



**CUMBERLAND
COUNCIL**

108 STATION STREET
Site Specific Development Control Plan

September 2017

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1 Introduction

The subject site is located within the Wentworthville Centre. The planning framework (Wentworthville Centre Planning and Place Making Strategy) for the urban renewal and economic revitalisation of the Wentworthville Centre is based on economic, traffic and urban design studies and was subject to community consultation.

This DCP is generally consistent with the Wentworthville Centre Planning and Place Making Strategy.

1.1 Purpose of this DCP

The purpose of this DCP is to set out a detailed planning and design framework to guide the redevelopment of the site.

Where there is an inconsistency between this document and provisions contained elsewhere in the Holroyd DCP 2013, the Site Specific Controls contained in this document shall apply to the extent of the inconsistency.

1.2 Vision

The site will make a positive contribution to the renewal and status of the Wentworthville centre as a progressive, colourful, vibrant and engaging local centre that is comfortable, well-connected to the surrounding area and facilities, and is a great place to live and visit.

2 Preliminaries

2.1 Land Covered by this DCP

This Part applies to development on land identified as 108 Station Street, Wentworthville, legally described as Lot B on DP410947, as shown in **Figure 1**.



Figure 1: 108 Station Street Boundary

This land comprises two key parts being:

- i. the development site and
- ii. the laneway which extends along the northern property boundary between Station Street and the rear property boundary.

Further details regarding the laneway are provided in Clause 3.1.

2.2 Relationship to Holroyd Development Control Plan 2013

The controls contained in this document are supplementary to and shall be read in conjunction with the following relevant parts of Holroyd DCP 2013.

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; and

Part L – Town Centres (Section 3. Wentworthville Town Centre)

In addition, any development controls developed for the Wentworthville Centre should be taken into consideration.

2.3 Objectives of the DCP

Objectives

- To facilitate the redevelopment of the site to achieve a high quality urban form and architectural quality.
- To enable additional building height at certain portions of the site where the development provides for publicly accessible laneway.
- To protect sunlight access to properties fronting Lane Street (south-east).
- To deliver new housing that activates and enlivens the centre.
- To increase the supply and choice of housing for the community in a high-density environment.

3 Access

3.1 Laneway

Objectives:

- To ensure that vehicular access and egress points are best located to reduce potential for conflict between pedestrians and vehicles.
- To ensure the safe ingress and egress for vehicles using the laneway.
- Ensure laneway design integrates with the ground floor uses of 108 Station Street and provide for pedestrian movement.

Controls

- The design layout and alignment of the new laneway is generally to be in accordance with **Figures 2 and 3**, subject to detailed design development in consultation with Council.
- Vehicular access is to be generally in accordance with the locations shown on **Figure Figures 4**.
- The new laneway is to incorporate the following elements as a minimum requirement:
 - i. A total width of reservation = 6.6m
 - ii. 800mm out of property boundary, both sides to be set aside for services, lights as well as footpath.
 - iii. 2.5m travel lane width x 2
- Laneway alignment is to maintain clear sight-lines from each end.
- All building vehicular access and egress points are subject to final Council approval.
- All land within the new laneway reserve is to be dedicated to Council.

Note: Initially the laneway will end at the rear property boundary and provide access only to the basement area of the building on this site. Therefore sufficient area must be provided at the end of the laneway and in the basement entry area to allow vehicle turn-arounds and the movements of large vehicles such as garbage trucks, delivery and trade vehicles. This movement area must be provided prior to and outside of any access restrictions to the basement level parking area.

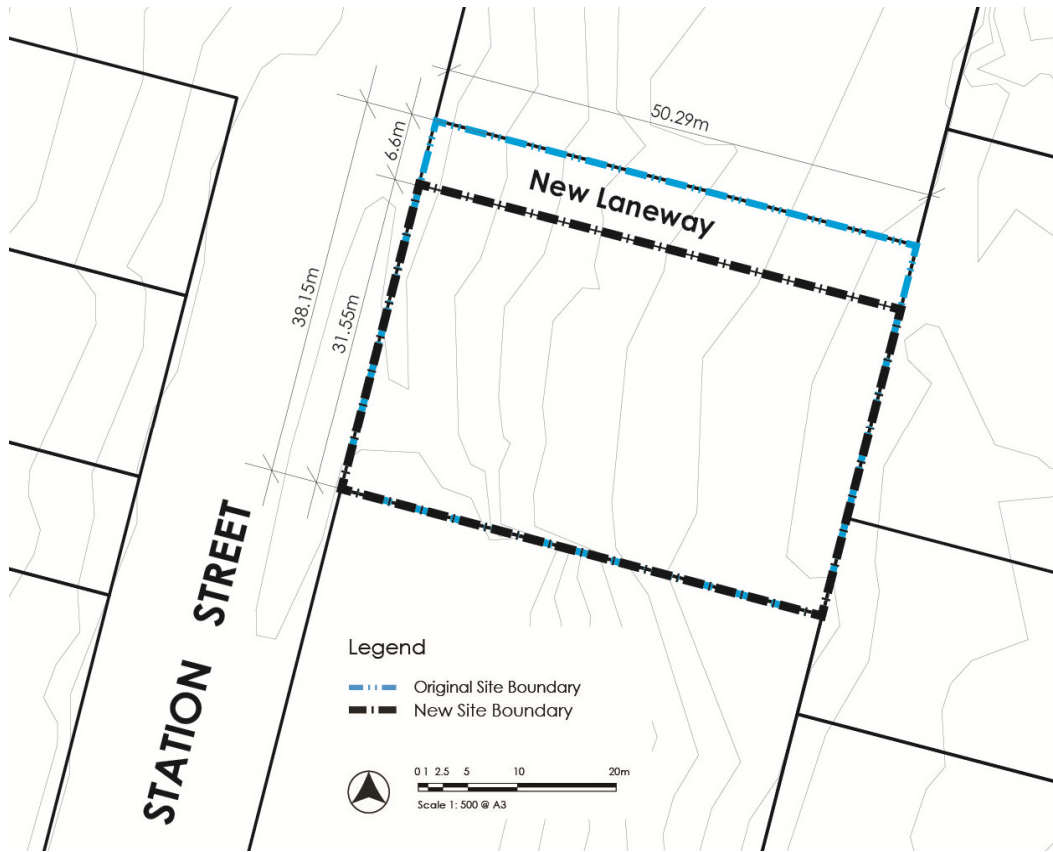


Figure 2: Plan - New Laneway Detail

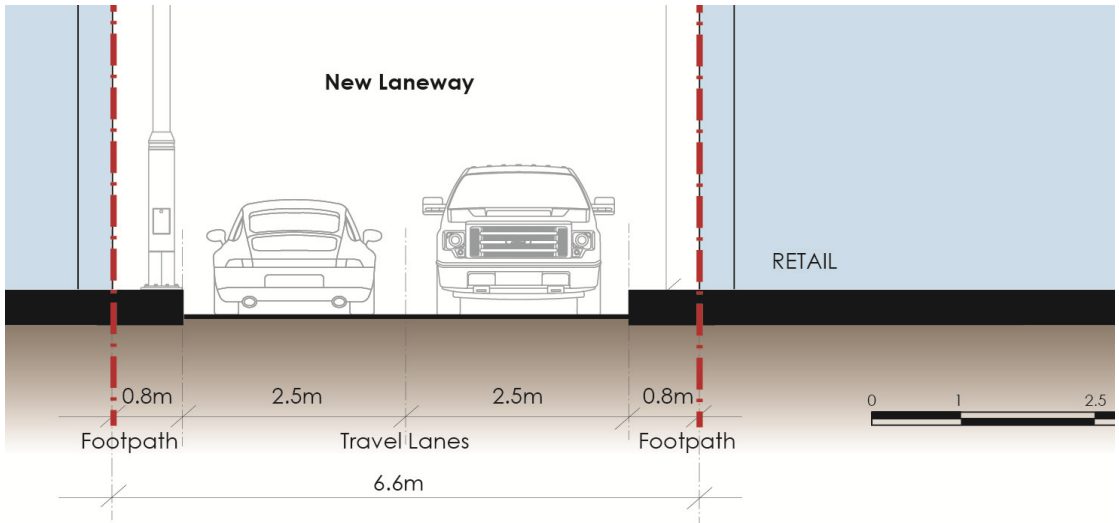


Figure 3: Typical Section - New Laneway Detail

4 Built form

4.1 Active Street Frontage

Objectives

- To ensure that the non-residential character of Station Street is maintained.
- To ensure that façade articulation and elements within the building setback areas facilitate an active street environment.
- To encourage pedestrian movement within the Wentworthville Centre.
- To enhance pedestrian safety, security and amenity around and within commercial premises.

Controls

General

- Clear glazing is to be provided and reflective, tinted or obscured window coverings should be avoided.
- Blank wall should be avoided and visual interest and interaction at street level should be provided.
- The corner of Station Street and New Laneway should be emphasised through facade articulation and roof form.

Station Street

- A minimum 90% of the building façade at ground level is to be transparent.
- Continuous ground level active uses must be provided where primary active frontages are shown in **Figure 4**. Building must address Station Street.
- Main entry to the building is to be located on Station Street.
- Loading docks, vehicular access is not to be located where primary active frontage is shown in **Figure 4**.
- The active uses may include shop fronts, cafes and restaurants and appropriate commercial uses such as gymnasium.
- On sloping sites, the maximum level change between ground floor tenancies and the adjacent footpath is to be maximum 600mm. On flood prone land advice should be sought from Council's engineers.

New Laneway

- Frontage along the new laneway should to visually activated by incorporating clear glazing to minimum 90% of the façade at ground level.

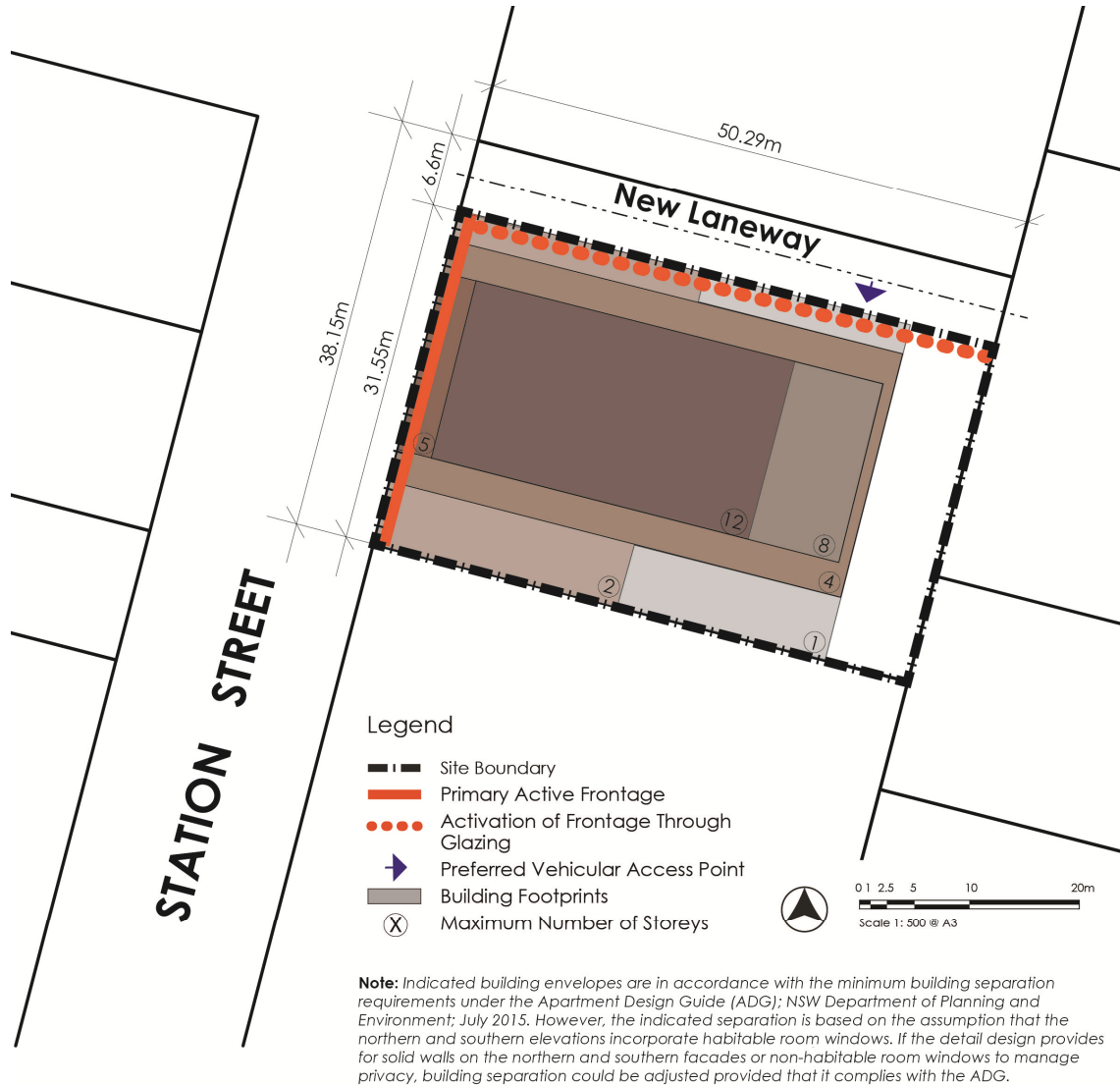


Figure 4: Active Street Frontage Location

Note: The building footprints indicated on Figure 4 represents Council's preferred building configuration.

4.2 Street Setbacks and Build-to Lines

Objectives

- To enhance the character of Station Street and the Centre at large through consistent and uniform alignment of building facades.
- To increase pedestrian amenity.
- To provide deep soil zones, and maintain mature/significant vegetation.
- To contribute to the landscape character of the Centre.

Control

- Minimum setbacks and build-to lines must be provided as shown in **Figure 5**, summarised as follows:
 - i. Zero setbacks / build-to lines to Station Street, new laneway and southern boundary.
 - ii. Min. 8m rear landscape setback.
 - iii. Underground parking is not permitted to encroach into the rear setback unless it can be demonstrated that the basement is designed to support mature trees and deep root planting.
 - iv. Awning, balconies, sun shading and screening elements can project forward of the street setback line.
 - v. Natural ground level is to be retained throughout the rear setback, where possible.



Figure 5: Plan – Street Setbacks

4.3 Street Wall Heights

Objectives

- To provide street edges that reinforce and reflects the various uses and existing character in the Centre.
- To ensure building heights at street level are at a human scale.
- To facilitate a consistent street and laneway wall height throughout the Centre.
- To provide prominence to the street level, establish a clear presence for retail and increase the visibility, marketability and utility of ground floor space.

Controls

- Street wall height shall be 5 storeys along Station Street (Refer **Figure 7**) with upper level setback.
- A maximum two storey street wall height is to be maintained along the new Laneway (Refer **Figure 6**) with upper level setback.

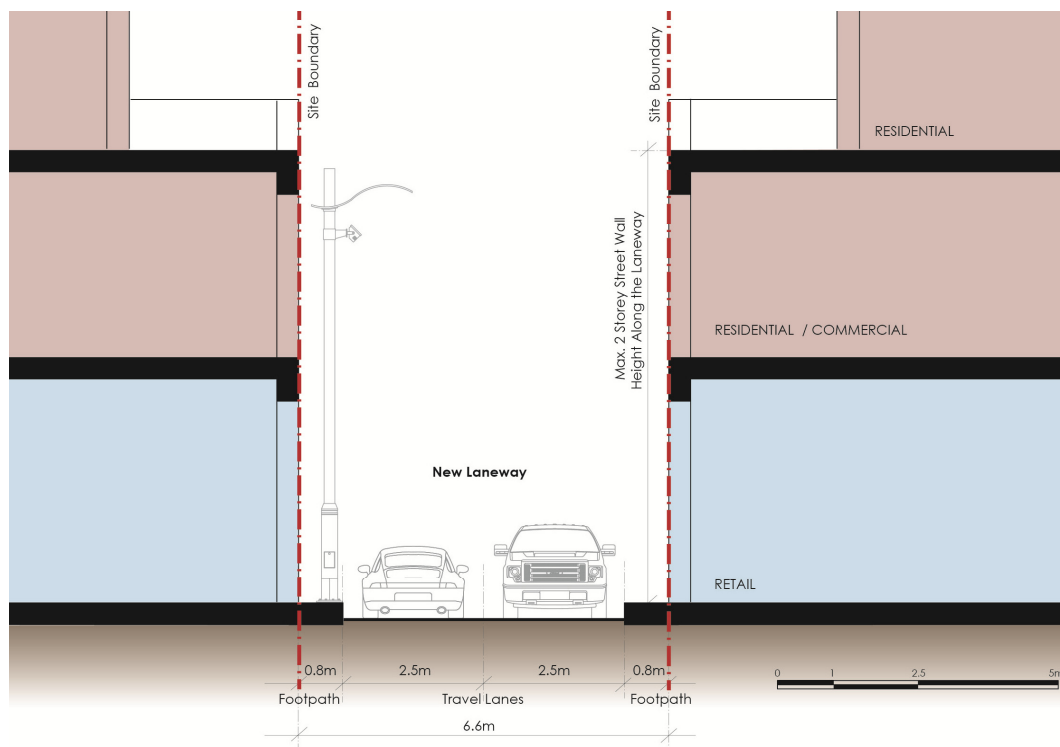


Figure 6: Street Wall Height – New Laneway - West

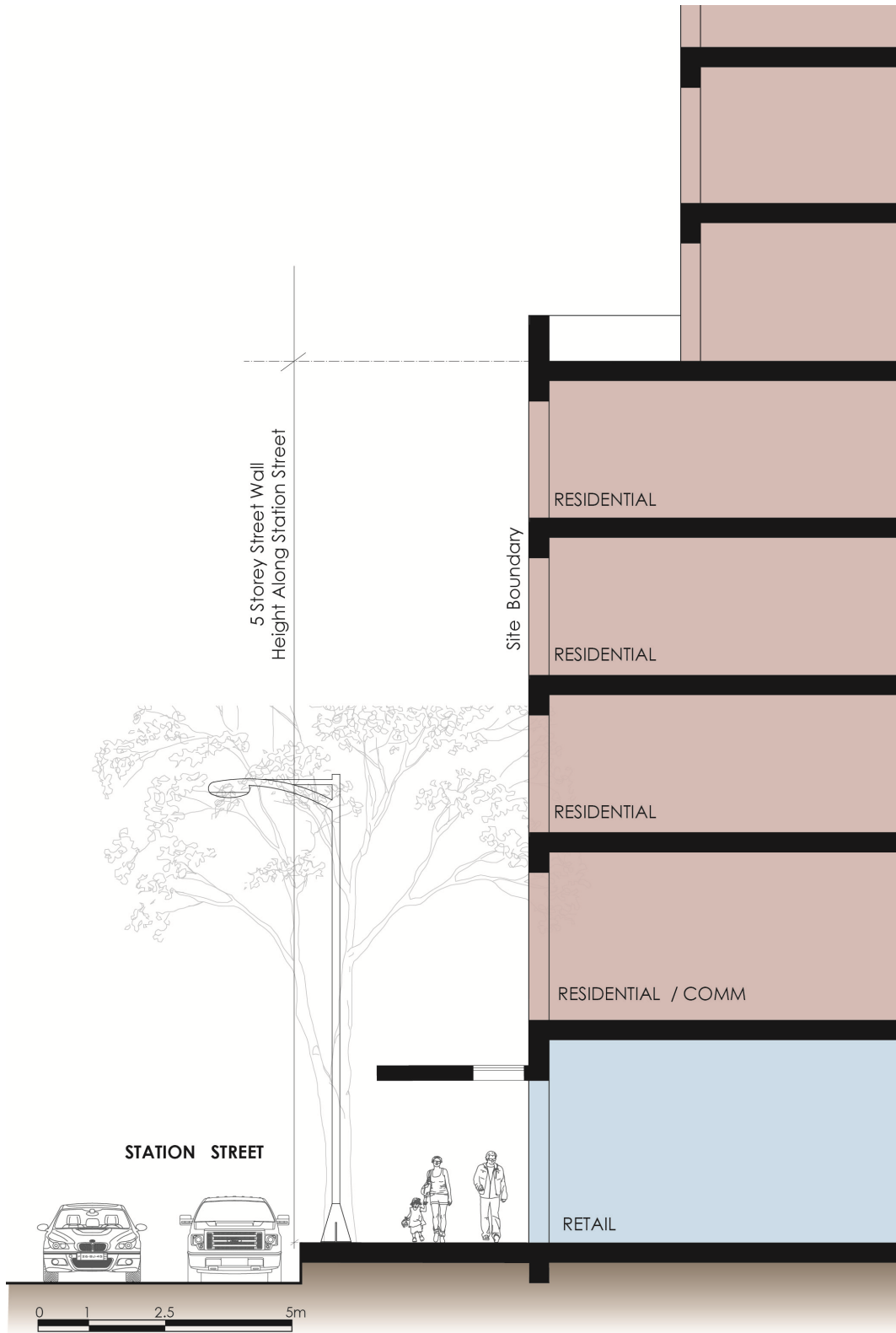


Figure 7: Street Wall Height – Station Street

4.4 Upper Level Setbacks

Objectives

- To enable more efficient tower footprints by removing incremental stepping of facades.
- To minimise adverse wind impacts on the pedestrian environment.
- To maximise sunlight penetration into streets and surrounding buildings.
- To ensure that the building is modulated and articulated to respond to streetscape, visual bulk and amenity issues.
- To ensure that the podium above second storey fronting the new laneway is to be setback to create a human scale laneway to make the space walkable.

Controls

- The building above the street wall is to display a uniform 3m setback as shown on **Figures 8 and 9**.

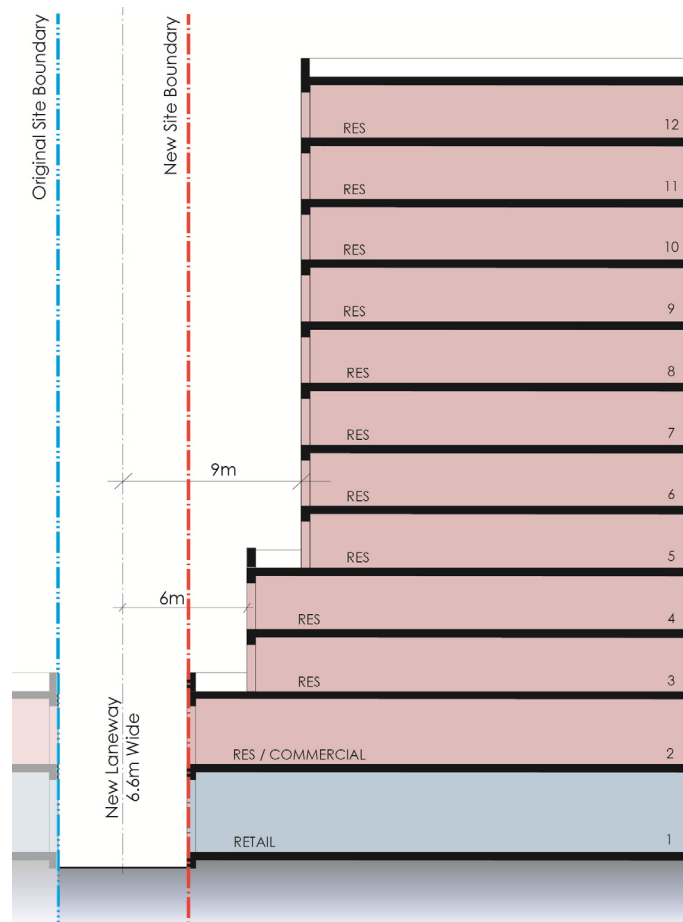


Figure 8: Upper level Setbacks – New Laneway - West

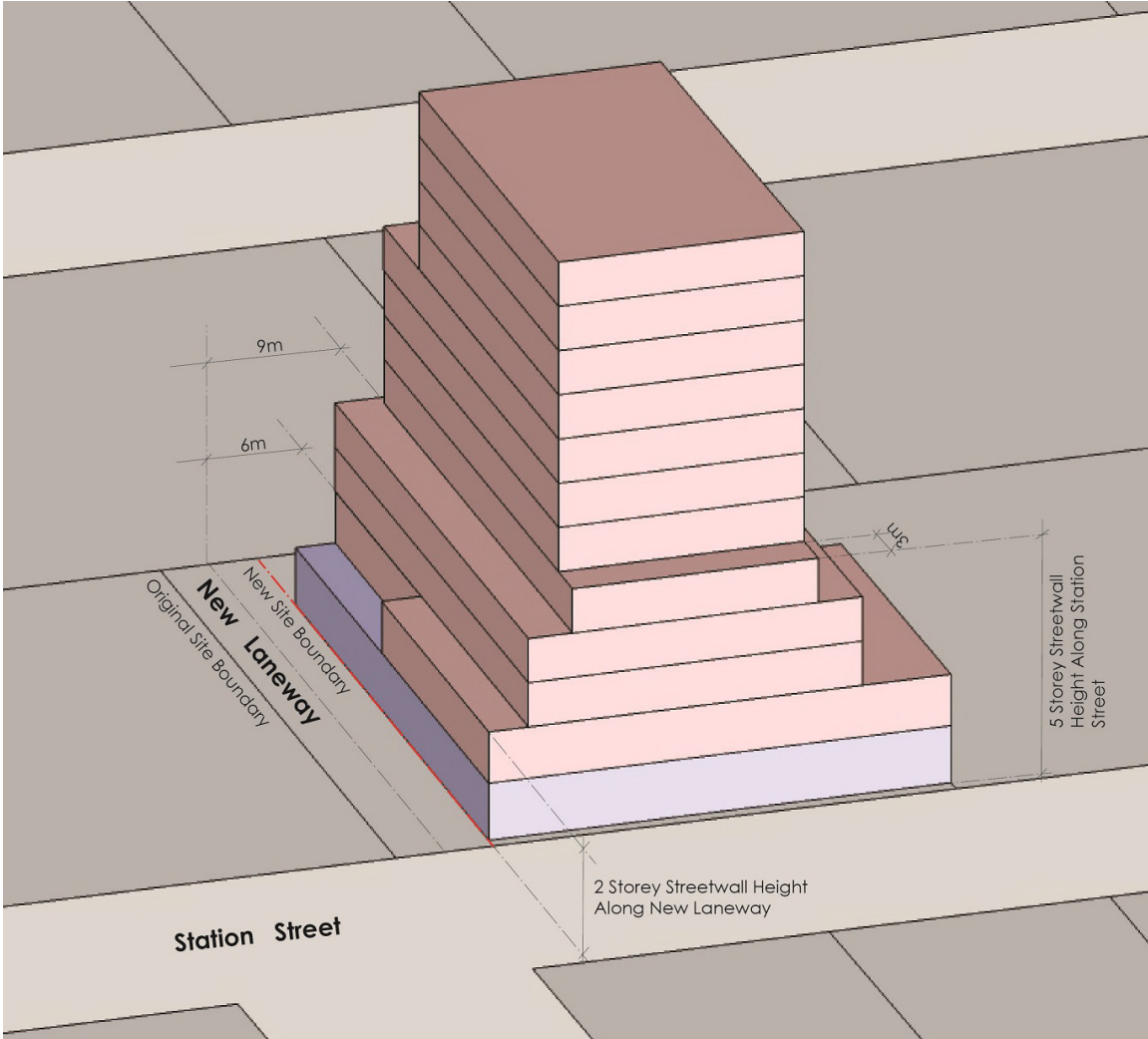


Figure 9: 3D Conceptual Block Model - Upper Level Setbacks – Station Street

4.5 Building Bulk and Design

Objectives

- To minimise overshadowing as compact floor plates cast smaller and faster moving shadows.
- To ensure that building is designed to reinforce the urban character of the locality.
- To improve access to sky view and permit better views between buildings and through sites and contribute to a more attractive skyline.
- To enhance energy efficiency and increase daylighting within buildings.
- To create architectural interest and visually diminish the overall scale of the building mass.

Controls

- Building Heights are to be provided in accordance with **Figure 10**.
- Floor to ceiling heights are to be provided in accordance with NSW Government – Planning & Environment's Apartment Design Guide (ADG).
- The floor plate of building above 8 storeys is not to exceed 500m², unless it can be demonstrated that slender building form can be achieved through courtyards, atria, articulation or architectural devises.
- Where office premises are proposed, all points on an office floor above podium should be no more than 15m from a source of daylight.
- Façade design is to:
 - Reflect and respond to the orientation of the site using elements such as sun shading and other passive environmental controls where appropriate.
 - Provide building articulation such as expressed vertical circulation, well designed roof form, shading devices etc.
 - Car parking entry doors are to be incorporated with the overall design of the façade.
 - Street corner locations are to be expressed by giving visual prominence to parts of the façade such as change in building material or colour, articulation or well-designed roof form.
 - Roof form, building services and screening elements are to occur within the overall height controls.

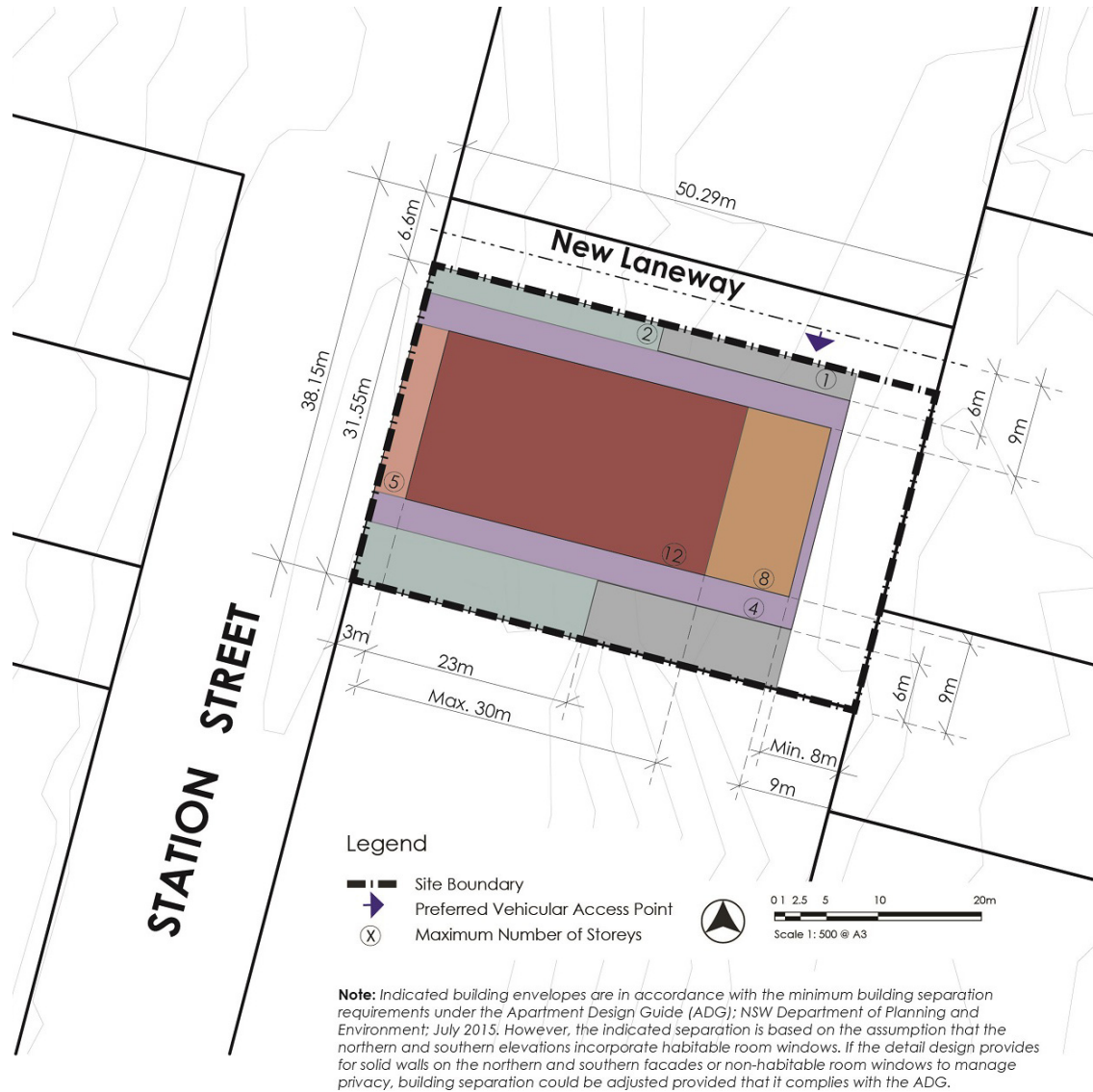


Figure 10: Building Height

4.6 Awning and Canopies

Objectives

- To increase pedestrian amenity by the provision of weather protection.
- Visually unify the Centre.

Controls

- Awnings are to be provided to the full extent of Station street frontage.
- Awning along Station Street shall be minimum 3m deep (Refer **Figure 11**).
- Explore possibility of incorporating glazing / transparent material in the awning to allow solar access.

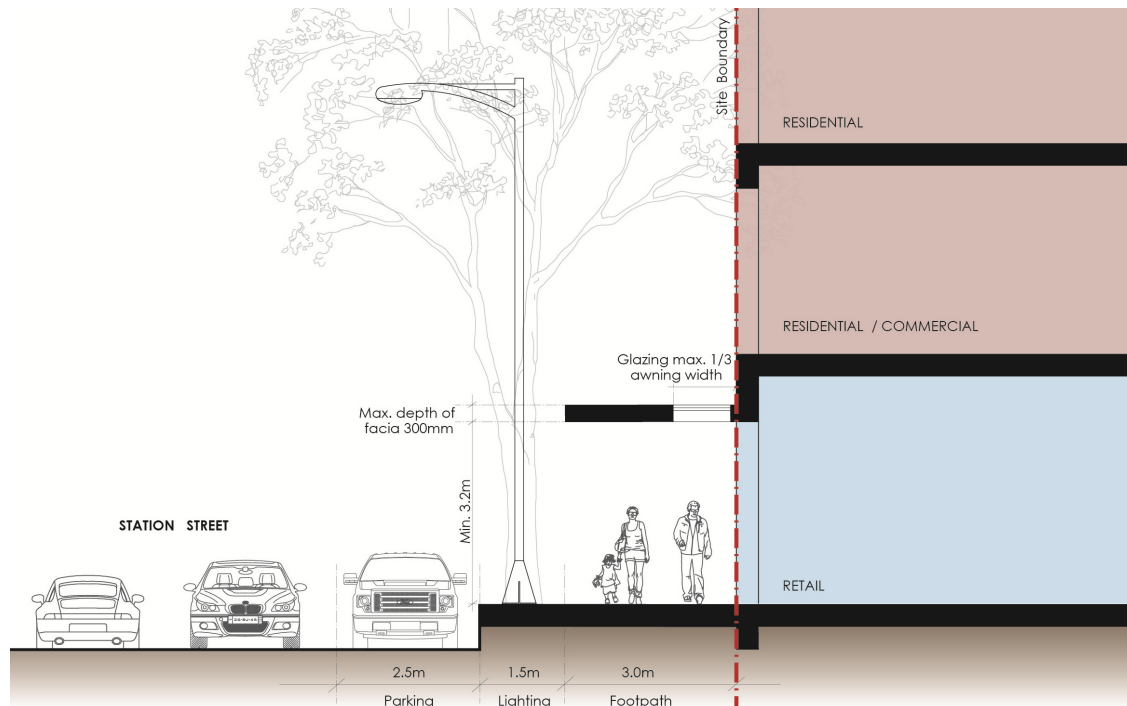


Figure 11: Public Domain Interface – Station Street

4.7 Building Separation

Objectives

- To allow solar access to buildings and communal areas.
- To provide visual privacy between buildings.
- To provide outlook from buildings.
- To provide a visual break between buildings and reduce to the perceived bulk and scale of the built environment.

Controls

- Provide building separation in accordance with the ADG.

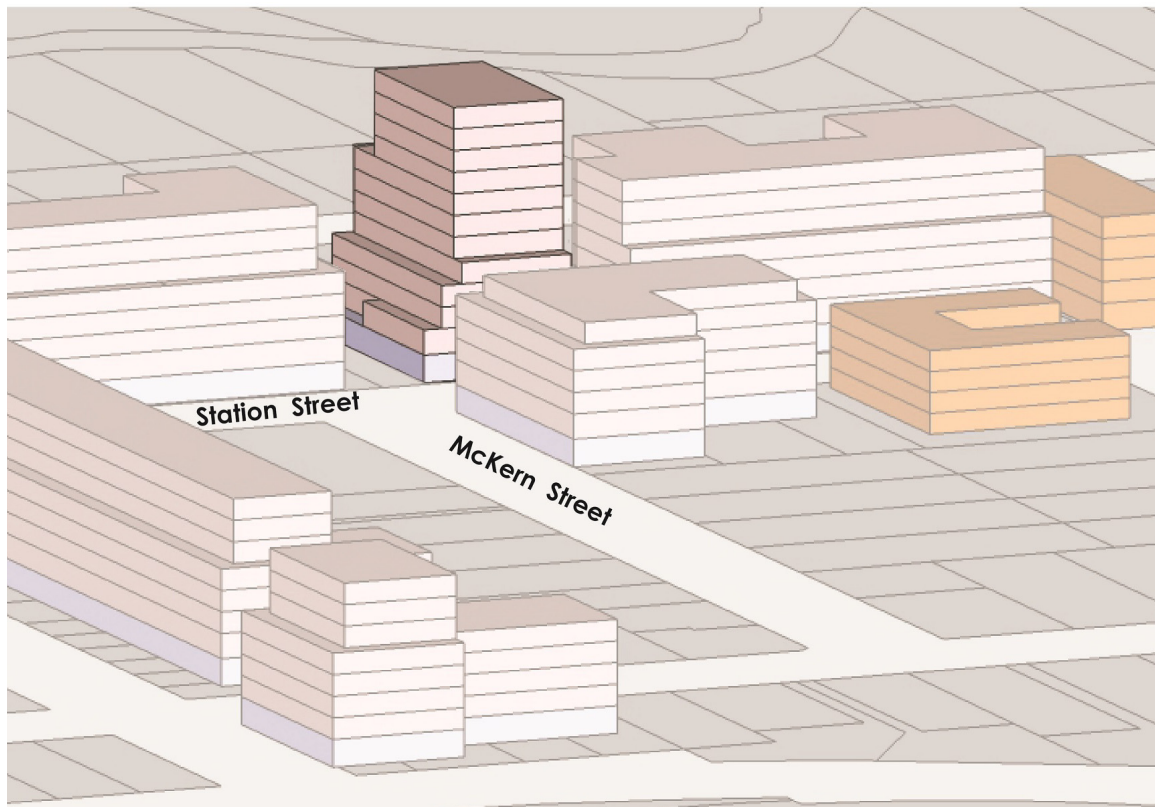


Figure 12: 3D Block Model Concept – View Looking Southeast

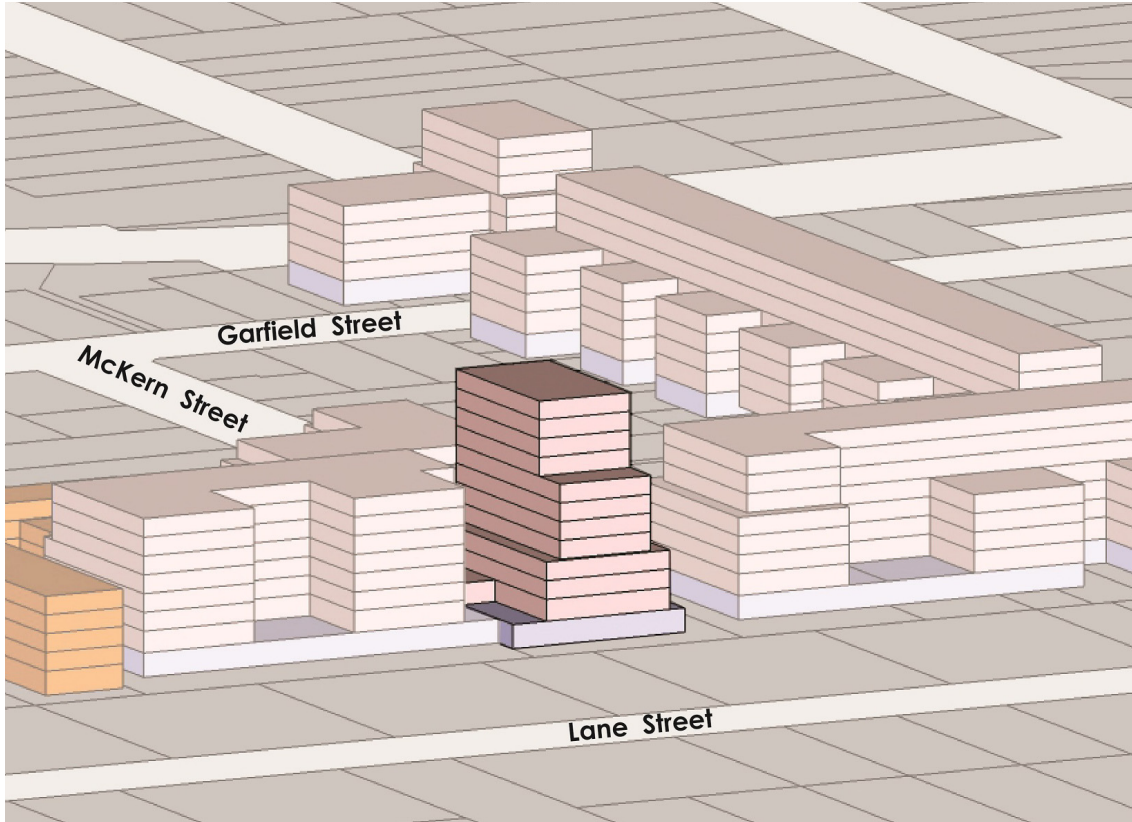


Figure 13: 3D Block Model Concept – View Looking Northwest

5 Site Planning

5.1 Topography and Building Interface

Objectives

- To ensure that buildings are connected to the street.
- To ensure that building entry contributes positively to the streetscape and public domain.
- To address level changes across street frontages, and between adjoining properties.
- To reduce the impact of site levelling on adjacent properties, and future site development opportunities.

Controls

- Level changes across sites are to be resolved within the building footprint.
 - i. Where buildings are built to the street boundary, a level transition must be provided between the building and the adjacent footpath. This level must be maintained for a minimum depth of 10 m into the building.
 - ii. An accessible path of travel is to be provided from the street through the main entry door of the building.
 - o Where necessary, stairs and ramps are to be integrated with the landscape design.
 - iii. The maximum height of retaining walls within the rear setback is not to exceed 1.2 m.

5.2 Site Facilities

Site facilities include loading areas, garbage areas, mail boxes, external storage areas, courier/service entries, and residential clothes drying facilities.

Site facilities are to be considered at an early stage of design development. This ensures that the impact of necessary site facilities on the public domain and adjacent properties can be minimised.

Objectives

- To provide appropriate site facilities for retail, commercial and residential uses.
- To minimise the impact of site facilities on the streetscape and public domain.

- To provide adequate garbage and recycling areas to all developments.

Controls

- Please refer to DCP 2013 for specific controls.

5.3 On-site Parking

Objectives

- To encourage more sustainable forms of movement such as public transport, car-sharing, walking and cycling for all trips.
- To encourage pedestrian activity.
- To minimise visual impact of car parking on street and adjoining sites.
- To provide resident and visitor car parking rates in accordance with those car parking rates as required under SEPP65.

Note: the rates of residential car parking required under SEPP65 are lower than those rates required under Part A of the Holroyd DCP 2013.

Controls

- To provide car parking for the commercial/retail premises at the rate of 1 space per 50m² of gross lettable floor space in accordance with the Wentworthville Centre Planning and Place Making Strategy.
- To provide residential car parking at the rate specified in SEPP65, and in accordance with the Guide to Traffic Generating Developments (Roads & Maritime Services) or otherwise specified document.
- Lockable on-site bicycle parking is to be provided for residential and non-residential uses.
- Basement parking should be located directly under building footprint to maximise opportunities for deep soil planting unless the structure can be designed to support mature plants and deep root plants.
- Along active frontage, basement parking must be located fully below the level of the footpath.

5.4 Landscaping

Objectives

- To create a high quality and appealing streetscape on Station Street that includes provision of street trees (plantings).
- To protect the amenity of adjacent properties through provision of a landscape (vegetation) transition that will provide privacy, a visual and noise interruption between, and improve the interface between the site and the adjacent lower scale and density properties to the east.

Controls

- The land within the rear setback is to include landscaping and deep soil planting. This landscaping is to have a width of min. 8m measured from the rear property boundary.
- The rear setback area is to be landscaped using native planting. It should include a diverse selection of locally indigenous plant species which are robust and drought-tolerant.

6 Environmental Performance

6.1 Environmental Performance

Objectives

- To reduce environmental impact over the life cycle of a building.
- To reduce the necessity for mechanical heating and cooling.
- To enhance local biodiversity through the planting of diverse native plant species.
- To encourage the 'greening' of the site through vegetation planting of the buildings external areas including rooftop.
- To promote renewable energy initiatives.

Controls

- Ensure rain water is captured, stored and used for non-potable uses such as irrigation of landscaping.
- Native planting to be incorporated in on-site landscaping.
- Where possible, incorporate a dual water system that recycles grey water for toilet flushing and car washing.
- Consideration should be given to utilising roof space for developing roof gardens (green roof).
- Where appropriate biowalls (green walls) should be incorporated in the design of buildings.

6.2 Roof Garden (Green Roof) + Biowall (Green Wall)

Objectives

- To add insulation to the façade.
- To act as bio-filters and reduce the rate of stormwater runoff.
- To reduce the destruction caused by UV rays, as well as be an aesthetic feature.

Controls

- Provide a green and/or community garden on the roof of the building (Refer **Figure 14**).
- Where possible incorporate exterior and interior green walls (**Refer Figure 15**).
- The design of the green roof is to:

- a. Allow for access and ease of movement from with the development and from the roof garden.
- b. Minimise overlooking of neighbouring properties through use of passive screening or planting.



Figure 14: Roof Garden (source: www.pinterest.com)



Figure 15: Biowall (Green Wall) (source: www.pinterest.com)