wentworthville Planning and Place Making Strategy (the Strategy)* to guide the redevelopment and revitalisation of the Centre.

The Strategy was adopted by Council in August 2016 and was the culmination of specialist studies into Urban Design and Built Form Modelling; Economic Feasibility; Traffic and Transport Modelling; a Place Audit and community and stakeholder workshops. The Strategy's vision is to create:

“A progressive, colourful, vibrant and engaging local centre that is comfortable and well connected to the surrounding area and facilities. Wentworthville Centre will be a great place to live and shop; to stay”.

The aims and objectives of the Strategy are reflected in this document as well as amendments to Holroyd LEP 2013 to change the height and floor space ratio controls within the Centre. The intention of the Strategy is to introduce greater flexibility as a means of encouraging the Centre's revitalisation as well as promote Wentworthville as a health and education precinct supportive to Westmead. The controls provide increased opportunities to achieve bonus commercial floor space in addition to the introduction of design excellence provisions. Required infrastructure and public domain works will also be implemented, commensurate with a renewed and expanded Centre.

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3.2. Land Covered by this Part

This Part applies to all development on land identified within the Centre as shown in **Figure 12**, with the exception of 42-44 Dunmore Street and 108 Station Street, Wentworthville, both of which are the subject of separate site specific planning controls.

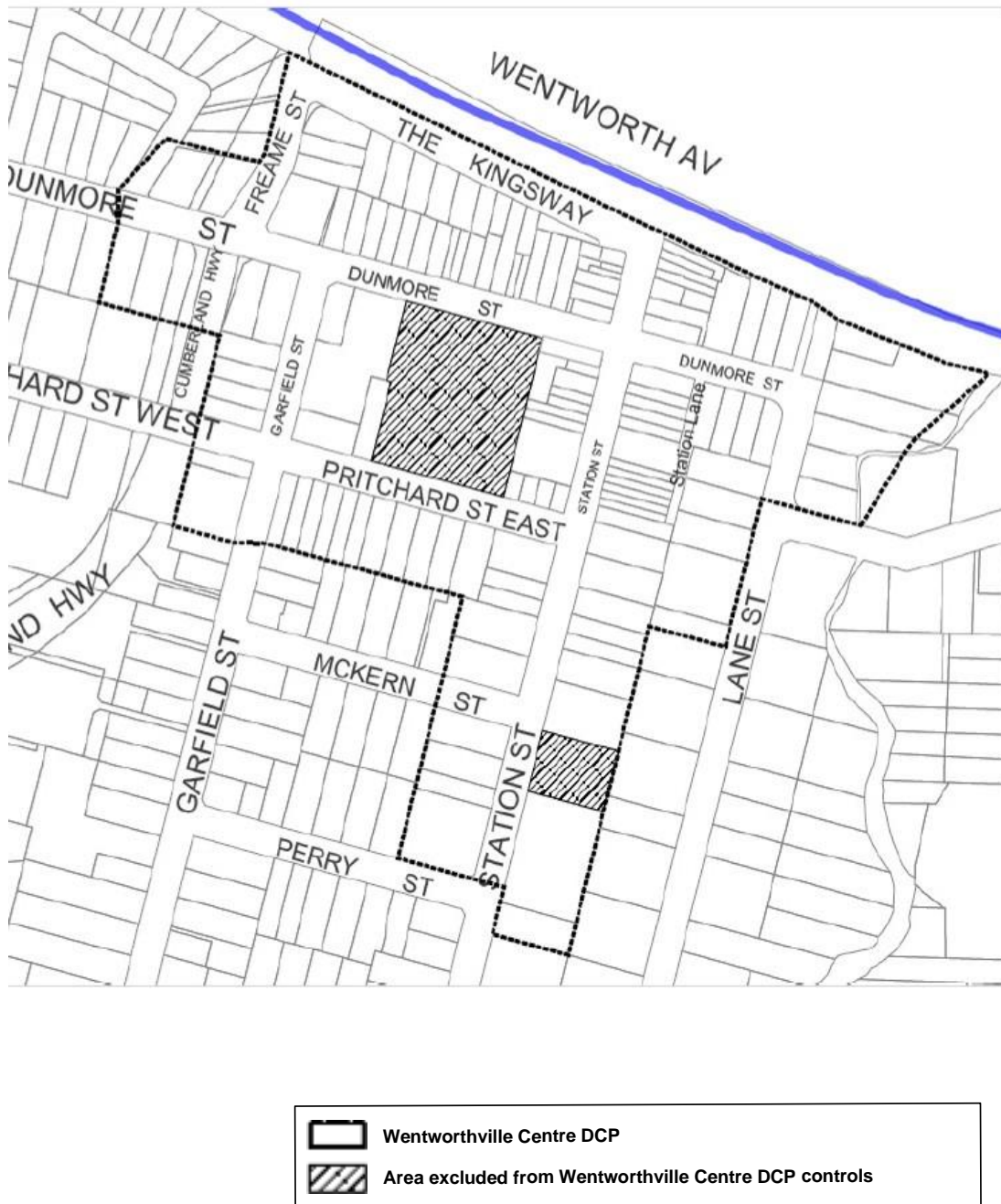


Figure 12- Land covered by this Part

3.3. Relationship to other parts of Holroyd Development Control Plan 2013

Part L, Section 3, Wentworthville Town Centre Controls of Holroyd DCP 2013 shall be read in conjunction with the following parts of Holroyd DCP 2013, which contain objectives and controls that relate to development in this Part: -

Part A - General Controls

Part B - Residential Controls

Part C - Commercial, Shop Top Housing and Mixed Use Development Controls

Part E - Public Participation

Part F - Advertising and Signage Controls

Part G - Places of Public Worship Controls

Part H - Heritage and Conservation Controls

Part I - Child Care Centre Controls

In addition to this Part, SEPP 65 and the NSW Apartment Design Guide (ADGs) must be taken into account when preparing a development application. Where there is an inconsistency between this Part and provisions contained elsewhere in Holroyd DCP 2013, the provisions of this Part shall prevail.

3.4. Aims and Purpose

The purpose of this Part is to articulate the detailed built form controls outlined in the Strategy and the desired future character for a revitalised Centre. The key aims of this Part are to:

- a) Develop a strong individual identity for the Centre through a vibrant mix of retail, commercial and residential developments.
- b) Ensure buildings are designed to maximise appropriate amenity outcomes for the Centre and modernise the village atmosphere.
- c) Create and maintain new public domain areas to be used and enjoyed by the general community for recreation, living and working.
- d) Improve vehicular circulation, traffic movements and laneway networks through and around the Centre.
- e) Create a pedestrian friendly Centre by improving connectivity, circulation, amenity and safety.
- f) Respect heritage elements of the Centre.

3.5. Structure Plan

The key elements of the preferred built form for the Centre contained in the adopted *Wentworthville Planning and Place Making Strategy*, are:

- a) For selected sites fronting the northern side of Dunmore Street, street wall heights are designed to maintain solar access to the proposed linear street plaza during times of peak usage
- b) A mix of strategically located towers with base heights ranging from 12 to 16 storeys (41 – 53 metre – excluding bonuses) in close proximity to the Wentworthville Railway Station;
- c) Street wall heights across the majority of the Centre are designed to maintain well-proportioned and human scale streetscape, whilst modernising the village atmosphere of the Centre
- d) Additional building heights and floor space permitted where a public benefit is to be provided e.g. public open space and pedestrian linkages;
- e) Floor space bonus incentives to secure public benefits and design excellence
- f) An articulated skyline that reinforces the Centre with increased height located away from surrounding residential neighbourhoods
- g) Limit overshadowing of residential areas and public open spaces
- h) Solar access controls to achieve a high quality public domain
- i) Create new public domain spaces and through site links to enhance pedestrian connectivity and amenity
- J) Manage vehicular traffic within the Centre and extend and improve laneway networks.

3.6. Site Amalgamation

Site amalgamation is required for all properties north of Dunmore Street bounded by Dunmore Street, Station Street, The Kingsway and Cumberland Highway (Freame Street) as a means of achieving high quality buildings, on-site parking, solar access and public benefits such as through site links. The area is commonly referred to as the Dunmore Street North Precinct. Refer to **Figure I3** and **Table I**.

Objectives

- O1.** Deliver the preferred built form for the Centre that provides workable building footprints to encourage the Centre's revitalisation.
- O2.** Ensure site dimensions allow for the achievement of an appropriate built form that meets the objectives of the Centre including solar access and connectivity outcomes.
- O3.** Prevent sites becoming isolated and unable to be developed in accordance with Holroyd LEP 2013.
- O4.** Facilitate solar access and through site links in specific locations.

Development Controls

- C1.** Site amalgamation of properties north of Dunmore Street bounded by Dunmore Street, Station Street, The Kingsway and Cumberland Highway (Freame Street) is to be carried out in accordance with **Figure I3** and **Table I**.
- C2.** In instances where amalgamation cannot be achieved, the following information must be submitted with any development application:
 - a) Two written valuations indicating the value of the remaining sites that were to be developed in conjunction with the applicants properties. These are to be undertaken by two independent valuers registered with the Australian Institute of Valuers, and;
 - b) Evidence that a reasonable offer has been made to the owner(s) of the affected sites to purchase and valuation reports.
- C3.** Where amalgamation (as required) is not achieved, the applicants must show that the remaining sites, which are not included in the consolidation, and the proposed development site, will still be able to achieve the development outcome prescribed in this DCP, including achieving the required vehicular access, basement parking, built form, solar access and connectivity outcomes.

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Legend




-  Amalgamation boundary
-  Amalgamation site number
-  Train line/ train station

Figure 13 - Site Amalgamation Plan - Dunmore Street North Precinct

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Table I - Site Amalgamation - Property Description

Amalgamated Site No.	Lot	DP	Address - Wentworthville	Site Area m ²
1	15	9296	6 Freame Street	586.19
	16	9296	8 Freame Street	524.38
	9	264288	10 Freame Street	665.26
	22A	306494	23 The Kingsway	482.53
	21A	306494	24 The Kingsway	515.88
	20A	306494	25 The Kingsway	532.33
	19A	306494	26 The Kingsway	561.31
	18A	306494	27 The Kingsway	578.37
				4446.25 m²
2	1	1075217	73-75 Dunmore Street	1290.90 m²
3	8	9296	63 Dunmore Street	370.62
	9	9296	63 Dunmore Street	387.13
	10	9296	63 Dunmore Street	402.23
	11	9296	67 Dunmore Street	421.30
	4	368587	71 Dunmore Street	472.93
	B	388555	71 Dunmore Street	50.93
				2105.14 m²
4	2	530178	53 Dunmore Street	196.78
	1	530178	55 Dunmore Street	167.55
	6	9296	57-59 Dunmore Street	358.70
	7	9296	61 Dunmore Street	387.18
				1110.21 m²
5	2	9296	41 Dunmore Street	597.82
	6	703262	45 Dunmore Street	329.74
	4	9296	49-51 Dunmore Street	343.53
	5	703262	15 The Kingsway	251.79
	25	9296	22 The Kingsway	337.99
				1860.87 m²

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Amalgamated Site No.	Lot	DP	Address - Wentworthville	Site Area m ²
6	B	386116	7 The Kingsway	273.30
	26	9296	7 The Kingsway	262.42
	2A, Sec:12	963	27 Dunmore Street	445.99
	3, Sec:12	963	29 Dunmore Street	462.65
	3A, Sec:12	963	33-35 Dunmore Street	452.35
	C	395756	37 Dunmore Street	122.85
	B	395756	39 Dunmore Street	143.83
				2163.39 m²
7	E	409438	The Kingsway	125.53
	F	409438	1-3 Station Street	237.69
	C	403472	5 Station Street	56.76
	A	387693	7 Station Street	86.80
	C	8621	9 Station Street	270.23
	H	364526	13-15 Station Street	275.45
	F	328120	17-19 Station Street	240.22
	J	364526	17 Station Street	26.49
				1319.17 m²

3.7. Minimum Lot Frontage

Objectives

- O1. Ensure development is carried out on sites that are sufficient in frontage in order to provide adequate vehicular access and car parking and improved built form outcome.
- O2. Avoid the creation of smaller, isolated sites that cannot be separately developed
- O3. Ensure developments are compatible with both the established character and desired future amenity of the Centre and appropriate to the FSR and maximum height controls.

Development Controls

- C1. The minimum site frontage width for properties not required to be amalgamated under Section 2.1 is:
 - Up to three (3) storeys – 20 metres
 - 4-8 storeys - 26 metres
 - storeys and greater - 32 metres

Town Centres

3.8. Design Excellence

The following controls are provided for reference purposes and should be read in conjunction with relevant statutory provisions contained in the LEP for the Centre.

Objectives

- O1. Cumberland Council is committed to ensuring all major developments deliver the highest standard of architectural and urban design. Design excellence is a tool whereby the objectives of the Centre can be achieved by encouraging:-
- High quality, diverse and innovative design; and
 - Development that by virtue of its location, individually and collectively contributes to the urban design context of the Wentworthville Centre.

Development Controls

- CI. Design excellence applies only to land within the boundaries of the Design Excellence Map that permits development greater than 30 metres in height. **Refer to Figure 14.** Cumberland Design Excellence Guidelines provide further details on relevant criteria and procedures when seeking an incentive bonus in building height of up to an additional 10% and additional floor space ratio of up to 0.5:1.



Figure 14 - Design Excellence Map

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3.9. Building Height

Objectives

- 1. Deliver a built form that provides a height transition from lower scale on the fringe of the Centre to higher scale in the Centre's core and clustering buildings of similar height.
- 2. Ensure the scale of the built form provides for a legible Centre with spatial definition and transition between spaces.
- 3. Achieve appropriate management of visual impact, overshadowing, access to sunlight and privacy.

Development Controls

- 1. The maximum building height for development within the Wentworthville Town Centre is expressed in metres within the relevant Local Environmental Plan as a written statement and associated maps.
- 2. Each storey shall comprise a minimum floor to ceiling height as defined in the NSW Department of Planning's Apartment Design Guide.
- 3. Refer to Sections 3.18, 3.19, 3.20 and 3.21 for further details on varying height controls for sites within certain precinct areas which require design outcomes based on their specific location within the Centre.

3.10. Building Setbacks

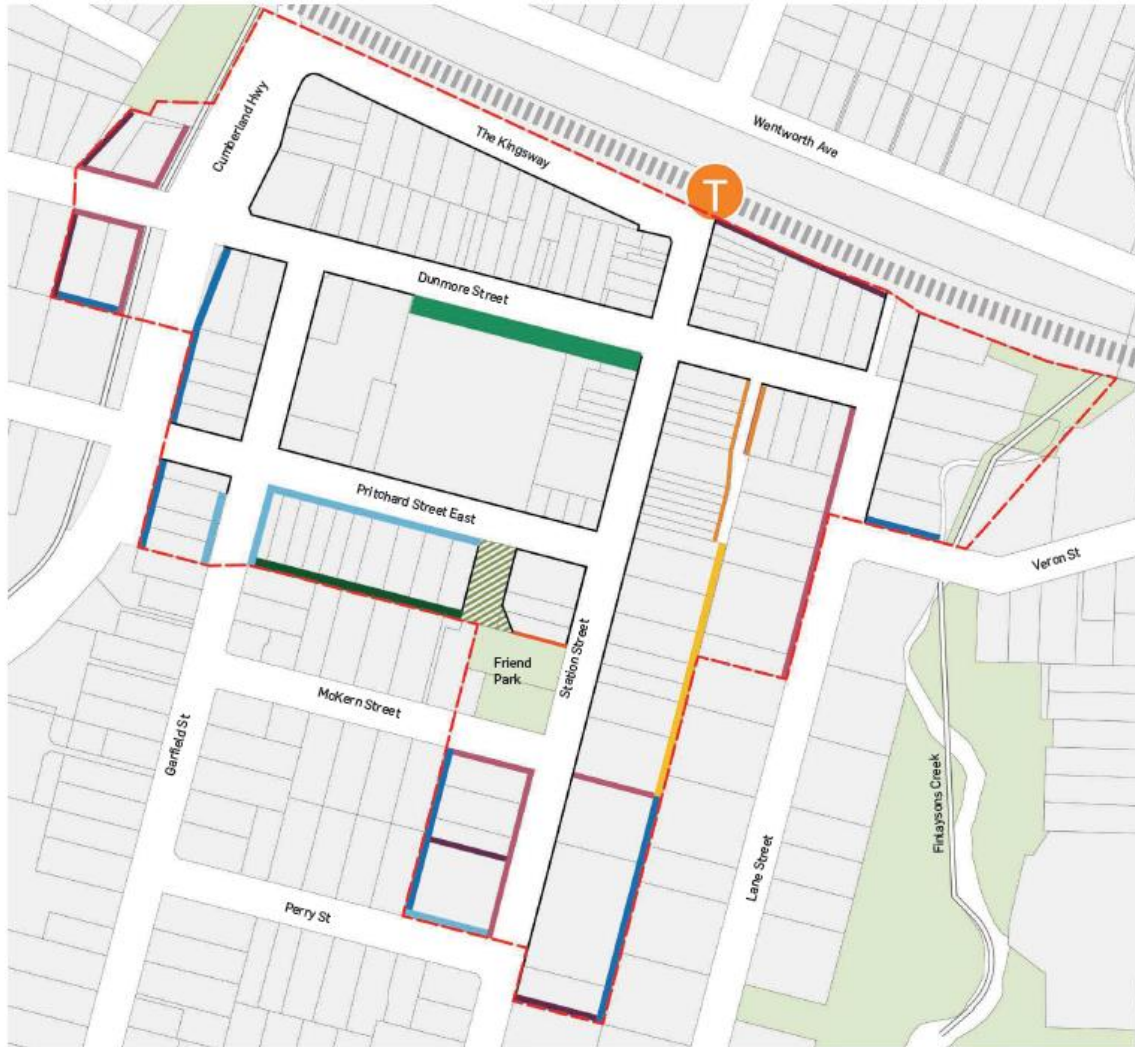
Objectives

- 1. Enhance the character of the Centre through consistent and uniform alignment of building facades and streetscape.
- 2. Reinforce strong definition of streets and public spaces in the Centre.
- 3. Provide a transition in built form to the lower scale residential areas adjoining the Centre.

Development Controls

- 1. All developments are to provide and maintain building setbacks in accordance with **Figure 15**.

Town Centres



LEGEND

- Study area
- Publicly accessible space
- T Train station
- Friend Park extension (land to be dedicated via VPA)
- 8m Street edge setback with Linear Plaza
- 8m Rear landscape setback
- 6m Street edge setback
- 6m Rear/side landscape setback
- 3m Street edge setback
- 3m Side setback
- 2m Rear setback plus new 8m laneway extension of Station Lane
- 2m Rear setback plus widening of existing Station Lane
- 2m Setback from Friend Park
- 1.4m Rear setback plus widening of existing Station Lane
- 0m Street setback plus widening of existing Station Lane
- 0m Street edge setback

Figure 15 - Building Setbacks

3.11. Primary and Secondary Active Frontages

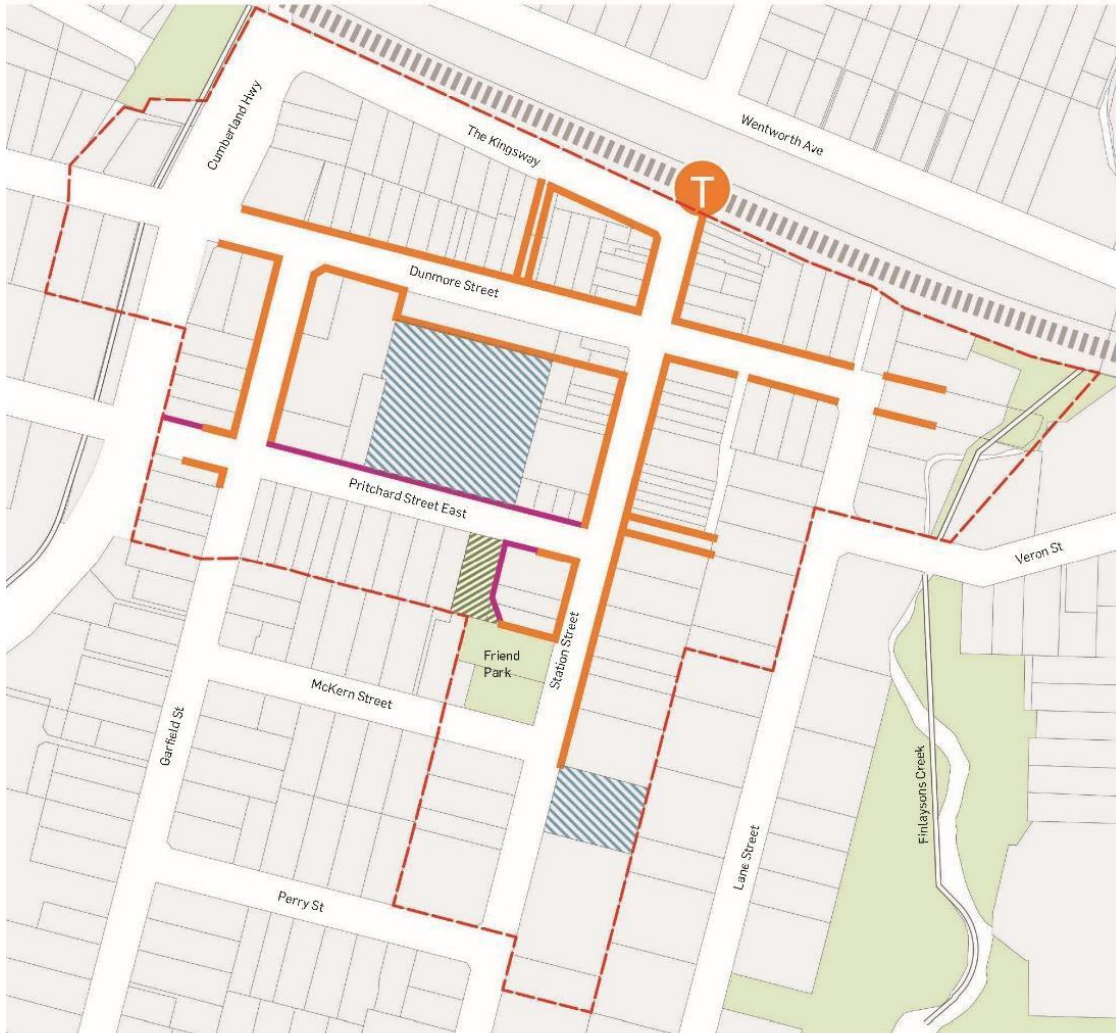
Objectives

- O1.** Provide for a vibrant, pedestrian focused Centre with active frontages that enliven the vitality of streets through the orientation and design of ground floor entries and shopfronts.
- O2.** Contribute to a safe environment for pedestrians and residents through both passive and active surveillance.
- O3.** Maintain the established character of fine grain frontages at ground level.
- O4.** Ensure vehicular access and car parking does not impact on character and function of active frontages.

Development Controls

- C1.** Continuous ground level active uses must be provided along primary active frontages as shown on **Figure 16**.
- C2.** Primary active frontages include but not limited to:
 - Retail and commercial shopfronts
 - Food and drink premises including restaurants and cafes
 - Entrances to public buildings or commercial building foyers
 - Customer service areas and receptions (where visible from the street)
- C3.** Maximise the use of entries, transparent glazing and display windows to encourage visual engagement. Blank walls, roller shutters and the use of dark or obscured glass are not permitted.
- C4.** Restaurants, cafes and the like are encouraged to consider providing openable shopfronts.
- C5.** Continuous awnings are to be provided on all primary active frontages.
- C6.** Vehicular access and parking are not encouraged on primary active frontages where alternate access points are available.
- C7.** Secondary active frontages are preferred locations for vehicle access, car parking, plant and service areas, docks, secondary entrances and the like.

Town Centres



- LEGEND**
- Primary Active Frontage
 - Secondary Active Frontage
 - Area excluded from Wentworthville Centre DCP Controls
 - Friend Park extension (land to be dedicated via VPA)

Figure 16 - Active Frontages

Note: Vehicle access is proposed off Station Street which is a Primary Active Frontage for 'Pritchard Street and Station Street Precinct' only.

3.12. Street Wall Heights

Objectives

- O1. Ensure building heights at street level are well proportioned and maintain a human scale.
- O2. Facilitate a consistent street wall height throughout the Centre.
- O3. Maintain adequate sunlight access to the Dunmore Street plaza through lower street wall heights on selected sites to the north of Dunmore Street.
- O4. Provide prominence to the street level, establish a clear presence for retail and increase the visibility and marketability of ground floor space.
- O5. Respect heritage elements within the Centre.

Development Controls

- C1. The nominated street wall height applies to a site's street frontage.
- C2. A street wall height (podium) of 20 metres (5 storeys) applies across the Centre with the exception of the following locations.

a) Amalgamated Sites 4,5,6,7

Selected sites north of Dunmore Street to facilitate solar access to the public plaza. A street wall height of 17 metres (4 storeys) applies to amalgamated sites 4, 5, 6 and 7 north of Dunmore Street as shown in **Figure 17**.

Refer to **Figure 13** and **Table 1** for addresses of sites affected.

b) Amalgamated Sites 6, 7 and 2-8 Station Street

A street wall height of 11 metres (2 storeys) applies to The Kingsway street frontage of Amalgamated Sites 6 and 7 together and Nos. 2 – 8 Station Street to preserve the existing traditional and heritage shopfront pattern. Refer to **Figure 17**.

Refer to **Figure 13** and **Table 1** for addresses of sites affected.

3.13. Upper Level Setbacks

Objectives

- O1. Create well-proportioned and human scale streets.
- O2. Reduce the visual impact of upper storeys
- O3. Support building separation requirements and facilitate built form articulation.
- O4. Maintain adequate sunlight access to the Dunmore Street plaza at times of peak usage.

Town Centres

Development Controls

CI. A three (3) metre upper level setback applies across the Centre for buildings above 20 metres (5 storeys) with the exception of the following location.

a) Amalgamated Sites 4,5,6,7

A 6 metre upper level setback applies to Amalgamated Sites 4, 5, 6 and 7 north of Dunmore Street to facilitate solar access to the public plaza during core lunchtime periods. Refer to **Figure 17**.



Figure 17 - Street Wall Heights and Upper Level Setbacks - Dunmore Street North Precinct

3.14. Building Facade Design

The design and detailing of building facades can have a major impact on the appearance and bulk of a building. High quality facades are a balanced composition of building elements, textures, materials and colour that collectively strengthens the character of the Centre and the continuity of streetscape.

Objectives

- 1. Building facades to provide visual interest and articulation while respecting the traditional character of the Centre.
- 2. Building facades are to be designed to reinforce and promote a sense of safety and security.
- 3. Building facades are to meet the aims and objectives of the Apartment Design Guide (ADGs).

Development Controls

- 1. Building facades should be well resolved with an appropriate scale and proportion to the streetscape and human scale. Design solutions may include:
 - well composed horizontal and vertical elements
 - elements that are proportional and arranged in patterns
 - public artwork or treatments to exterior blank walls
 - grouping of floors or elements such as balconies and windows on taller buildings
- 2. Building entries should be clearly defined
- 3. Corner buildings are given visual prominence through a change in articulation, materials or colour, roof expression or changes in height and are to comply with Section 3.11, Part C of Holroyd DCP 2013.

3.15. Solar Access

Adequate solar access is to be maintained to key public domain areas within the Centre. New developments are to be sensitively designed to provide adequate daylight access for the enjoyment of Centre residents and visitors.

Objectives

- 1. Ensure adequate solar access is maintained to the Dunmore Street Plaza during core lunchtime hours in mid-winter.
- 2. Ensure other key public domain areas receive adequate solar access to preserve the amenity and enjoyment of these spaces.

Development Controls

- 1. Buildings to the north of Dunmore Street must maintain solar access to a minimum of 50% of the Dunmore Street Plaza at ground level between the hours of 12.00 pm and 2.00pm on the 21st June. Tower elements must be slender in the east-west direction to minimise the duration of overshadowing impacts on the plaza.

Town Centres

- C2.** Redevelopment of sites to the north of Friend Park must maintain 3 hours of direct sunlight to minimum 50% of Friend Park on 21st June between 11.00am and 3.00pm.
- C3.** Buildings to the north of the proposed Civic Hub/Library Precinct plaza on land at 2-14 Lane Street must be designed to maintain 3 hours of direct sunlight to minimum 50% of the plaza area on 21st June between 11.00am and 3.00pm. Refer to **Figure 27** for location of proposed plaza.

3.16. Awnings

Objectives

- O1.** Maintain a consistent streetscape and provide visual interest through a continuous awning theme.
- O2.** Locate awnings to provide for weather protection and the safety and security of pedestrians.
- O3.** Design awnings to accommodate the provision of street tree planting and furniture location.

Development Controls

- C1.** Continuous awnings are to be provided on all primary active frontages.
- C2.** Compliance with Section 3.8, Part C of the Holroyd DCP 2013 for relevant awning controls.

3.17. Fine Grain Shopfront

Objectives

- O1.** Reinforce the predominant historic pattern and character of shopfronts within the Centre and express the building typology in future building façade designs.
- O2.** Accentuate the pedestrian scale and create well-proportioned streetscapes.
- O3.** Respect heritage elements within the Centre.

Development Controls

- C1.** Development located on Dunmore Street (between Cumberland Highway and Lane Street) and Station Street (between Pritchard St East and The Kingsway) is to provide a fine grain retail shop front character by:
 - a) Ensuring ground floor frontages provide for active non-residential uses with at-grade pedestrian access.
 - b) Minimal use of blank walls with frontages divided into discrete sections to maintain a fine grain, human-scale appearance.
- C2.** Where development adjoins a laneway or through site link, ground level uses should be designed to provide a direct interface to that adjoining laneway or a through site link.

3.18 Special Precincts

The following describes planning controls for selected key precincts within the Centre that require specific design outcomes. Typical sections and diagrams illustrate applicable controls such as street setbacks, split heights, street wall height, podium setback, laneways and through-site links for the following nominated locations: -

- a) Dunmore Street North Precinct comprising: -
 - 63-71 Dunmore Street (Amalgamated Site 3 – refer **Table I**)
 - 41-51 Dunmore Street & 15 and 22 The Kingsway (Amalgamated Site 5 – refer **Table I**)
 - 1-19 Station Street & Lot E The Kingsway (Amalgamated Site 7 – refer **Table I**)
- b) Station Street and Lane Street Precinct
- c) Pritchard Street East Precinct
- d) Pritchard Street and Station Street Precinct (Refer to Part J for Site Specific Controls)

3.19 Dunmore Street North Precinct

As discussed in Section 3.5, site amalgamation is required for properties within the Dunmore Street North Precinct bounded by Dunmore Street, Station Street, The Kingsway and Cumberland Highway as shown in **Figure 13** and **Table I**.

The following diagrams describe typical controls for selected Amalgamated Sites 3, 5 and 7. The sections typically illustrate split heights, locations where through site links are to be provided and the desired building envelope to maintain solar access to the Dunmore Street Plaza.

a) Amalgamated Site 3

Amalgamated Site 3 comprises properties 63 – 71 Dunmore Street, which includes the heritage listed Post Office site. This land is subject to varying heights and floor space ratios across the site, includes formalisation of an existing through site link alongside the heritage building and the building envelope is dictated by the need to maintain solar access to the plaza.

The above design elements are typically illustrated in Figures **18** and **19**.

Town Centres

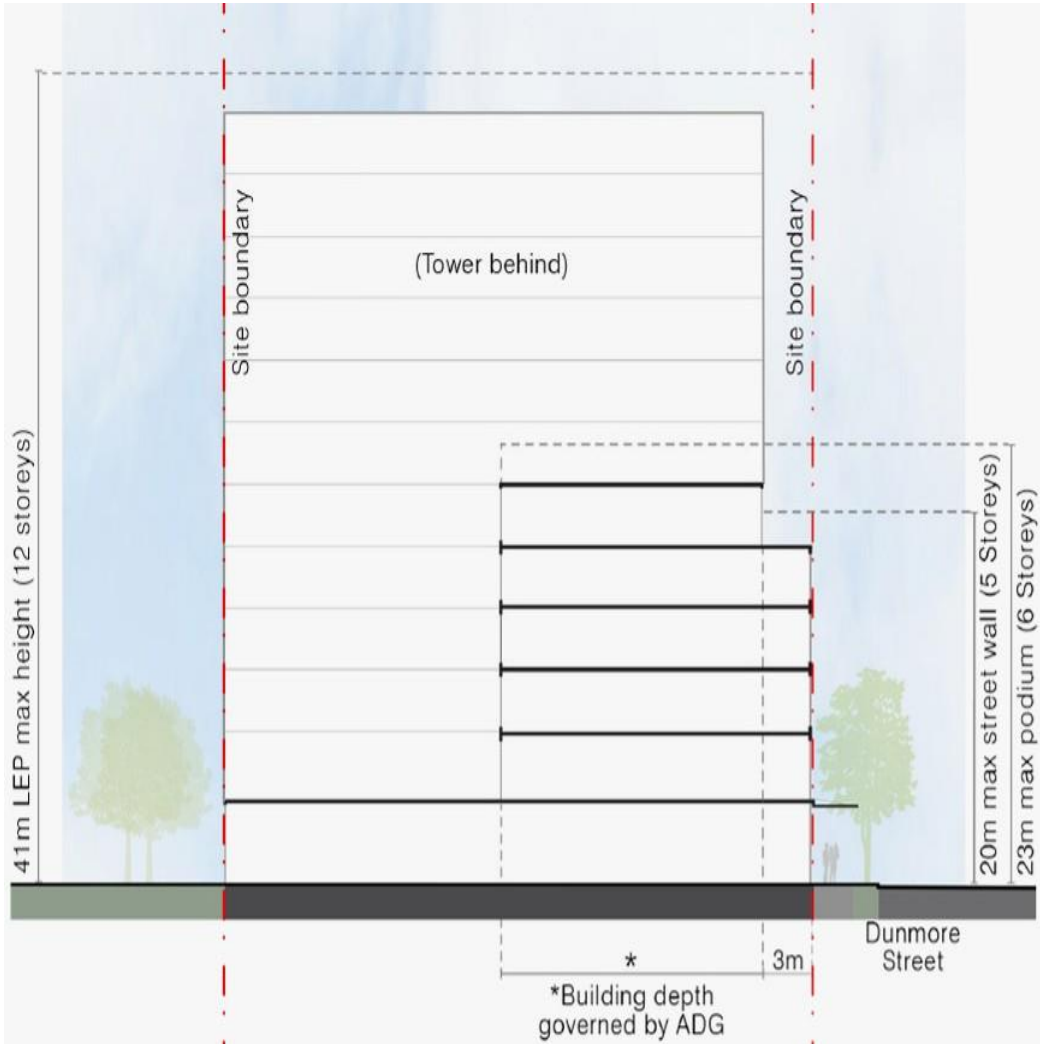


Figure 18 - Amalgamated Site 3 – Typical North-South Section

Town Centres

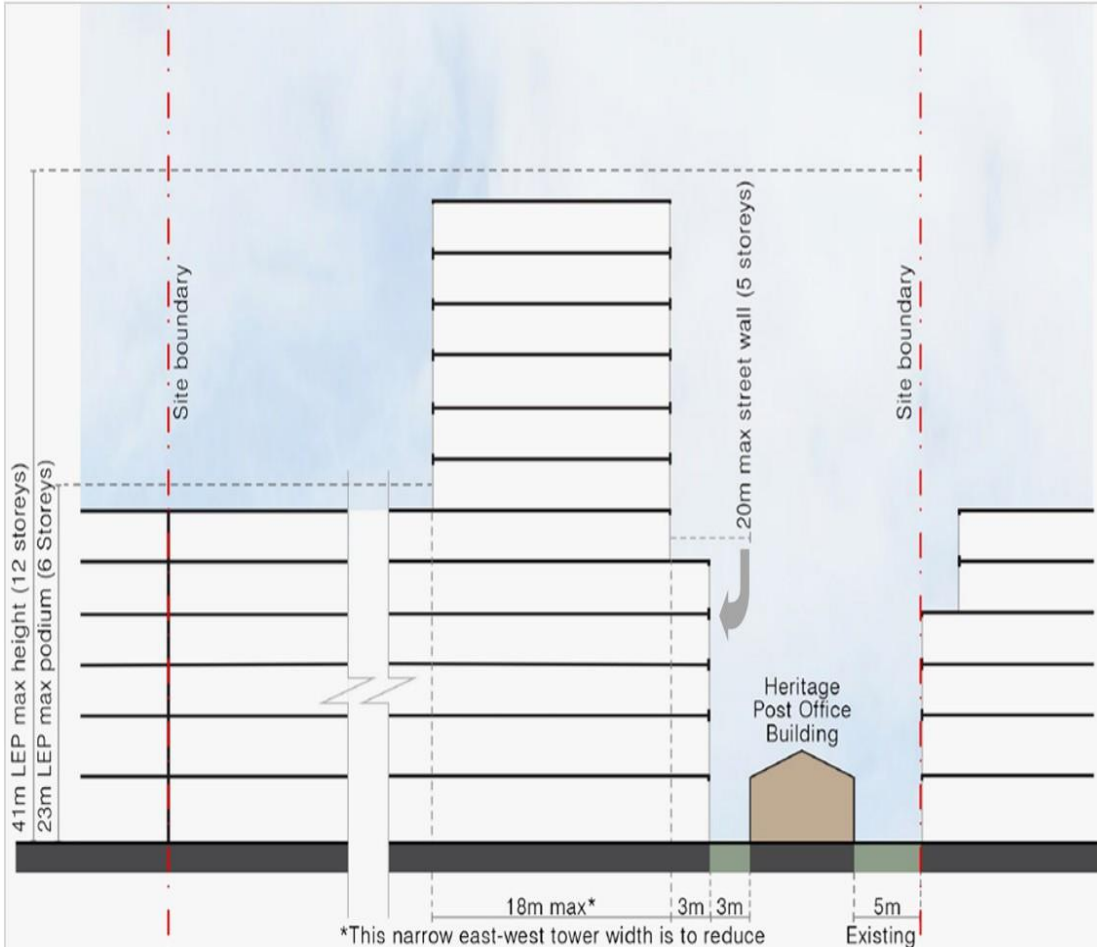


Figure 19 - Amalgamated Site 3 – Typical East-West Section

Town Centres

b) Amalgamated Site 5

Amalgamated Site 5 comprises properties 41 – 51 Dunmore Street, 15 and 22 The Kingsway, Wentworthville. This land is subject to varying heights across the site and includes formalisation of an existing through site link at 41 Dunmore Street and the building envelope is dictated by the need to maintain solar access to the plaza.

The above design elements are typically illustrated in **Figures 20** and **21**.

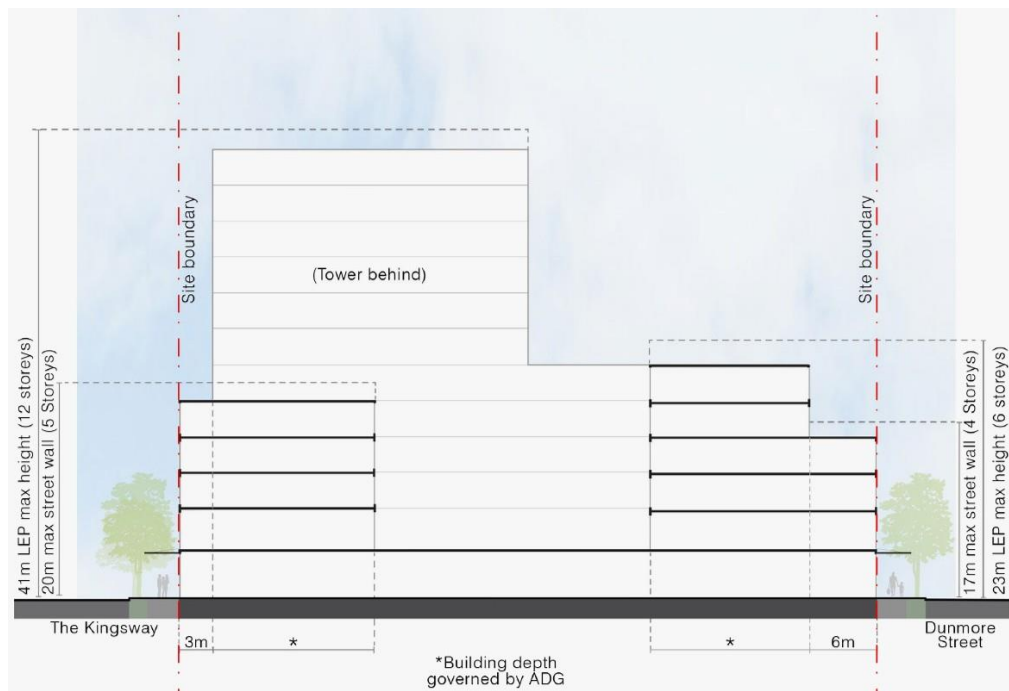


Figure 20 - Amalgamated Site 5 – Typical North-South Section

Town Centres

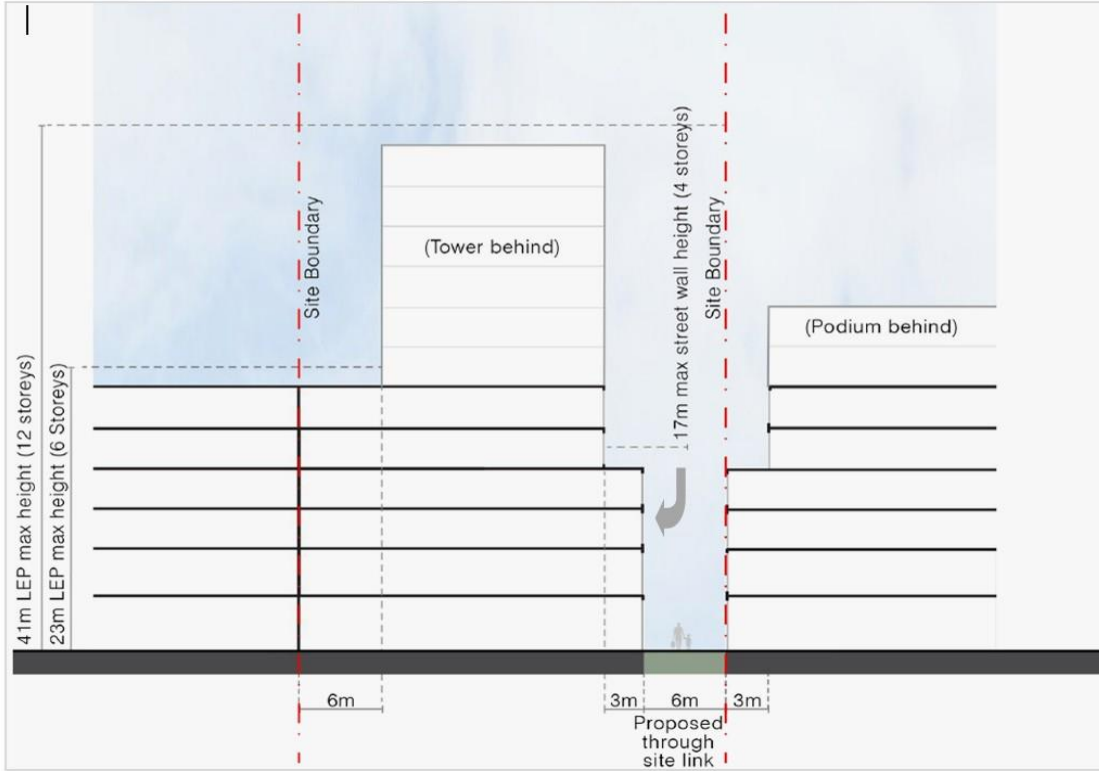


Figure 21 - Amalgamated Site 5 – Typical East-West Section

Town Centres

c) Amalgamated Site 7

Amalgamated Site 7 comprises properties 1-9 and 13-19 Station Street, and Lot E, The Kingsway, Wentworthville. This land is subject to a building envelope that is required to maintain solar access to the plaza and a two storey street edge along the Kingsway frontage to respect the existing shopfront character of The Kingsway.

The above design elements are typically illustrated in **Figure 22**.

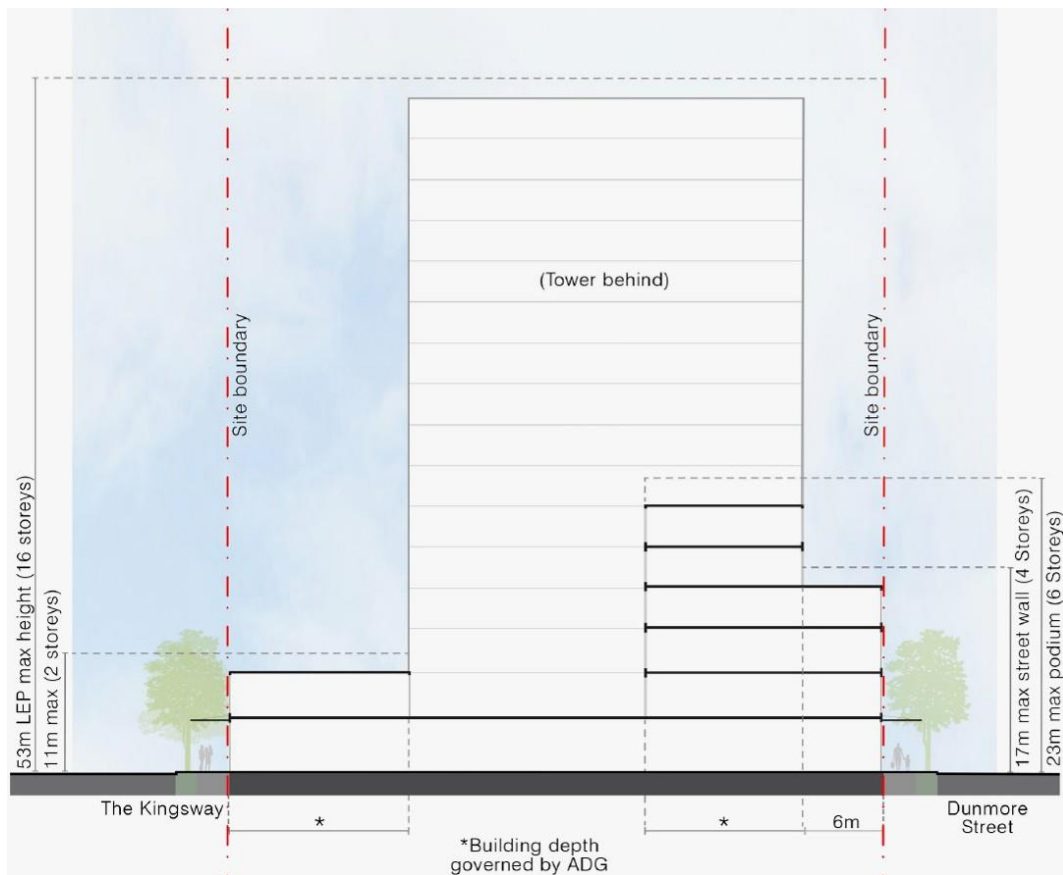


Figure 22 - Amalgamated Site 7 – Typical North-South Section

Town Centres

3.20 Station Street East and Lane Street Precinct

The Station Street East / Lane Street Precinct is affected by the extension and widening of Station Lane. Its location on the fringe of the Centre, adjoining a medium density residential area to the east, also necessitates a sensitive transition in building height across each site. Typical building heights are to range from 20 – 30 metres (5 – 8 storeys) across sites. The sites affected by proposed widening and extension of Station Lane are identified in Section 3.22 and **Figure 25**. Required building setbacks to Station Lane are detailed in **Figure 15**.

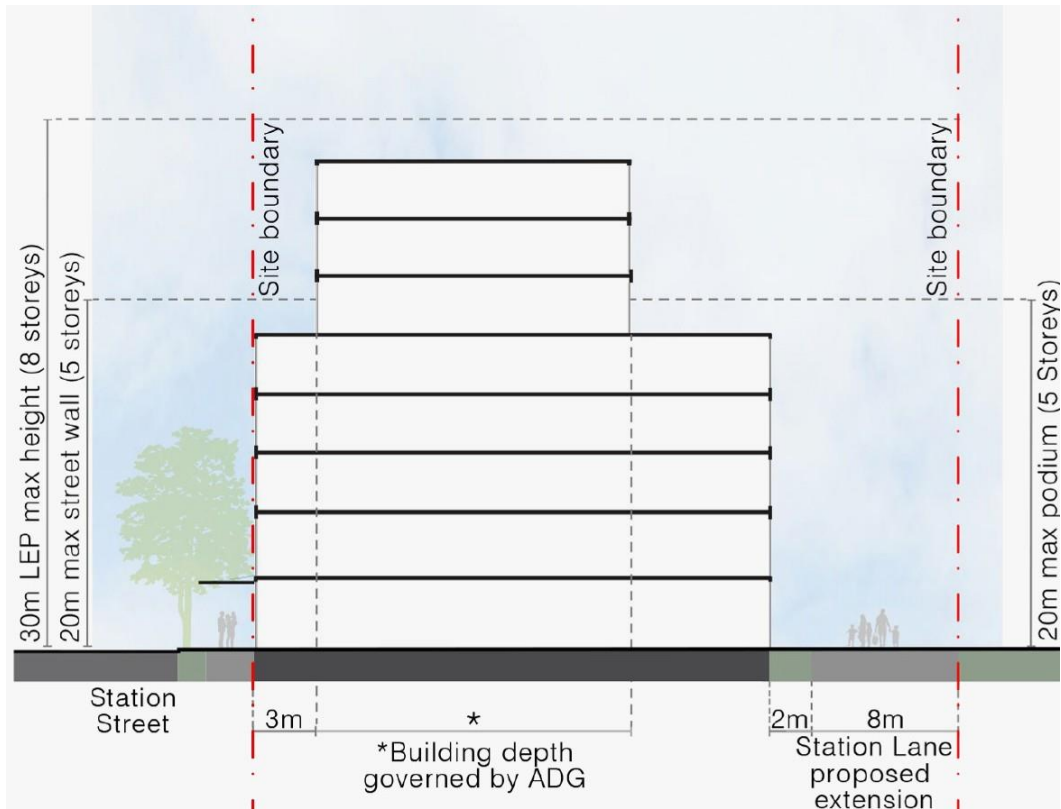
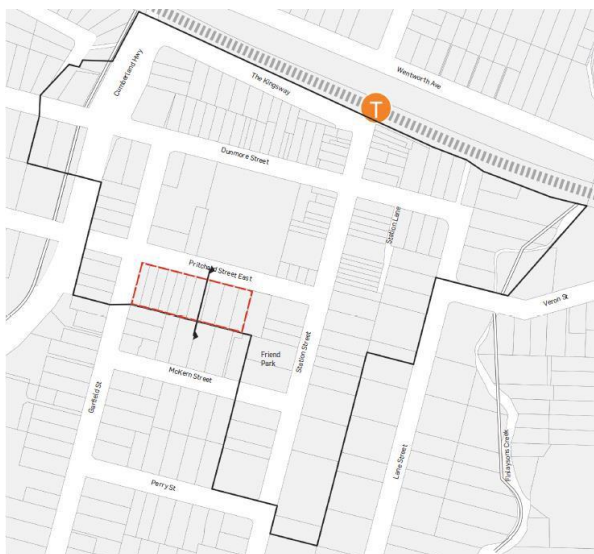
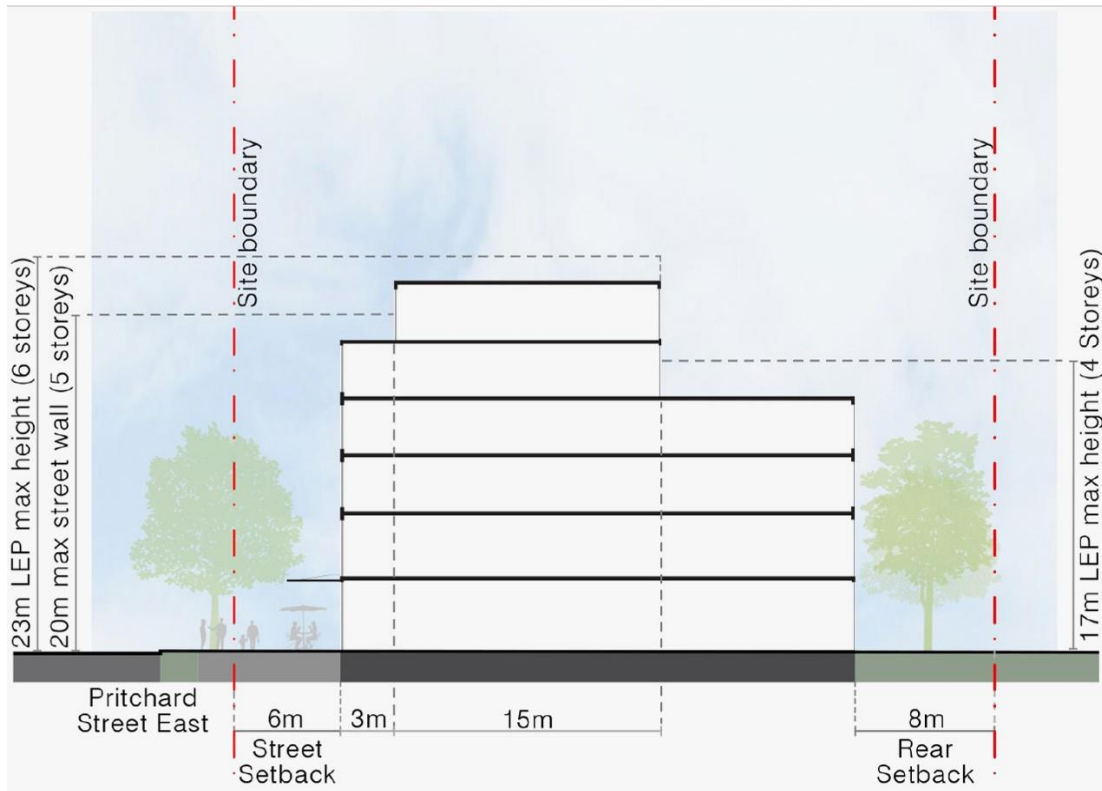


Figure 23 - Station Street East/Lane Street Precinct - Typical North-South Section

Town Centres

3.21 Pritchard Street East Precinct

The Pritchard Street East Precinct comprises 8 -18 Pritchard Street, adjoining a low density residential area to the south which necessitates a sensitive transition in building height and scale. As shown in **Figure 24** building heights range from 17 - 23 metres (4 – 6 storeys) with a 6m front setback and an 8m landscaped rear setback. The split height controls are reflected in the applicable LEP Height of Buildings Map for the Centre.



LEGEND
 Precinct Boundary

Figure 24 - Pritchard Street East – Typical North-South Section

Town Centres

3.22 Vehicular Access and Laneways

Objectives

- O1. Provide improved, safe and efficient vehicular access and circulation throughout the Centre.
- O2. Create a safe and active pedestrian focus for the Centre along street frontages.
- O3. Minimise impact of vehicular access on streetscape amenity and pedestrian safety.
- O4. Implement traffic management measures to reduce through traffic on Dunmore Street and enhance pedestrian amenity on Dunmore Street between Garfield and Station Streets.

Development Controls

- C1. Vehicular access is discouraged on primary active frontages as identified in **Figure 16**.
- C2. Vehicular access to Nos. 53-71 Dunmore Street is to be provided via a formalised existing service lane over The Kingsway car park – refer to **Figure 25**.
- C3. Maintain existing vehicular access to Nos. 73-75 Dunmore Street with the option to utilise alternative vehicular access from the rear service lane across The Kingsway car park.
- C4. Widen and extend Station Lane for vehicle access over adjoining properties as identified in **Table 2** and **Figure 25**.
- C5. Development is not to preclude the delivery of the main street bypass as identified in **Figure 25**.

Table 2 - Properties affected by widening and extension of Station Lane

Sites Affected	Control	Land to be dedicated for road widening
8 Dunmore Street & 40-50 Station Street	Widen the existing Station Lane by dedicating approximately 2 metres of land along the western side boundary of 8 Dunmore St and eastern rear boundary of 40-50 Station Street. The final width of the lane is to be 8 metres including a footpath.	Yes
32-38 Station Street	Widen the existing Station Lane by dedicating approximately 0-2 metres of land along the eastern rear boundary. The final width of the lane is to be 8 metres including a footpath.	Yes
56 – 82 Station Street & 86-96 Station Street	Extend the existing Station Lane (to the south) by dedicating 8 metres of land along the eastern rear boundary.	Yes

Town Centres

<p>86-96 Station Street</p>	<p>The approved 6.6 metre laneway over 108 Station Street is to be widened to 8 metres. This requires the dedication of approximately 1.4 metres along the southern boundary of 86-96 Station Street to facilitate the laneway widening and footpath. This is in addition to the 8 metre dedication at rear of site.</p>	<p>Yes</p>
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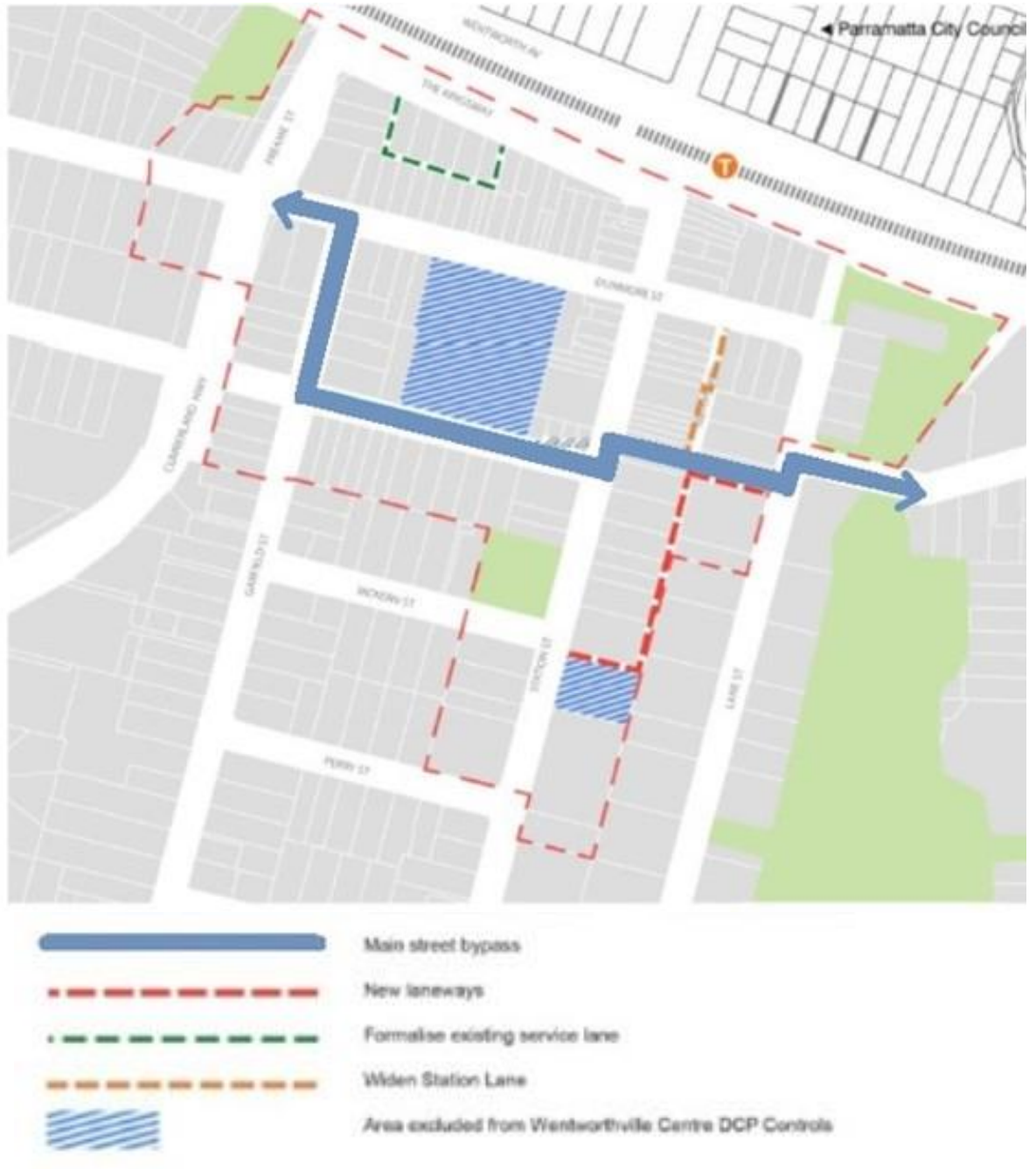


Figure 25 – Vehicular Access - Proposed and Extended

Town Centres

3.23 Parking

Objectives

- O1.** To provide sufficient car parking within the Centre to meet expected demand while minimising impacts on the surrounding road network.
- O2.** To minimise traffic congestion in the Centre.
- O3.** To ensure off-street parking facilities and access does not interfere with traffic flow and safety in adjacent streets or endanger pedestrian traffic on or off the site.
- O4.** To encourage cycling as an alternative form of transport.

Development Controls

- C1.** On-site car parking rates for all land uses with the exception of Commercial Premises are to be provided in accordance with Part A of Holroyd DCP 2013.
- C2.** On-site car parking rates for Commercial Premises are 1 space per 50sqm of gross leasable floor area.
- C3.** Bicycle parking is to be provided in accordance with Part A, Section 3.1 of Holroyd DCP 2013.

3.24 Pedestrian Connectivity and Amenity

Several pedestrian through site links have been identified in order to improve pedestrian accessibility and movement throughout the Centre. Of five locations identified, three existing thoroughfares are to be improved and enhanced as part of future redevelopment. The link locations are identified below.

Objectives

- O1. To improve the connectivity and pedestrian amenity throughout the Centre.
- O2. To create a safe, active and friendly pedestrian environment.
- O3. To provide direct and accessible through site pedestrian links that improve the legibility of the Centre.

Development Controls

- C1. All through site links must:
 - a) Provide a functionally and visually continuous pedestrian link with a clear line of sight for the purpose of surveillance and accessibility.
 - b) Ensure pedestrian safety and the security of adjacent businesses is maintained at all times.
 - c) Be publicly available at all times and be well lit for the safety of users.
 - d) Incorporate active frontages where possible.
- C2. Through site links are to be provided in future redevelopment proposals on sites described in Section Controls C3 to C7 below and as shown in **Figure 26**.
- C3. **Dunmore Street - The Kingsway (Amalgamated Site 5)**
 - a) Transformation of an existing arcade within Amalgamated Site 5 into a 6 metre wide open air pedestrian link with shopfronts, dining opportunities and appropriate lighting to create safe pedestrian access between the Wentworthville Rail Station and Dunmore Street / Plaza.
 - b) The preferred location for the through site link is through 41 Dunmore Street which is to be incorporated into future Development Applications for this site.
 - c) This link must maintain an easily identifiable continuous pedestrian link with the redevelopment of 42 - 44 Dunmore Street (Wentworthville Mall) site.
- C4. **Dunmore Street - The Kingsway Car Park (Amalgamated Site 3)**
 - a) Formalisation of the existing through site link adjoining the heritage listed Post Office at 63 Dunmore Street (within Amalgamated Site 3) as part of the site's future redevelopment.
 - b) Designs are to consider a connected outdoor public space in conjunction with the adaptive reuse of the old post office.
- C5. **Pritchard Street and Station Street Precinct - Friend Park (6 Pritchard St)**

Future redevelopment of 6 Pritchard Street is to include a new through site pedestrian link connecting Friend Park through to Pritchard Street East to facilitate direct access between the park and the main shopping area. The pedestrian link is to be a minimum 3.5 metres in width and must not exceed 6.0 metres in width.

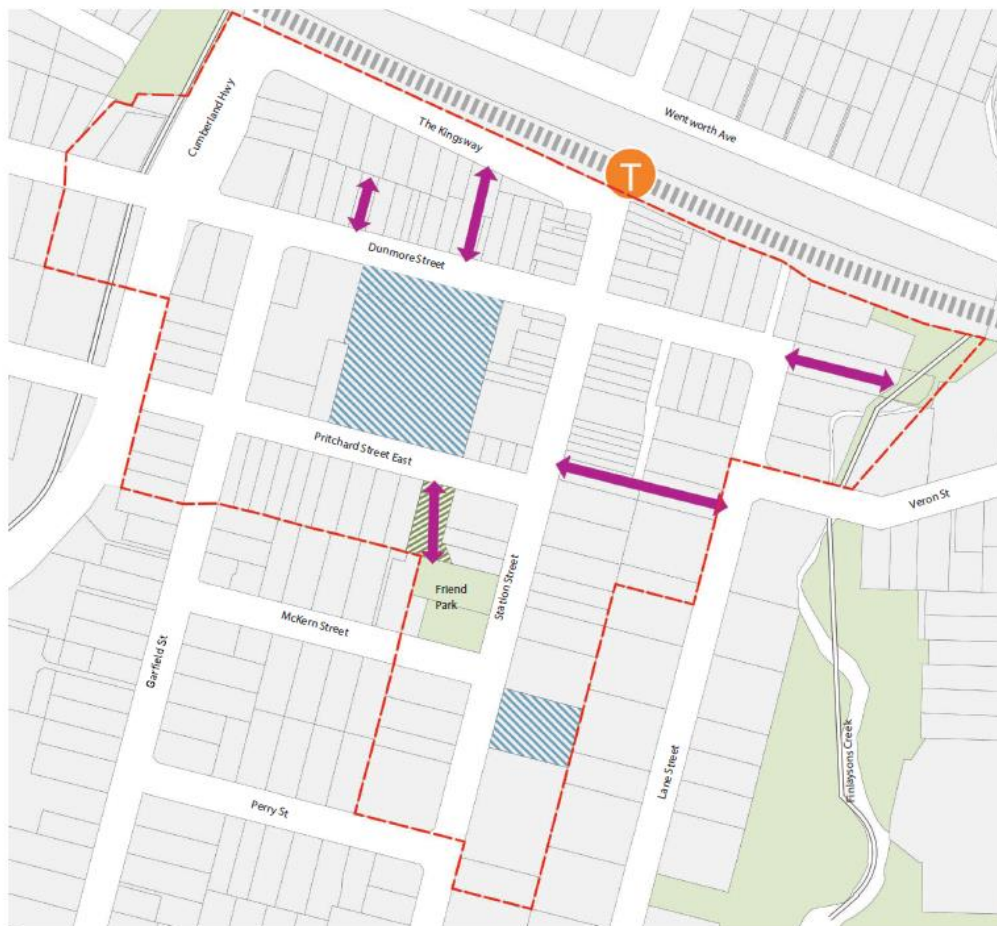
Town Centres

C6. Station Street - Lane Street (56 Station St)

Formalisation of the existing through site link at 56 Station Street adjoining the Wentworthville Hotel to improve pedestrian access between Station Street and Lane Street car park. The pedestrian link is to be a minimum 3.5 metres in width.

C7. Civic Hub/Library Precinct (2-14 Lane St)

Create a new pedestrian access link from Dunmore Street to Veron Street Park, through a future new Library and Civic Hub at 2-14 Lane Street. Detailed design of the plaza link is to be determined by future design concepts for the precinct.



LEGEND


-  Through site links
-  Area excluded from Wentworthville Centre DCP Controls

Figure 26 - Pedestrian Connectivity and Amenity

3.25 Public Domain

The following controls are to be read in conjunction with the Wentworthville Public Domain Plan.

Objectives

- 1. Provide publicly accessible integrated open space to cater for informal gatherings and recreational purposes.
- 2. Ensure publicly accessible open space has appropriate levels of sunlight, shade, air circulation and safety.

Development Controls

- C1. Create three new public places as shown in **Figure 27** and described in Section Controls C2 to C4 below.

C2. Dunmore Street Plaza

Included in the redevelopment of 42-44 Dunmore Street (Wentworthville Mall Site) is the construction of a Plaza along the southern side of Dunmore Street. In compliance with the Wentworthville Strategy's Structure Plan this plaza is to be extended in an easterly direction over No. 21 Station Street. This will:-

- a) Require a dedicated continuous strip of land 8 metres in depth from the existing footpath boundary extending the full length of the site at 21 Station St along the Dunmore Street frontage.
- b) Be a paved urban plaza with the flexibility to cater for a range of informal uses, functioning as a promenade and including distinct zones for outdoor dining, public seating/ gathering and public art.
- c) Include zones for unobstructed pedestrian movement, outdoor dining and street furniture such as seating, lighting and rubbish bins.
- d) Allow for temporary uses such as markets, stalls and outdoor music.
- e) Include adequate landscaping with large soil volumes capable of sustaining tree planting
- f) Include extensive, co-ordinated street tree planting, and
- g) Be an active frontage to promote street activation.
- h) Be open air with no permanent buildings or structures over the plaza with the exception of awnings.

Refer to **Figure 28** for a concept image of the Plaza.

C3. Dunmore Street - The Kingsway (Amalgamated Site 5)

- a) Provision of a 6 metre wide open air pedestrian through site link over Amalgamated Site 5 with shopfronts, dining opportunities and appropriate lighting to create safe pedestrian access between the Wentworthville Rail Station and Dunmore Street and its Plaza.
- b) This area is also identified as a new formalised pedestrian through site link (Refer to Section 6, C3)
- c) Refer to **Figure 29** for a concept image of the pedestrian link.

Town Centres

C4. Civic Hub/Library (2-14 Lane St)

An open air public plaza is to be provided at the eastern end of Dunmore Street coupled with the creation of a new future Library and Civic Hub at 2-14 Lane Street.

Refer to **Figure 30** for a typical concept image of the Plaza.



Figure 27 - Proposed Public Places

Town Centres



Figure 28 - Proposed new Dunmore Street Plaza (concept image only)



Figure 29 - Proposed new pedestrian through site link between Dunmore Street & Plaza and The Kingsway (concept image only)



Figure 30 - Proposed new open plaza -Civic Hub/Library Precinct (concept image only)

3.26 Green Walls and Planting on Structures

Planting on structures such as roofs, podiums and basement car parks can improve urban amenity as well as reduce direct energy use and stormwater runoff. Planting includes roof top gardens, green walls and planter boxes.

Objectives

- O1. Encourage the 'greening' of sites through vegetation planting of external areas and promote renewable energy initiatives.
- O2. Improve the aesthetic features of a building's facade and roofscape.
- O3. Reduce environmental impact over the life cycle of a building and the necessity for mechanical heating and cooling.

Development Controls

- C1. Structures are to be adequately designed with regard to soil weight, appropriate draining and irrigation systems.
- C2. Plant species are to be suited to local site conditions including seasonal changes and be drought and wind tolerance.
- C3. A landscape maintenance plan is to be submitted with the development application and include reference to the proposed irrigation and drainage systems.
- C4. Structures incorporating green walls should be integrated into the overall design of the building including the building facade.
- C5. Minimum soil standards for plant types and sizes are to adhere to Table 5, Part 4P of the Apartment Design Guide (ADG).
- C6. The planting design should (where applicable) allow for access and ease of movement from within the development and minimise overlooking of neighbouring properties through use of passive screening or planting.

Town Centres

3.27 Safety by Design

Objectives

- 1. Ensure new developments are designed to incorporate safety elements that reduce opportunities for crime and enhance the community perceptions of safety and security.
- 2. Ensure building and place design is guided by the Crime Prevention through Environmental Design (CPTED principles).
- 3. Provide pedestrians with direct and well used traffic routes with good night lighting.
- 4. Ensure there is adequate lighting and signage to provide a safe pedestrian environment.

Development Controls

- 1. Compliance with Holroyd DCP 2013 Part C Commercial, Shop Top Housing and Mixed-Use Development, Section 3.1 – Safety and Security.

4. Guildford Town Centre

4.1. Site Consolidation

Objectives

- O1.** To ensure all sites achieve the required minimum width to adequately provide for basement car parking;
- O2.** To minimise vehicular and pedestrian conflicts throughout the town centre through the appropriate location and number of vehicular access points.
- O3.** To ensure all sites achieve the required minimum width to allow for a site configuration that permits a consistent landscaped open space to the rear of sites;
- O4.** To ensure any site amalgamation pattern does not restrict the development opportunity of any adjoining site or the ability of adjoining sites to provide basement carparking or rear open space;
- O5.** To establish fine grain shopfronts along primary retail streets within the town centre;
- O6.** To ensure new developments do not reduce the opportunity for the development of adjoining properties to develop in accordance with this DCP and adversely impact on the economic viability of development in accordance with s79C of the Environmental Planning and Assessment Act 1979.

Development Controls

- C1.** The minimum lot frontage requirements for all development within a Business zone is located in Part C.
- C2.** The minimum lot frontage requirements for all development within a Residential zone is located in Part B.
- C3.** Development within Business zones located on Military Road are to provide a fine grain retail shopfront character.
- C4.** Sites must not be left such that they are physically unable to develop in accordance with the prescribed built form outcomes outlined in this DCP.

4.2. Rear laneways, Land Dedication, Access and Vehicular Entries

Objectives

- 1. To require the provision of rear access ways on properties for private and service vehicle access, in order to reduce vehicular and pedestrian conflict and provide greater amenity to future residents.
- 2. To require buildings fronting primary roads to have vehicular access from the rear of the property in order to reduce vehicular and pedestrian conflict and create a safe retail environment.
- 3. To require all sites with existing access ways from the rear of the property to be used for vehicular access and parking.
- 4. To mitigate any impacts of vehicular traffic on adjoining residences.
- 5. To allow improved circulation space for pedestrians and future residents within the precinct.
- 6. To limit or prohibit vehicular access from primary street frontages.

Development Controls

- 1. Where new development has access available off existing or laneways, vehicular access must be provided from the laneway.

Town Centres

4.3. Building Height

Objectives

- O1. To require an appropriate scale relationship between building heights and street width.
- O2. To ensure the appropriate management of overshadowing, access to sunlight and privacy.
- O3. To enable flexibility of used by implementing higher floor to ceiling heights within buildings for the ground and first floors.
- O4. To allow activation of the street edge on primary roads.
- O5. To allow for reasonable daylight access to other development and the public domain.

Development Control

- C1. The maximum height for development within the Guildford Town Centre is detailed within Holroyd Local Environmental Plan 2013 as a written statement and associated maps.
- C2. The maximum building height in storeys within the Guildford Town Centre is detailed in Figure 31.
- C3. The minimum floor to ceiling height requirements are located in Part B and C.
- C4. The prominence of street corners shall be reinforced by concentrating the tallest portion of the building on the corner in relation to the overall building height and predominant street wall height.

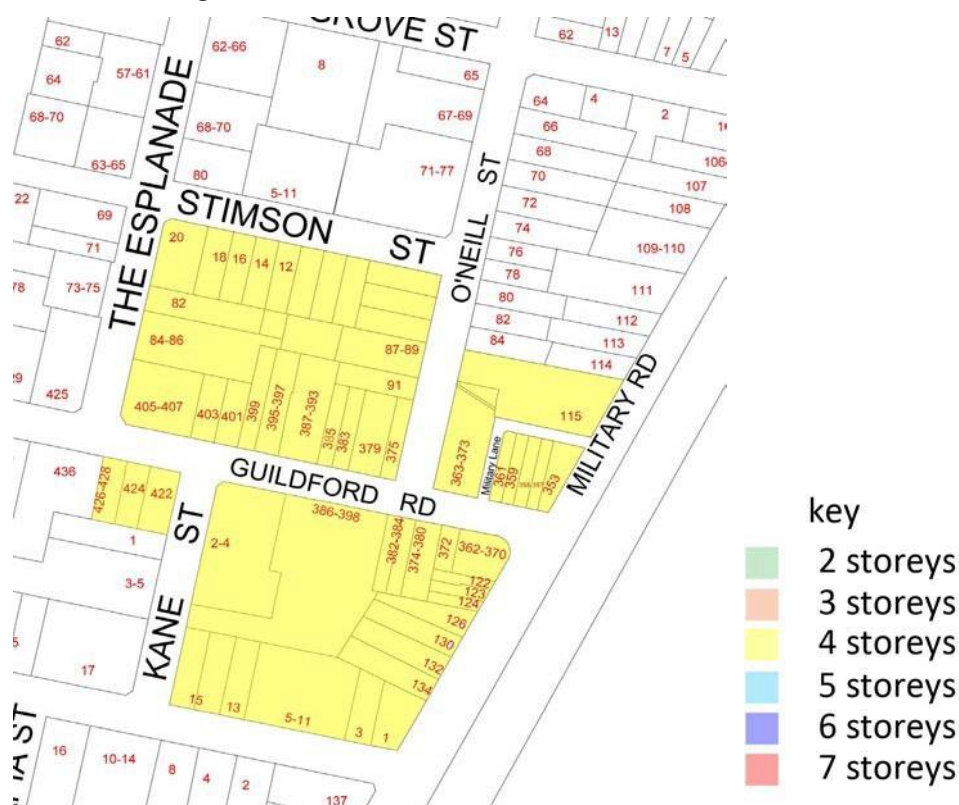


Figure 31 - Building Height

Town Centres

4.4. Building Setbacks, Separation and Street Presentation

Objectives

- O1. To require suitable definition of the public domain and public spaces.
- O2. To require a continuous built edge within commercial and mixed use development for activation of the street edge.
- O3. To retain a landscaped setback character for residential development.
- O4. To ensure setbacks respond to the building separation requirements.
- O5. To reduce the visual impact of buildings on the public domain.

Development Controls

- C1. All building setbacks shall be in accordance with Figure 32.
- C2. Where a 0 metre setback is permitted, buildings shall form a continuous street edge.
- C3. Side setbacks (unless indicated otherwise in Figure 32) are to be in accordance with setbacks indicated in Part B or Part C of this DCP.
- C4. Rear setbacks for development within business zones shall correspond to building depth and separation requirements in this Section.
- C5. Rear setbacks for development within residential zones shall be in accordance with development controls within Part B of this DCP.
- C6. Developments shall present and address the street.
- C7. Sites with corner lots shall present and articulate to both street frontages.

Note:

- Detailed building design requirements are contained with Part C of this DCP.

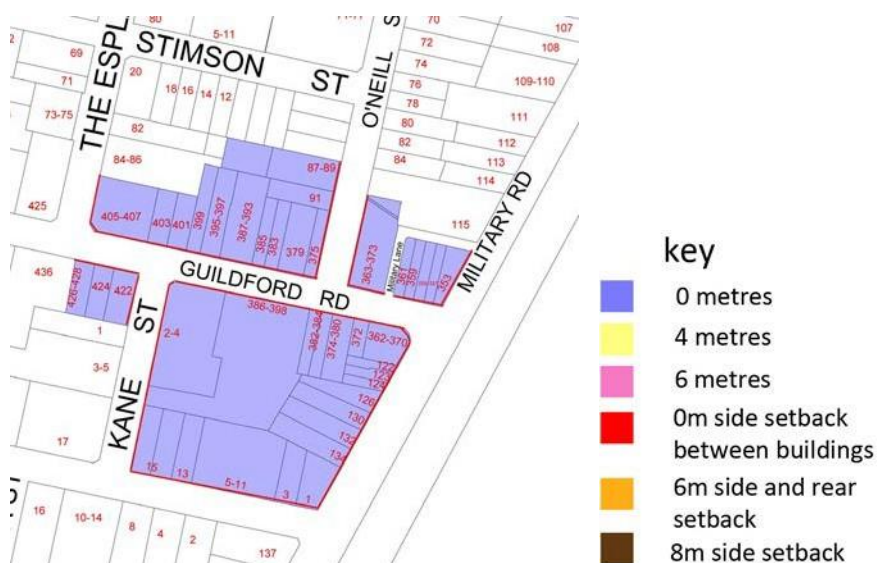


Figure 32- Setbacks