

PLANNING PROPOSAL

To increase the maximum building height and maximum floor space ratio at 108 Station Street Wentworthville and rezone land to be dedicated as a public laneway to SP2- Local Road.

November 2015

A decorative graphic at the bottom of the page consisting of several overlapping, wavy lines in shades of blue, green, yellow, and red, creating a sense of movement and depth.

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1 Introduction

This planning proposal has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and relevant guidelines produced by the Department of Planning and Environment.

The purpose of the planning proposal is to seek an amendment to Holroyd Local Environmental Plan 2013 (HLEP 2013) to increase the maximum building height and maximum floor space ratio at 108 Station Street, Wentworthville and rezone land to be dedicated as a laneway to SP2- Local Road.

1.1 Background

The subject site is located within the B2 Local Centre zone, on the southern fringe of the Wentworthville Centre, on Station Street, within 400m of Wentworthville Railway Station. The subject site covers an area of 1,919m², with a site frontage of 38m and depth of 50m. A right of carriageway exists between the subject site and 86 Station Street to the north (3.66m on each site). The site currently contains several retail shops, including a pharmacy, restaurant, beauty salon and on grade parking.

The request for a planning proposal for the site was lodged with Council on 7 May 2015 to amend the following development standards contained in Holroyd Local Environmental Plan 2013 for the subject site:

- Increase the maximum building height from 20 metres (5-6 storeys) to 43 metres (13-14 storeys) across the site.
- Increase the maximum floor space ratio (FSR) from 2.2:1 to 5.5:1.

An initial assessment of the application revealed that while supportive of an opportunity to commence the revitalisation of the Wentworthville Centre, the request could not be supported due to:

- The height being inconsistent with Councils recent planning and design studies.
- The proposed FSR not being reflective of the building form achievable under the proposed height (within SEPP 65 design requirements).
- The proposal did not demonstrate that the site had a specific point of difference within the local and immediate context of the Centre or provides a public benefit in order to justify greater heights than might otherwise be applied to this section of Station Street.

Overall, the initial proposal lacked any strategic merit or justification for the requested heights and density in this location.

Amended Proposal

An amended proposal was subsequently lodged with Council to amend the following development standards contained in Holroyd Local Environmental Plan 2013 for the subject site:

- Increase the maximum building height to 41 metres (12 storeys) - as a front corner element, 35 metres (10 storeys) for the remaining Station Street frontage and 29 metres (8 storeys) to the rear of the site.
- Increase the maximum floor space ratio (FSR) to 4.5:1 (over the gross site area).

In the amended proposal, the proponent proposed to enter into a voluntary planning agreement (VPA) to establish an easement or right of way on land proposed to be a shared access way under the building concept plans submitted with the application.

An assessment of the amended application concluded (noting the context of the site being on the fringe of the Centre and adjacent to an existing 3 storey residential flat building) that:

- For consideration for heights above 8 storeys for a site on the fringe of the centre, the planning proposal would have to demonstrate that the site has a specific point of difference in its context and provides a public benefit, which the amended application failed to demonstrate.
- The proposed FSR was not reflective of the proposed building form plans submitted to Council or achievable under the proposed building heights and could not be supported.

In correspondence to the proponent, it was indicated that a building height of 29 metres (8 storeys) and an FSR of 3:1 was likely to be proposed in Council's Planning and Place Making Strategy for Wentworthville Centre, however where a laneway was to be dedicated as a public benefit, free of cost to Council via a VPA, Council planners may be in a position to support a higher building element on the corner of that laneway.

2nd Amended Proposal

Testing was undertaken to determine the achievable FSR for site, using the outcomes of the built form modelling for the site, (created as part of the Wentworthville Centre Urban Design Study, undertaken as part of the Wentworthville Centre Revitalisation Planning Project), with the addition of a corner element up to 12 storeys. An FSR of approximately 3.8:1 (gross) or 4.5:1 (net, excluding the land dedication) could be achieved.

This is supported on the basis that the proponent is proposing to dedicate the laneway freehold, free of cost to Council for public access via a VPA. This is considered a public benefit to the wider centre and for which Section 94 development contributions would not need to be used to purchase the land. It is noted that a laneway is proposed in this location in the Planning and Place Making Strategy, which was the subject of community consultation from September to November 2015.

Dedication of this land creates a point of difference for the proposal. It enables the provision of permanent public access, which is considered a public benefit, and may justify additional height in the form of an additional 4 storeys in the north- western corner of the site, which would provide built form legibility to the vehicular entry on Station Street.

The proponent has provided a letter of offer to Council for the dedication of this laneway, freehold and at no cost to Holroyd City Council, to create a public laneway, on the basis of a proposed 3.8:1 (gross site area) FSR, 8 storey (29m) height and corner element height of 12 storeys (41m). The 3.8:1 FSR over the gross site equates to 4.5:1 FSR over the net site area (excluding the laneway land).

Council resolved (DCS 050-15) to support the proposal on this basis.

1.1 Land to which the Planning Proposal applies

The location of the subject site is shown (in red) in Figure 1.

Figure 1 – Location of subject site (including Wentworthville Centre area extent)



(Source Holroyd City Council)

1.2 Current Planning Controls

Holroyd Local Environmental Plan 2013

Zoning

The subject land is currently zoned B2 Local Centre under Holroyd Local Environmental Plan 2013. The objectives of the B2 zone are:

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

Height of buildings

Pursuant to Clause 4.3 of HLEP 2013 the land subject to this Proposal currently has a maximum building height limit of 20 metres

Floor space ratio

Pursuant to Clause 4.4 of HLEP 2013 the land subject to this Proposal currently has a maximum Floor Space Ratio of 2.2:1.

Heritage

Pursuant to Schedule 5 of HLEP 2013, no items of environmental heritage are located on the subject land.

Holroyd Development Control Plan 2013

Holroyd Development Control Plan 2013 (Holroyd DCP) came into effect on 5 August 2013. Controls relating to development permissible in the B2 Local Centre zone in Wentworthville Centre are contained within Part L of the DCP.

2 The Planning Proposal

2.1 Objectives and Intended Outcomes

This Planning Proposal aims to:

- Enable the redevelopment of land within the existing Wentworthville Centre at a scale appropriate to the future role of the Centre;
- Contribute to the renewal and revitalisation of Wentworthville Centre;
- Provide for the orderly and economic development of land;
- Facilitate the delivery of a public laneway on the land as proposed in the Wentworthville Centre Planning and Place Making Strategy;

2.2 Explanation of Provisions

The proposed objectives and outcomes will be achieved by:

- amending the Holroyd Local Environmental Plan 2013 Land Zoning Map in accordance with the proposed zoning map provided in Attachment 1, which indicates new zone SP2 Local Road on the site.
- Amending the Holroyd Local Environmental Plan 2013 Floor Space Ratio Map in accordance with the proposed floor space ratio map provided in Attachment 1, which shows the maximum floor space ratios across the net site area (excluding SP 2 zoned land) to be 4.5:1.
- Amending the Holroyd Local Environmental Plan 2013 Height of Buildings Map in accordance with the proposed height of buildings map provided in Attachment 1, which shows the following maximum building heights within the site:
 - 41 metres (12 storeys) in the front corner element of the site.
 - 29 metres (8 storeys) for the remainder of the net site.

2.3 Justification

This section details the reasons for the proposed outcomes and is based on a series of questions outlined in the Department of Planning and Infrastructure's *A Guide to Preparing Planning Proposals* 2012. Heads of consideration include the need for the planning proposal from a strategic planning viewpoint, implications for State and Commonwealth agencies and environmental, social and economic impacts.

2.3.1 Need for the Planning Proposal

Q: Is the planning proposal a result of any strategic study or report?

Yes.

Council is currently undertaking the Wentworthville Centre Revitalisation Planning Project, which is funded by the Department of Planning and Environment and Holroyd City Council. The project aims to facilitate urban renewal and ultimately the revitalisation of the centre through the preparation of economic, traffic and transport, urban design modelling and community consultation. Expert studies for the project have been completed and Council has prepared a Planning and Place Making Strategy that will guide future amendments to Council's Local Environmental Plan, Development Control Plan and Section 94 Development Contributions Plan.

The subject site is located within the project study area and has been subject to the urban design and built form modelling study recommendations. These recommendations have been incorporated into the Wentworthville Centre Planning and Place Making Strategy 2015, which was exhibited from 30 September to 4 November 2015.

The Strategy recommendations for the subject site include:

- A maximum building height of 8 storeys fronting Station Street;
- A FSR of 3:1; and
- The provision of laneway access to create an 8 metre wide extension to connect with the existing Station Lane, to be achieved through Section 94 development contributions.

It is noted that as part of Council's background studies, economic feasibility testing was undertaken on the subject site. Testing concluded that an increase of the current 2.2:1 FSR and 20m (5-6 storeys) height control would be necessary for development to generally be feasible on the subject site.

Consideration has been given to the strategic planning merit of the departure of the requested 41 metre (12 storey) corner element from the exhibited Strategy of a maximum of 29 metres (8 storeys) for the subject site. The opportunity to create a publicly accessible laneway, free of cost to Council provides a wider public benefit for the Centre, enabling future development north of the subject site to gain vehicular access off a future rear laneway, enhancing the pedestrian experience to Station Street. The ability for the subject site to provide this public laneway creates a definite point of difference for this site over others along Station Street. A corner building element, permitting an additional 4 storeys (up to 41 metres) to be located on the corner of Station Street and the proposed new laneway would provide a built form marker to the location of the laneway, whilst generally maintaining an 8 storey (29 metre) height across the majority of the site and is considered supportable from the strategic planning context.

Q: Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes.

The planning proposal is the best means of achieving the objectives or intended outcome as indicated:

- After the conclusion of the exhibition of the Wentworthville Planning and Place Making Strategy in November 2015, the current Stage of Councils Revitalisation Project for Wentworthville Centre involves the preparation of a planning proposal for the study area. The Planning and Place Making Strategy proposed amendments to achievable building heights and floor space within the Centre. The subject planning proposal is generally consistent with this approach.
- The subject planning proposal is further advanced than the outcomes of the Wentworthville Planning and Place Making Strategy and therefore should proceed ahead of a future planning proposal for the entire Wentworthville Centre.
- The rezoning of the proposed laneway to SP2 creates certainty for the community regarding the provision of the land for a laneway and is the preferred approach to achieve the future laneway.

2.3.2 Relationship to strategic planning framework

Q: Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy?

Yes.

The draft West Central Sub-regional Strategy 2007 (WCSRS 2007) identifies Wentworthville Centre as village that will grow into a town centres as *“surrounding areas undergo renewal and residential densities increase providing for changing demographics and economic trends”*. The Planning proposal is consistent in enabling the growth of Wentworthville into a ‘Town Centre’. The proposal is also consistent with the following applicable Strategy actions:

- B1.1 Establish a typology of Centres.
- A Plan for housing in centres consistent with their employment role
- C2.1 Focus residential development around centres, town centres, villages and neighbourhood centres.
- C3.1 Renew Local Centres to improve economic viability and amenity.

The planning proposal is consistent with the State Government’s Planning Strategy for Sydney ‘A Plan for Growing Sydney’, as it would contribute to housing supply and housing choice closer to an existing centre and assist in leading the renewal and revitalisation of the Centre that is served by existing transport.

Q: Is the planning proposal consistent with a council’s local strategic or other local strategic plan?

Yes.

The Planning Proposal is consistent with Holroyd Council’s Community Strategic Plan. The plan establishes a central vision for Holroyd for 20 years into the future. By 2031, Holroyd is expected to accommodate an additional 30,000 people and 11,000 new homes. The Planning Proposal supports the objectives of the Community Strategic Plan in that it will provide additional dwellings to accommodate anticipated population growth within close proximity to an established public transport node and town centre.

Q: Is the planning proposal consistent with applicable State Environmental Planning Policies?

Table 1 below lists all relevant State Environmental Planning Policies for the areas subject to this Proposal. As demonstrated, the planning proposal does not contain any provisions that would be inconsistent with the objectives of the relevant SEPPs.

Table 1 - Consistency with applicable SEPP's

Relevant State Environmental Planning Policies	Consistent
SEPP 19 Bushland in Urban Areas	Yes
SEPP 32 Urban Consolidation (Redevelopment of Urban Land)	Yes
SEPP 55 Remediation of Land	Yes
SEPP 64 Advertising and Signage	Yes
SEPP 65 Design Quality of Residential Flat Development	Yes
SEPP (BASIX) 2004	Yes
SEPP (Housing for Seniors or People with a Disability) 2004	Yes
SEPP (Infrastructure) 2007	Yes
SEPP (Affordable Rental Housing) 2009	Yes

Q: Is the planning proposal consistent with applicable Ministerial Directions (s117 directions)?

The planning proposal is consistent with the relevant Section 117 Directions, as detailed in Table 2 below.

Table 2 - Consistency with applicable Section 117 Directions

1. Employment and resources	
1.1 Business and Industrial Zones	Yes. The proposal does not reduce the total potential floor space area for employment uses on the subject site and is therefore consistent with this direction.
1.2 Rural Zones	Not Applicable
1.3 Mining, Petroleum Production and Extractive Industries	Not Applicable
1.4 Oyster Aquaculture	Not Applicable
1.5 Rural Lands	Not Applicable
2. Environment and Heritage	
2.1 Environment Protection Zones	Not Applicable This Proposal does not apply any to land within an environment protection zone or any land otherwise identified for environment protection purposes under HLEP 2013.
2.2 Coastal Protection	Not Applicable
2.3 Heritage Conservation	Not Applicable

2.4 Recreation Vehicle Areas	Not Applicable
3. Housing, Infrastructure and Urban Development	
3.1 Residential Zones	<p>Yes</p> <p>The proposal is consistent with this direction as it will broaden the choice of dwelling types within Wentworthville Centre. The proposal does not contain provisions which reduce the permissible residential density of the land.</p>
3.2 Caravan Parks and Manufactured Home Estates	Not applicable
3.3 Home Occupations	Not Applicable
3.4 Integrating Land Use and Transport	<p>Yes</p> <p>The proposal is consistent with this Direction as the proposed built form outcome improves access to housing, jobs and services by both active and public transport.</p> <p>An increased housing density within 400m of the Wentworthville Railway Station will enable a greater number of people access to the station, with limited trips generated and the distances travelled by car.</p>
3.5 Development Near Licensed Aerodromes	Not Applicable
3.6 Shooting Ranges	Not Applicable
4. Hazard and Risk	
4.1 Acid Sulphate Soils	<p>Not Applicable</p> <p>This Proposal does not rezone any land identified on the Acid Sulphate Soils Planning Maps as having a probability of acid sulphate soils being present.</p>
4.2 Mine Subsidence and Unstable Land	Not Applicable
4.3 Flood Prone Land	<p>The Proposal is consistent with this direction.</p> <p>The application is not proposing to rezone the land or change the existing permissible uses. The proposal will involve an increase in the intensity of the use of the land, though not significant. Mitigation measures, consistent with the NSW Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005 (including the Guideline on Development Controls on Low Flood Risk Areas) can satisfactorily be implemented for any future development on site.</p>
4.4 Planning for Bushfire Protection	Not Applicable
5. Regional Planning	
5.1 Implementation of Regional Strategies	Not Applicable
5.2 Sydney Drinking Water	Not Applicable

Catchments	
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	Not Applicable
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Not Applicable
5.8 Second Sydney Airport: Badgerys Creek	Not Applicable
5.9 North West Rail Link Corridor Strategy	Not Applicable
6. Local Plan Making	
6.1 Approval and Referral Requirements	Not Applicable This Proposal does not alter any provisions requiring the concurrence, consultation or referral of development applications to a Minister or public authority and does not identify development as designated development.
6.2 Reserving Land for Public Purposes	Yes The Proposal would create a new laneway on the site, which would be zoned SP2 Infrastructure. Once zoned for this purpose, this land would come under the care and control of Council. The dedication of this land would be achieved through a Voluntary Planning Agreement between Council and the developer. Council considers that the Director-General’s approval for the creation of this zone would be implicit in the Gateway Determination. The Proposal does not alter or reduce existing zonings or reservations of land for public purposes, nor propose to acquire any land for public purposes nor to rezone any land currently reserved for a public purpose.
6.3 Site Specific Provisions	Not applicable
7. Metropolitan Planning	
7.1 Implementation of the Metropolitan Plan for Sydney 2036	Yes This Proposal is consistent with the NSW Government’s Metropolitan Plan for Sydney 2036 published in December 2014.

2.3.3 Environmental, social and economic impact

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

There is no declared critical habitat within the Holroyd LGA. No threatened species, populations or ecological communities or their habitats exist within the site, and therefore would not be adversely affected as a result of the proposal.

Q: Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

General desktop investigations undertaken to date do not suggest any major constraints to the proposed rezoning of the site. The site is affected by contamination and a preliminary contamination assessment has been provided by the proponent.

A preliminary site investigation was submitted with the proposal, which was prepared in accordance with the NSW EPA Guidelines for consultants reporting on contaminated sites and the National Environmental Protection Measure (NEPM 2013 Amendment). The report concluded the following areas of concern:

- Potential importation of uncontrolled fill that may contain various contaminants,
- Current or past use of pesticides,
- Car park areas where leaks and spills from cars,
- Chemical storage areas,
- High voltage electrical transformer box where leaks may have occurred, and
- Asbestos based building materials.

The report concludes that the site will be suitable for future residential development subject to a detailed Environmental Site Assessment prior to the determination of any development application.

Council's Environmental Health Unit have reviewed the plans and supporting reports and concur that further assessment reports will be required to be submitted to Council for determination prior to the approval of any development application; however there is no objection to the requested planning proposal.

Q: Has the planning proposal adequately addressed any social and economic effects?

Social impacts

The social impacts of the Proposal are addressed in Section 3.5.4.

Economic impacts

The economic impacts of the Proposal are addressed in Section 3.4.

2.3.4 State and Commonwealth interests

Q: Is there adequate public infrastructure for the planning proposal?

It is unlikely that the Proposal alone will require upgrades or increases to public infrastructure and services. There is currently adequate public infrastructure available to service the proposal.

Additionally, Council's Section 94 Plan would levy new development within the subject site for contributions towards the delivery of new public infrastructure to meet the additional demand generated by the proposal. This is addressed in Section 3.6.

Q: What are the views of state and commonwealth public authorities consulted in accordance with the Gateway determination?

As the Gateway Determination has yet to be issued by the Minister for Planning and Environment, no State or Commonwealth authorities have been identified or consulted at this stage.

2.1 Mapping

All relevant maps that assist in identifying the intent of the planning proposal are contained in Attachment 1.

2.2 Community Consultation

It is proposed that the planning proposal be exhibited for a period of 28 days, as resolved by Council at its meeting on 20 October 2015. Exhibition material will contain a copy of the planning proposal and relevant maps supported by a written notice that describes the objectives and intended outcomes of the proposal, the land to which the proposal applies and an indicative time frame for finalisation of the planning proposal. Consultation will not occur until receipt of the 'gateway determination'.

The proposed consultation methodology will include:

- forwarding a copy of the planning proposal and the gateway determination to State and Commonwealth public authorities identified in the gateway determination;
- giving notice of the public exhibition in the main local newspaper (Parramatta Advertiser) during the first and second weeks of the consultation;
- notifying the exhibition of the planning proposal on Council's web site including all relevant documentation;
- providing a copy of the planning proposal and supporting documentation at Council's customer service centre and Merrylands and Wentworthville libraries;
- notifying all affected property owners and body corporates by letter opposite and adjacent to the site.

2.3 Project Timeline

An outline of the expected timeframe for completion of the Planning Proposal is provided below.

Planning Proposal submitted to NSW Planning and Environment	December 2015
Gateway Determination received by Council	January 2016
Planning proposal publicly exhibited for 28 days	February-March 2016
Council considers report on exhibition	May 2016
LEP amendment gazetted	August 2016

3 Assessment of Planning Matters

3.1 Traffic & Transport

A traffic and transport report was provided to support the initial planning proposal (requesting a greater number of dwellings than the current proposal). The report indicates that the proposed development would be able to provide both residential and commercial car parking spaces in accordance with Councils Development Control Plan. The proposal would also achieve parking requirements established in SEPP 65.

An additional 20-30 (AM) trips and 15-20 (PM) trips would be generated per hour by the proposals' residential component, with the retail component of the site remaining unchanged. It is envisaged this will have a minor affect and no mitigation measure are proposed or required.

As part of the Wentworthville Centre Revitalisation Planning Project, a traffic and transport study was completed by Council, as well as a traffic modelling study. The Wentworthville Centre Planning and Place Making Strategy proposes a number of mitigation measures to manage vehicular traffic within the Centre. The plan proposes a southern extension of Station lane, connecting up to Station Street through a laneway through 86 Station Street and 108 Station Street, where an existing right of accessway easement is located. The proposal seeks to accommodate a 6.6 metre wide laneway on the site and has made a letter of offer to dedicate this to Council in order to create a public roadway.

The subject site has excellent access to public transport, being located within short walking distance to Wentworthville Railway Station and within approximately 800m walking distance to the Parramatta to Liverpool Transitway (Finlayson Station).

Existing footpaths service the site and these are in reasonable condition. Councils existing Section 94 Contributions Plan proposes upgrades to footpaths within the town Centre, where the subject site is located.

3.2 Urban Design Considerations

3.5.1 Scale and Visual Impact

With the exception of the higher corner element, the scale of the requested planning proposal is generally consistent with the exhibited Planning and Place Making Strategy for Wentworthville Centre. The corner element of an additional 4 storeys would act as a visual marker for the public laneway and is

not anticipated to cause any further negative overshadowing or amenity concerns. The location of taller building heights in this location is consistent with the strategic location of other taller building elements in the centre, at key entries and where public infrastructure is to be provided.

3.5.2 Design and Amenity

Building envelope drawings were provided to support the requested planning proposal in respect to floor space ratio, overshadowing and streetscape presentation. Council's urban design and modelling study for Wentworthville Centre also provided building envelopes for the subject site.

The envelopes demonstrate compliance with minimum setback and separation distances as required under SEPP 65, providing adequate separation between existing residential apartments and the subject site, which would also enable future landscape treatment to provide additional privacy.

The provided drawings demonstrate the overshadowing impact of the development on adjacent sites under the earlier amended proposal. These verify that owing to the orientation of the site, that the shadow impact of the development in the earlier (and taller) proposal should not further compromise the potential for adjacent sites (including the existing residential flat buildings to the east) to achieve solar and daylight access as required under SEPP 65. The heights of the subject proposal would have no greater impact than the than under the earlier proposal.

Concerns were raised with the proponent regarding the design of the submitted buildings envelope and the potential constrained nature of dwellings, lift access, corridors within the narrow building envelope depth and suitability of the communal open space, noting it would be overshadowed all day. Neither of the proposed planning standards would restrict the achievement of a more optimal building envelope, such as indicated in Councils urban design study.

3.3 Economic Considerations

While the proposal does not intend to change the actual amount of retail and commercial floor space currently on site, the proposal has identified the following positive economic benefits that the requested planning proposal will have on the Wentworthville Centre and surrounding locality:

- provide for new high quality retail development that attract new businesses that will better serve would better serve the existing and future residents living in the Wentworthville and surrounding residential areas by increasing local choice, convenience and amenity;
- act as a catalyst for revitalisation of the centre that will enable a demonstration mixed use project and benchmark for future sustainable development to occur in the Wentworthville town centre, which will serve to attract further economic investment and renewal in the town centre;
- provide for increased supply and mix of housing choice in the Wentworthville centre with close access to public transport and employment.
- introduce mixed use development that provides frontage and passive surveillance to adjacent streets and public open space, which will enhance the feeling of safety. This in turn will facilitate economic revitalisation by creating a more attractive and utilised town centre to the benefit of local residents and business owners;
- provide employment and amenity on a local level through the introduction of new business opportunities that will enhance the service offer within the Wentworthville town centre;
- Employment creation will occur both during the construction stage as well as the operation stage after the building is occupied;

- increase the critical residential mass in the town centre by enabling higher density on upper levels that will promote greater utilisation of town centre retail amenities and further enhance the viability for local businesses;
- have minimal impact on the viability of existing businesses in the town centre and compliment surrounding centres in the locality so as not to detract from their viability;
- facilitate cost and fuel savings for local residents resulting from greater provision services and retail facilities at a local level; and
- better utilise government investment in the locality including road and public transport infrastructure, reducing the need to create additional infrastructure carrying local, metropolitan and state-wide budgetary benefits.

It is noted that economic feasibility was not a key aspect of the planning proposal request. Economic feasibility testing was undertaken for the subject site as part of the Wentworthville Centre Revitalisation Planning Project, which determined, using assumptions on land value and a smaller laneway dedication, that the site was feasible at a height of 8 storeys with an FSR of 3:1. No testing has been undertaken for the subject proposal with a corner element of an additional 4 storeys.

It was raised by the proponent that where a building contains floors over 8 storeys in height, the entire building is required to contain additional fire safety measures, such as sprinklers and this can be a significant cost to construction.

The proposed FSR of 3.8:1 (4.5:1 net FSR) is deemed suitable to provide an appropriate built form outcome and ensure the feasibility of development.

3.4 Social & Cultural Considerations

A social impact assessment was provided with the proposal, which has been reviewed by Council's Social Planner. The proposal complies with the initial scoping review methodology set out in Council's Social Impact Assessment Policy and reviews the proposals' potential impact on population change, housing, mobility and access, cultural values, community connectedness, health and wellbeing, crime and safety and the local economy.

The major identified positive impacts of the proposal are:

- Supply of a more diverse and affordable housing mix in a suitable location (within the Wentworthville Town Centre, and close to Wentworthville rail station, parks and a range of community services)
- Improved safety in the locale from the additional 'casual surveillance' provided by the 'activated' street front including social gathering spaces at street level
- Potential for increased active transport – with a strengthening of pedestrian connections between the development and Wentworthville rail station, the shopping precinct and Friend Park
- The short term generation of employment in the demolition, construction and fit out stages of the development and on-going support of local shops by the new residents (around 350-400 people)
- On-going employment associated with the proposed ground floor commercial space

No negative social impacts are identified in the proposal but these are likely to be confined to short term amenity impacts during demolition/construction, minor long term increase in traffic and potential amenity impacts (such as overshadowing and noise). Some of these potential impacts could be mitigated through the development assessment process by, for example, a Construction Management Plan, use of CPTED principles, detailed design outcomes and high quality landscape treatments.

It is concluded that the population increase is consistent with the planning intent for the precinct and is unlikely to generate any significant negative social impacts and a further Social Impact Assessment is not required.

3.5 Infrastructure Considerations- Laneway

While the requested proposal itself alone would not generate demand for the provision of additional infrastructure and services, Councils Planning and Place Making Strategy as part of the Wentworthville Centre Revitalisation Planning Project has identified the need for a rear laneway to extend south from the existing Station Lane, in order to service properties on the eastern side of Station Street, south of Pritchard Street East. A rear laneway would provide a more ideal vehicular access point for these properties and reduce the number of vehicular exits onto Station Street, creating a more optimal pedestrian environment within the Centre.

The requested planning proposal has enabled Council the opportunity to commence the creation of the laneway, by providing an initial vehicular access point from Station Street, which will benefit the Centre.

The proponent has provided a letter of offer to Council to signal their intention to dedicate the laneway, freehold and at no cost to Holroyd City Council. A draft Voluntary Planning Agreement is proposed to be formalised by the applicant after the 'gateway determination' and prior to public exhibition.

Additionally, as required by Council's Section 94 Development Contributions Plan the proponent would also need to make development contributions to facilitate the delivery of infrastructure to meet the demand generated by new development.

Attachments

Attachment 1 LEP maps

Attachment 2 Council report of 20 October 2015

Attachment 3 Rezoning request

