

# BLOCK H

## WENTWORTH POINT DESIGN REVIEW

JULY 2022

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# 1. EXECUTIVE SUMMARY

The City Design Team within Council reviewed the exhibited development application proposal and accompanying DCP amendment for Block H Wentworth Point. The draft DCP and draft VPA were placed on public exhibition from 19 October 2020 to 16 November 2020. The proposal attracted significant community objections. A total of 763 submissions were received from the community, of which 491 (61%) objected to the proposed DCP.

The purpose of this study is to support the planning process by undertaking a design review of the exhibited design excellence scenarios and accompanying DCP in response to the submissions. The design review will identify City Design's preferred site arrangement and built form outcome for the site. This information will be used to recommend design amendments to the Proposed Draft DCP and to inform the post-exhibition report to Council.

The exhibition included two scenarios:

- Design Competition Scenario 1 is the 'lower' option and consists of a maximum GFA of 54,356m<sup>2</sup> and 1 tower of up to 25 storeys (102m) and 1 tower of up to 40 storeys (165.45m). In this scenario the tallest (40 storey) tower is located adjacent to the foreshore.
- Design Competition Scenario 2 is the 'higher' option and consists of 1 tower up to 40 storeys (165.45m) and 1 tower up to 50 storeys (190.65m). In this scenario the tallest tower (50 storeys) is located towards Burroway Road.

The submissions raised the following key concerns, with the top of the list being the most common:

- Traffic congestion and limited transport access,
- Excessive density,
- Excessive building height,
- Lack of infrastructure and public transport,
- Overshadowing of neighbouring units and open space,
- Lack of parking,
- Potential view loss from neighbouring apartments,

- Lack of open space commensurate to population,
- Privacy loss, and
- Poor precedent.

## 1.1. DESIGN REVIEW METHODOLOGY

The design review as documented in this report undertook the following methodology:

1. Compile and illustrate the evolution of the planning and development scenarios for the site to evaluate most appropriate outcome for the site. The following scenarios were reviewed:
  - Remaining residual Wentworth Point 'residential density allocation' for the site,
  - Existing Homebush Bay West DCP building envelopes,
  - Proposed Draft DCP Scenario 1,
  - Proposed Draft DCP Scenario 2, and
  - City Design Scenario.
2. Analyse the existing and emerging context of Wentworth Point to inform block pattern, open space location, foreshore interface, views, amenity and building form.
3. Synthesise the analysis and submission considerations into design principles as a framework for evaluating the scenarios. Design principles address the layout of the block, relationship to surrounding neighbours, and the overall urban form of Wentworth Point. The design principles established for Block H are as follows:
  - Create a new Urban Park that is clearly delineated from development, with an address to Wentworth Place, Footbridge Boulevard, and the Foreshore Promenade.
  - Allow Bennelong Bridge to land in space, enabling potential view sharing from residential towers.
  - Maintain a continuous public foreshore promenade and defined edge along Homebush Bay.
  - Maintain all observed views to sky and views to water.
  - Reinforce a pedestrian desire line between Bennelong Bridge and Sydney Olympic Park Ferry Wharf, also connecting the

future Urban Park with the Peninsula Park.

- Strengthen the existing built form structure of Wentworth Point and reinforce its height strategy.
4. Model the three-dimensional form of each design scenario and evaluate the impacts on open space amenity, and neighbouring property outlook, privacy, harbour and skyline views, and solar access.
  5. Make recommendation for the preferred site arrangement and built form outcomes for the site to inform the planning assessment.

In response to the design review initial findings and recommendation, the proponent submitted an alternative scheme in May 2022 with amended podium footprints and adjusted tower locations. In response- and as documented in this report, City Design conducted further detailed analysis of building separation, foreshore interface, overshadowing and view sharing.

## 1.2. KEY FINDINGS

Design's role in addressing community concerns is to balance the issues raised alongside a contextual appreciation of the precinct. The following key findings provide a summary of this process:

**Density:** The ability to perceive density is fundamentally an outcome of site planning and the scale of development as experienced from the street. The density at Block H is more perceptible when towers are built to the ground and located where they obscure views to sky from the public domain, as is the case for the Exhibited DCP Scenarios.

More orderly development that locates towers along and perpendicular to Burroway Road, preserving all views along streets to sky, minimises the overall perceived density from the public domain.

Street walls with an upper-level setback assists in mitigating the presence of the towers above and reinforces the urban grid in Wentworth Point.

**Building Height:** There are highly specific and divergent organisational



principles for Wentworth Point, Sekisui Site and Rhodes. Each precinct is guided by its own height strategy to ensure a more cohesive skyline in each location.

The proposed 40- and 50-storey towers in the Exhibited DCP Scenarios are not consistent with the context of Wentworth Point which exhibits a maximum building height of 25-storeys organised along Wentworth Place.

Lower tower heights of 16-storeys define a transition between the 25-storey datum and foreshore building edge. 6 storey street wall heights provide a humanised scale to the urban park and the streets, while also minimising negative impacts of towers on the public domain.

**Overshadowing:** There is a direct correlation between the location and height of towers at Block H and the amount of overshadowing to open spaces and to neighbouring apartments.

There will be some degree of overshadowing to open spaces when developing to the densities observed at Wentworth Point, particularly when trying to balance both public and private solar amenity. However, it is possible to minimise the impact through careful site planning and controlled building heights.

By concentrating the development to the northern half of the block and locating lower towers along Burroway Road, the significant overshadowing from 12pm onwards (measured mid-winter) of the foreshore and open space in the Exhibited DCP Scenarios is reduced.

**Potential View Loss:** Any scenario at Block H that incorporates tower development will lead to some degree of view loss from surrounding apartments. This is partly due to the internal planning and single-aspect layout of these existing towers. Development at Block H will need to balance the potential loss of views and attempt to maximise the benefits to the most amount of people.

Collocating towers along Burroway Road and limiting the length of

towers to 45m minimises the overall number of apartments that will experience loss of views when compared to the Exhibited DCP Scenarios.

Offsetting and orientating towers away from the street grid of Wentworth Point closes off and internalises the space around the urban park, instead preferencing views from Block H itself. Collocating towers allows for views to be shared across a more open urban park that is consistently proportioned through to the foreshore.

**Open Space:** The amount of open space required at Block H under the Homebush Bay West DCP 2013 is 10,973m<sup>2</sup>. This open space target could be considered as commensurate to the planned density for Wentworth Point Peninsula as also noted in the DCP.

The exhibited DCP for Block H notes a total 24,050m<sup>2</sup> of open space is to be provided on site, regardless of the density scenario. However, the more delineated urban park space that is clearly separated from the development by an accessway is approximately 8,200m<sup>2</sup>, while the remainder of the ground plane dedicated to landscape is not necessarily perceived to be clearly public.

The unencumbered space provided along the foreshore promenade in the exhibited DCP scenarios is approximately 3,220m<sup>2</sup> in size due to an encroachment of building form into the 30m setback zone. A full 30m setback of all development from the foreshore would allow for approximately 4,840m<sup>2</sup> of space attributed to the promenade.

**Privacy:** Noting the minimum separation distance between towers is 24m under the Apartment Design Guide (ADG), Wentworth Point exhibits generous separation between existing towers of 30m to 70m. On a site the size of Block H, it is possible to provide ADG compliant or better tower spacing to improve visual and acoustic privacy for apartments in opposing towers.

**Precedent:** The Exhibited DCP Scenarios set an undesirable precedent for the character and building form for the remaining development sites in Wentworth Point. It is desirable for the few remaining sites in

Wentworth Point, including Block H, to respond to the established character between Hill Road and the foreshore with building forms that reinforce the gridded street pattern and define open spaces. Taller towers (25st) along Wentworth Place step down toward the foreshore to preserve the scale and comfort of streets and parks and to facilitate good amenity between neighbouring developments.

### 1.3. RECOMMENDATIONS

Based on the analysis and design testing in this report, City Design recommend that future development at Block H should:

- Reinforce the gridded street and block pattern in Wentworth Point.
- Define a 10,500m<sup>2</sup> urban park on the southern half of the block with direct frontage to Wentworth Place, Footbridge Boulevard/Bennelong Bridge and the foreshore.
- Extend the Park Street North view corridor to the east to maintain sky views.
- Provide a direct mid-block pedestrian connection and view corridor in alignment with the future road to the north, linking the new urban park and the future headland park.
- Setback all development 30m from the foreshore, providing an upper-level tower setback of 75m above 6 storeys.
- Locate towers along and perpendicular to Burroway Road.
- Provide a maximum 16-storey tower height along the eastern side of the new north-south pedestrian link and future road to the headland park.
- Provide a maximum 25-storey tower height at the intersection of Wentworth Place and Burroway Road.



## 2. INTRODUCTION

As a result of significant community objection and Council officer concern over the suitability of the proposed density on the site known as Block H Wentworth Point, the City Design team undertook a review of the exhibited design excellence scenarios and recommend an appropriate development outcome for the site.

**The purpose of this study is to support the planning process by undertaking a design review of the exhibited design excellence scenarios and accompanying DCP in response to the submissions.**

The design review will identify City Design's preferred site arrangement and built form outcome for the site. This information will be used to recommend design amendments to the Proposed Draft DCP and to inform the post-exhibition report to Council.

### 2.1. SITE CONTEXT

The physical context of Wentworth Point is defined by a consistently proportioned urban street grid that supports perimeter block development with towers above. Towers respond to this grid and are predominately located at the corner of the block. Any towers rotated away from the intercardinal street grid have done so to maximise solar access for dwellings within that building - and are as the exception and not the rule.

This street grid offers continuous and framed views to water, contributing to the legibility and wayfinding in the precinct. Where there is an exception to this principle, towers have been located to ensure organised views to sky in the absence of a street. A noteworthy example of this is where Park Street North terminates in built form at Block E before reaching the foreshore. Views to sky have been preserved along this axis.



Figure 2.1.1: Strategic Site Context



This is significant because it shows how towers have been arranged to maintain an organised grid structure, even in the absence of a street. Overall, what this helps to achieve is a **lesser perceived density** in the precinct, by **preserving as much blue-sky views from the public domain**. Ideally any towers on Block H would be located outside of this identified view corridor.



Figure 2.1.2: Views to sky as observed from Park Street North, Block H located immediately behind.

## 2.2. ELEVATIONAL PRECINCT HEIGHT DISTRIBUTION

The other unique characteristic of Wentworth Point is that all towers have been located well away from the foreshore, which helps to provide the foreshore promenade with its humanised scale and maximise solar access to this public space.

There is a planned 30m building setback to the foreshore, already delivered across the southern portion of the precinct and reflected at Rhodes, making it essential for Block H to continue this well-defined edge condition.

While Sekisui Site and Rhodes are in close proximity, both offer alternative morphological responses both in their urban structure and height strategy - illustrated left. When observed from Rhodes (focusing on Bennelong Bridge as the major pedestrian thoroughfare into the precinct) there are **two clear layers of height distribution**. The first relates to the foreshore and exhibits a 6- to 8 storey datum, and the second a strong 25-storey datum - which is the planned maximum building height limit of Wentworth Point set by the HBW DCP. The 40-storey height limit of Sekisui Site is currently contained and recedes into the background.

When viewed either from the Parramatta River or from the South within the precinct, the future height allocation of the peninsula presents two very disparate skyline arrangements at Sekisui Site and Wentworth Point, separated by the axis of Hill Road.

Therefore, it will likely be more appropriate for development in Block H to have a close relationship to development within Wentworth Point itself - rather than making an overextended reference to other precincts in this location.

## 2.3. PERCIEVED HEIGHT DISTRIBUTION

Despite a 25-storey datum, when experienced from the ground, there is a subtle illusion that tallest towers have been concentrated around the intersection of Footbridge Bld & Wentworth Pl, before stepping away to the edges of the precinct (Figure 1.3.1).



Figure 2.3.1: Existing Tower Arrangement in Wentworth Point (view from Rhodes looking West)



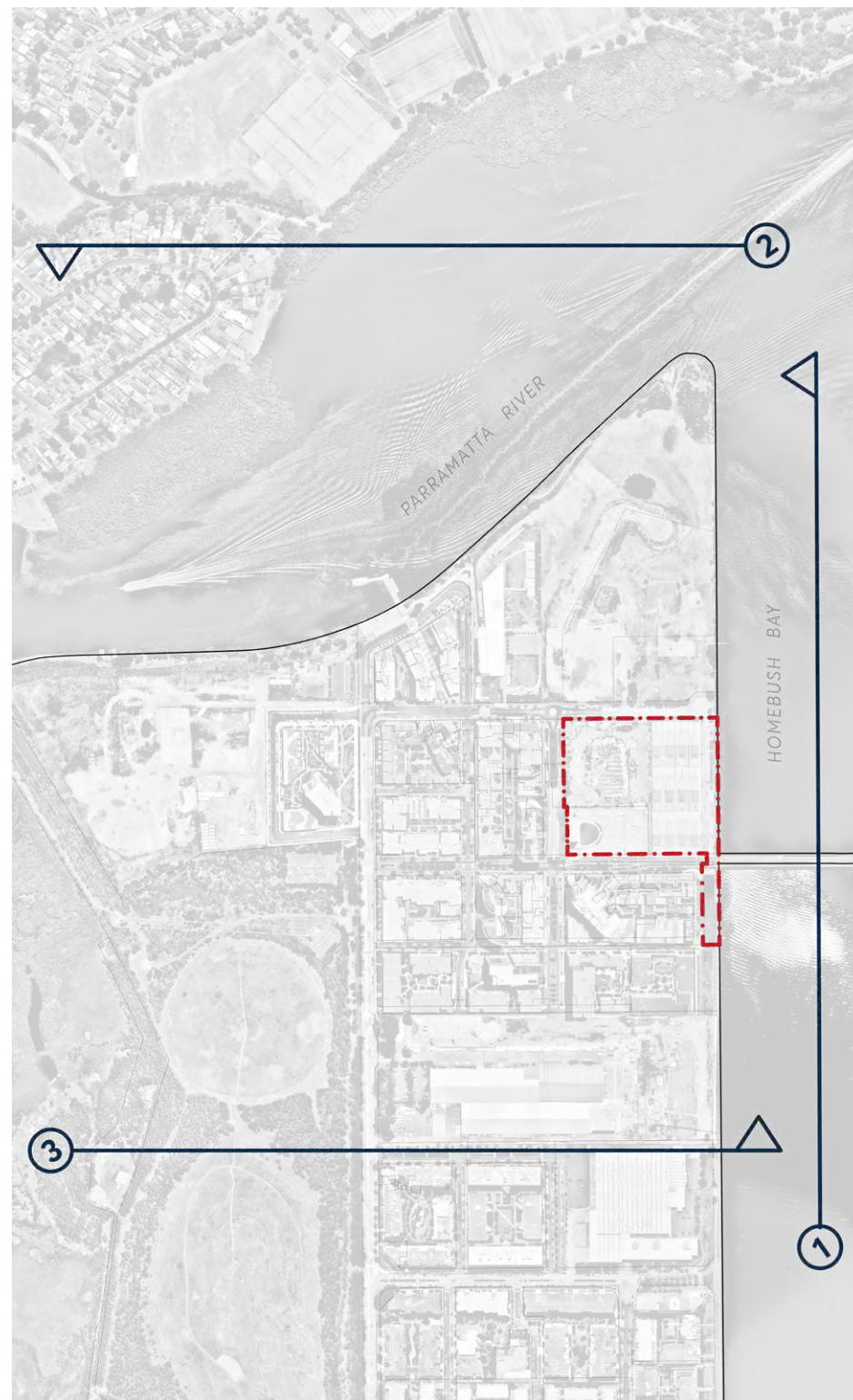
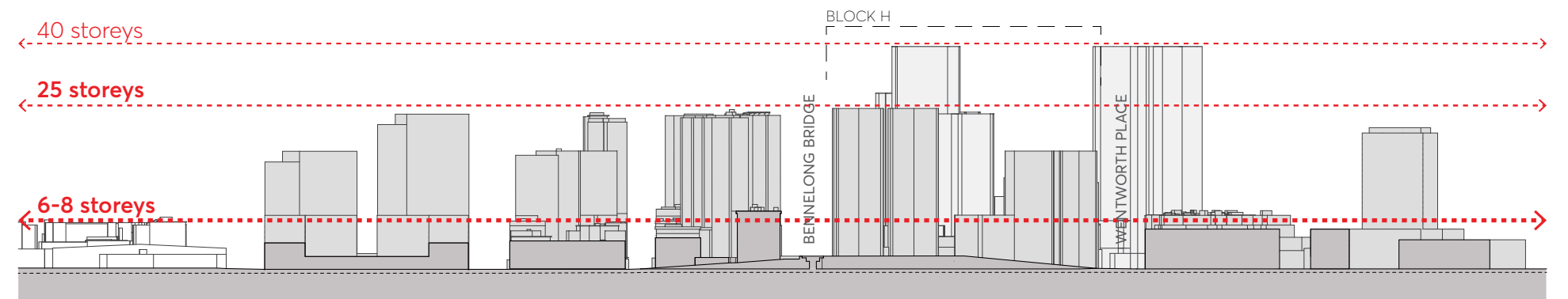
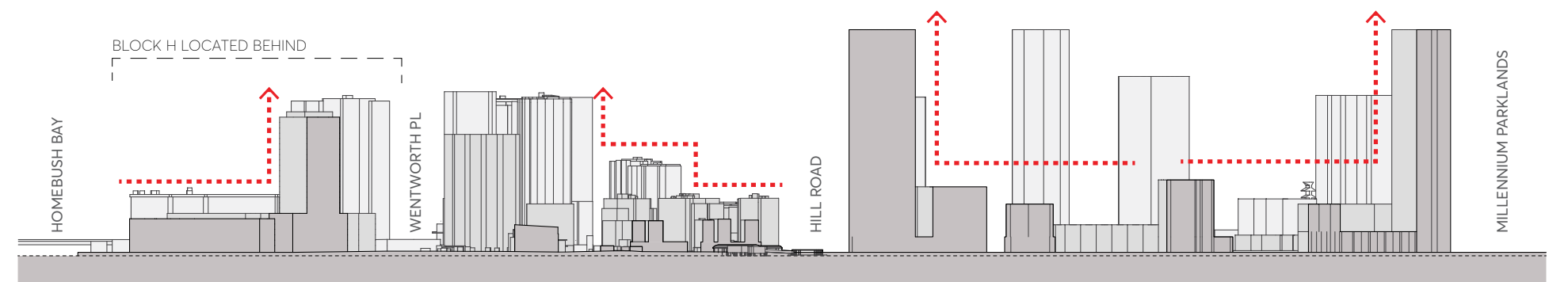


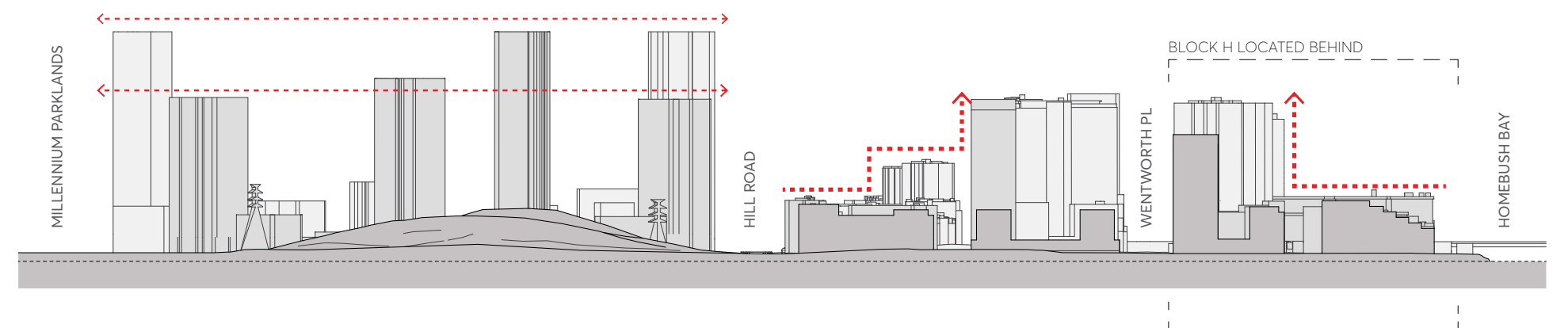
Figure 2.3.2: Precinct Elevation Key Map



Elevation from Rhodes / Homebush Bay looking West



Elevation from Parramatta River / North Bank looking South



Elevation from within the Precinct looking North



## 2.4. SITE CONSTRAINTS

- Currently undefined space around future urban park lacks a legible street wall development to support an urbanised character.
- Significant change in levels across the site and steep north-south crossfall on adjacent Wentworth Place.
- Constrained access along foreshore at bridge and road infrastructure, cutting off continuous views along the promenade.
- Onsite car parking structure creates existing 6.5m wall on site, and vehicular dive structures constrains the adjacent public domain of Wentworth Place.



Figure 2.4.1: Key Constraints View Map



Figure 2.4.2: View 1 - Approximately 6.5m on-site level change and constraint of car parking structure



Figure 2.4.3: View 2 - Steep north-south street crossfalls and car parking dive structure in the public domain



Figure 2.4.4: View 3 - Currently undefined edges to future Urban Park space with no clear views to sky



Figure 2.4.5: View 4 - Constrained access through foreshore due to bridge and road infrastructure to south of site.



### 3. STRATEGIC FRAMEWORK

#### 3.1. DEVELOPMENT FRAMEWORK

Base density and height controls for Block H are currently contained with the Homebush Bay West DCP (Amendment No.1) 2013. As a result of a Council resolution in May 2018, a Design Excellence Competition process was undertaken which informed several DCP amendments. The two key changes in the draft Homebush Bay West DCP (Amendment 2) 2020 include a significant increase to the maximum building height and residential gross floor area on the site under two possible density scenarios.

Table 01 (opposite) reflects the progression of permissible density and building heights, alongside the Council endorsed density scenarios from the exhibition.

What is pertinent to note is that the design typology and height strategy vary in every scenario – including the two scenarios within the Design Competition winning scheme. While this background design development has been taken into consideration, this urban design review aims to determine a consolidated set of design principles with specific, spatial outcomes to evaluate all previous and alternate scenarios.

#### 3.2. REDEVELOPMENT ASSUMPTIONS

The RMS site to the north is the subject of a separate but parallel design process. The outcomes for the RMS site should form part of future scope for design review. All scenarios are measured against design principles that were formulated as an outcome of the Design Excellence process and this design review.

Floor space efficiencies:

- Ground floor non-residential - BEA x 33% = GFA
- Commercial floor – BEA x 85% = GFA
- Residential floor – BEA x 75% = GFA

Floor to floor heights:

- Ground = 4.5m
- Podium levels 1 = 3.8m
- Podium levels 2 to 7 = 3.1m
- Residential levels in tower = 3.1m

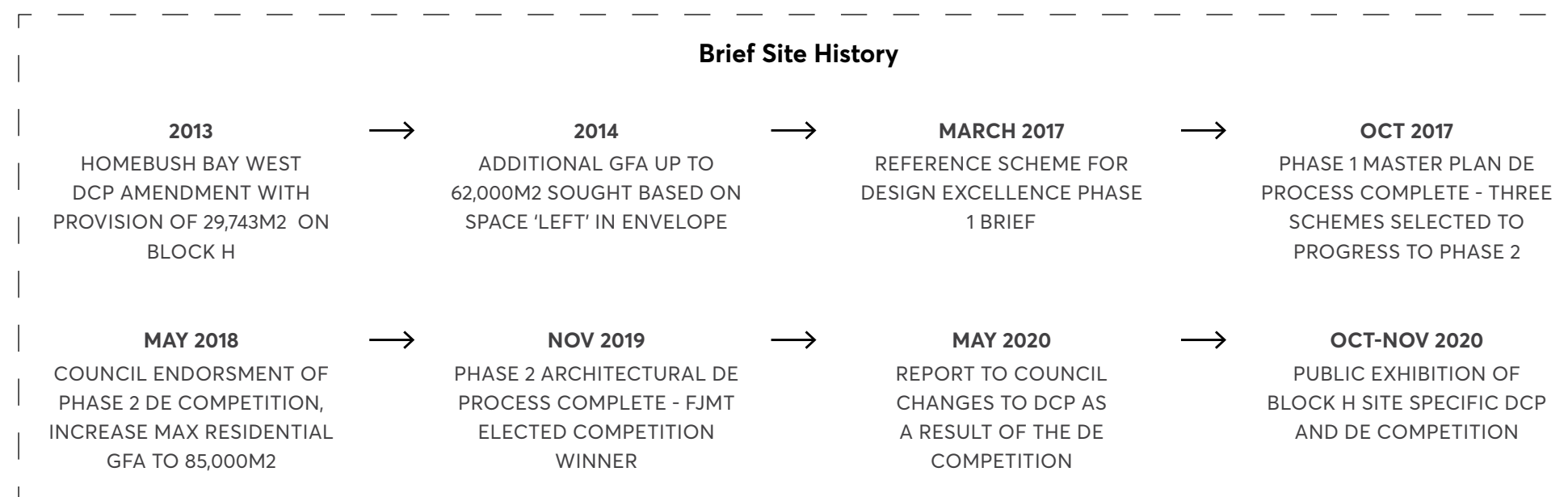
Residential separation between towers may be 18m (consistent with the Design Excellence process), preferably 24m. All other separation distances are reflective of minimum dimensions in the ADG.

#### 3.3. DESIGN EXCELLENCE COMPETITION JURY RECOMMENDED URBAN DESIGN PRINCIPLES

Based on a review of the three (3) shortlisted schemes from Phase 1 of the Design Competition process, the Design Excellence Jury recommended the following urban design principles be incorporated into the future DCP amendment for the site;

- 1. New Urban Park** – with an address to Burroway Road, Wentworth Place and Footbridge Boulevard,
- 2. Development zone** – located adjacent to Waterside Promenade to minimise overshadowing and maximise views between existing and proposed developments,
- 3. Tallest development** – located in south-eastern corner of the site marking the arrival to Wentworth Point via Bennelong Bridge. Development to step down in scale from south (tallest) to north (lowest),
- 4. New Pedestrian + Cycle connections** – Fully accessible (lift access) from Bennelong Bridge to Foreshore Promenade,
- 5. Street Address** – New pedestrian and vehicular links are required to ensure appropriate street address to all residential development,
- 6. Foreshore Promenade** – Ensure the delivery of a high quality, active and unique waterside public space at Wentworth Point,
- 7. Waterside Activation** – Maximise retail and community uses along the Foreshore Promenade,
- 8. Reinforce Pedestrian Desire Lines** – from Bennelong Bridge (south-east) to Ferry Wharf (northwest),
- 9. Potential development zones** – Investigate development with an address to Burroway Road (north and Footbridge Boulevard (south) to create an active address to streets and the new Urban Park, and
- 10. Waterside Activation** – Explore options for animating and activating the waterfront (eg – public pool, wharfs, jetties etc)

#### Brief Site History



	CURRENT HOMEBUSH BAY DCP 2013	DESIGN COMPETITION REFERENCE SCHEME	DESIGN COMPETITION WINNING SCHEME (SCENARIO 1 & 2)
Design Typology	Hybrid Perimeter Block and Tower Arrangement, Separate Open Space	Perimeter Block with Two Towers Setback Above, Separate Open Space	Two Towers within a Parkland Setting, Fluid Open Space
Open Space Typology	Largely linear open space, connecting from Wentworth Place through to the Foreshore, street separating from development zone.	Linear open space, connecting from Wentworth Place through to the Foreshore, street separating from development zone.	'Organic' open space with fluid edges, curvilinear loop road to provide address to development. Foreshore Pool or Indoor Sports Facility (in highest uplift scenario)
Massing Arrangement	Development Zone primarily located adjacent to Burroway.	Development Zone primarily located adjacent to Burroway.	Development Zone located along Burroway and Foreshore.
Height Strategy	Tallest Tower (25 storeys) located in designated 'tower zone' (HBW DCP 2013) to relate to adjacent tower development.	Tallest Tower (35 storeys) located near foreshore to improve solar access to public park.	Tallest Tower dependent on development scenario. Note the location of tower did not align with the Design Jury's recommendations from the Stage 1 Design Competition.
Residential GFA	29,743m2 (residential and non-residential) / 62,170m2 under concept plan for DCP amendment	76800m2	54,356m2 / 85,000m2
Non-Residential GFA			7,386m2 / 9,734m2
Total GFA			61,742m2 / 94,734m2
Tower Height	25 storeys and 16 storeys	25 storeys and 35 storeys	Scenario 1: 25 storeys and 40 storeys Scenario 2: 40 storeys and 50 storeys

Table 2.3.1 Site Planning and Design Evolution



### 3.4. RESIDUAL RESIDENTIAL GFA ALLOCATION

Wentworth Point is covered by SREP 24 and no LEP applies to the land. Instead, maximum height and floor space controls are contained in the DCP. When the Wentworth Point was rezoned for residential development, a total of 139,384m<sup>2</sup> of residential GFA was attributed to the Precinct B (see Figure 3.4.1) in the Homebush Bay West DCP 2007. A DCP Amendment in 2013 increased that allocation to 197,384m<sup>2</sup>. As the precinct redeveloped, the surrounding sites subsumed most of that floorspace, leaving approximately 30,000m<sup>2</sup> of residential GFA to be accommodated at Block H.



Figure 3.4.1: Wentworth Point Precinct Map (HBW DCP 2007 p48)

As part of this design review, built form testing indicated that a scheme for Block H with a residential GFA of approximately 30,000m<sup>2</sup> may be contained within a perimeter block typology up to 7-storeys (6-storeys, plus 1-storey setback above). This floorspace is easily accommodated on the site alongside the space necessary for an Urban Park of 10,500m<sup>2</sup>, generously proportioned internal courtyards, and a 30m foreshore setback to all development (see Figure 3.4.4).

However, the resulting disparity between floorspace and the indicative envelope represented for Block H in the Homebush Bay West DCP 2013 (see previous page) led to a concept plan seeking a DCP amendment to

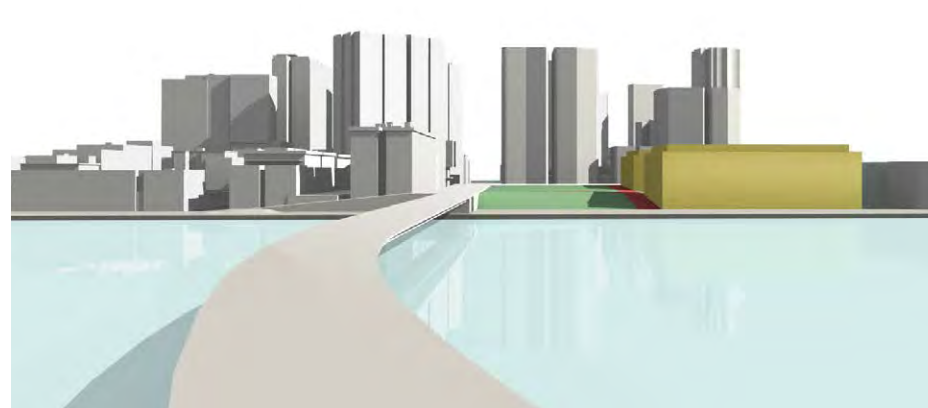


Figure 3.4.2: Residual GFA Allocation - View from Bennelong Bridge

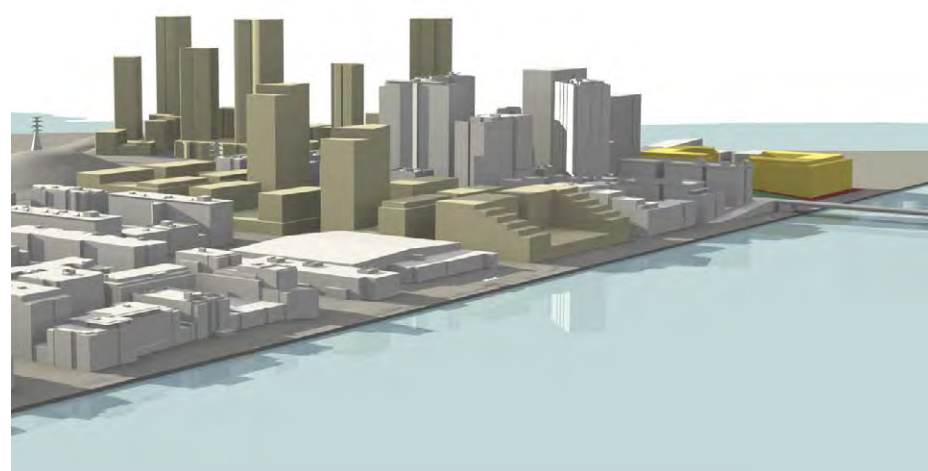


Figure 3.4.3: Residual GFA Allocation - Aerial View Looking North-West

increase the residential GFA attributed to Block H. This assumed that the indicative envelope could accommodate 62,170m<sup>2</sup> of GFA, which was calculated on that basis of an 85% efficiency rate for residential GFA, large tower floorplates of over 950m<sup>2</sup>, and non-compliant separation distances. To support the case for the proposed DCP amendment, Council resolved (2017) that a Design Competition was held.

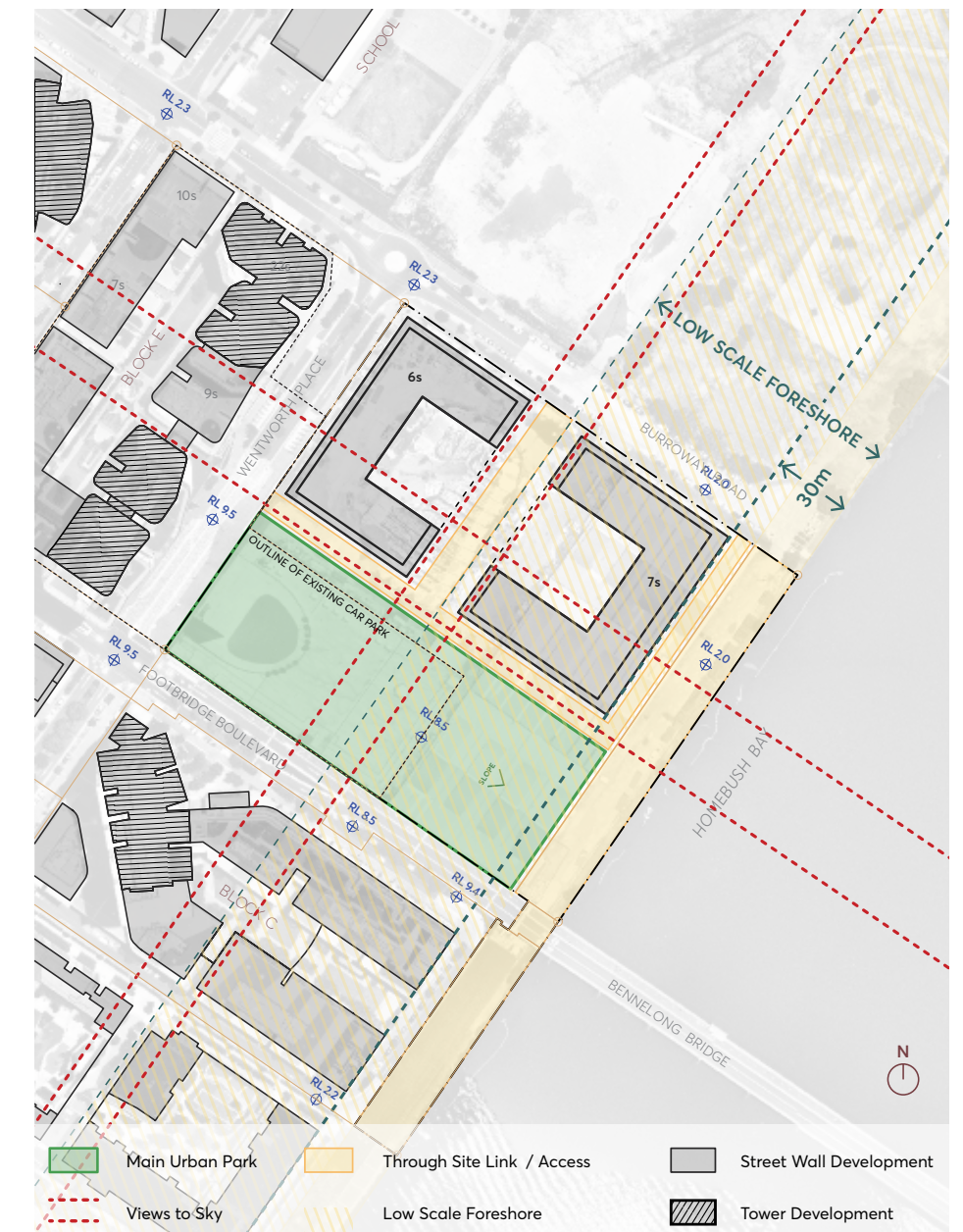


Figure 3.4.4: Residual GFA Allocation - Indicative Site Plan



## 4. DESIGN EXCELLENCE OUTCOMES & EXHIBITED DCP AMENDMENT

### 4.1. DESIGN EXCELLENCE PROCESS

A Design Excellence Competition was conducted for the site and the outcomes used to inform the exhibited Block H DCP amendment. This competition consisted of two phases; Phase 1 Urban Design Competition with seven (7) competing architectural practices, and Phase 2 which progressed three (3) of the schemes from Phase 1 through a more detailed Architectural Competition.

In this process, Council resolved that on completion of the design excellence competition, Council proceed with exhibition of the Draft DCP to the limit of 85,000m<sup>2</sup> of residential floorspace. This included a caveat that until a funding commitment from the State government to Parramatta Light Rail (Stage 2) and Metro West is announced, or other transport improvements to justify the maximum residential floor space, the Applicant be restricted from lodging applications for development approval exceeding 54,356m<sup>2</sup> of residential floorspace.

As a result, there are two different development scenarios proposed to be included in the DCP. Both scenarios comprise of two towers.

**Scenario 1** – the 'lower' option consists of 1 tower of up to 25 storeys (102m) and 1 tower of up to 40 storeys (165.45m). In this scenario the tallest (40 storey) tower is located adjacent to the foreshore.

**Scenario 2** – the 'higher' option consists of 1 tower up to 40 storeys (165.45m) and 1 tower up to 50 storeys (190.65m). In this scenario the tallest tower (50 storeys) is located towards Burroway Road.

Both scenarios include additional height for the purposes of architectural articulation (detail) which will not contain any residential floor space. The height strategy of the exhibited Block H DCP amendment changes based on yield outcomes, rather than responding to contextual drivers. These highlights that there is no consistent approach to height, or its impact on public space and surrounding properties, present in these two scenarios.

PROPOSED DCP AMENDMENT: SCENARIO 1



- Maximum of 54,356m<sup>2</sup> of residential GFA and,
- 1 x tower up to 25 storeys and,
- 1 x tower up to 40 storeys (plus architectural detailing levels).
- Planning agreement value of \$33,841,000.

This scenario may result in the eventual termination of the private Billbergia Shuttle Bus service currently supporting access between Wentworth Point to Rhodes train station every 15 - 30mins on weekdays.

PROPOSED DCP AMENDMENT: SCENARIO 2



- Maximum 85,000m<sup>2</sup> of residential GFA and,
- 1 x tower up to 40 storeys and,
- 1 x tower up to 50 storeys (plus architectural articulation levels).
- Planning Agreement Value of \$36,760,000 plus Scenario 1 amount to total \$70,601,000

This scenario can only be achieved if the NSW State Government makes a financial commitment to delivering Sydney Metro West and Parramatta Light Rail (PLR) Stage 2 or bus equivalent.



## 4.2. RESULTS OF THE PUBLIC EXHIBITION

The draft DCP and draft VPA were placed on public exhibition from 19 October 2020 to 16 November 2020. A total of **763 submissions** were received from the community, of which **491 (61%) objected to the proposed DCP**. 169 (22%) of the submissions demonstrated support for the proposed DCP amendment, though 15 were in support of Scenario 1 only. The remaining 103 (14%) submissions provided comment on the proposals, only with no distinct position on the matter.

Four submissions were received by Government agencies, including City of Canada Bay Council, Transport for NSW (TfNSW), Department of Education (DoE) and Sydney Olympic Park Authority (SOPA).

Key concerns raised by the public:

- Traffic and Transport
- Density
- Building Height
- Lack of Infrastructure and Public Transport
- Overshadowing of Neighbouring Units and Open Space
- Lack of Parking
- Potential View Loss from Neighbouring Units
- Lack of Open Space Commensurate to Population
- Privacy, and
- Precedent.

The graph to the right provides a breakdown of the number of times a particular issue was raised within a submission. The images illustrate the location of objections pertaining to view loss or overshadowing as these issues are highly locational in nature.

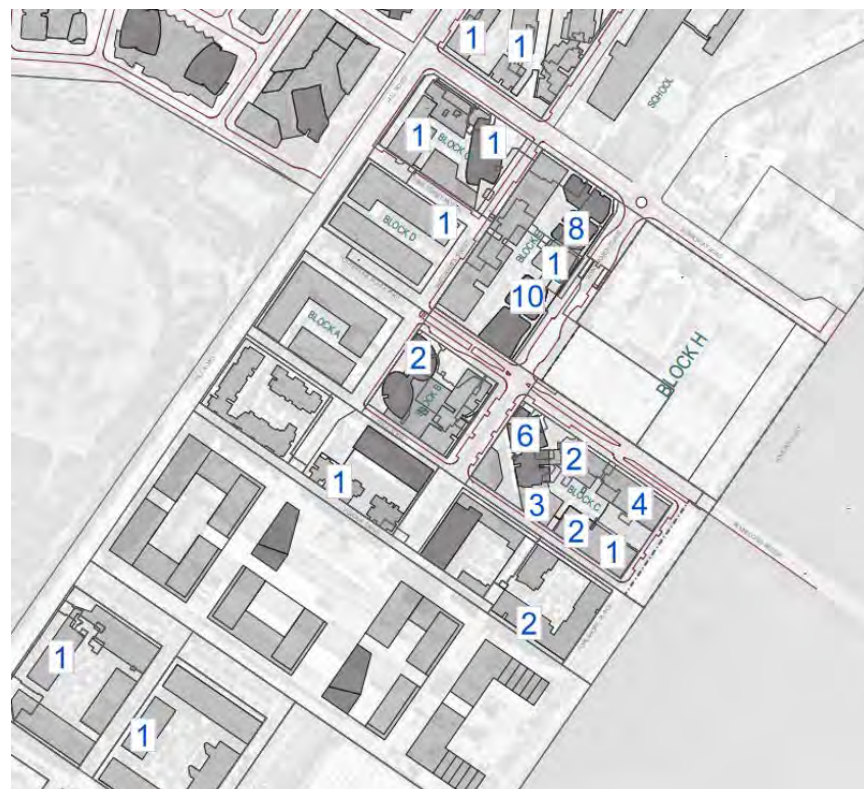


Figure 4.2.1: Residents Who Raised Loss of Views as an Issue

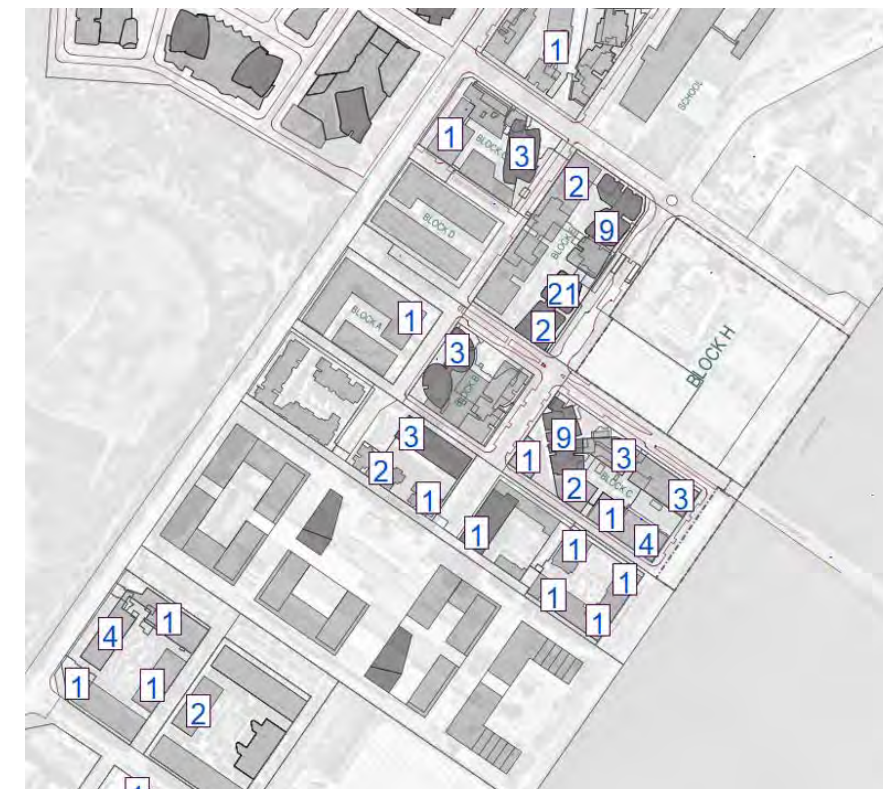
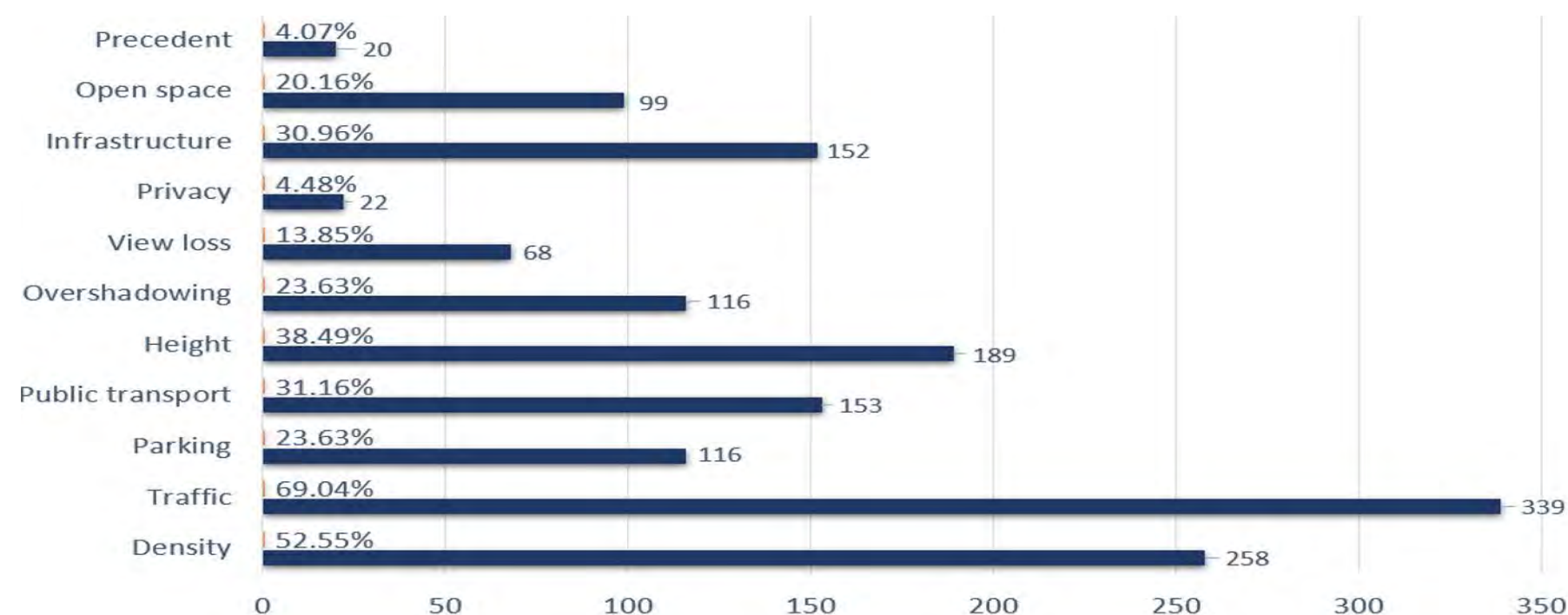


Figure 4.1.2: Residents Who Raised Overshadowing as an Issue



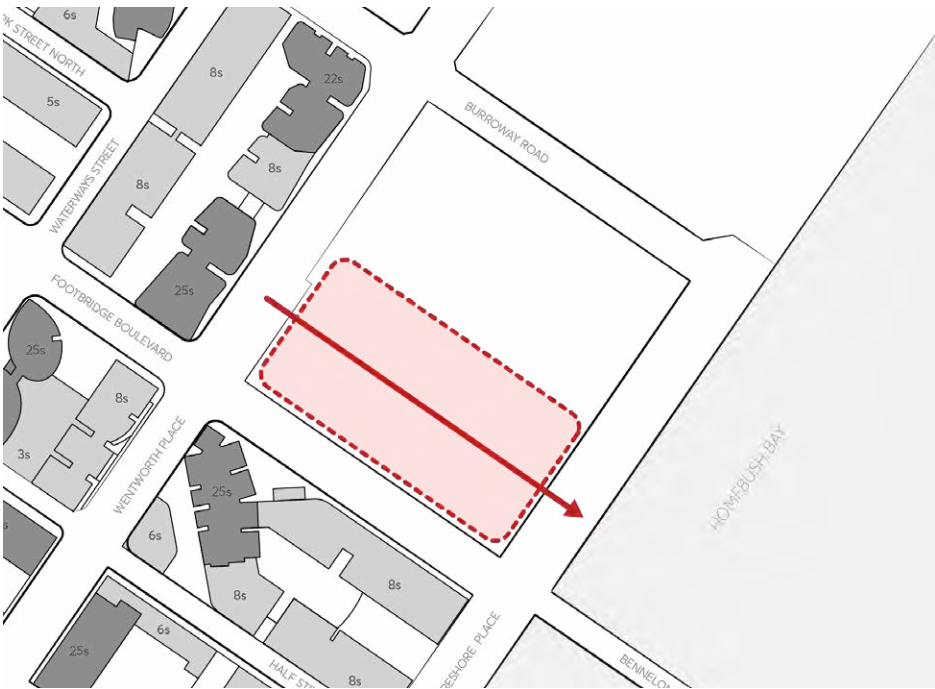


# 5. SITE DESIGN PRINCIPLES

Based on this analysis of place and review of all design principles established through the Design Competition Process, a consolidated and updated set of design principles for the site to help inform and measure design outcomes. These principles have been considered alongside community concerns to assess the potential site scenarios within this design review.

## PRINCIPLE 1

**Create a New Urban Park with an address to Wentworth Place, Footbridge Boulevard, and foreshore promenade.**



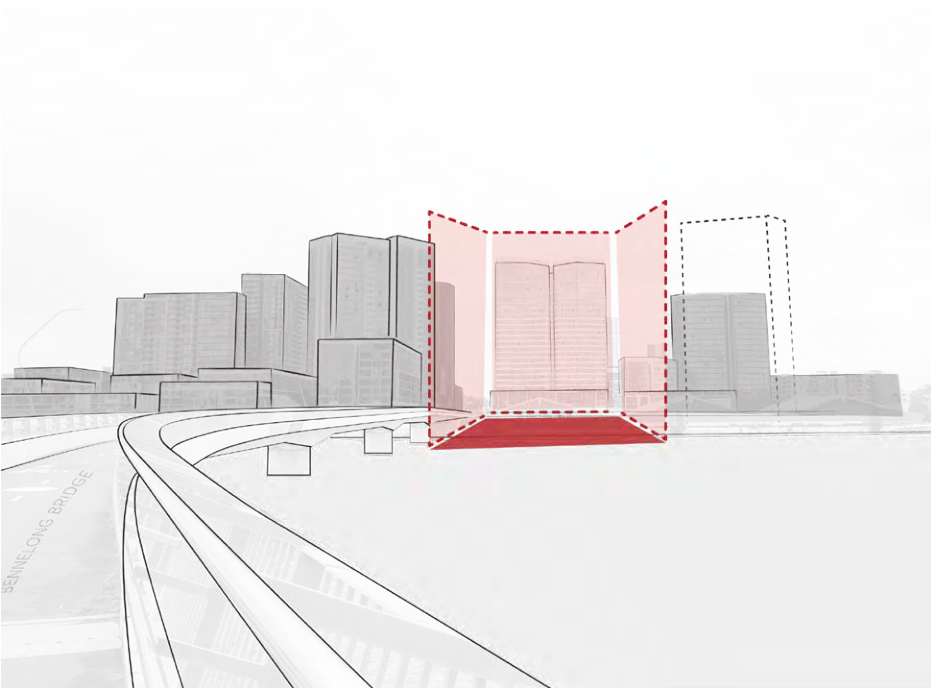
To deliver a new public open space that supports local recreation and events, also providing an unobstructed public connection between the town centre and foreshore.

### Design Strategy:

- Provide for a future urban park that is relatively level.
- Provide street address to future urban park and development through new pedestrian and vehicular links
- Design a space fit for purpose, allowing flexibility in use from passive recreation to events space.
- Create a focal urban space for the whole precinct.

## PRINCIPLE 2

**Allow Bennelong Bridge to land in space, enabling view sharing from residential towers.**



To enable view sharing from existing towers and provide a well defined public open space that is visually dominant from Bennelong Bridge

### Design Strategy:

- Prioritise locating a generously sized public open space alongside Bennelong Bridge.
- Locate towers towards Burroway Road, to align with existing tower locations behind, to create a strong north south urban spine along the peninsula.
- Create a defined, human scaled interface to the future public open space.

## PRINCIPLE 3

**Maintain a continuous public foreshore promenade and defined edge along Homebush Bay.**

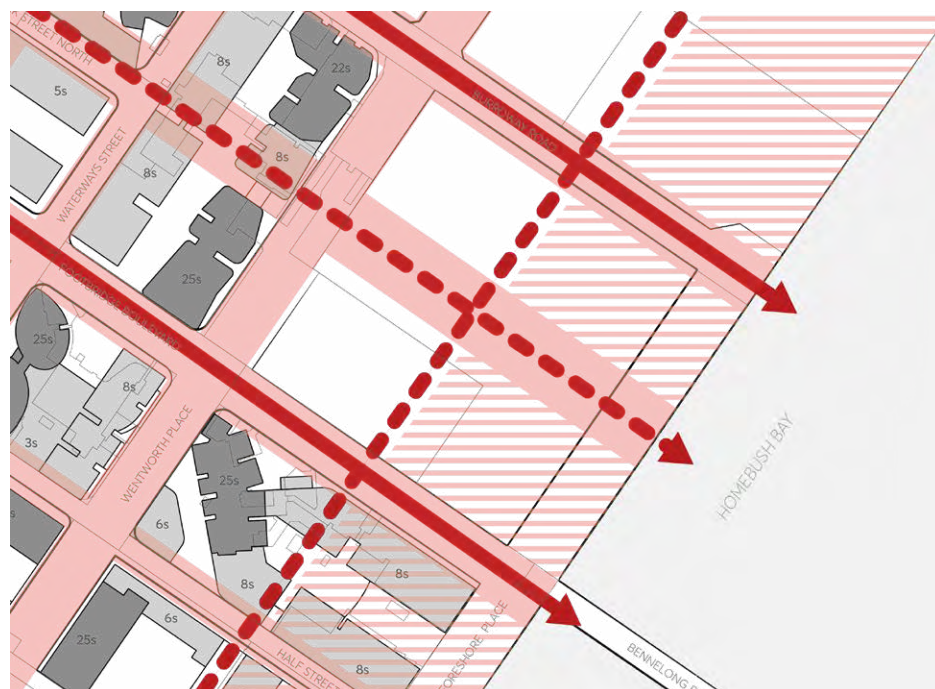


To implement and complete a continuous foreshore promenade along the water's edge that promotes active uses along Homebush Bay with new building frontages.

### Design Strategy:

- Provide a minimum 20m wide public promenade with an additional 10m setback to development for access arrangements (total 30m foreshore setback).
- Ensure built form provides level access from the foreshore to support retail and commercial tenancies.
- Maintain a consistent and open to sky alignment of lower scaled development built to edge the foreshore, creating a uniform definition of the foreshore promenade public space.

## PRINCIPLE 4

**Maintain views to sky and views to water.**

To preserve views to sky and views to the water that are present in the precinct as an outcome of its regular grid structure and existing tower locations.

**Design Strategy:**

- Ensure towers are not located within the existing sky view corridor as observed from Park Street North.
- Frame street views to the river by aligning and creating consistently scaled street walls across the block.

## PRINCIPLE 5

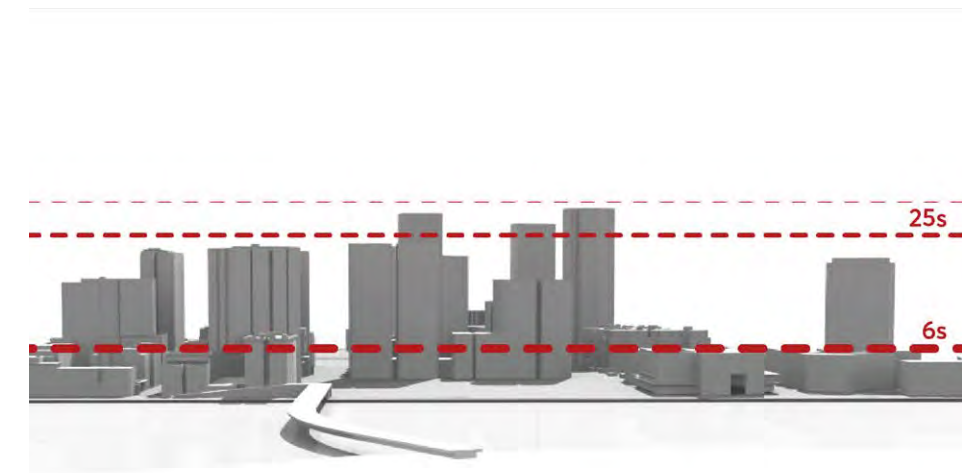
**Reinforce the pedestrian and cycle desire line between Bennelong Bridge, future headland park and Ferry Wharf.**

To enable comfortable pedestrian and bicycle access through the site between Bennelong Bridge and the Ferry Wharf, providing an alternative to the congested environment of Wentworth Place.

**Design Strategy:**

- Determine a pedestrian and cycle desire line that enables accessible thoroughfare through the site, between parks.
- Ensure level changes are carefully negotiated, minimising need for excessive ramping.
- Design any through site link to appear as fully public.
- Utilise this desire line to help organise built form on site and provide a sense of address.

## PRINCIPLE 6

**Strengthen the existing built form structure and height strategy of Wentworth Point.**

To articulate the skyline along Homebush Bay Peninsula and strengthen the clear urban grid structure of the precinct which provides organisation, views and space to towers.

**Design Strategy:**

- Provide site specific height controls that create an organised skyline.
- Designate lower heights along the river, providing for a generous upper level set back to any towers located near the foreshore.
- Locate height to respond to the immediate context of Wentworth Point which locates the tallest 25-storey towers along Wentworth Place.



# 6. BLOCK H DESIGN REVIEW

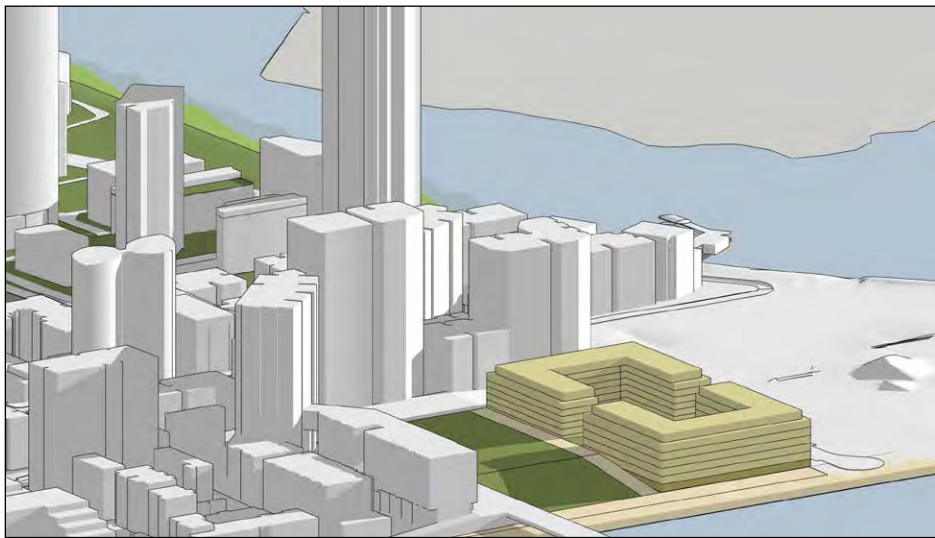
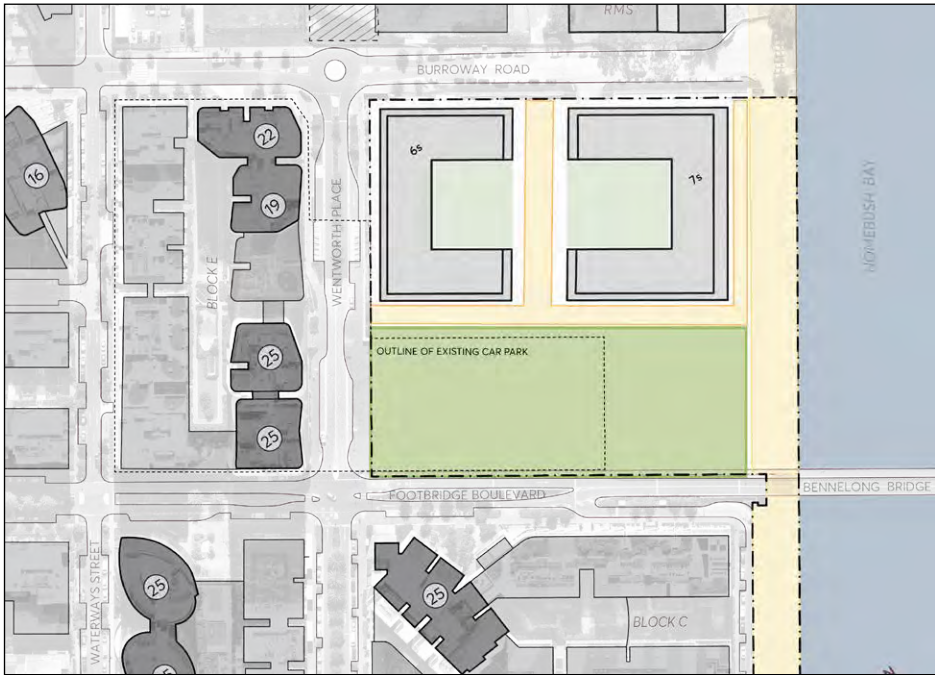
The following potential outcomes for Block H have been assessed against the design principles established in the context analysis of this review.

These scenarios include two interpretations of the potential outcomes possible under the Homebush Bay West DCP. The first accommodates the residual GFA that has been allocated to the Wentworth Point Precinct and the second the Indicative Envelope illustrated in the DCP itself.

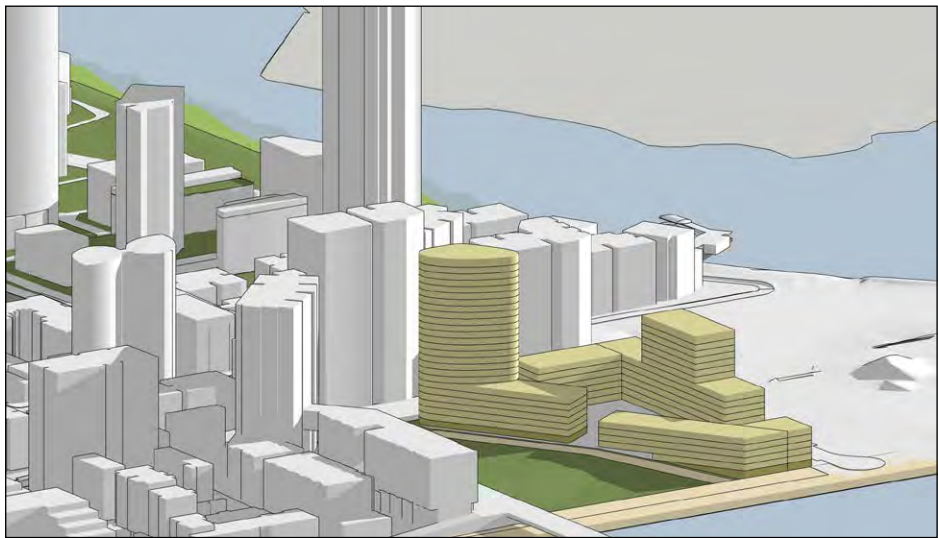
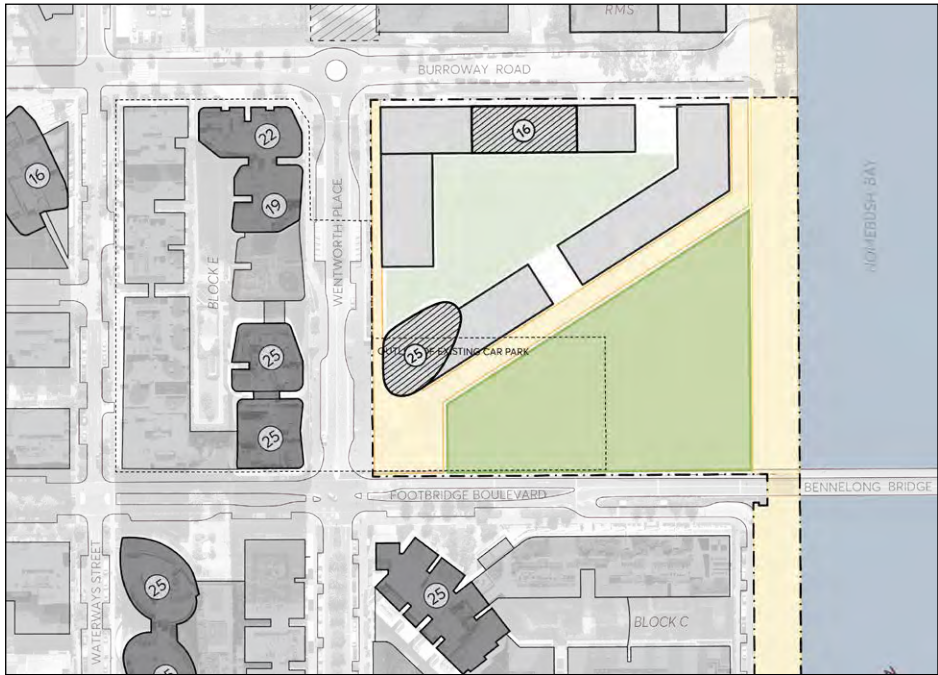
The following scenarios are those that were exhibited as part of the Draft Homebush Bay West DCP Amendment for Block H, and are indicative of the Design Competition process.

The final scenario was developed by the City Design team as a Recommendation, responding closely with the design principles and community concern over the appropriateness of outcomes proposed at Block H to date.

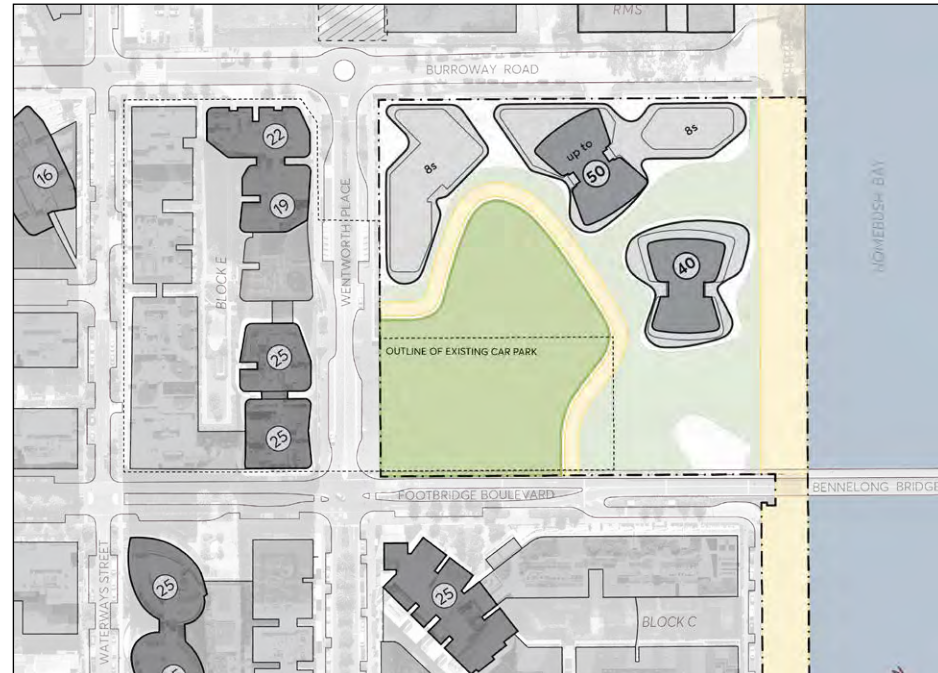
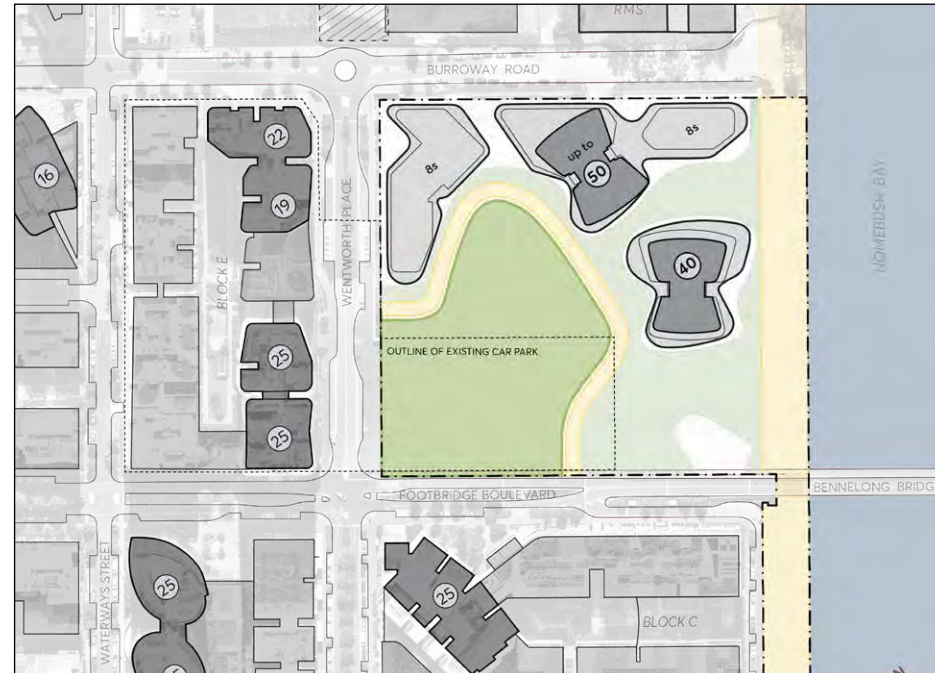
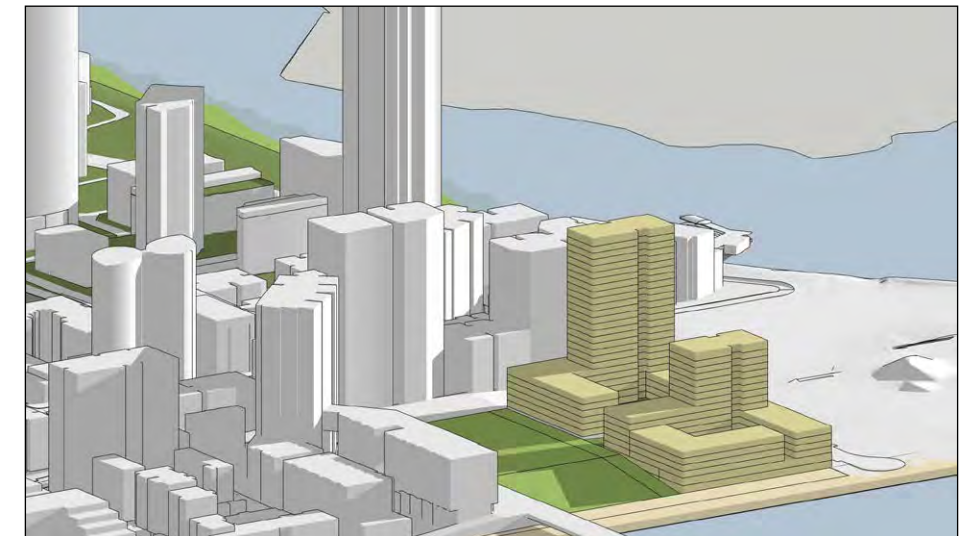
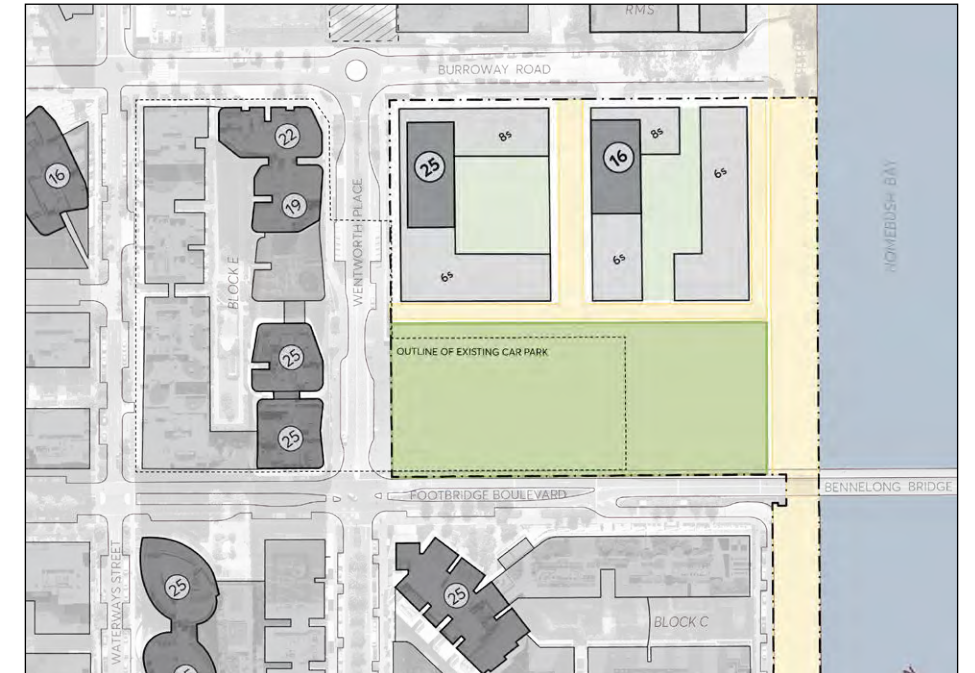
**A. RESIDUAL RESIDENTIAL GFA ALLOCATION**



**B. HBW DCP INDICATIVE ENVELOPE PLAN**

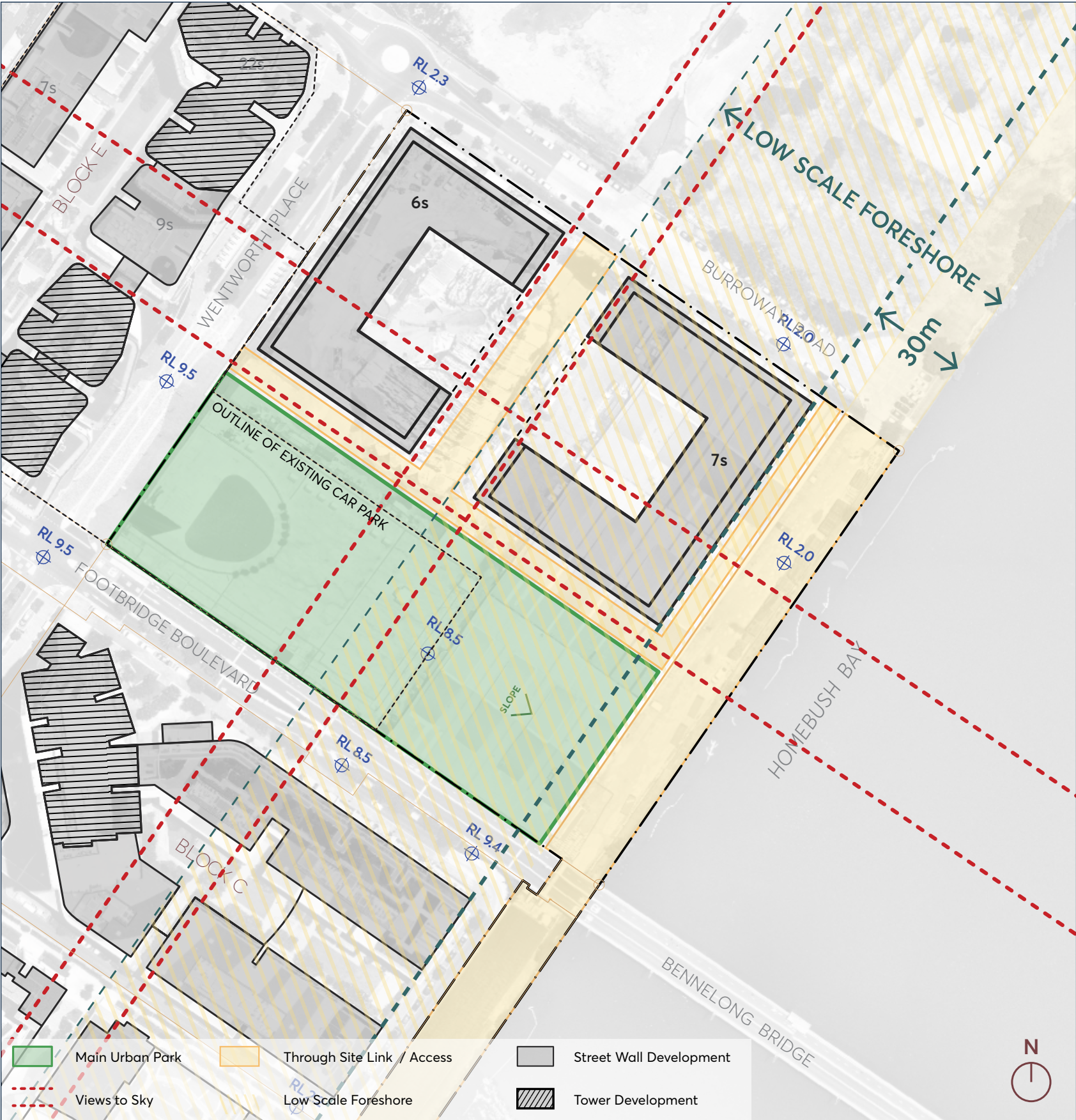




**C. DESIGN COMPETITION SCENARIO 1****D. DESIGN COMPETITION SCENARIO 2****E. CITY DESIGN RECOMMENDED SCENARIO**

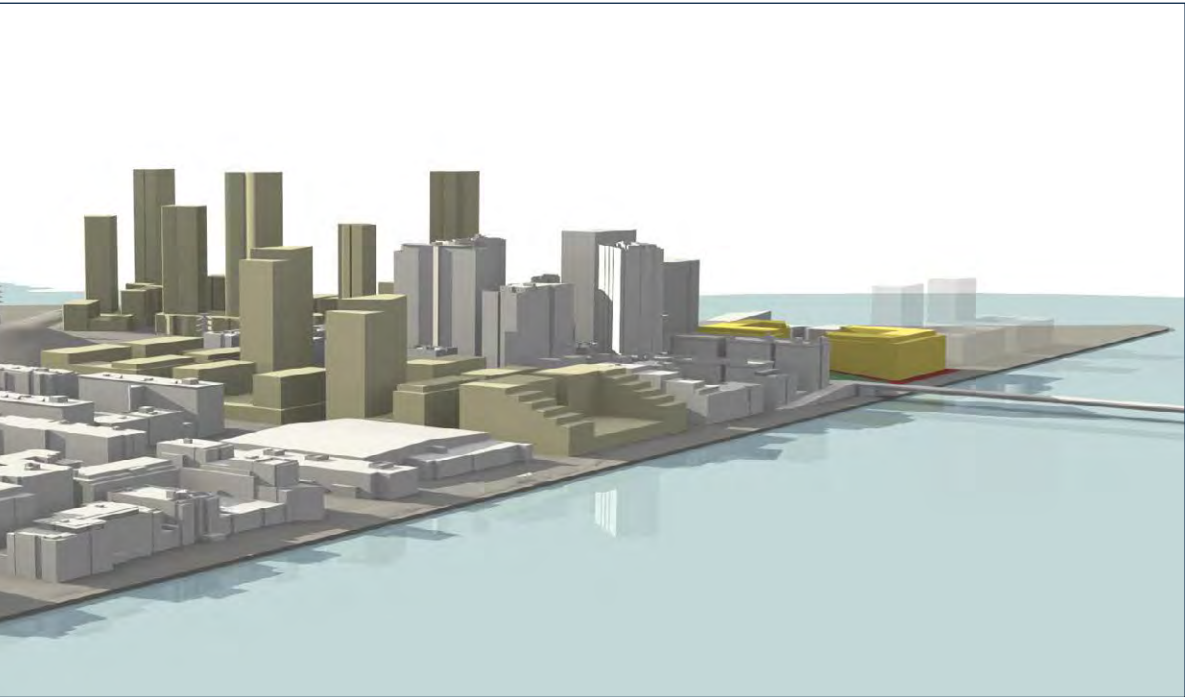


A. RESIDUAL WENTWORTH POINT 'RESIDENTIAL DENSITY ALLOCATION'



SITE PLAN

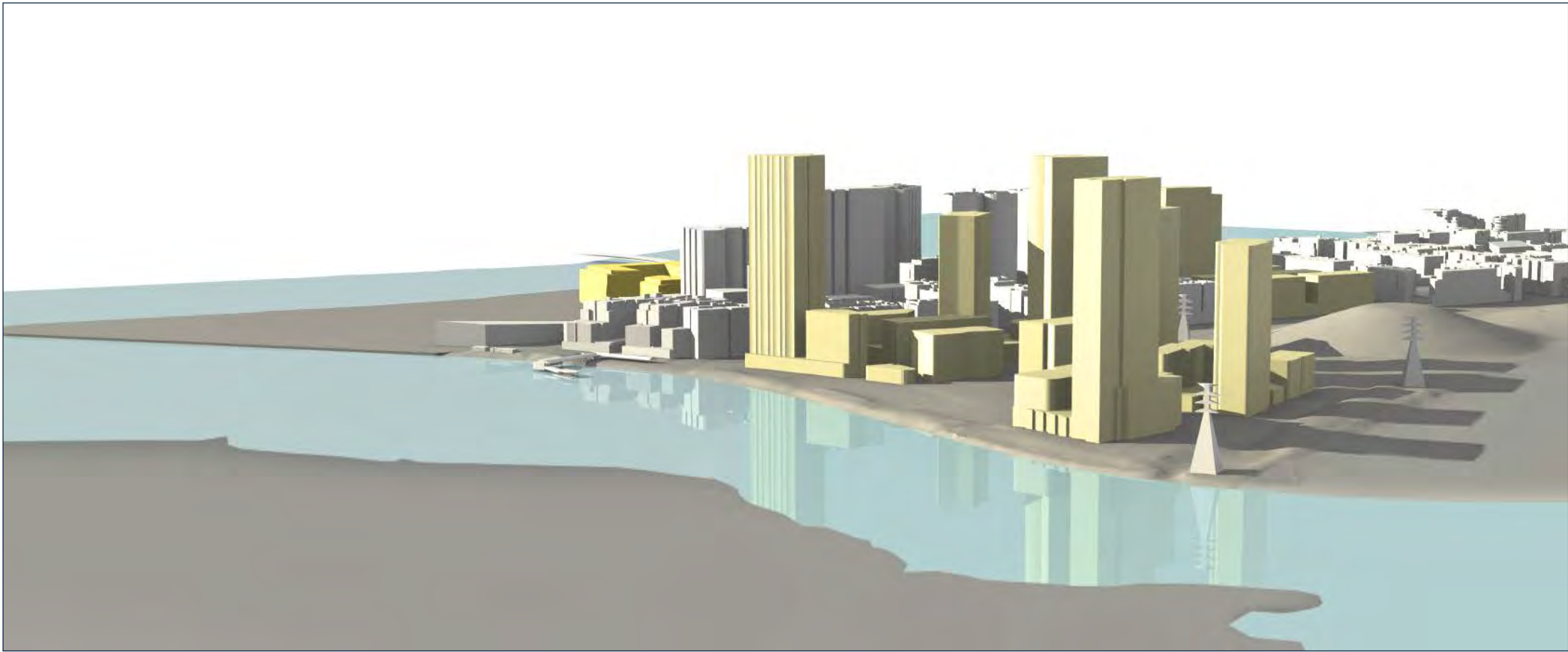
Gross Site Area	29,323 m <sup>2</sup>
Gross Floor Area (Non-Resi)	2,400 m <sup>2</sup>
Gross Floor Area (Residential)	30,000 m <sup>2</sup>
Total Gross Floor Area	32,400 m <sup>2</sup>
Number of Units	350 units
Floor Space Ratio (gross)	1.1:1
Urban Park Area	10,500 m <sup>2</sup> (inc. access)
Foreshore Setback	30m
Views to Sky	All observed views to sky are preserved due to absence of tower element
Pedestrian Desire Line	Perpendicular to potential RMS through site link
Height Strategy	6- plus 1-storey perimeter block, no tower element



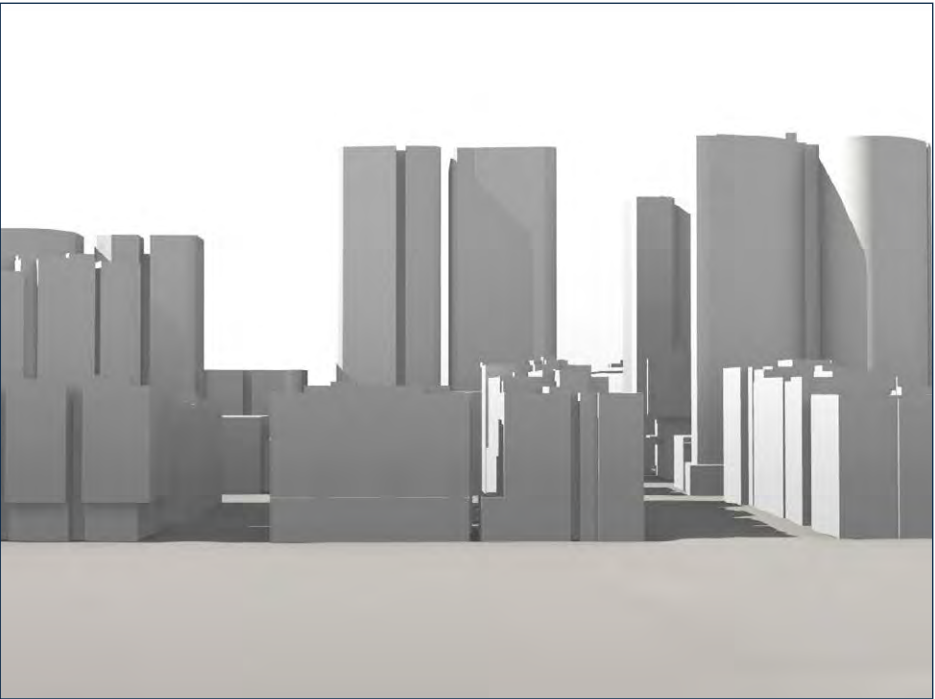
AERIAL VIEW LOOKING NORTH-WEST TOWARDS WENTWORTH POINT PRECINCT



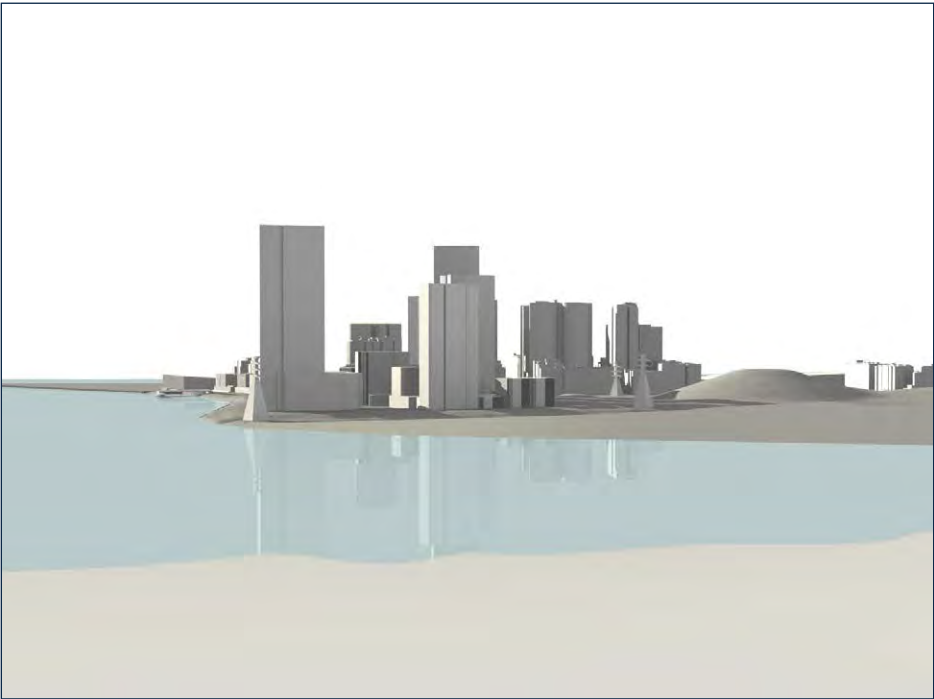
<b>PRINCIPLE 1</b> Urban Park	✓
<b>PRINCIPLE 2</b> Bridge Landing in Space	✓
<b>PRINCIPLE 3</b> 30m Foreshore Setback	✓
<b>PRINCIPLE 4</b> Maintain View Corridors	✓
<b>PRINCIPLE 5</b> Compatible Site Structure	✓
<b>PRINCIPLE 6</b> Compatible Height Strategy	✓



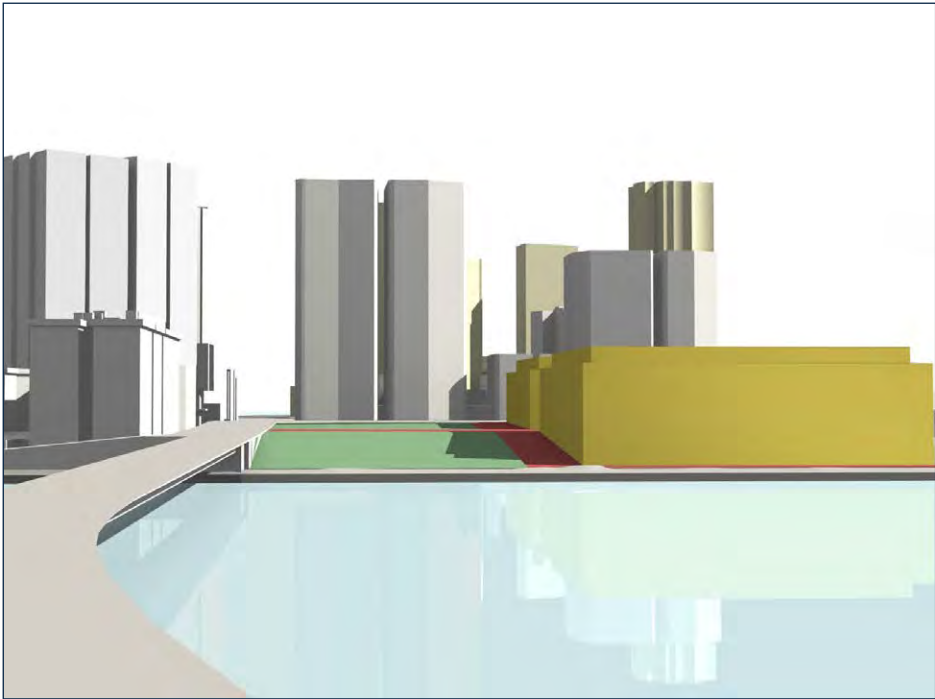
VIEW FROM BENNELONG BRIDGE LOOKING WEST



VIEW FROM HILL ROAD LOOKING EAST



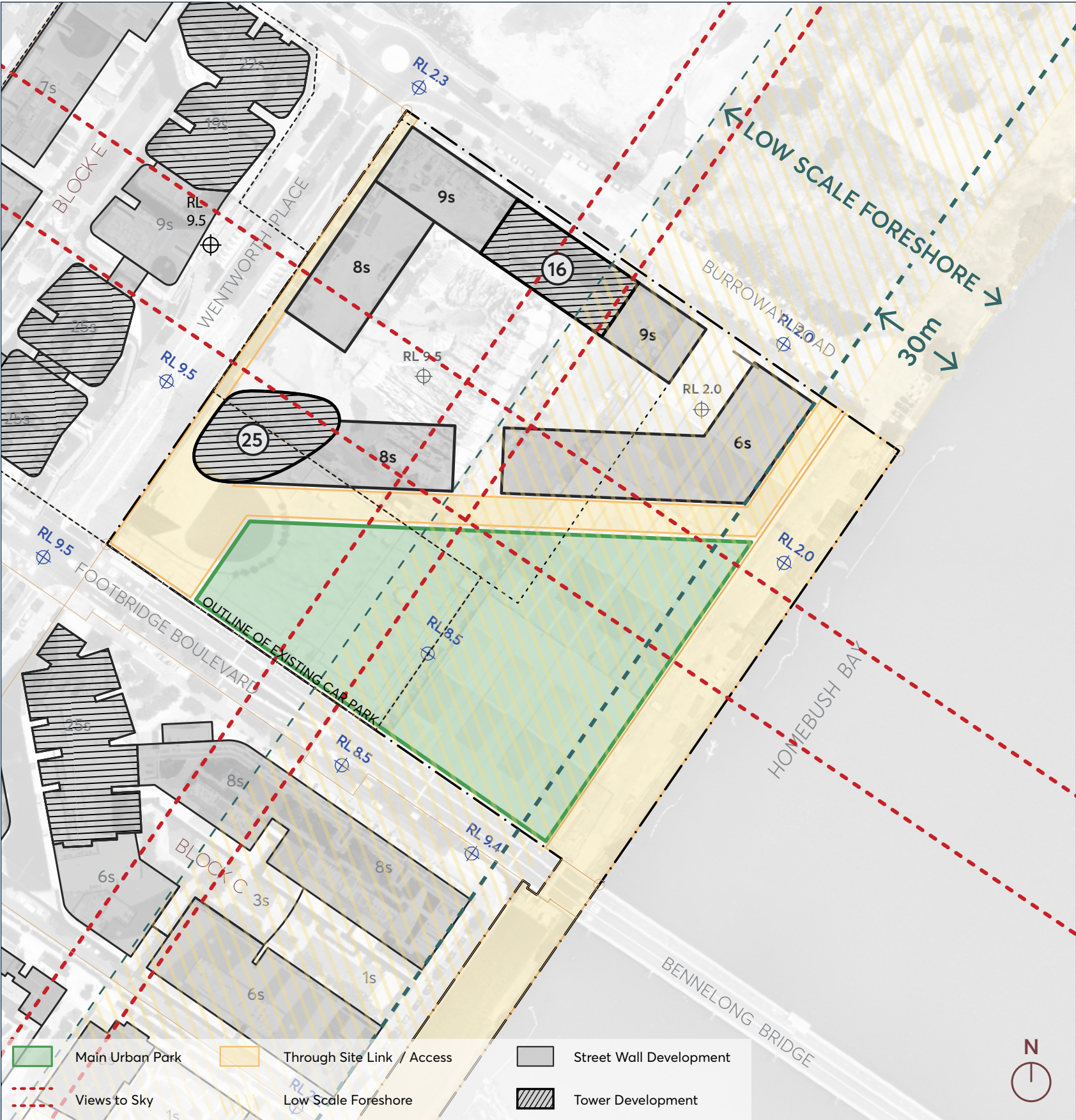
VIEW FROM NORTH BANK LOOKING SOUTH-EAST



VIEW FROM NORTH BANK LOOKING SOUTH-EAST

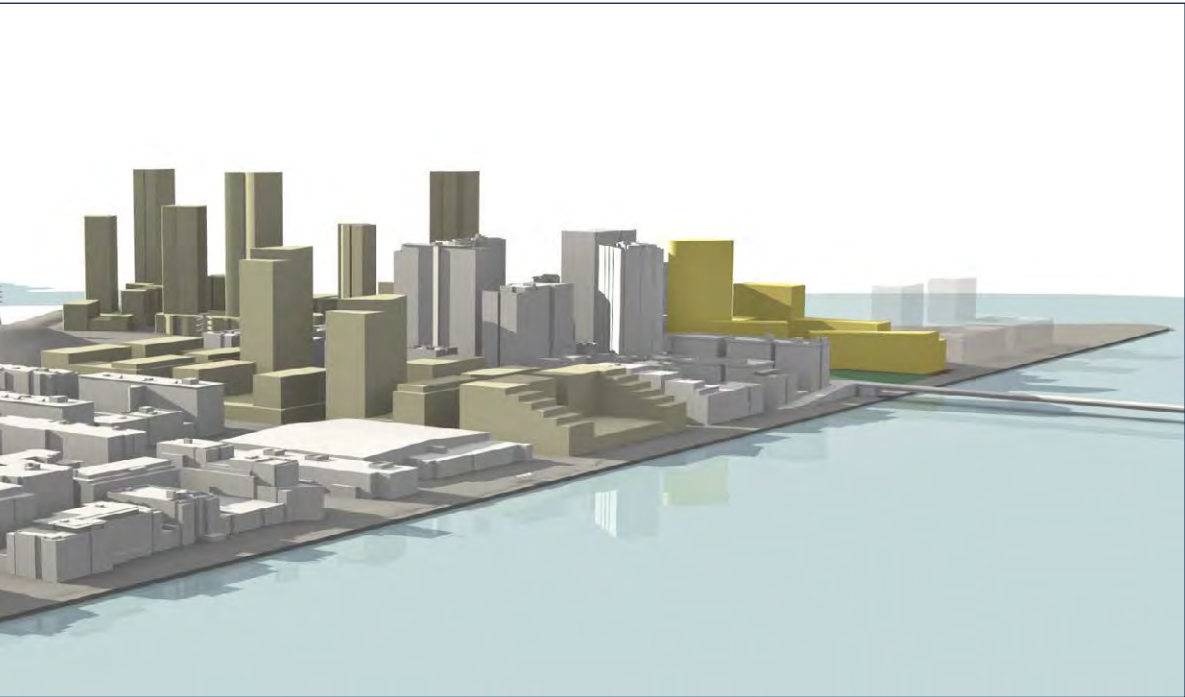


B. HBW DCP 2013 INDICATIVE ENVELOPE PLAN



SITE PLAN

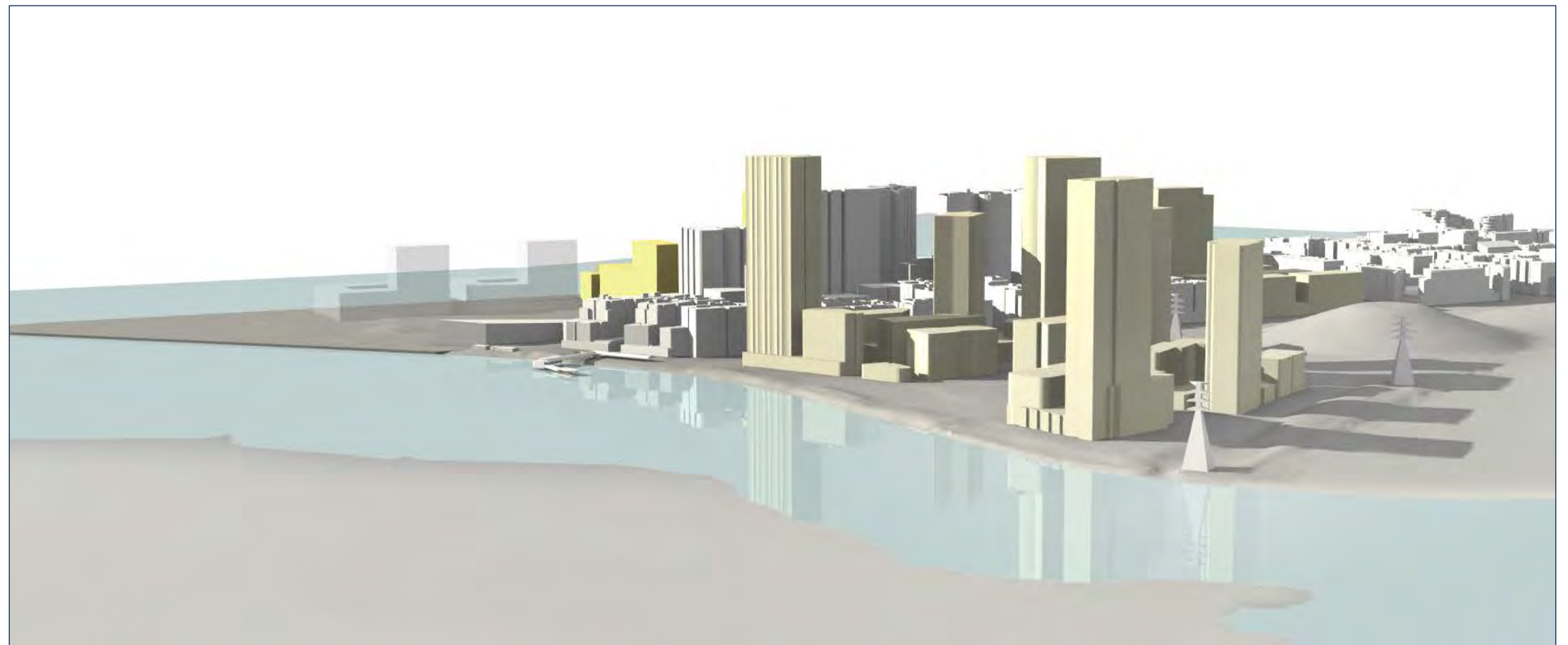
<b>Gross Site Area</b>	29,323 m <sup>2</sup>
<b>Gross Floor Area (Non-Resi)</b>	2,420 m <sup>2</sup>
<b>Gross Floor Area (Residential)</b>	48,960 m <sup>2</sup>
<b>Total Gross Floor Area</b>	51,380 m <sup>2</sup>
<b>Number of Units</b>	575 units
<b>Floor Space Ratio (gross)</b>	1 : 8 : 1
<b>Urban Park Area</b>	9,850 m <sup>2</sup> (inc. access)
<b>Foreshore Setback</b>	30m
<b>Views to Sky</b>	Partial obstruction from Park Street North, encroachment of identified low scale foreshore
<b>Pedestrian Desire Line</b>	Obscure through site link location
<b>Height Strategy</b>	1 x 25-storey tower and 1 x 16 storey tower on a street wall up to 8-storeys



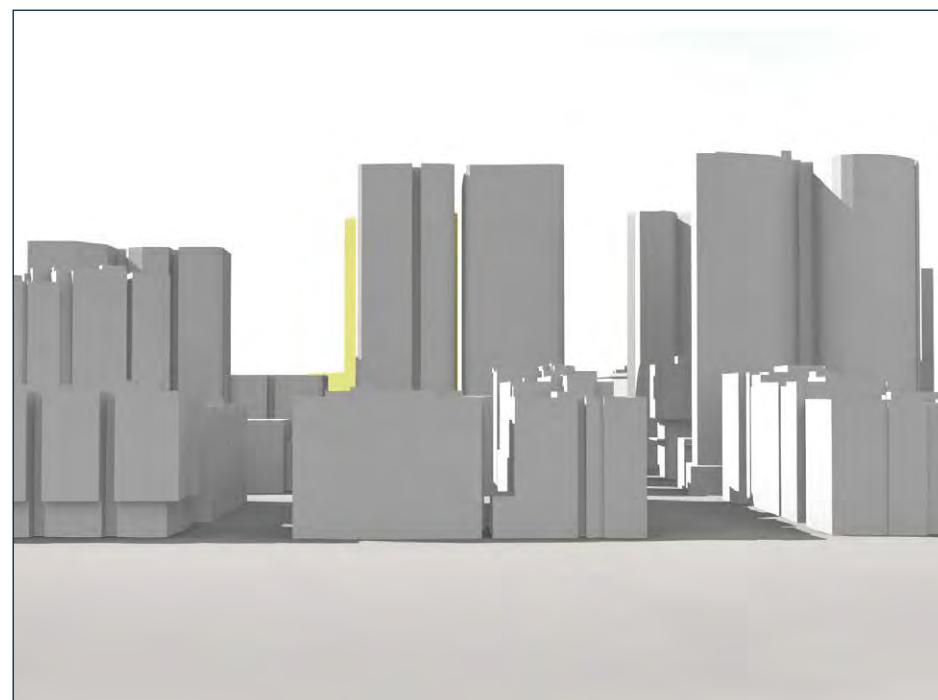
AERIAL VIEW LOOKING NORTH-WEST TOWARDS WENTWORTH POINT PRECINCT



<b>PRINCIPLE 1</b> Urban Park	✓
<b>PRINCIPLE 2</b> Bridge Landing in Space	✓
<b>PRINCIPLE 3</b> 30m Foreshore Setback	✓
<b>PRINCIPLE 4</b> Maintain View Corridors	✗
<b>PRINCIPLE 5</b> Compatible Site Structure	✗
<b>PRINCIPLE 6</b> Compatible Height Strategy	✓



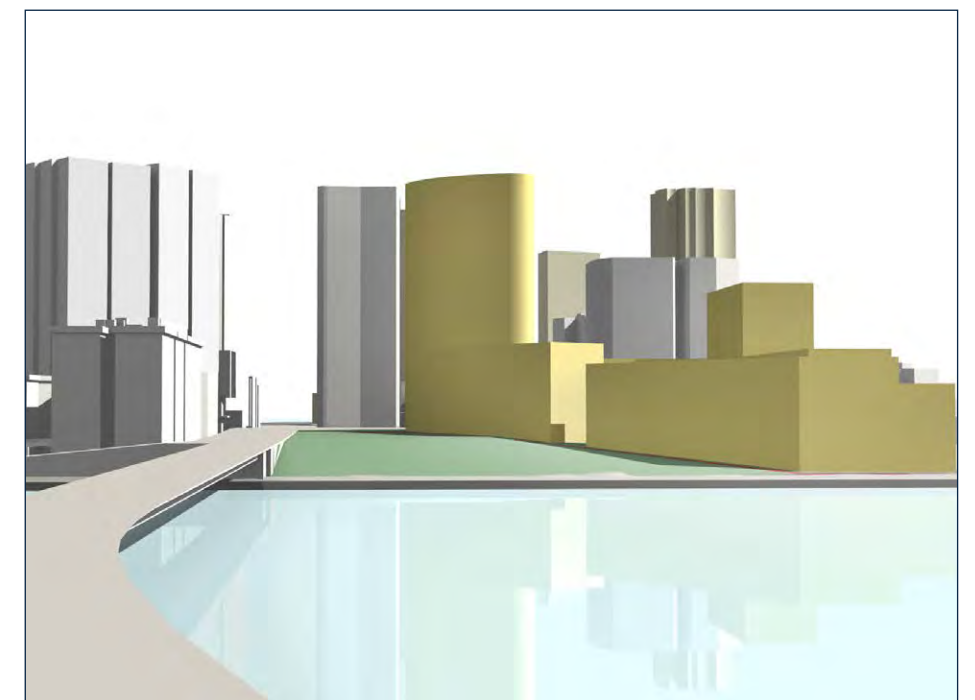
VIEW FROM BENNELONG BRIDGE LOOKING WEST



VIEW FROM HILL ROAD LOOKING EAST



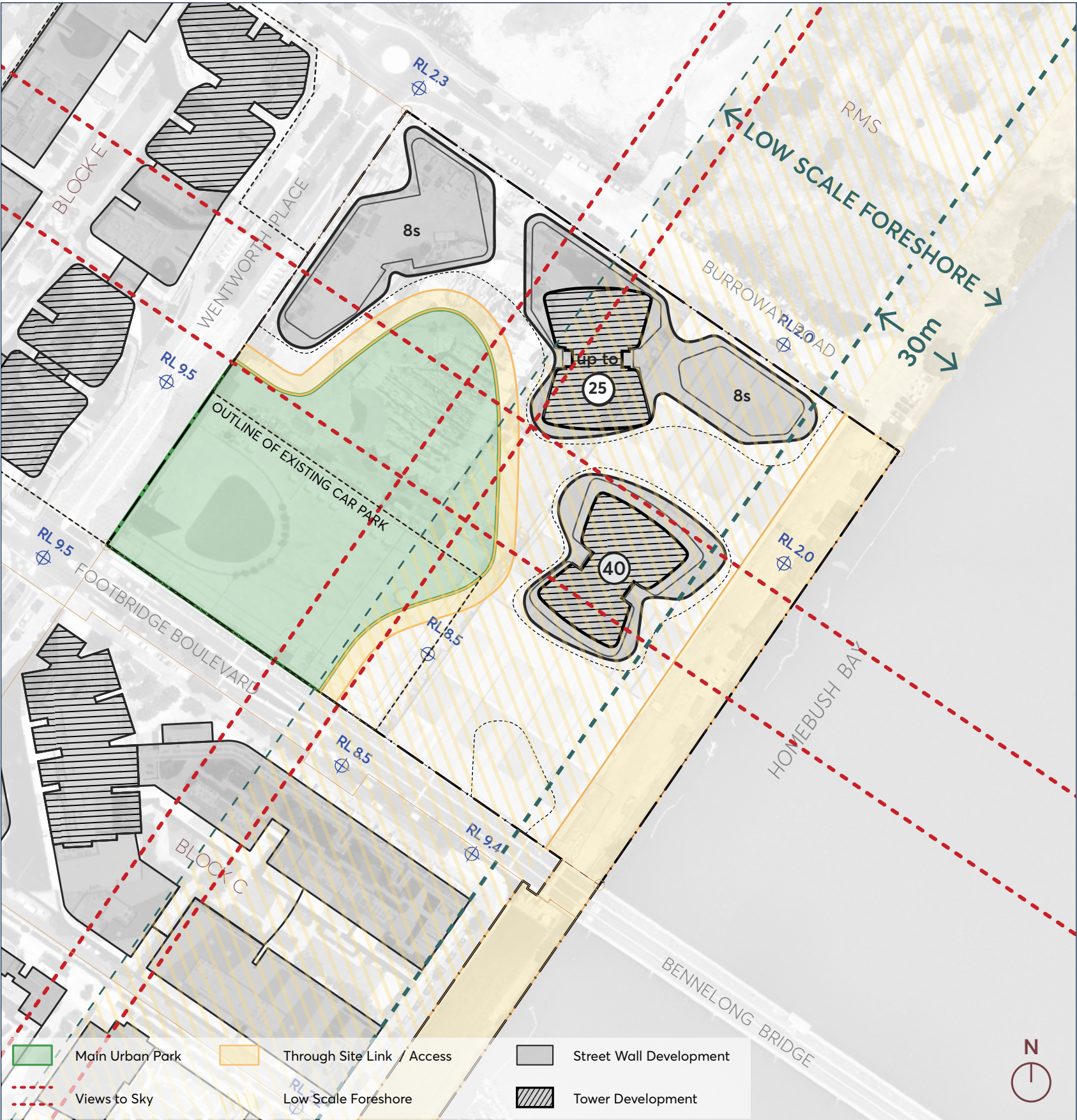
VIEW FROM NORTH BANK LOOKING SOUTH-EAST



VIEW FROM NORTH BANK LOOKING SOUTH-EAST

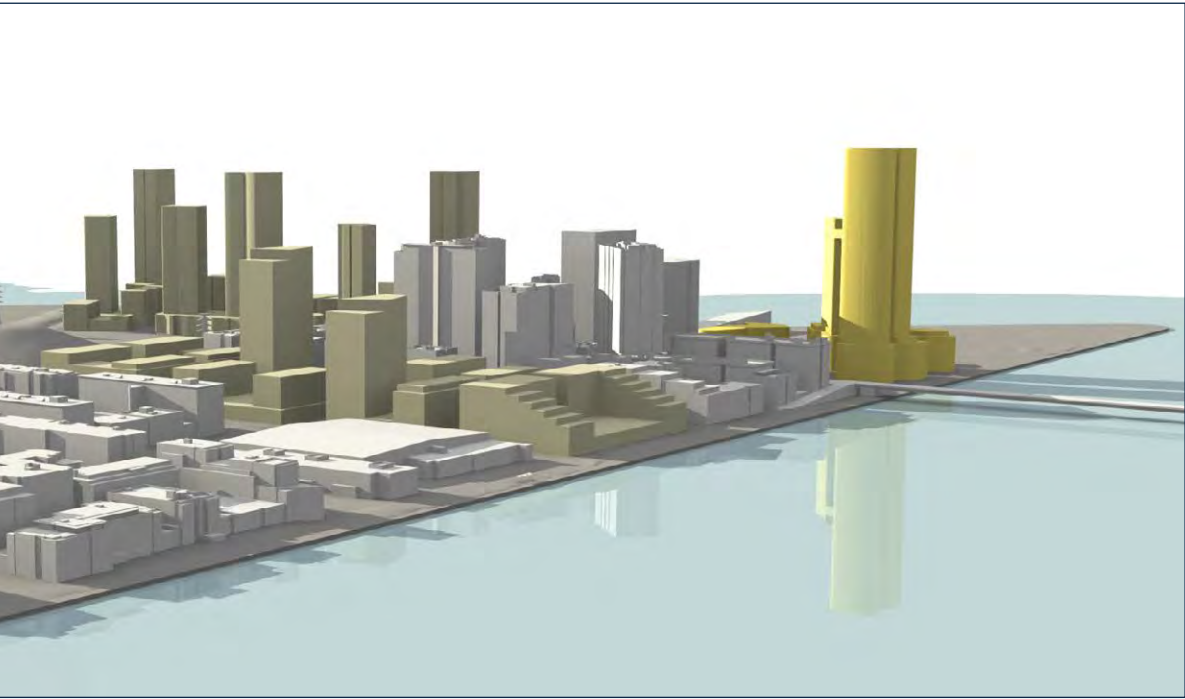


C. DESIGN COMPETITION WINNING SCHEME SCENARIO 1 (Residential GFA up to 54,300sqm)



SITE PLAN

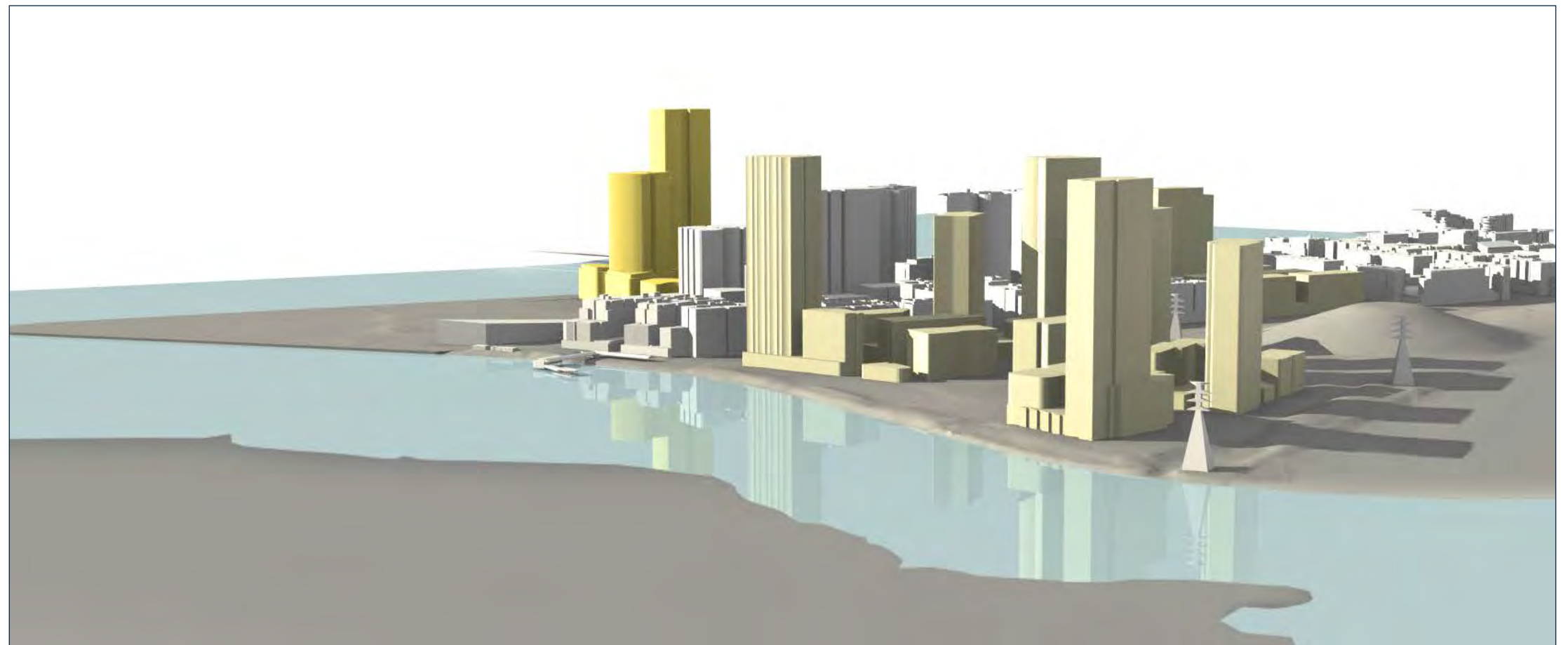
<b>Gross Site Area</b>	29,323 m <sup>2</sup>
<b>Gross Floor Area (Non-Resi)</b>	7,500 m <sup>2</sup>
<b>Gross Floor Area (Residential)</b>	54,300 m <sup>2</sup>
<b>Total Gross Floor Area</b>	61,800 m <sup>2</sup>
<b>Number of Units</b>	640 units
<b>Floor Space Ratio (gross)</b>	2 . 1 : 1
<b>Urban Park Area</b>	8,200 m <sup>2</sup>
<b>Foreshore Setback</b>	20m
<b>Views to Sky</b>	Both observed views to sky are interrupted, and both towers are located within low foreshore zone
<b>Pedestrian Desire Line</b>	Diagonal through site link
<b>Height Strategy</b>	Up to 8-storey podium with 1x25 storey tower and 1x40 storey freestanding tower in landscape



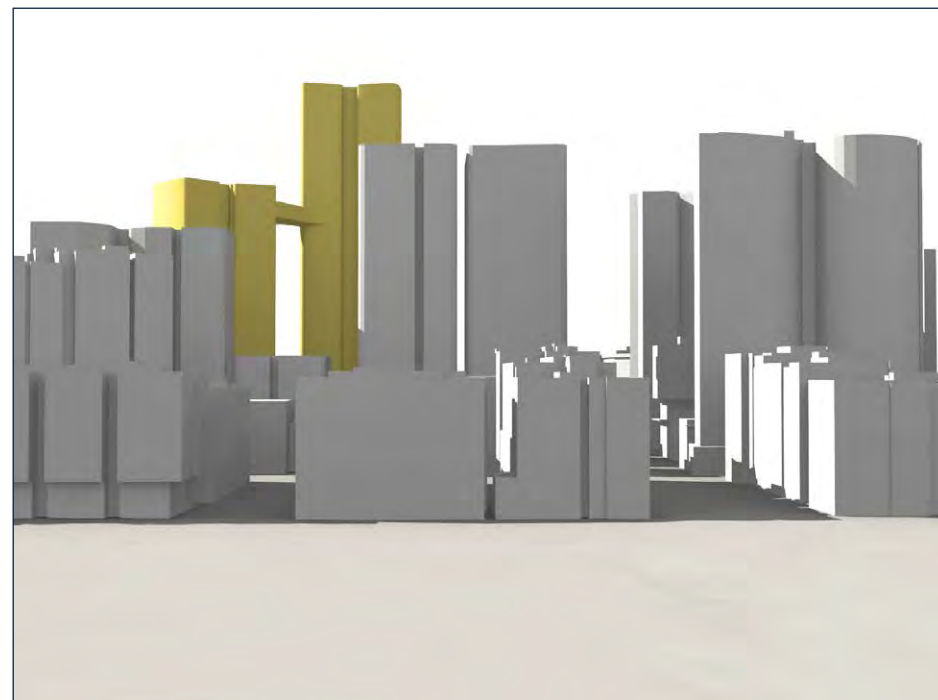
AERIAL VIEW LOOKING NORTH-WEST TOWARDS WENTWORTH POINT PRECINCT



<b>PRINCIPLE 1</b> Urban Park	✓
<b>PRINCIPLE 2</b> Bridge Landing in Space	✓
<b>PRINCIPLE 3</b> 30m Foreshore Setback	✗
<b>PRINCIPLE 4</b> Maintain View Corridors	✗
<b>PRINCIPLE 5</b> Compatible Site Structure	✗
<b>PRINCIPLE 6</b> Compatible Height Strategy	✗



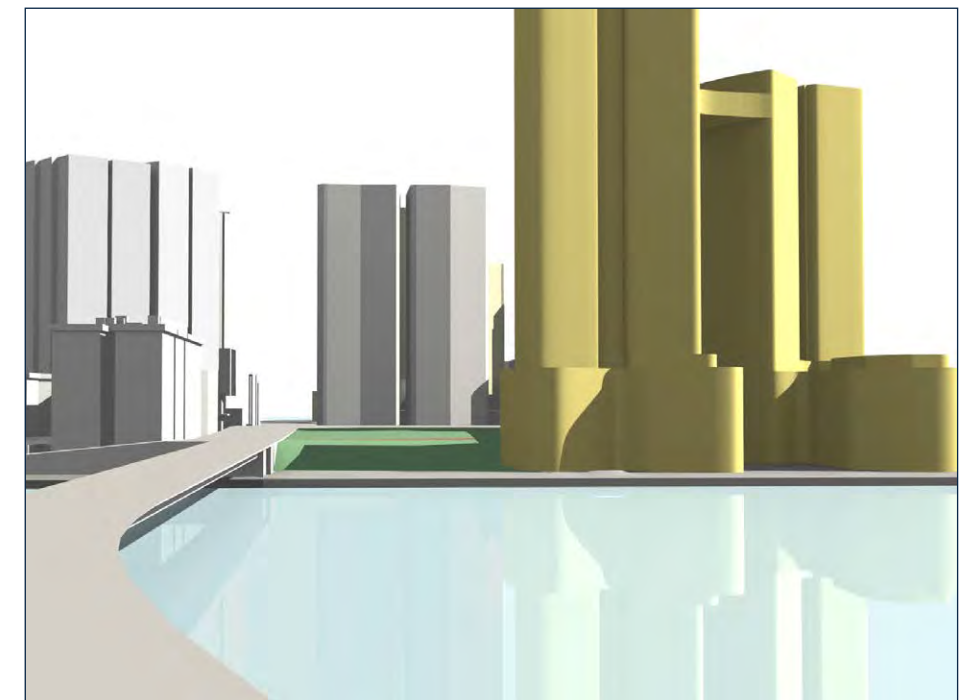
VIEW FROM BENNELONG BRIDGE LOOKING WEST



VIEW FROM HILL ROAD LOOKING EAST



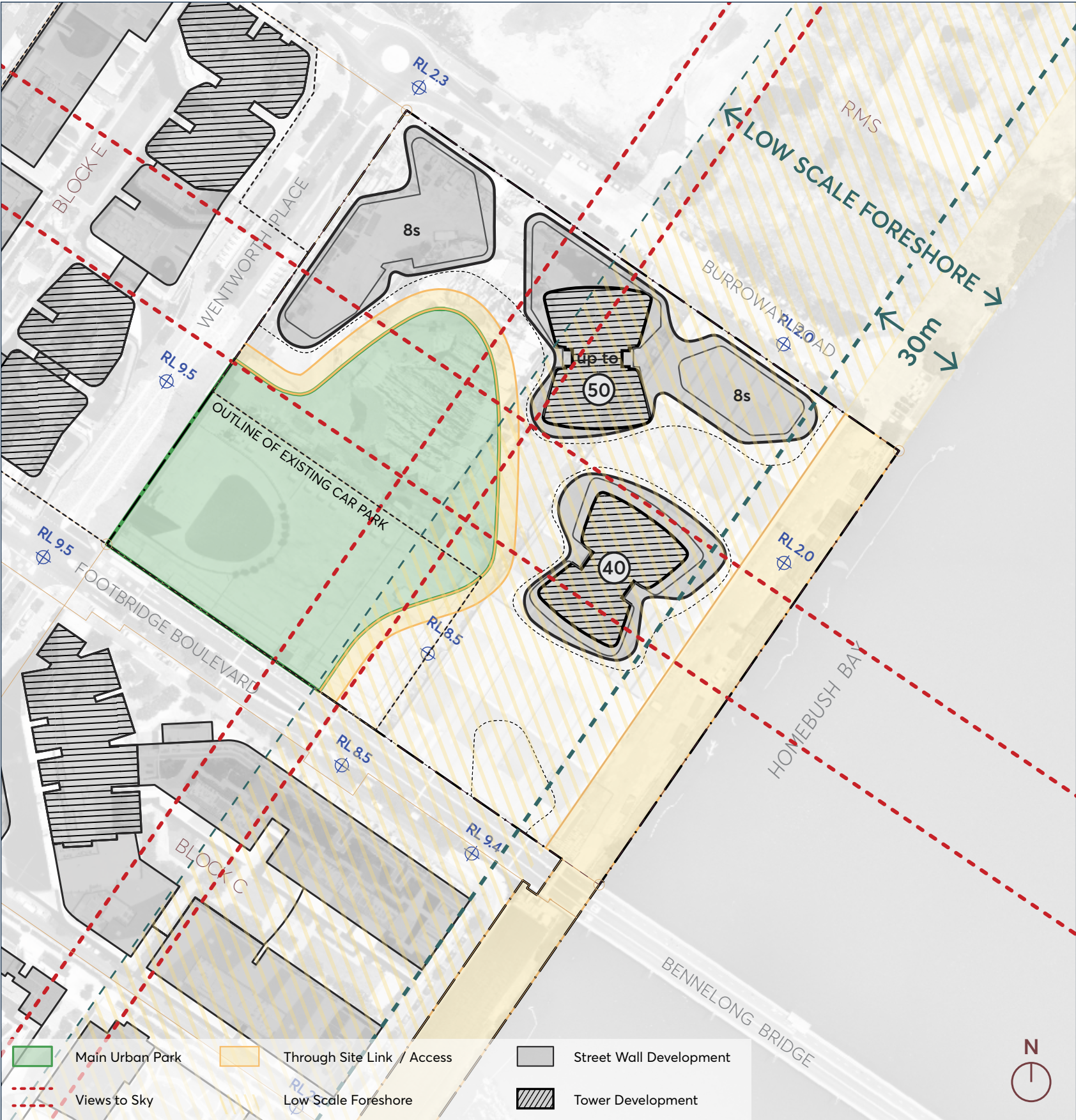
VIEW FROM NORTH BANK LOOKING SOUTH-EAST



VIEW FROM NORTH BANK LOOKING SOUTH-EAST

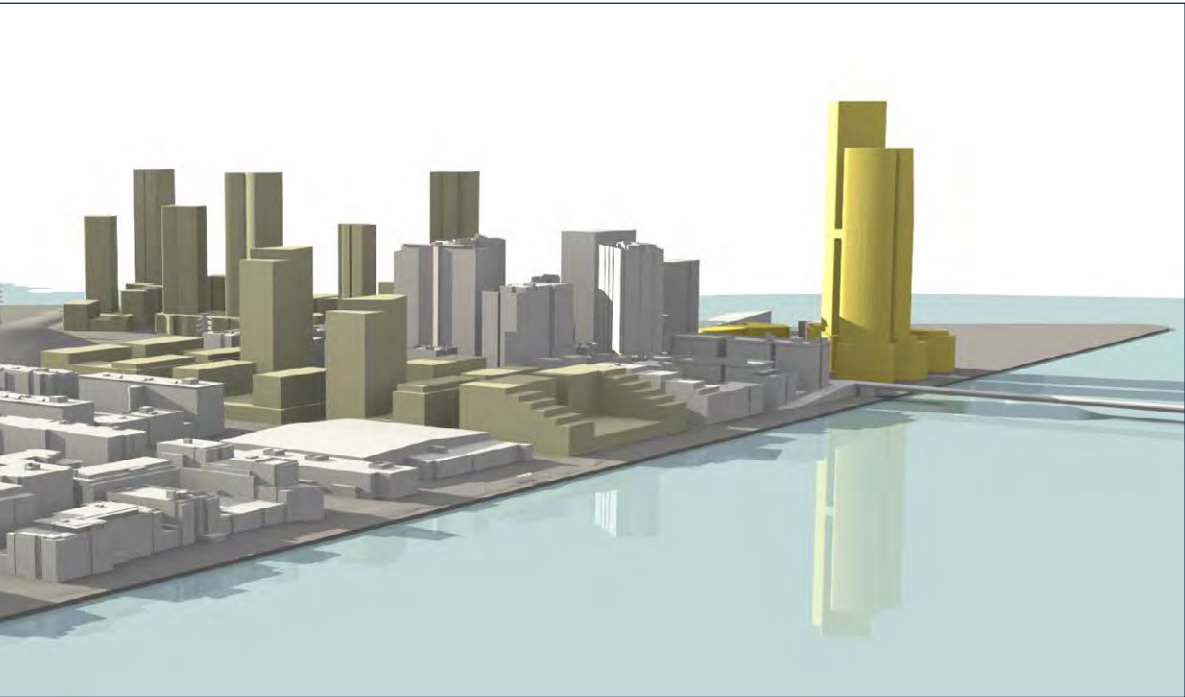


D. DESIGN COMPETITION WINNING SCHEME SCENARIO 2 (Residential GFA up to 85,000sqm)



SITE PLAN

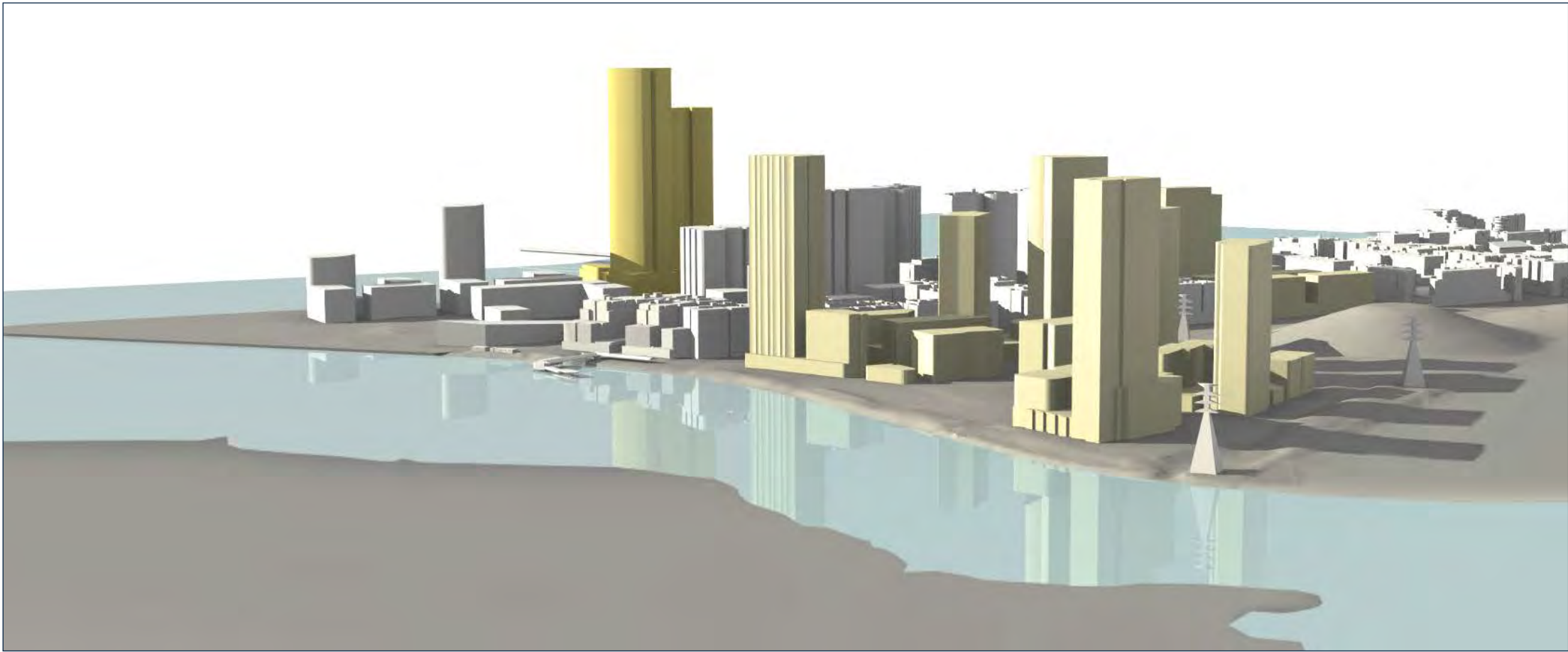
Gross Site Area	29,323 m <sup>2</sup>
Gross Floor Area (Non-Resi)	9,700 m <sup>2</sup>
Gross Floor Area (Residential)	85,000 m <sup>2</sup>
Total Gross Floor Area	94,700 m <sup>2</sup>
Number of Units	1,000 units
Floor Space Ratio (gross)	3 . 2 : 1
Urban Park Area	8,200 m <sup>2</sup>
Foreshore Setback	20m
Views to Sky	Both observed views to sky are interrupted, and both towers are located within low foreshore zone
Pedestrian Desire Line	Diagonal through site link
Height Strategy	Up to 8-storey podium with 1x50 storey tower and 1x40 storey freestanding tower in landscape



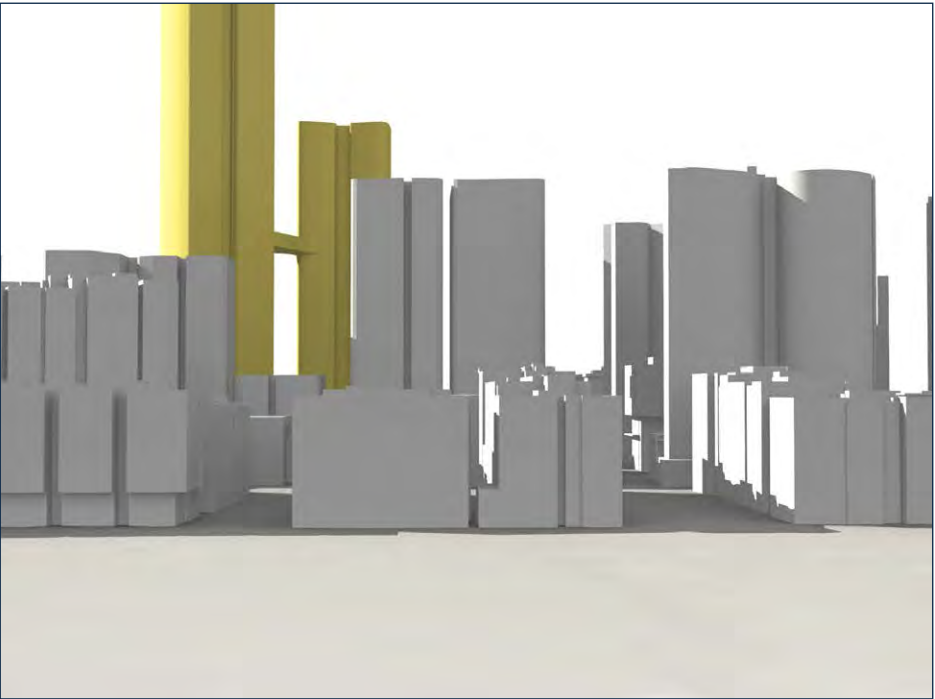
AERIAL VIEW LOOKING NORTH-WEST TOWARDS WENTWORTH POINT PRECINCT



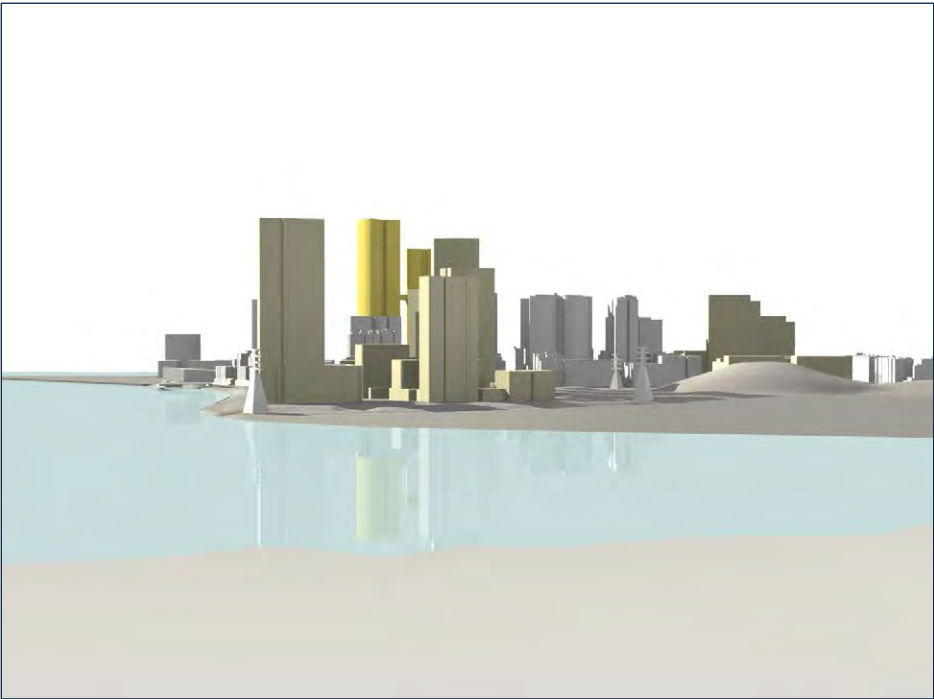
<b>PRINCIPLE 1</b> Urban Park	✓
<b>PRINCIPLE 2</b> Bridge Landing in Space	✓
<b>PRINCIPLE 3</b> 30m Foreshore Setback	✗
<b>PRINCIPLE 4</b> Maintain View Corridors	✗
<b>PRINCIPLE 5</b> Compatible Site Structure	✗
<b>PRINCIPLE 6</b> Compatible Height Strategy	✗



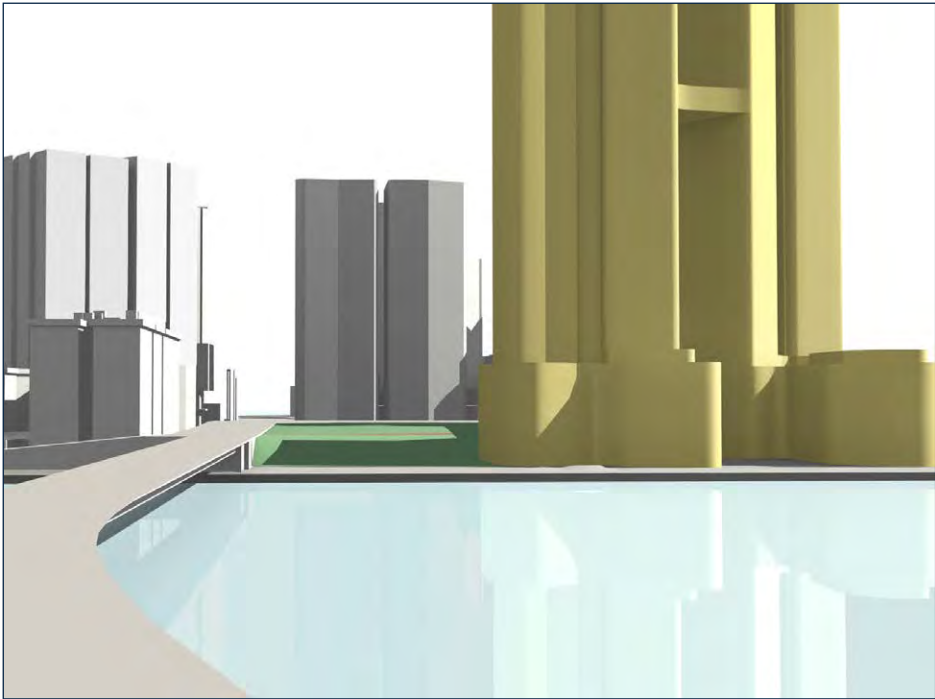
VIEW FROM BENNELONG BRIDGE LOOKING WEST



VIEW FROM HILL ROAD LOOKING EAST



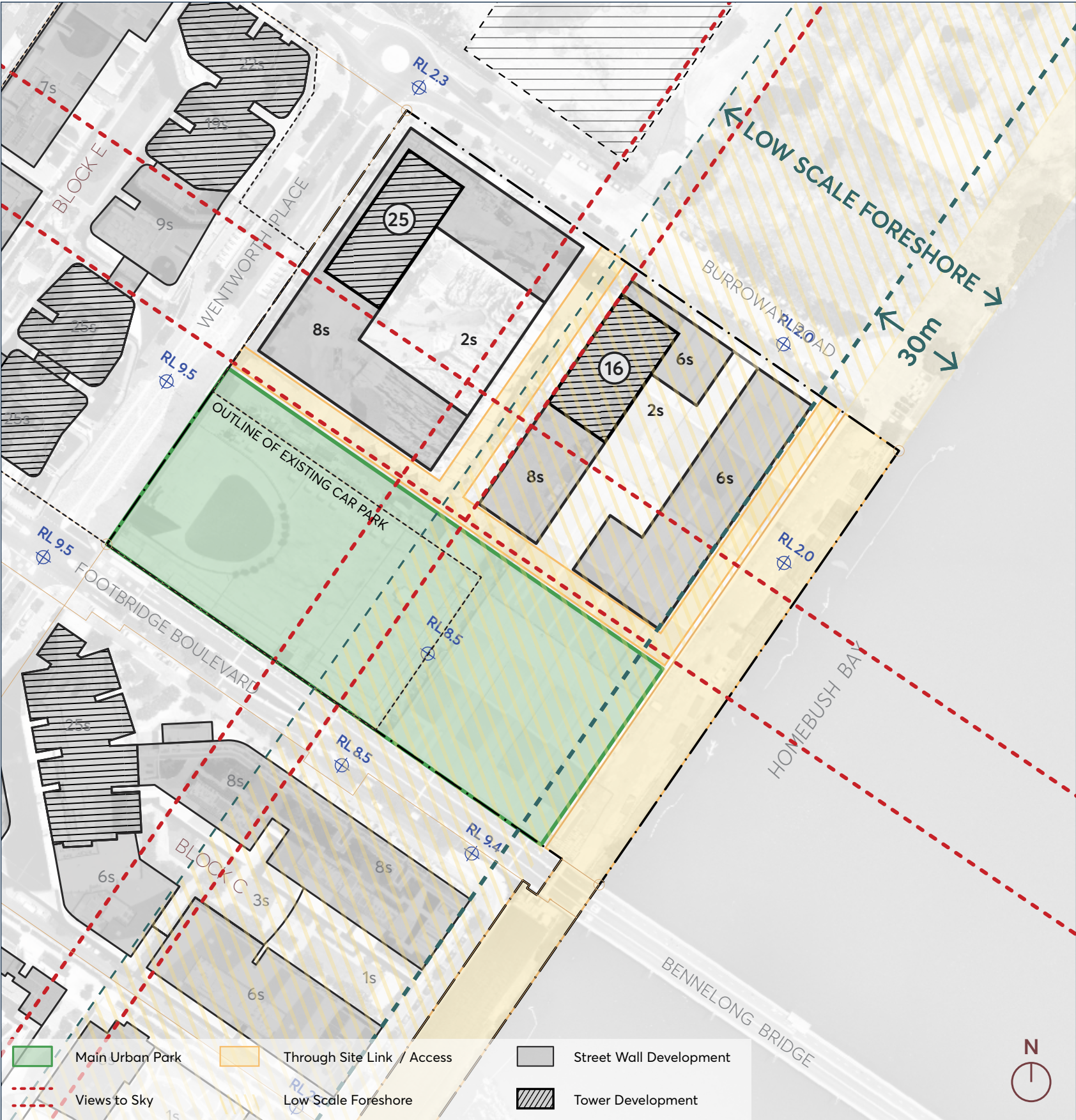
VIEW FROM NORTH BANK LOOKING SOUTH-EAST



VIEW FROM NORTH BANK LOOKING SOUTH-EAST

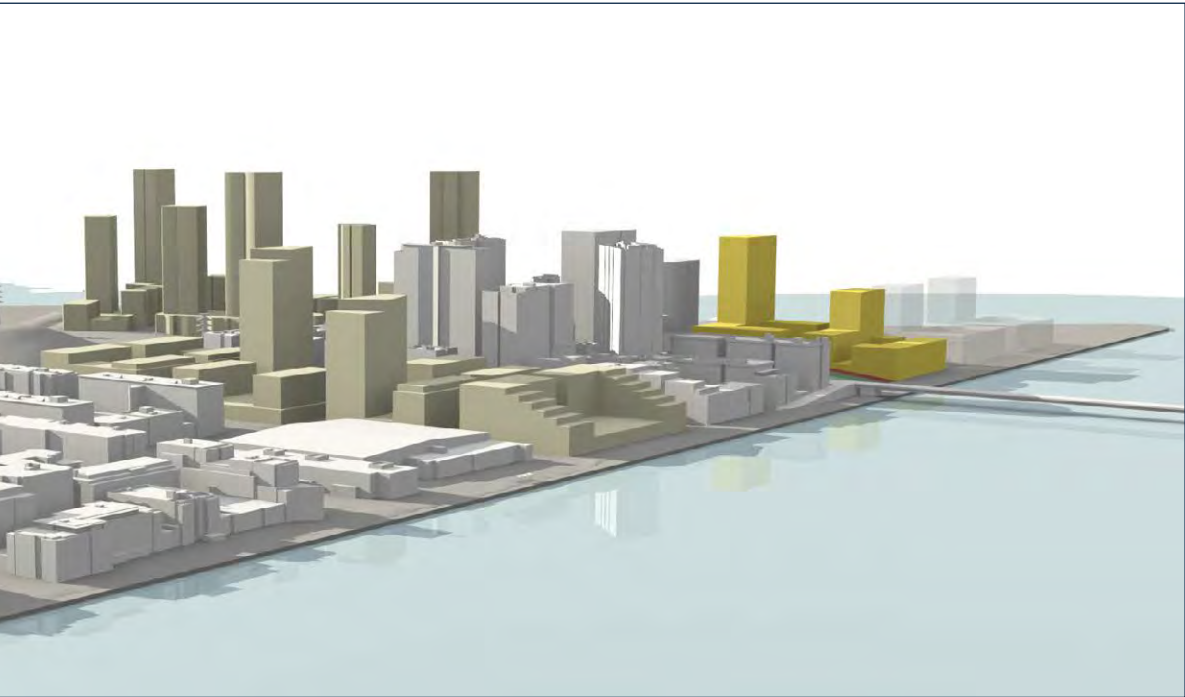


E. COUNCIL DESIGN REVIEW SCENARIO



SITE PLAN

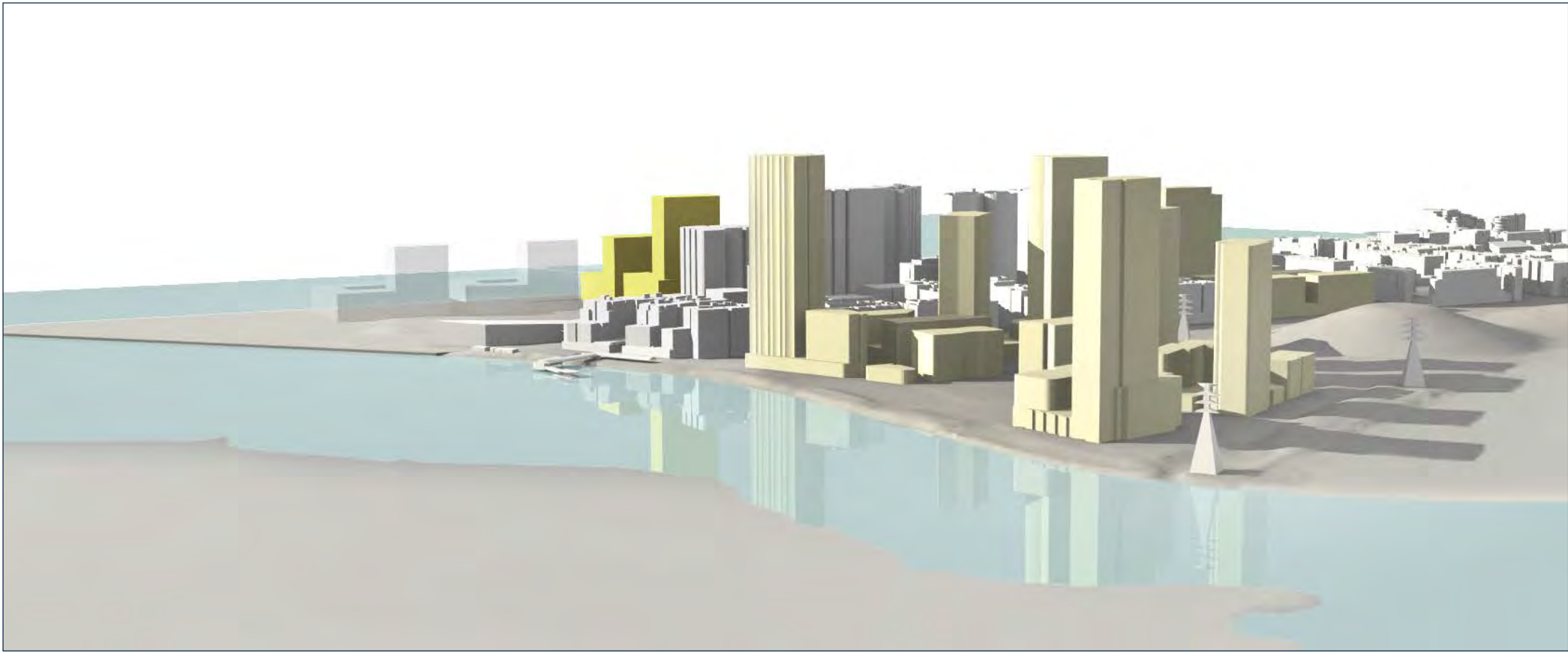
<b>Gross Site Area</b>	29,323 m <sup>2</sup>
<b>Gross Floor Area (Non-Resi)</b>	1,900 m <sup>2</sup>
<b>Gross Floor Area (Residential)</b>	52,600 m <sup>2</sup>
<b>Total Gross Floor Area</b>	54,500 m <sup>2</sup>
<b>Number of Units</b>	620 units
<b>Floor Space Ratio (gross)</b>	1.9 : 1
<b>Urban Park Area</b>	10,500 m <sup>2</sup>
<b>Foreshore Setback</b>	30m
<b>Views to Sky</b>	All observed views to sky are preserved, and height within lower foreshore zone kept to 16-storeys max.
<b>Pedestrian Desire Line</b>	Perpendicular to potential RMS through site link
<b>Height Strategy</b>	6- to 8-storey street wall with 1x16 storey and 1x25 storey tower set back above



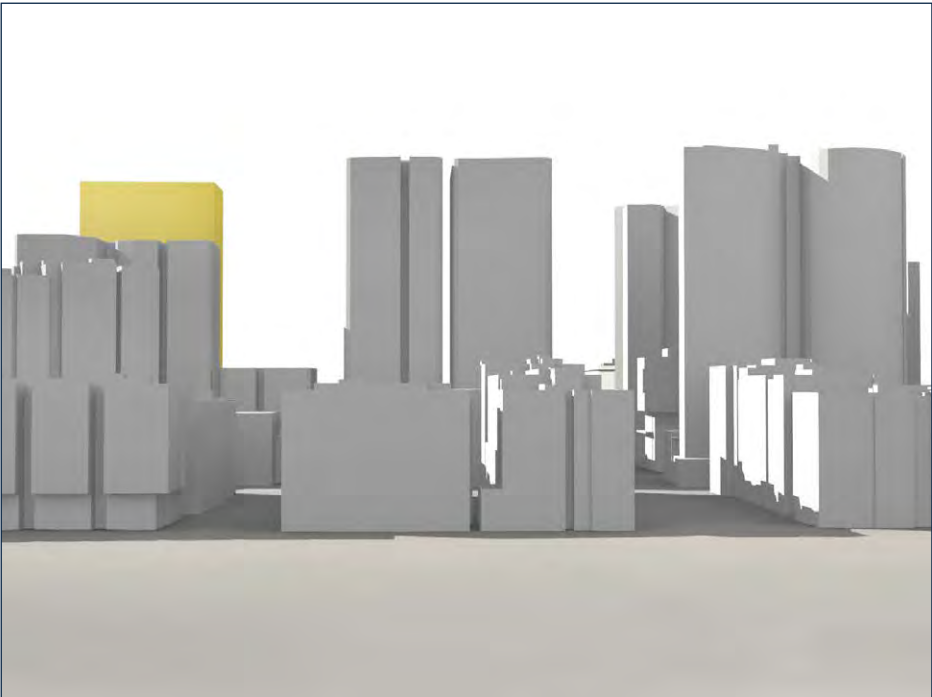
AERIAL VIEW LOOKING NORTH-WEST TOWARDS WENTWORTH POINT PRECINCT



<b>PRINCIPLE 1</b> Urban Park	✓
<b>PRINCIPLE 2</b> Bridge Landing in Space	✓
<b>PRINCIPLE 3</b> 30m Foreshore Setback	✓
<b>PRINCIPLE 4</b> Maintain View Corridors	✓
<b>PRINCIPLE 5</b> Compatible Site Structure	✓
<b>PRINCIPLE 6</b> Compatible Height Strategy	✓



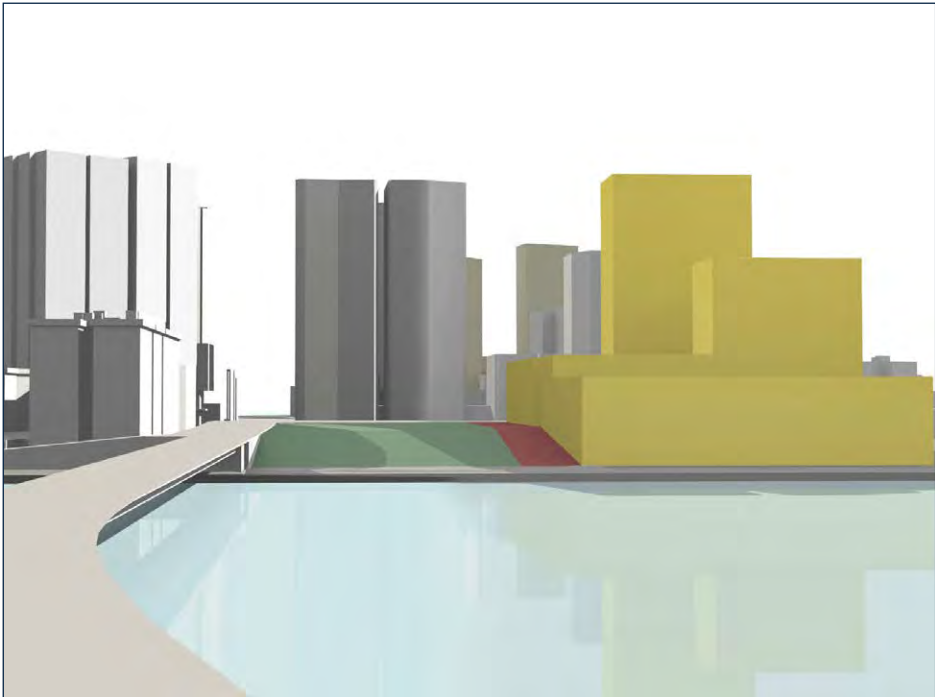
VIEW FROM BENNELONG BRIDGE LOOKING WEST



VIEW FROM HILL ROAD LOOKING EAST



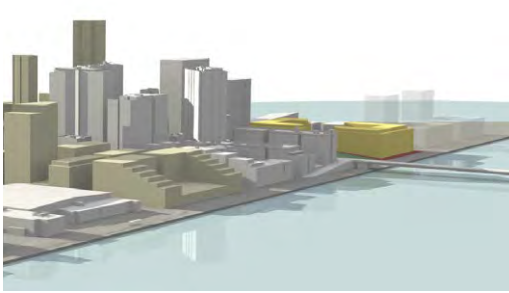
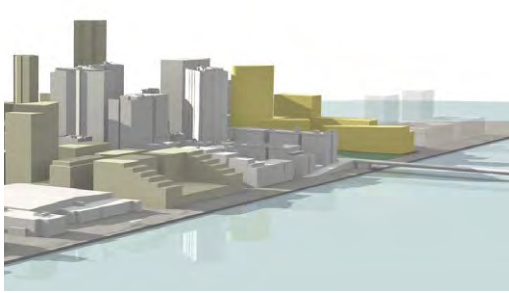
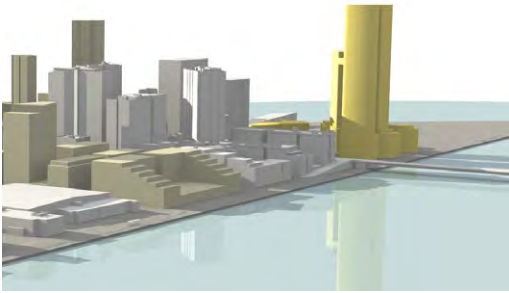
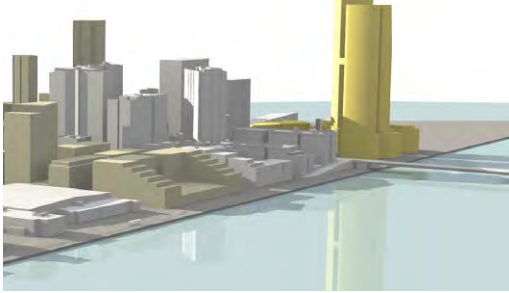
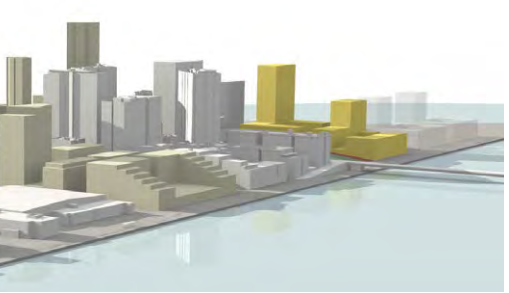
VIEW FROM NORTH BANK LOOKING SOUTH-EAST



VIEW FROM NORTH BANK LOOKING SOUTH-EAST



7. DESIGN REVIEW SUMMARY

	A. Residual GFA Allocation	B. HBW DCP Indicative Envelope	C. Design Competition Scenario 1	D. Design Competition Scenario 2	E. City Design Recommended
					
GFA (Residential)	30,000 sqm (350 units)	48,960 sqm (575 units)	54,100 sqm (640 units)	85,000 sqm (1,000 units)	52,600 sqm (620 units)
GFA (Non-Resi)	2,400 sqm	2,420 sqm	7,500 sqm	9,700 sqm	1,900 sqm
Total GFA	32,400 sqm	44,190 sqm	61,600 sqm	94,700 sqm	54,500 sqm
FSR (gross)	1.1 : 1	1.5 : 1	2.1 : 1	3.2 : 1	1.9 : 1
Performance & Contextual Compatability Assessment					
Urban Park	10,500 sqm - contiguous and located along Bennelong Bridge.	9,850 sqm - tapered in plan located along Bennelong Bridge.	8,200 sqm - irregular in plan at the intersection of Wentworth PI and Footbridge Blvd.	8,200 sqm - irregular in plan at the intersection of Wentworth PI and Footbridge Blvd.	10,500 sqm - contiguous and located along Bennelong Bridge.
Foreshore Setback	30m	30m	20m	20m	30m
Scale of Foreshore	Low-scale preserved at foreshore.	Low-scale preserved at foreshore, with 16-storey tower setback.	Location of both towers does not reflect the lower scale of the foreshore.	Location of both towers does not reflect the lower scale of the foreshore.	Low-scale preserved at foreshore, with 16-storey tower setback.
Views to Sky	All views to sky preserved.	Minor encroachment of Park St North, 16-storeys severing direct connection.	Interrupted from both Park St North and through to the RMS site.	Interrupted from both Park St North and through to the RMS site.	Preserved from both Park St North and Sekisui Site
Site Structure	Perimeter block site structure.	Irregular perimeter block with towers above, no upper setbacks.	Towers in landscape.	Towers in landscape.	Perimeter block site structure with towers setback above.
Height Strategy	6-storey plus 1-storey perimeter block, no towers (inconsistent with planned height for the site).	25-storey tower to Wentworth Place, 16-storey tower to Burroway Road.	40-storey tower to foreshore, 25-storey tower to Wentworth Place.	40-storey tower to foreshore, 50-storey tower to Wentworth Place.	25-storey tower to Wentworth Place, 16-storey tower to Burroway Road.
View Sharing	Impact only to neighbouring units located in the podium of Block C and Block E (N).	Moderate impact to neighbouring units in Block E (N and S), high impact to surrounding podium units.	Highest impact site layout leading to direct view loss from a number of units in Block C and Block E (N and S).	Highest impact site layout leading to direct view loss from a number of units in Block C and Block E (N and S).	Impacts Block E (N) directly behind, preserves views elsewhere.
Solar to Open Space	Minimal overshadowing of open space due to absence of towers.	Significant overshadowing as a result of towers location in relation to Urban Park.	Non-compliant at 3pm, significant overshadowing of foreshore from 12pm.	Non-compliant at 3pm, significant overshadowing of foreshore from 12pm.	Minor non-compliance at 3pm.
Overshadowing	No overshadowing of neighbouring buildings due to absence of towers.	Noted impact to Block C.	Maintains solar compliance of neighbouring buildings.	Maintains solar compliance of neighbouring buildings.	Maintains solar compliance of neighbouring buildings.



In undertaking a review of the comparative built form outcomes as indicated in the adjacent Design Review Summary, an assessment was made of each scheme against a consistent set of nine performance and assessment criteria to measure the comparative quality and performance of each built form option against the other. This resulted in a green, amber and red rating which enabled clearer visibility on the overall alignment of the options with the objectives and priorities for the site, consistent with the Homebush Bay West DCP 2013.

The following can be noted:

- Option **A Residual GFA Allocation** demonstrates the built-form outcomes not exceeding the remaining permitted GFA identified in the SREP due to surrounding development having already subsumed the permissible wider precinct GFA. This results in lower height typologies inconsistent with the envisaged built form outcomes identified in the Homebush Bay West DCP 2013.  
**Rating: 8 green/1 amber.**
- Option **B HBW DCP Indicative Envelope**, represents the built-form outcomes envisaged by the Homebush Bay West DCP 2013. This results in podium and tower heights consistent with the Homebush Bay West DCP 2013 however the alignments and arrangement of these elements also has some moderate impacts to views and significant overshadowing to the public open space.  
**Rating: 3 green/ 5 amber /1 red.**
- The **Design Competition Scenarios 1 and 2** represent the built form outcomes in response to the nominated GFA of 54,356sqm and 85,000sqm as per Council's resolution of 28 May 2018. These result in built form outcomes with significant departures from the principles and objectives of the Homebush Bay DCP 2013 and notable impacts to the surrounding development and amenity of public space. These are indicated in the high number of red assessment values.  
**Rating Scenario 1 & 2: 1 green/ 1 amber /7 red.**

- Option **E City Design Recommended**, albeit with some exceedance of the total precinct GFA in the SREP, results in built form outcomes that are consistent with those envisaged by the Homebush Bay West DCP 2013. The built form has also been adjusted to regularise the alignment of podiums and towers to the existing streets resulting in improved environmental and amenity performance and better compatibility with the surrounding built form.  
**Rating: 7 green/ 2 amber.**

Whilst there are two amber ratings noted against Option **E City Design Recommended** compared to the single amber rating against Option **A Residual GFA Allocation**, on balance, they represent minor non-compliances which are considered acceptable on the basis that the built form outcomes are more consistent and aligned with the Homebush Bay West DCP 2013. Option **E City Design Recommended** includes 25 and 16 storey towers which are set back from the foreshore promenade, are compatible with the surrounding built form, reflect a more efficient use of the site, regularise the block structure and realise increased open space comparative to the DCP.

For these reasons, Option **E City Design Recommended** represents the preferred outcome.



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## 8. APPLICANT DESIGN RESPONSE

In response to City Design's recommended outcomes for Block H, the applicant has proposed the following potential design response. This scenario incorporates:

- 1 x 25 storey tower
- 1 x 45 storey tower
- 6-storey street wall along Burroway Road and the Foreshore Promenade

City Design raise the following concerns with the representation, measurement and evaluation of design performance:

- inconsistent open space area to calculate solar access compliance,
- inconsistent methodology for comparing solar access to open space,
- the diagonal movement as a planned axis within the prevailing urban grid of Wentworth Point,
- misinterpretation of views to sky as through block connections,
- inaccurate measure and representation of building separation, and
- inaccurate measure and representation of view sharing potential.

**The following pages detail a comparative assessment of the Design Competition Exhibited Scenarios (October 2021), City Design's Recommended Scenario (March 2022), and the Applicant's Revised Recommendation (May 2022).**

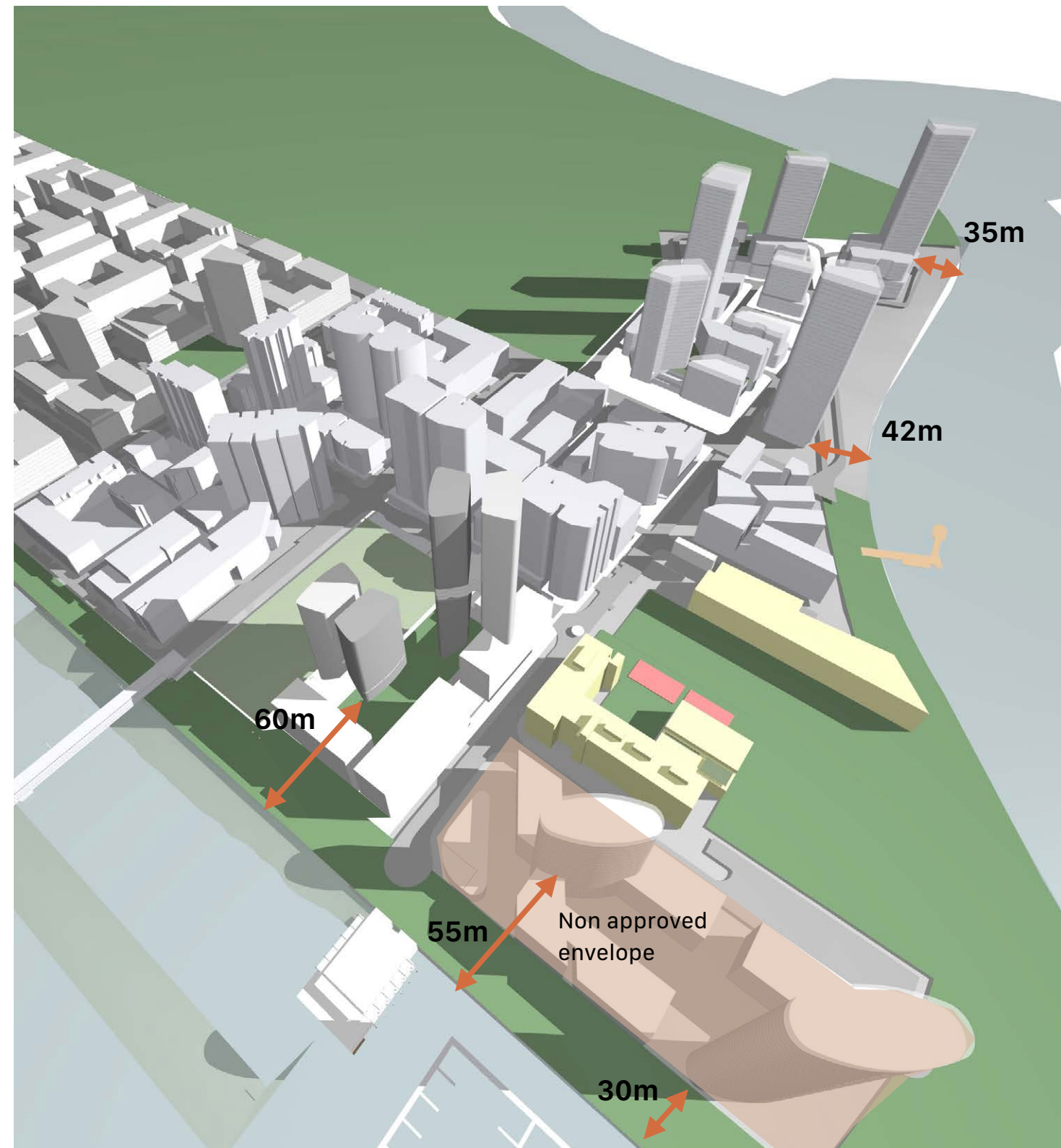


Figure 8.1: FJMT Revised Recommendation - Foreshore Setback Visualisation



Figure 8.2: FJMT Setback + Separation Diagram

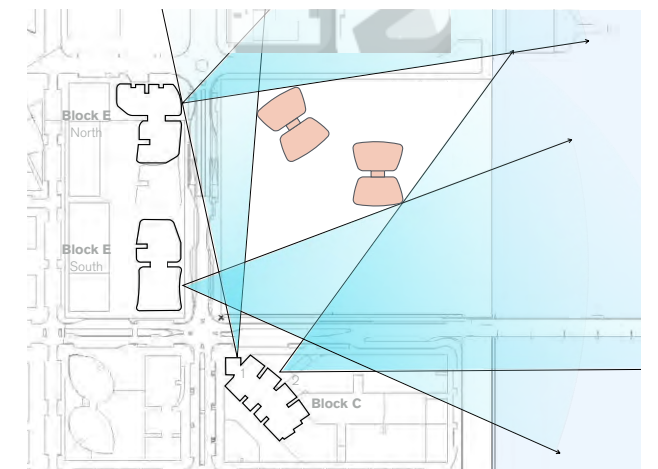


Figure 8.3: FJMT Potential View Sharing

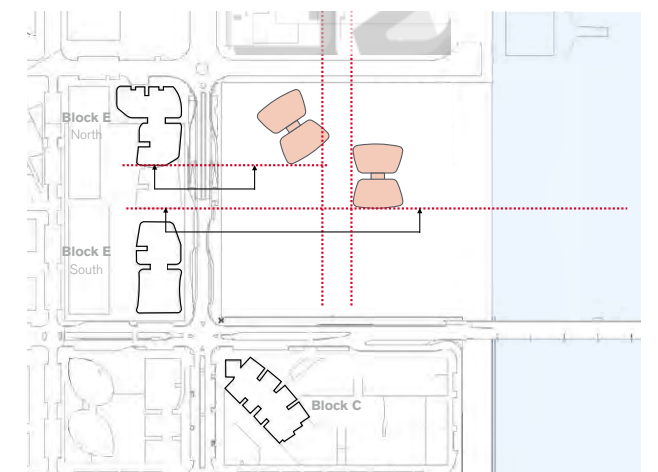


Figure 8.4: FJMT Tower Alignment Diagram



### 8.1. BUILDING SETBACKS AND SEPARATION

Noting the minimum separation distance between towers is 24m under the Apartment Design Guide (ADG), Wentworth Point exhibits generous separation between existing towers of 30m to 70m. On a site the size of Block H, it is possible to provide ADG compliant or better tower spacing to improve visual and acoustic privacy for apartments in opposing towers.

The 18m tower separation provided in the Design Competition Exhibited Scenarios and 20m tower separation proposed in the FJMT Revised Recommendation meet the objectives for maintaining residential privacy. However, when coupled with an offset building alignment and large floorplates (43m x 32m and approximately 1200m<sup>2</sup>), the observed separation is much less (see Figure 9.1.1) and towers appear to coalesce into a continuous built form (see Figure 9.1.1). This has a consequential effect on perceived density, potential view sharing from adjacent apartments, and

overshadowing of neighbouring buildings and public space.

The ability to perceive density is fundamentally an outcome of site planning and the scale of development as experienced from the street. The density at Block H is more perceptible when towers are built to the ground and located where they obscure views to sky from the public domain, as is the case for the Exhibited Scenarios.

More orderly development that locates towers along and perpendicular to Burroway Road, preserving all views along streets to sky, minimises the overall perceived density from the public domain. While, street walls with an upper-level setback assists in mitigating the presence of the towers above and reinforces the urban grid in Wentworth Point.



Figure 8.1.1: FJMT Jury Presentation (Oct 2019) Elevation from Rhodes



Figure 8.1.2: FJMT Jury Presentation (Oct 2019) North-East Elevation

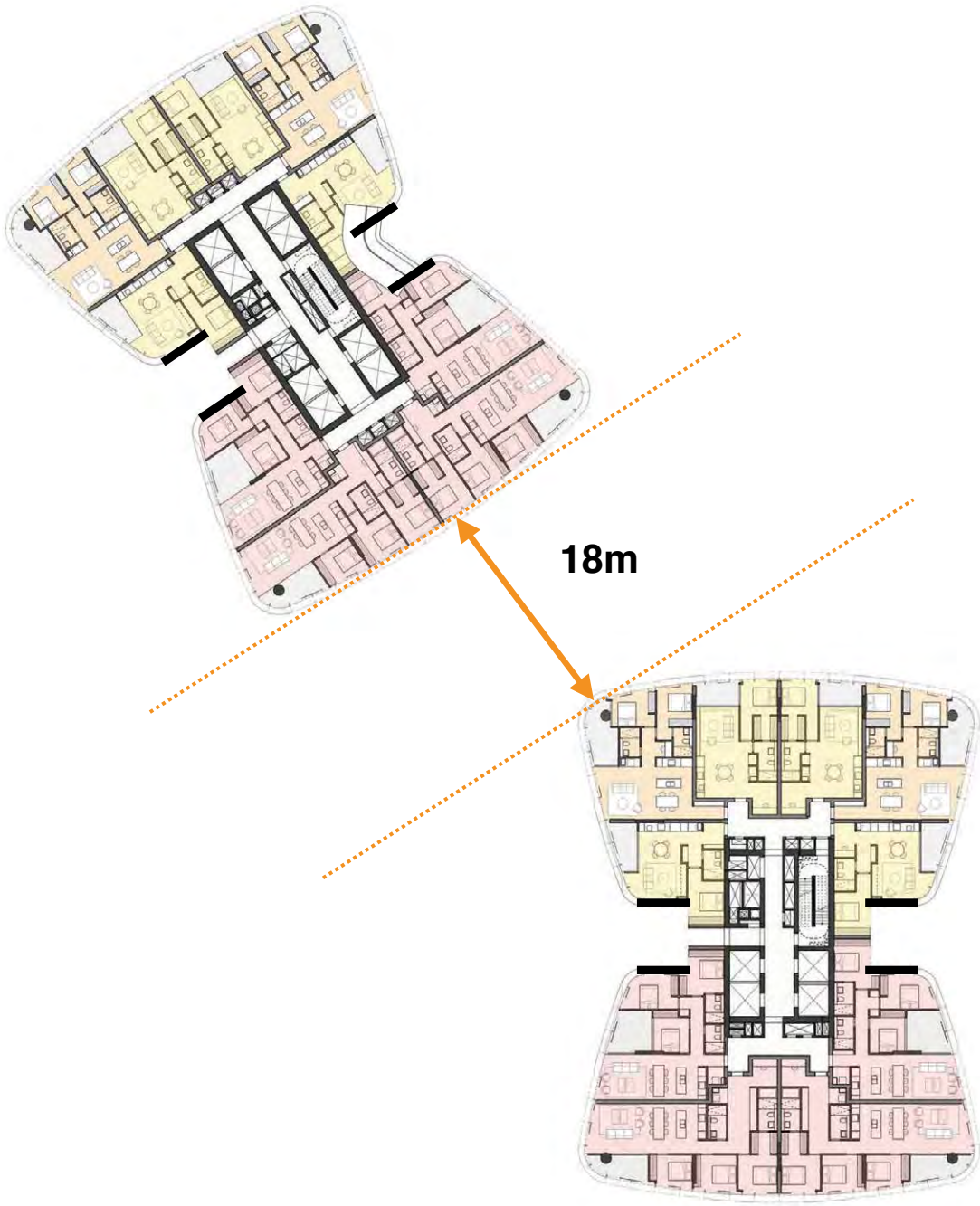
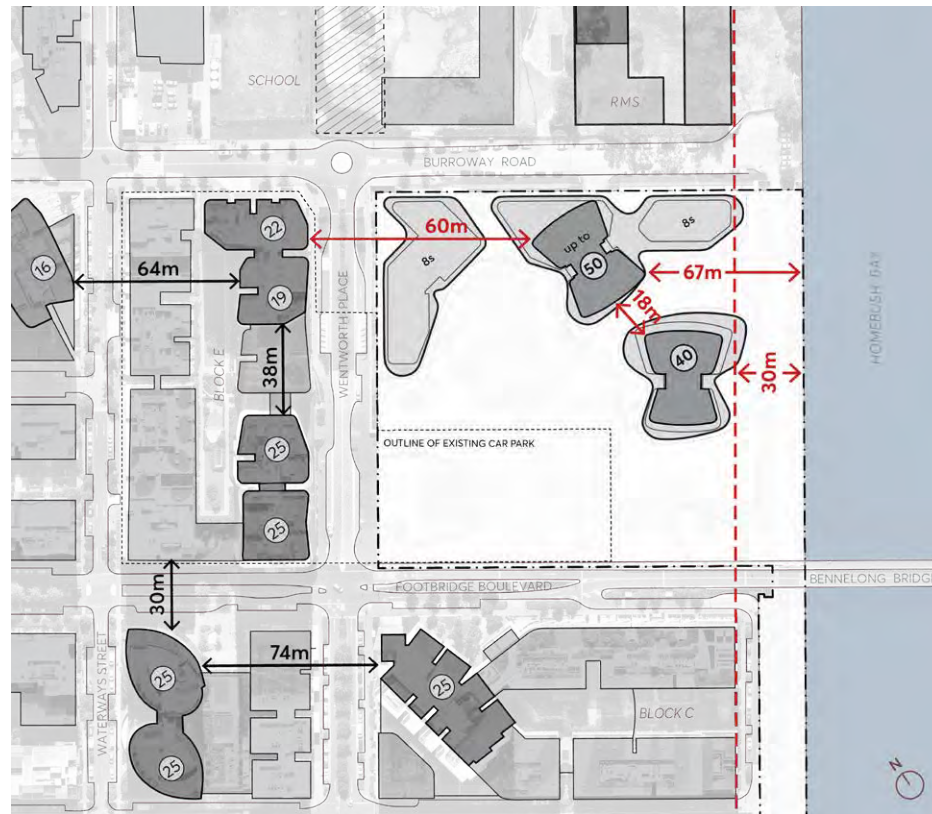


Figure 8.1.3: FJMT Jury Presentation (Oct 2019) Indicative Tower Floor Plates

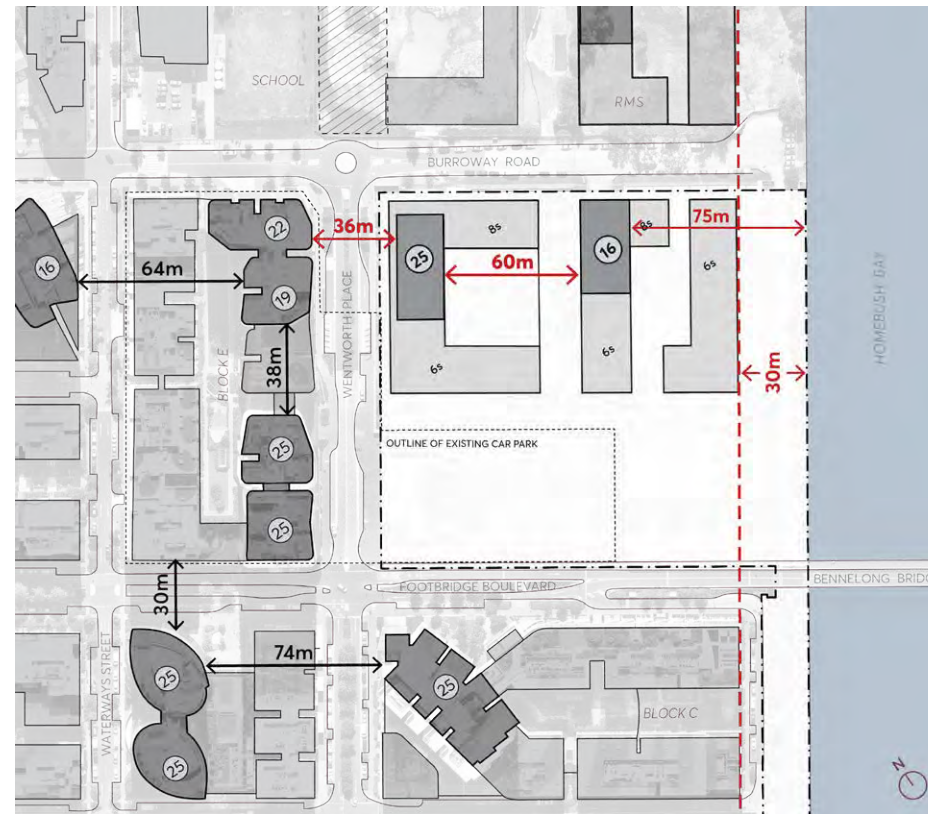


## Design Competition Exhibited Scenarios (Oct 2020)



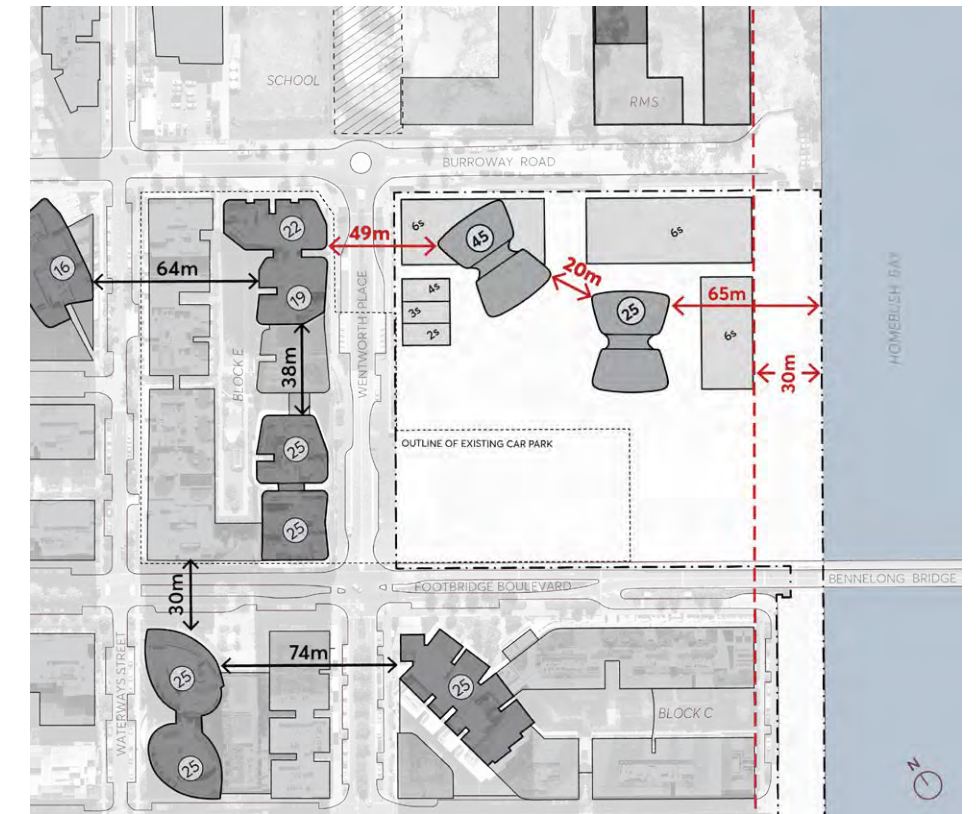
- ✓ • compliant separation to neighbouring towers (60m separation)
- ✗ • towers are perceived to 'converge' due to offset and lesser 18m separation
- ✗ • no setback of towers from foreshore
- ✗ • towers in landscape, lacking defined street wall, inconsistent with prevailing typology

## City Design Recommended (March 2022)



- ✓ • compliant separation to neighbouring towers (38m separation)
- ✓ • compliant separation between proposed towers on site (60m separation)
- ✓ • offers greatest setback of towers to foreshore
- ✓ • regular perimeter block with towers set back above, consistent with prevailing typology

## FJMT Revised Recommendation (May 2022)



- ✓ • compliant separation to neighbouring towers (60m separation)
- ✗ • towers are perceived to 'converge' due to offset and lesser 20m separation
- ✓ • fair setback of towers from foreshore
- ✗ • broken street wall, towers in landscape, inconsistent with prevailing typology



8.2. OPEN SPACE SOLAR ACCESS COMPLIANCE

The solar access potential to the open space has been assessed using the assumptions contained the in Phase 1 Design Competition brief (10 August 2017, page 20):

- Solar access to the main public park must achieve a **minimum 30% solar access between 9am-3pm at any time of the year.**
- Solar access to the main public park should also aim to achieve **40% solar access between 10am-2pm during mid-winter** and be contiguous as far as possible.
- Cumulative over-shadowing of adjacent developments and DCP planned future buildings are to be included in the solar access assessment.

These benchmarks were set to reflect what was considered a reasonable impact on open space under a viable redevelopment option. City Design also recommend that the foreshore space be considered in this assessment to maximise the solar potential to this significant public asset.

The additional open space included in the applicant's scenario is largely overshadowed throughout the day and has limited value other than to conflate the solar access % calculations in their report. Therefore a consistent measure of open space has been used to calculate solar compliance. The urban park is defined as a predominately level space that is clearly delineated from development.

The table opposite demonstrates the significant impact both the Design Cometition Scenarios and FJMT Revised Scenario has on solar access to the foreshore promenade. The City Design Recommended Scenario exhibits a minor non-compliance at 3pm, however maintains solar compliance throughout the rest of the day.

	Design Competition Exhibited Scenarios (October 2020)		City Design Recommended Scenario (March 2022)		FJMT Revised Recommended Scenario (May 2022)	
	Park	Foreshore	Park	Foreshore	Park	Foreshore
9:00am						
10:00am						
11:00am						
12:00pm						
1:00pm						
2:00pm						
3:00pm						

Table 8.2.1: Public Open Space Hourly Solar Access Compliance



DESIGN COMPETITION SCENARIO



Park: 50%      Foreshore: 82%



Park: 73%      Foreshore: 51%



Park: 80%      Foreshore: 29%



Park: 67%      Foreshore: 29%



Park: 40%      Foreshore: 28%

CITY DESIGN RECOMMENDED



Park: 46%      Foreshore: 93%



Park: 50%      Foreshore: 79%



Park: 51%      Foreshore: 66%



Park: 52%      Foreshore: 51%



Park: 52%      Foreshore: 40%

FJMT REVISED RECOMMENDATION



Park: 35%      Foreshore: 93%



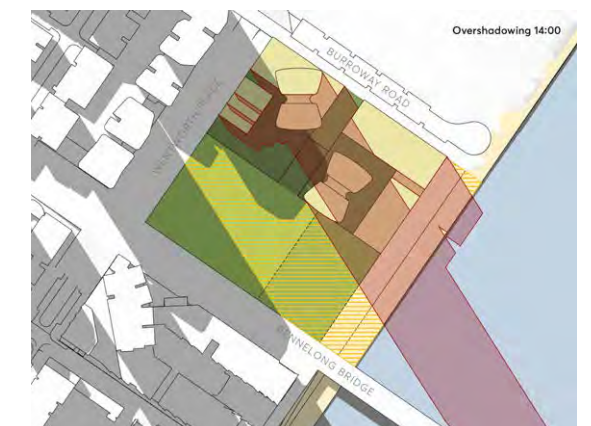
Park: 35%      Foreshore: 77%



Park: 48%      Foreshore: 38%



Park: 63%      Foreshore: 21%



Park: 55%      Foreshore: 32%

Figure 8.2.1: Public Open Space Hourly Solar Compliance Diagrams



**8.3. VIEW LOSS & VIEW SHARING POTENTIAL**

Neighbouring towers are dominated by narrow single aspect units with deep, narrow living spaces that limit view choice and breadth. The proposed towers at Block H visually converge due to the offset in building alignment, effectively creating a wall of development that cuts off direct and oblique views from neighbouring units.

The following view loss analysis measures the impact on views as experienced from the primary living spaces of neighbouring units. It should be noted that podiums will have impacted views in all scenarios.

While the FJMT Revised Recommendation provides a greater setback to the foreshore, this scenario only provides a minor improvement to the number of units which are able to maintain views from surrounding towers in comparison to the Design Competition Exhibited Scenarios.

Of the three scenarios, the least amount of units will lose direct views under the City Design Recommended Scenario.

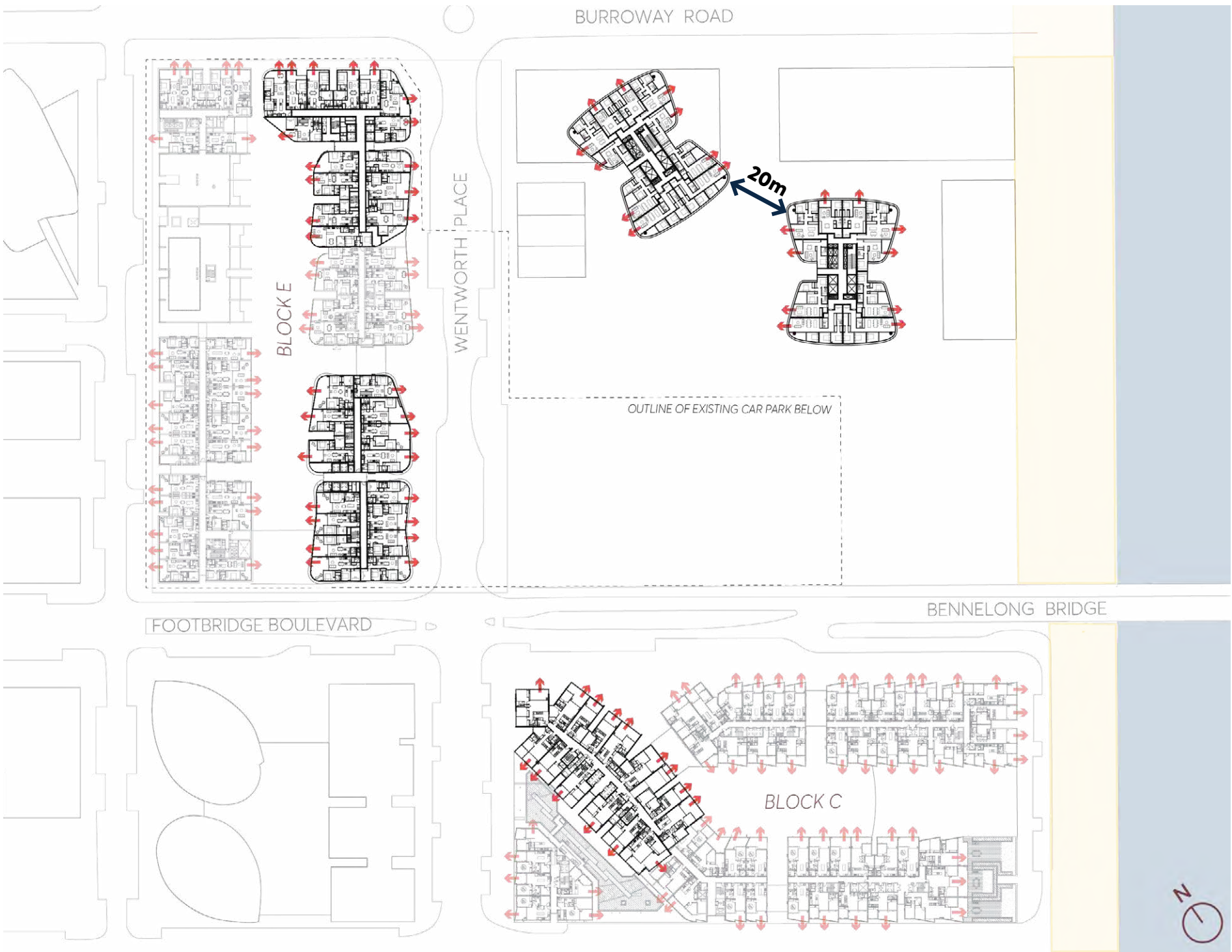
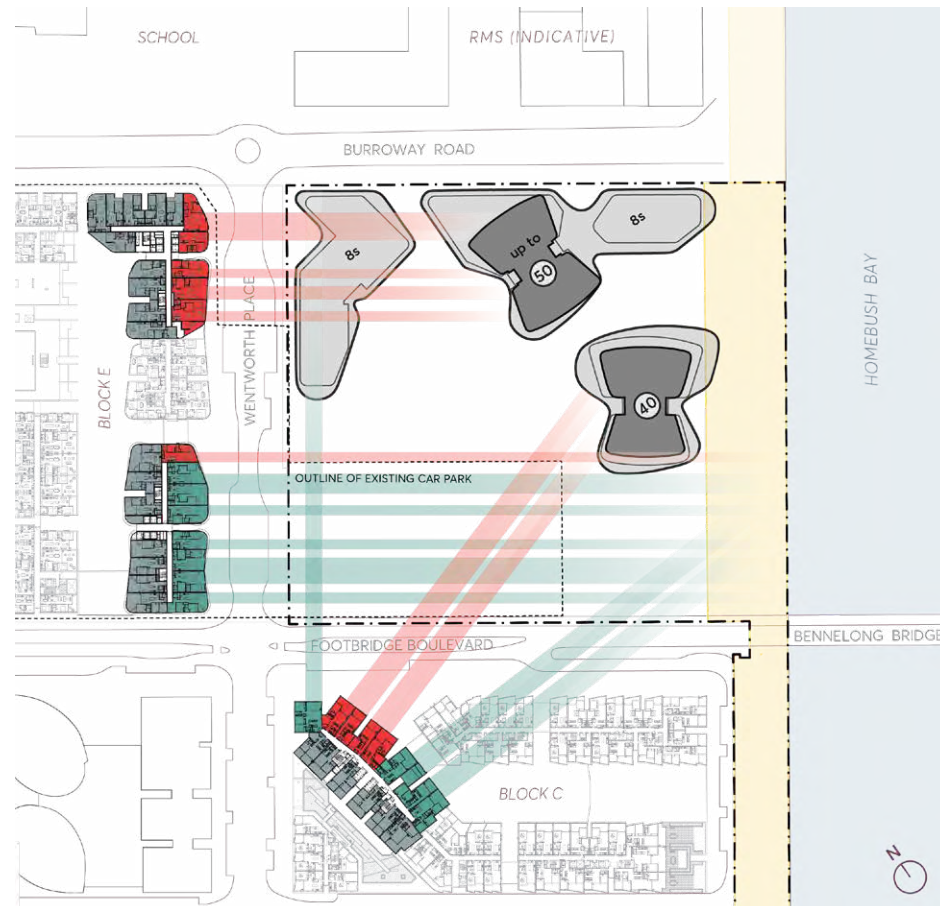


Figure 8.3.1: FJMT Revised Recommendation (May 2022) in Context of Surrounding Towers

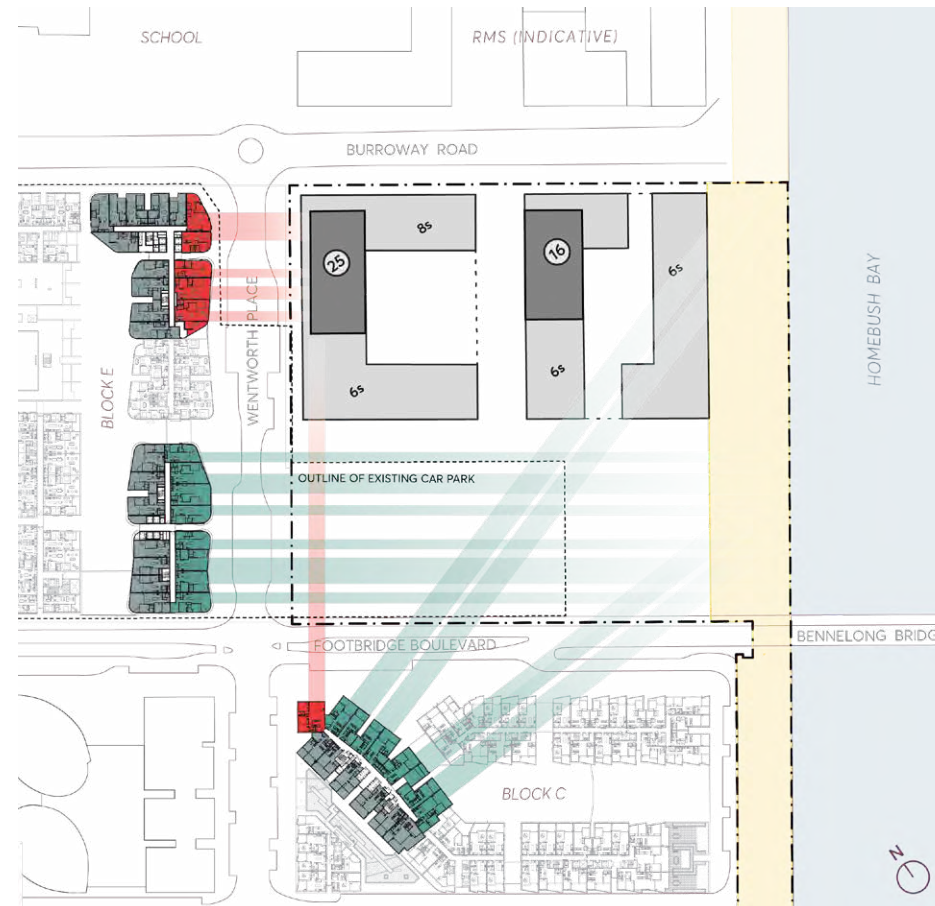


## Design Competition Exhibited Scenarios (Oct 2020)



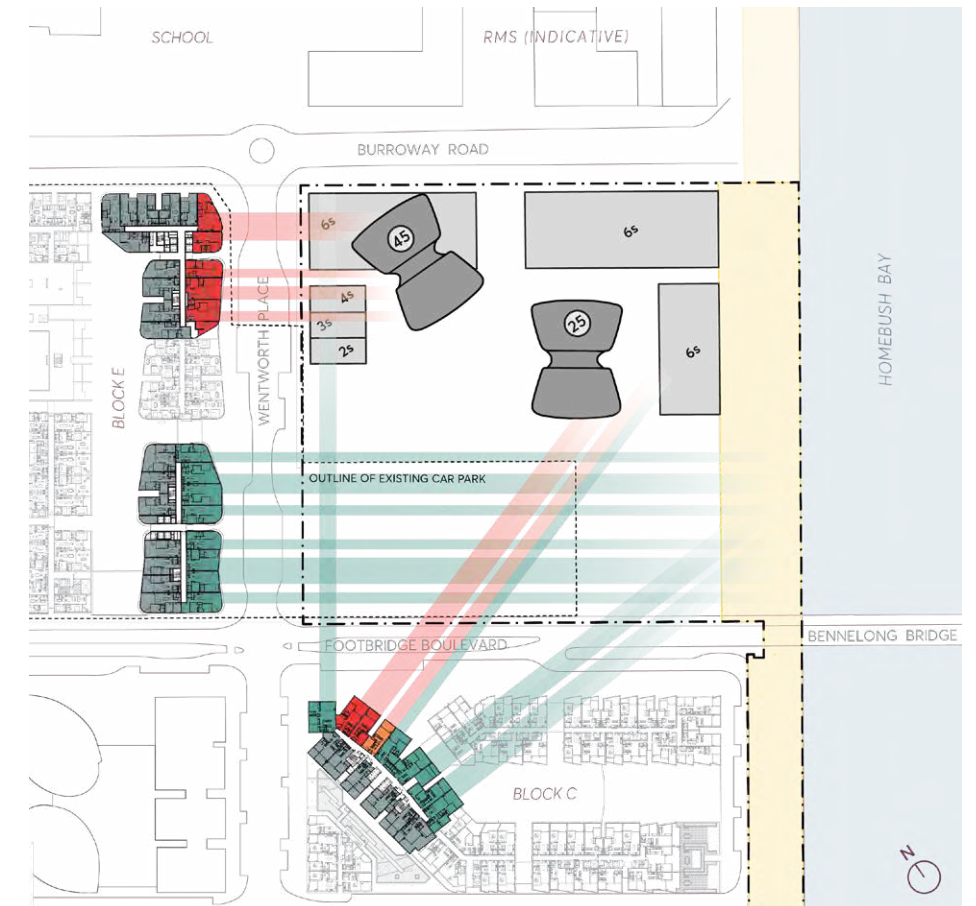
No. of Units with Direct View Loss	BLOCK E (N)	BLOCK E (S)	BLOCK C
G - 8 (podium)	60 units	5 units	83 units
9-25 (tower)	55 units	18 units	68 units
<b>TOTAL</b>	<b>115 units</b>	<b>23 units</b>	<b>151 units</b>

## City Design Recommended (March 2022)



No. of Units with Direct View Loss	BLOCK E (N)	BLOCK E (S)	BLOCK C
G - 8 (podium)	50 units	0 units	77 units
9-25 (tower)	55 units	0 units	17 units
<b>TOTAL</b>	<b>105 units</b>	<b>0 units</b>	<b>94 units</b>

## FJMT Revised Recommendation (May 2022)



No. of Units with Direct View Loss	BLOCK E (N)	BLOCK E (S)	BLOCK C
G - 8 (podium)	60 units	0 units	81 units
9-25 (tower)	55 units	0 units	51 units
<b>TOTAL</b>	<b>115 units</b>	<b>0 units</b>	<b>132 units</b>



#### 8.4. NEIGHBOURING PROPERTY OVERSHADOWING

There is a direct correlation between the location and height of towers at Block H and the amount of overshadowing to open spaces and to neighbouring apartments.

There will be some degree of overshadowing to be expected when developing to the densities observed at Wentworth Point, particularly when trying to balance both public and private solar amenity. All of the site scenarios assessed in this Design Review maintain compliant solar access to neighbouring apartments. However, it is possible to minimise the impact through careful site planning and controlled building heights.

As observed in the City Design Recommended Scenario, concentrating the development to the northern half of the block, locating lower towers along Burroway Road, and lowering tower heights, reduces the amount of overshadowing of Block E from the Block H.

Refer to Appendix A for hourly overshadowing diagrams and Appendix C for sun's eye view assessment.

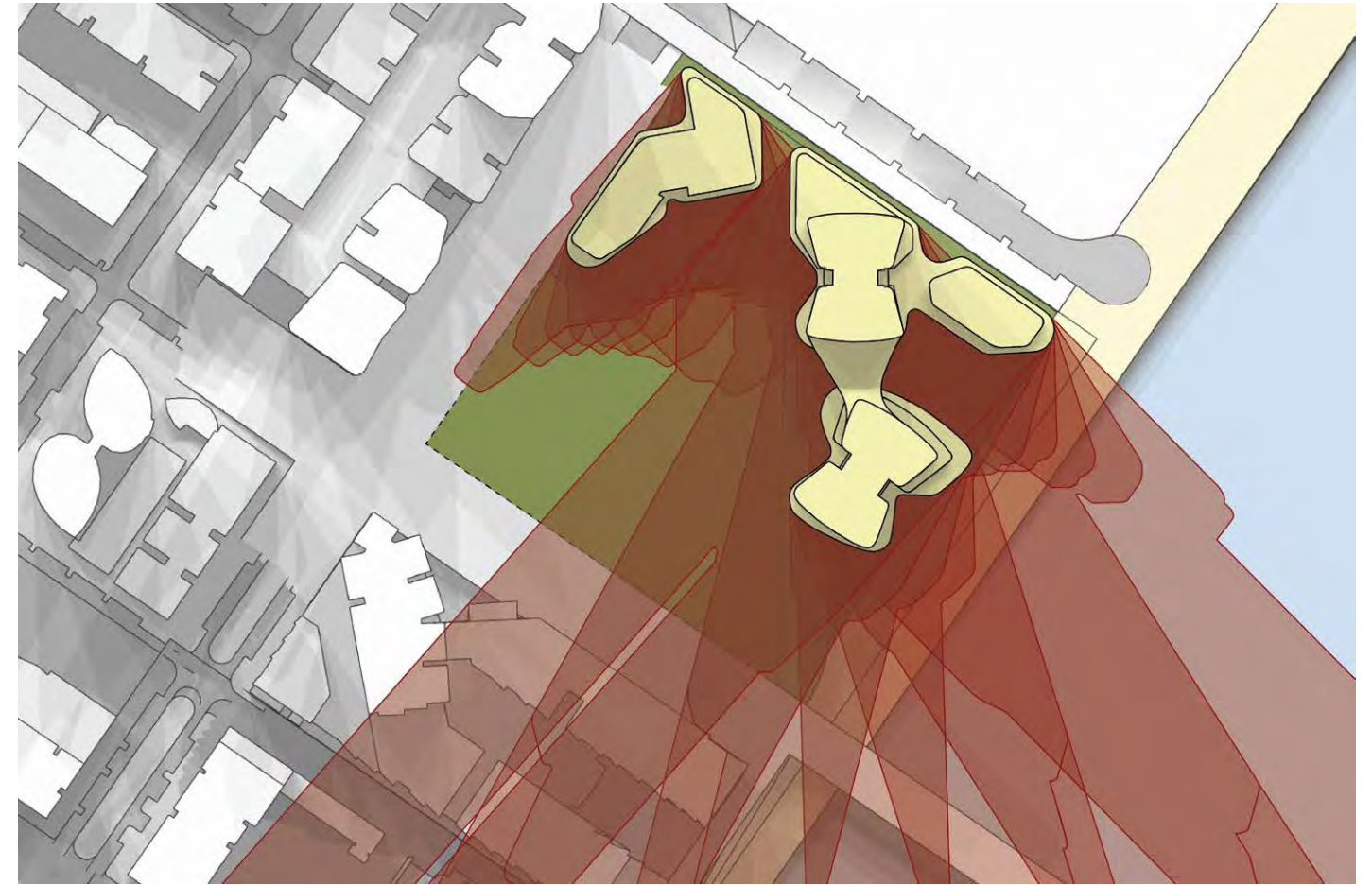


Figure 8.4.1: Design Competition Exhibited Scenarios (Oct 2020) Culmulative Overshadowing



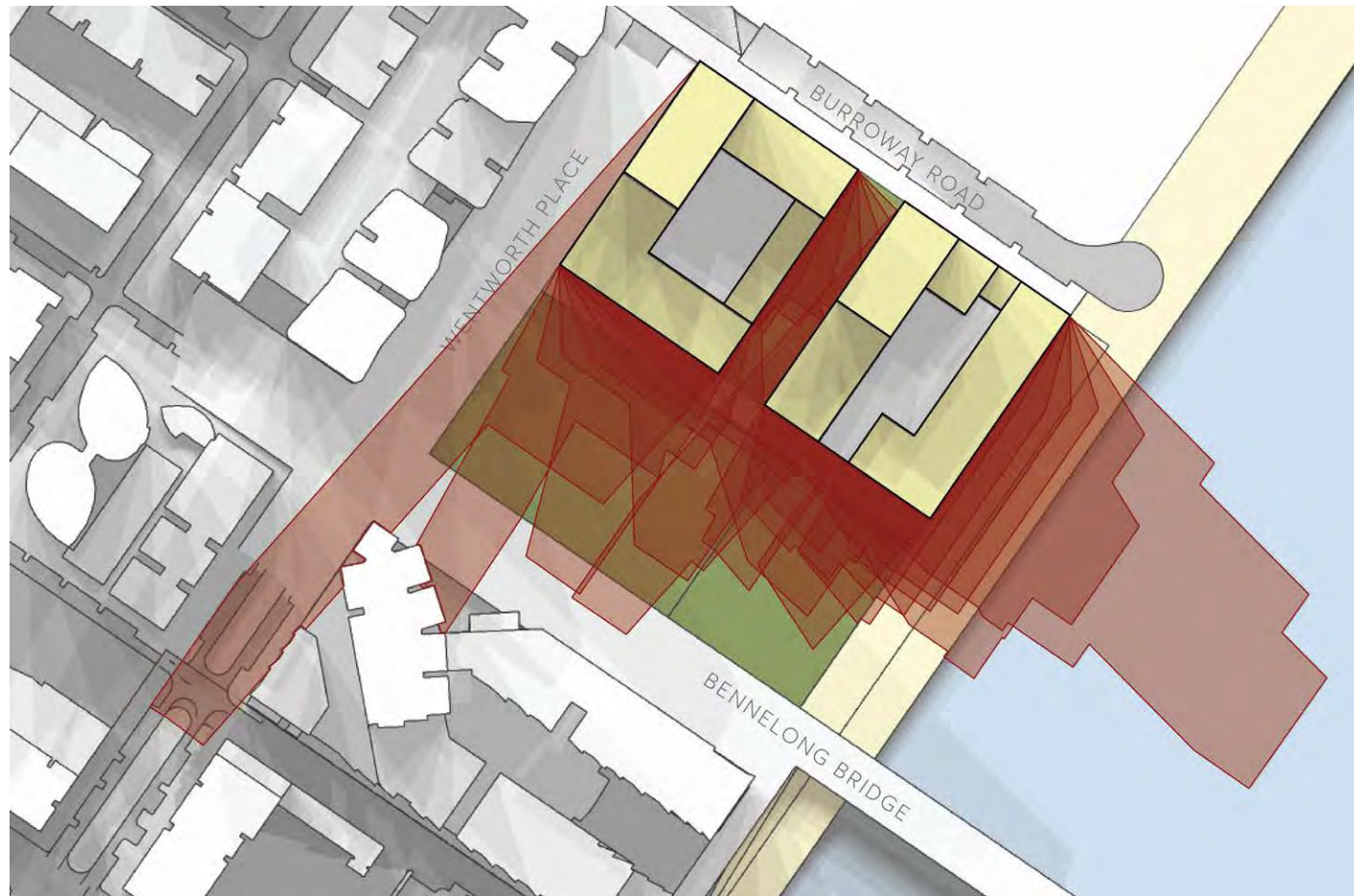


Figure 8.4.2: City Design Recommended (March 2022) Cumulative Overshadowing

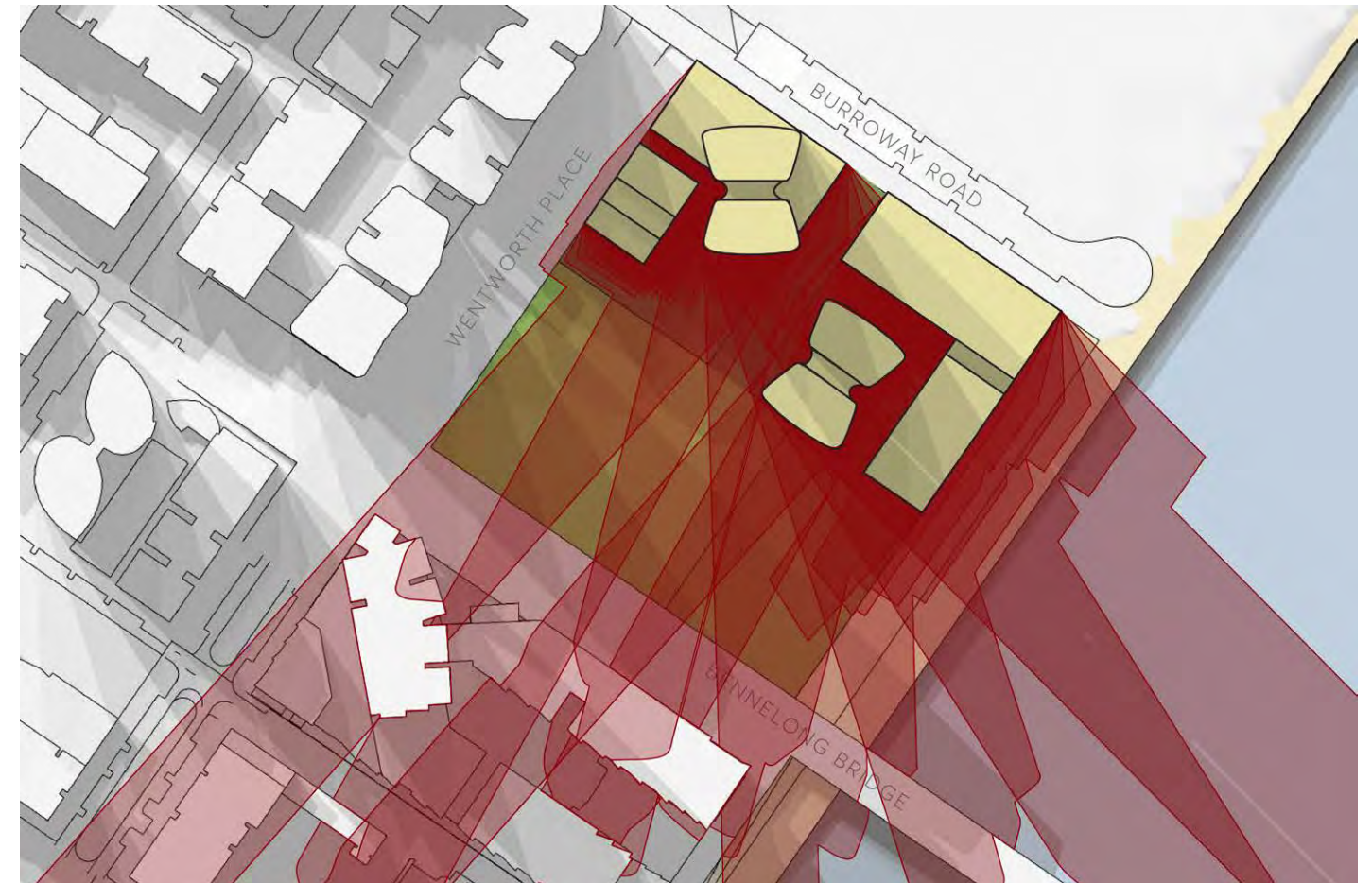


Figure 8.5.2: FJMT Revised Recommendation (May 2022) Cumulative Overshadowing



## 9. CITY DESIGN RECOMMENDATION

In responding to community concerns, the recommended scenario developed as part of the design review revealed the potential for this site to better contribute to and reinforce the prevailing structure of Wentworth point, while still delivering a generous urban park space and foreshore promenade framed by low scale development.

Analysis of views along Homebush Bay and from the northern banks of Parramatta River demonstrate that excessive height on Block H is incongruous with its context, and that there is **no strong urban form case for towers of 40- or 50-storeys**, or for development above the existing datum of Wentworth Point. The recommended scenario for Block H respects the low scale development along the foreshore, while still allowing potential for tower development to the 25-storey height limit determined

by the DCP. It also realises the expectations of a 16-storey tower closer to the foreshore. The proposed site structure ensures street blocks are kept regular and legible, preserving and framing all views from the public domain to the water and locating towers to maintain all views to sky.

The recommended scenario still **reflects a potential uplift** with an increase in residential floor space of approximately 22,000sqm (or 260 apartments). Overshadowing and view sharing has been improved, noting that there is going to be some expected impact when developing sites to the densities observed at Wentworth Point.

When viewed in context, both in plan and elevation, there is a very clear relationship between the 25-storey towers located along the axis of

Wentworth Place of which Block H has the potential to contribute.

While the location of the potential 16-storey tower creates a new height datum along the foreshore (observe in Figure 9.2: Elevation from Rhodes), the principle for stepping height down from Wentworth Place towards Hill Road is present in the precinct, and therefore mirroring this condition is considered to be a contextually compatible outcome (observe in Figure 9.3: Elevation through Footbridge Boulevard).

### FUTURE DESIGN REQUIREMENTS

Based on the analysis and design testing in this report, City Design recommend that future development at Block H should meet the following Design Requirements:

- Reinforce the gridded street and block pattern in Wentworth Point.
- Define a 10,500m<sup>2</sup> urban park on the southern half of the block with direct frontage to Wentworth Place, Footbridge Boulevard/ Bennelong Bridge and the foreshore.
- Extend the Park Street North view corridor to the east to maintain sky views.
- Provide a direct mid-block pedestrian connection and view corridor in alignment with the future road to the north, linking the new urban park and the future headland park.
- Setback all development 30m from the foreshore, providing an upper-level tower setback of 75m above 6 storeys.
- Locate towers along and perpendicular to Burroway Road.
- Provide a maximum 16-storey tower height along the eastern side of the new north-south pedestrian link and future road to the headland park.
- Provide a maximum 25-storey tower height at the intersection of Wentworth Place and Burroway Road.

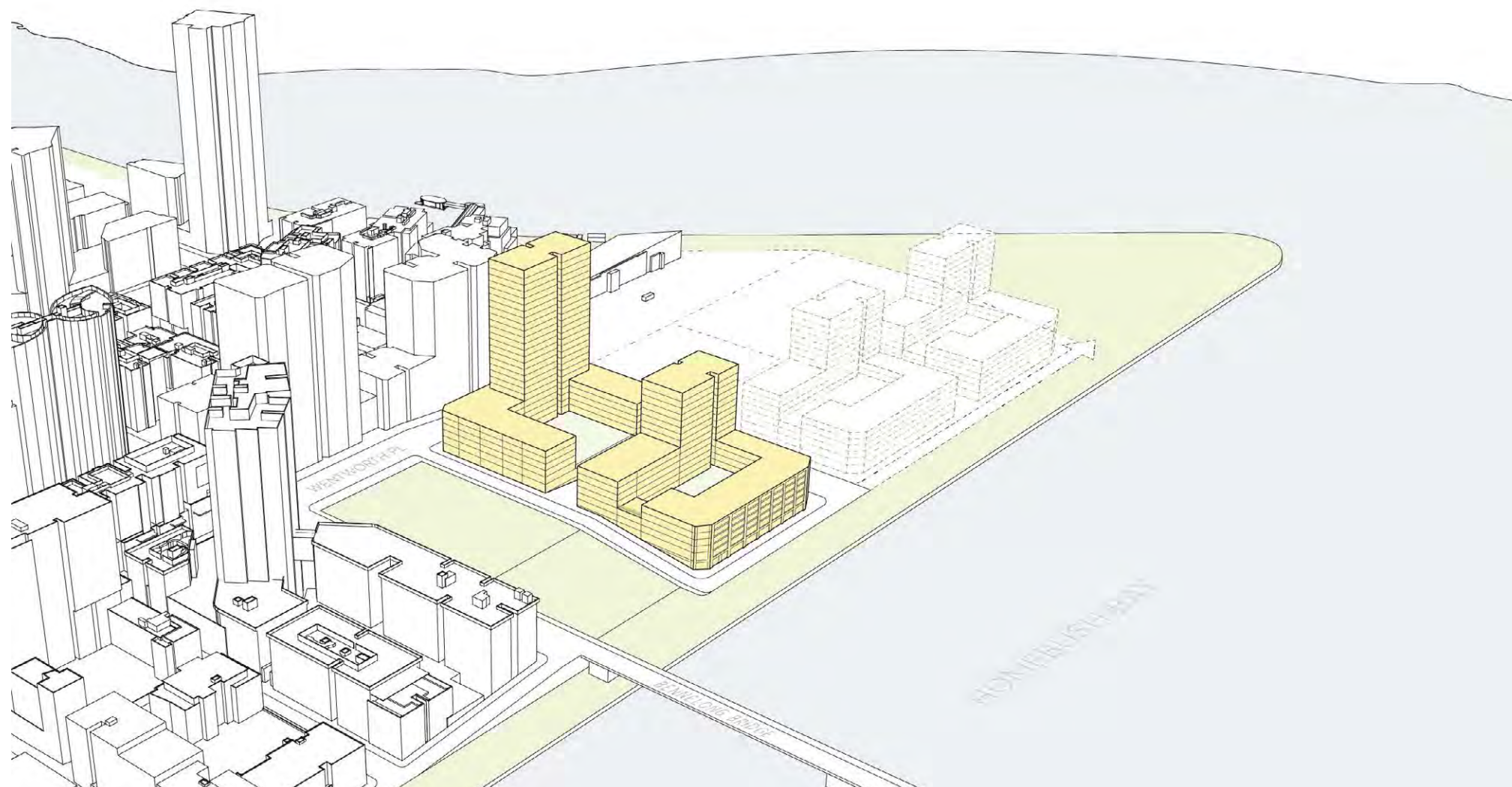


Figure 9.1: City Design Recommended Scenario - Indicative 3D Visualisation



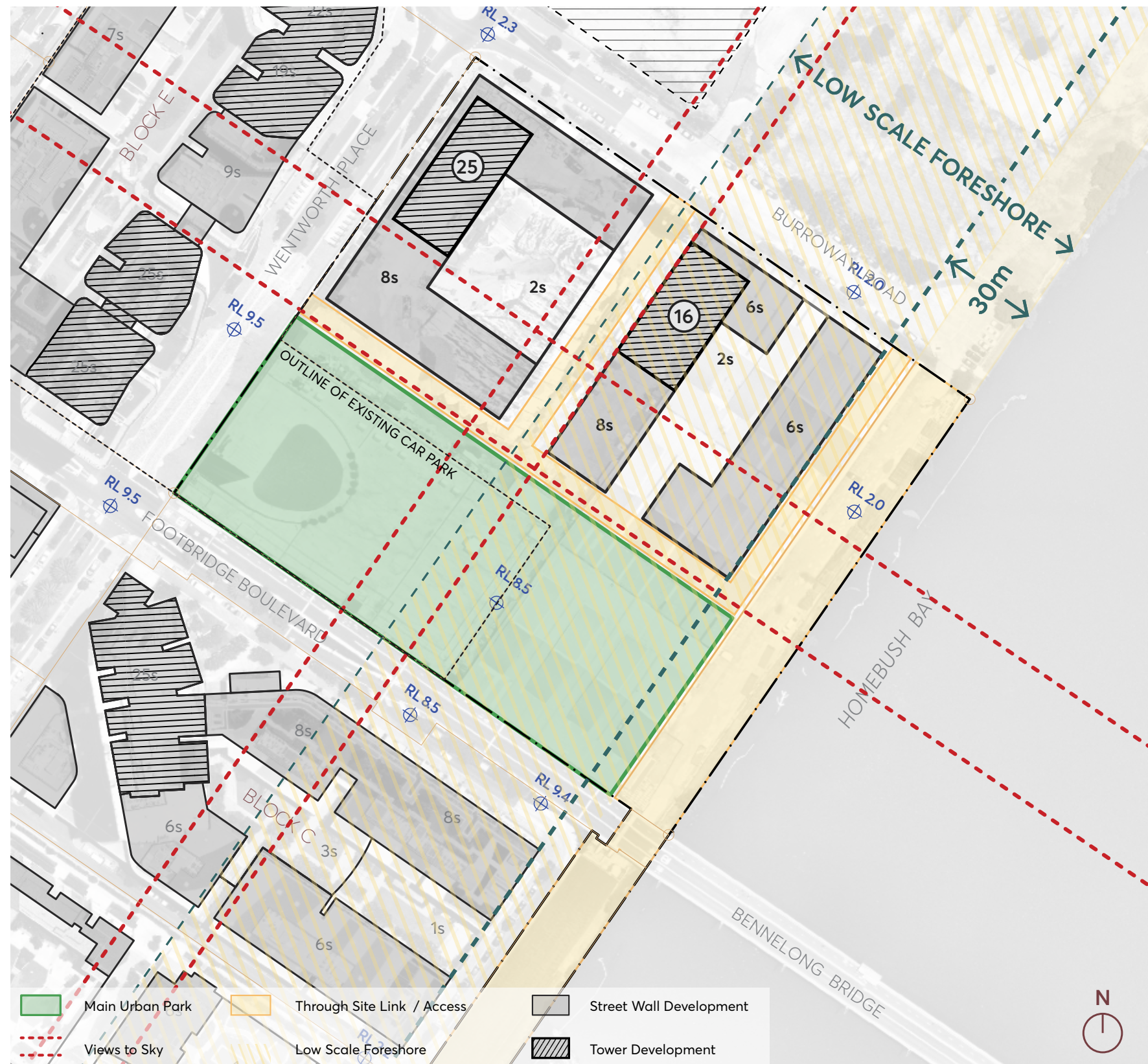


Figure 9.2: City Design Recommended Scenario - Site Plan

### City Design Recommended Scenario

<b>Gross Site Area</b>	29,323 m <sup>2</sup>
<b>Gross Floor Area (Non-Resi)</b>	1,900 m <sup>2</sup>
<b>Gross Floor Area (Residential)</b>	52,600 m <sup>2</sup>
<b>Total Gross Floor Area</b>	54,500 m <sup>2</sup>
<b>Number of Units</b>	620 units
<b>Floor Space Ratio (gross)</b>	1.9 : 1
<b>Urban Park Area</b>	10,500 m <sup>2</sup>
<b>Foreshore Setback</b>	30m
<b>Views to Sky</b>	All observed views to sky are preserved, and height within lower foreshore zone kept to 16-storeys max.
<b>Pedestrian Desire Line</b>	Perpendicular to potential RMS through site link
<b>Height Strategy</b>	6- to 8-storey street wall with 1x16 storey and 1x25 storey tower set back above



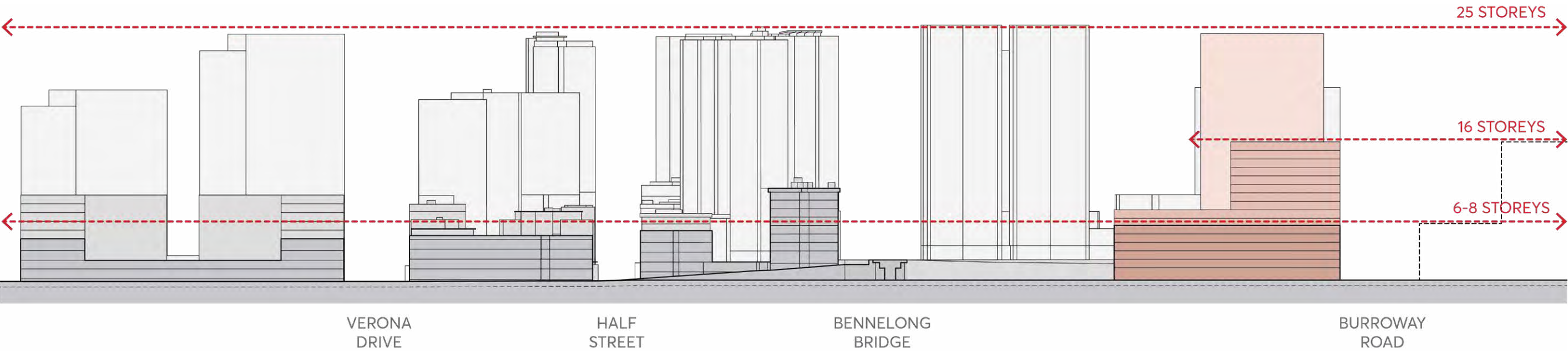


Figure 9.3: Elevation from Rhodes / Homebush Bay

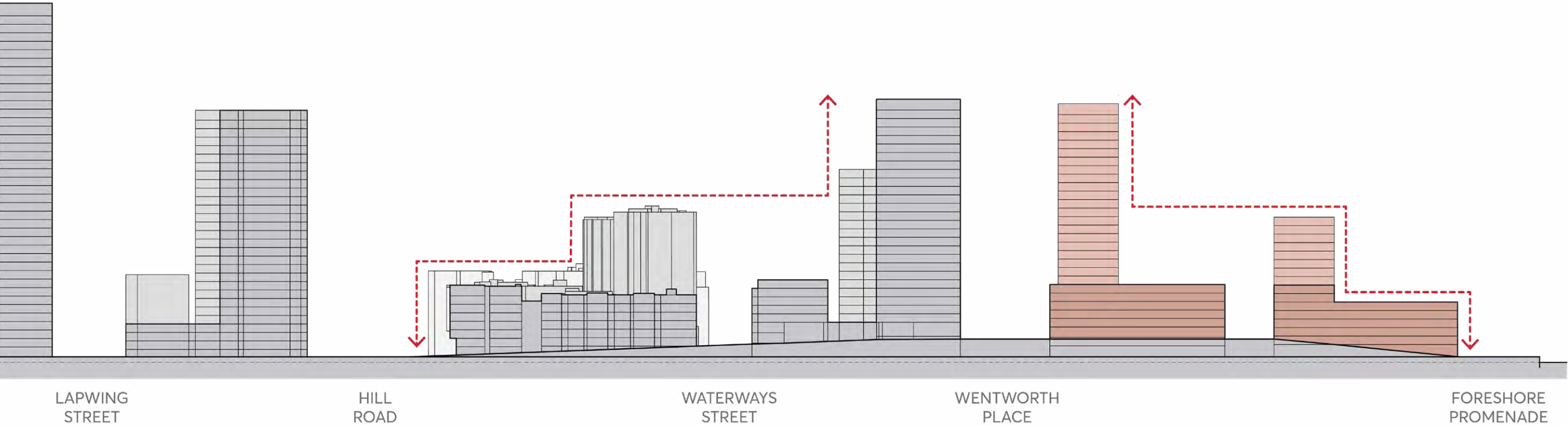


Figure 9.4: Elevation through Footbridge Boulevard





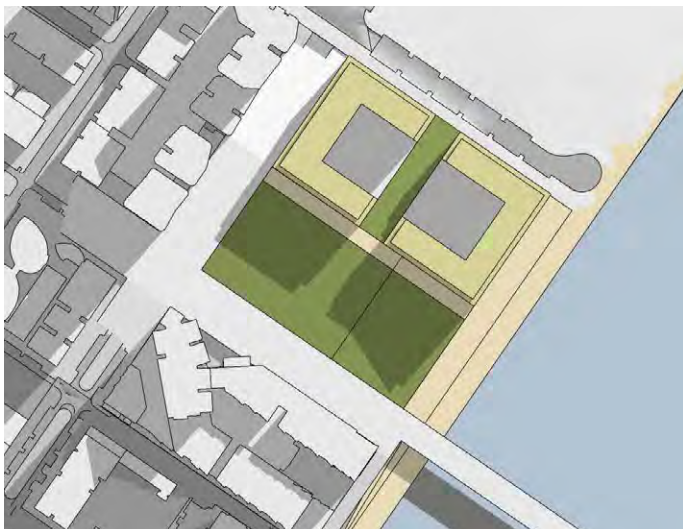
Figure 9.5: City Design Recommended Scenario - Wentworth Point Structure Plan



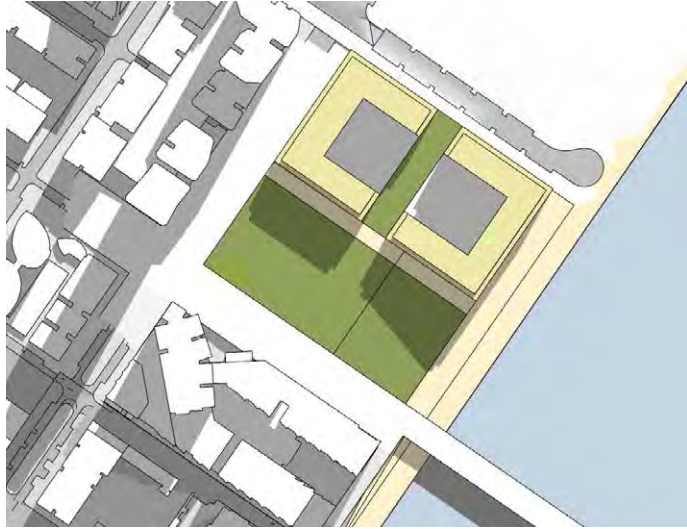
10. APPENDIX A - OVERSHADOWING DIAGRAMS

OVERSHADOWING ANALYSIS - 21<sup>ST</sup> JUNE

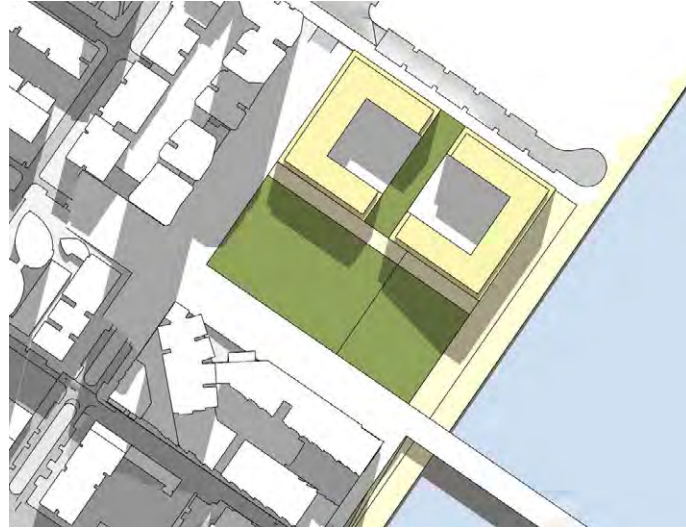
DCP Compliant GFA



0900



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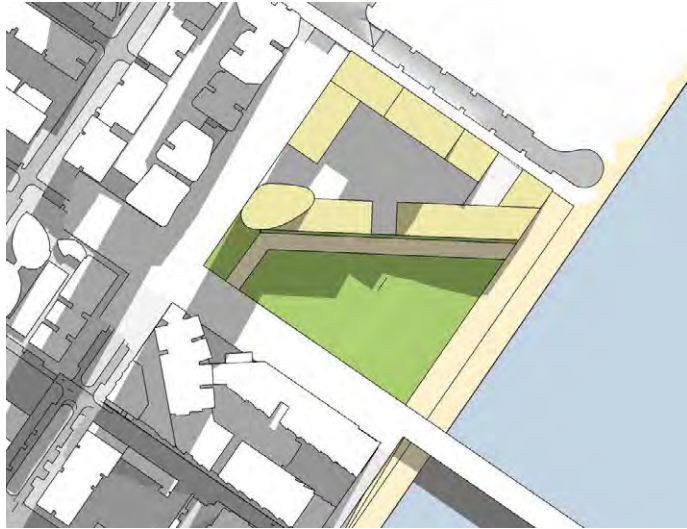


1100

DCP Compliant Envelope



0900



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Design Competition Reference Scheme



0900



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1200



1300



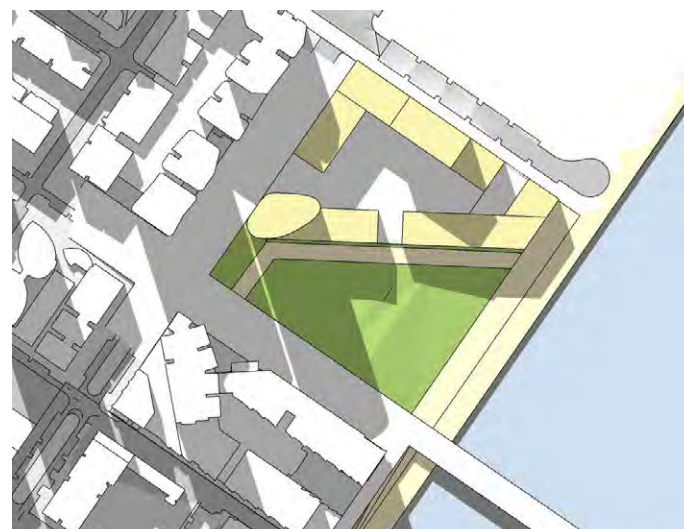
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1500



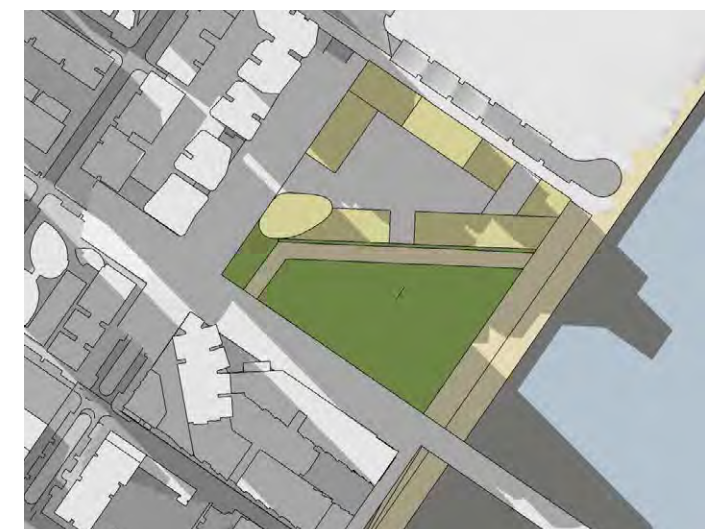
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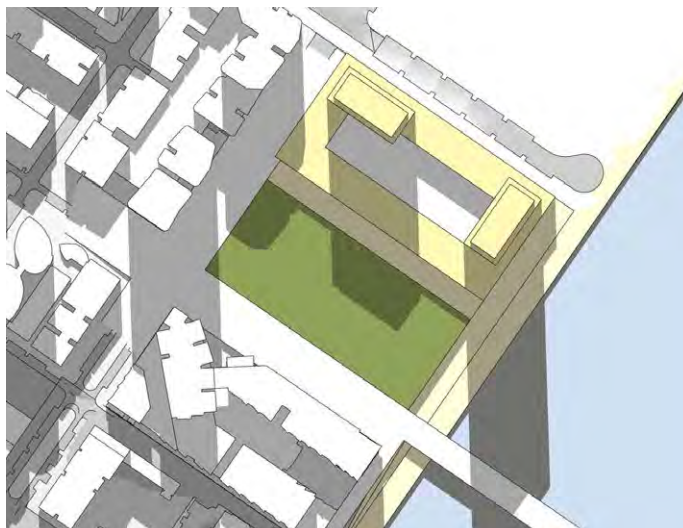
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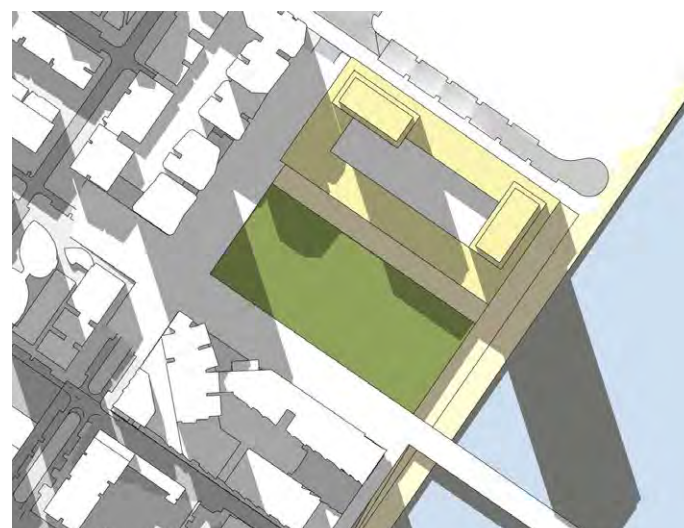
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1200



1300



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OVERSHADOWING ANALYSIS - 21<sup>ST</sup> JUNE

Design Competition Winning Scheme

(Scenario 1: 54,100m<sup>2</sup> Residential GFA)



0900



1000



1100

Design Competition Winning Scheme

(Scenario 2: 85000m<sup>2</sup> Residential GFA)



0900



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City Design Recommended Scenario



0900



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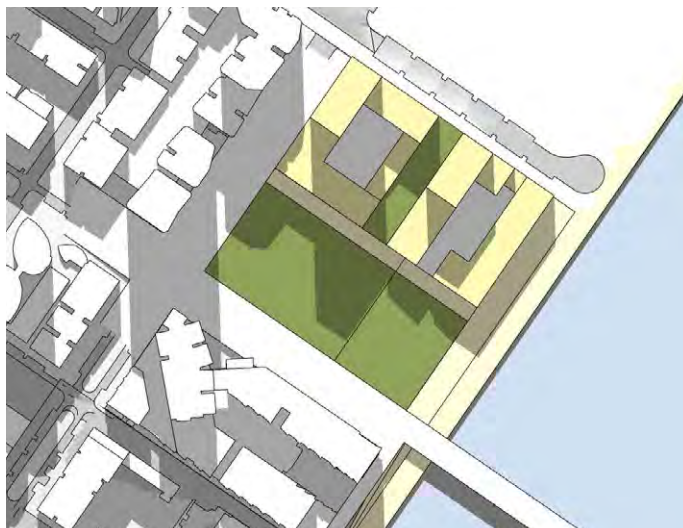
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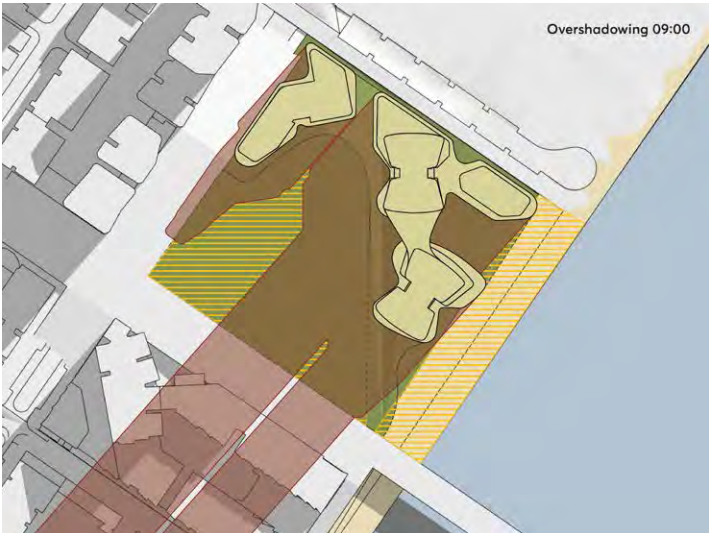
1500



# 11. APPENDIX B - OPEN SPACE OVERSHADOWING | REVISED SCENARIOS

## Design Competition Winning Scenario (October 2020)

Urban Park: 11,700sqm  
Foreshore: 4,840sqm



Park: 30% (3540sqm)

Foreshore: 96% (4665sqm)



Park: 50% (5870sqm)

Foreshore: 82% (3975sqm)



Park: 73% (8490sqm)

Foreshore: 51% (2460sqm)

## City Design Recommended Scenario (March 2022)

Urban Park: 11,310sqm  
Foreshore: 4,840sqm



Park: 32% (3620sqm)

Foreshore: 100% (4830sqm)



Park: 46% (5235sqm)

Foreshore: 93% (4510sqm)



Park: 50% (5665sqm)

Foreshore: 79% (3800sqm)

## FJMT Amended Recommendation (May 2022)

Urban Park: 11,310sqm  
Foreshore: 4,840sqm



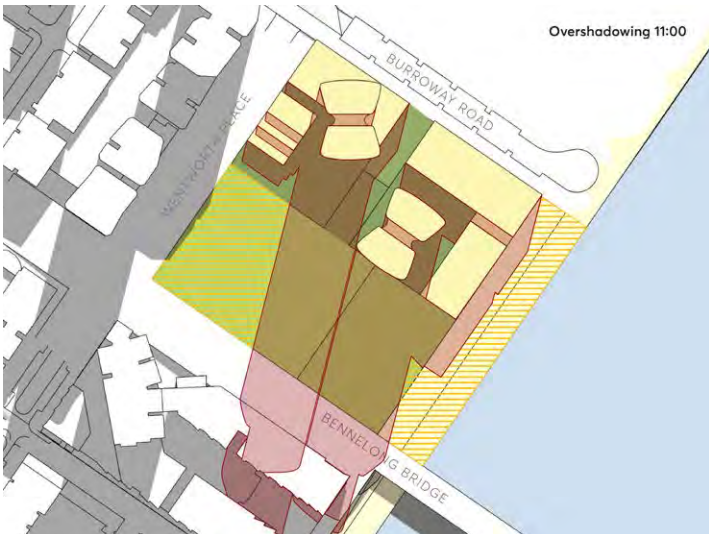
Park: 28% (3210sqm)

Foreshore: 100% (4830sqm)



Park: 35% (3995sqm)

Foreshore: 93% (4495sqm)



Park: 35% (3950sqm)

Foreshore: 77% (3730sqm)





Park: 80% (9235sqm)

Foreshore: 29% (1380sqm)



Park: 67% (7835sqm)

Foreshore: 29% (1420sqm)



Park: 40% (4640sqm)

Foreshore: 28% (1365sqm)



Park: 17% (2040sqm)

Foreshore: 12% (580sqm)



Park: 51% (5740sqm)

Foreshore: 66% (3185sqm)



Park: 52% (5845sqm)

Foreshore: 51% (2490sqm)



Park: 52% (5830sqm)

Foreshore: 40% (1920sqm)



Park: 25% (2775sqm)

Foreshore: 24% (1180sqm)



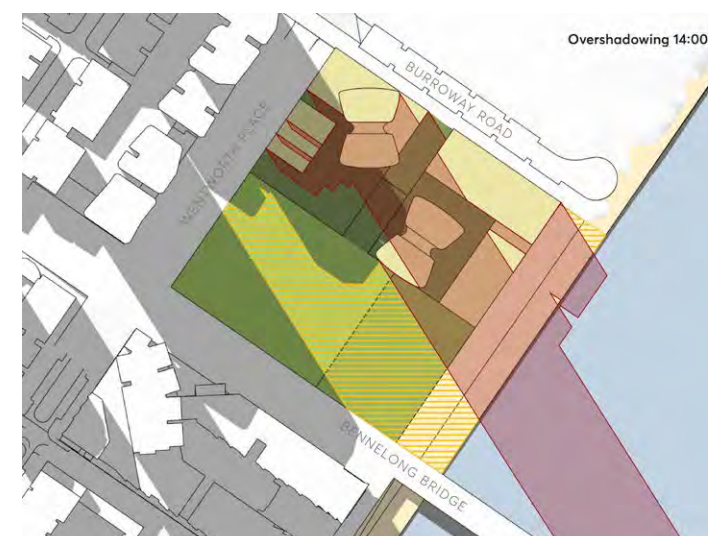
Park: 48% (5430sqm)

Foreshore: 38% (1820sqm)



Park: 63% (7100sqm)

Foreshore: 21% (1015sqm)



Park: 55% (6275sqm)

Foreshore: 32% (1525sqm)



Park: 33% (3765sqm)

Foreshore: 24% (1180sqm)

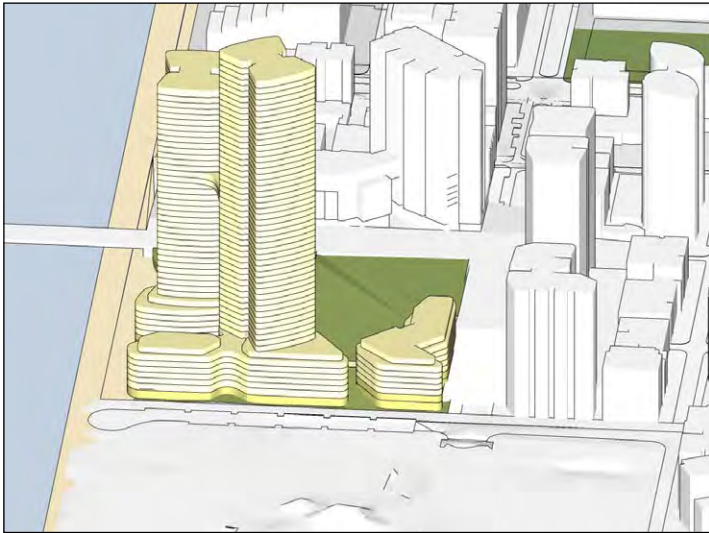


12. APPENDIX C - INTERNAL SOLAR ACCESS | SUN'S EYE VIEWS

Design Competition Winning Scenario  
(October 2020)



09:00am



10:00am



11:00am

City Design Recommended Scenario  
(March 2022)



09:00am



10:00am



11:00am

FJMT Amended Recommendation  
(May 2022)



09:00am

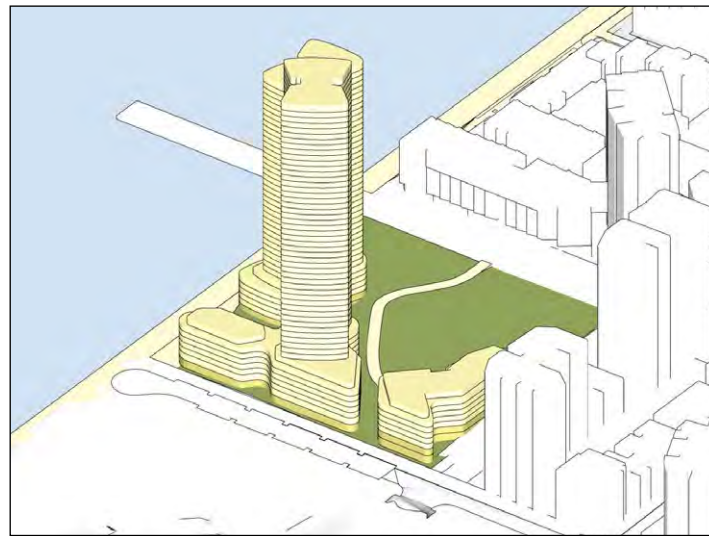


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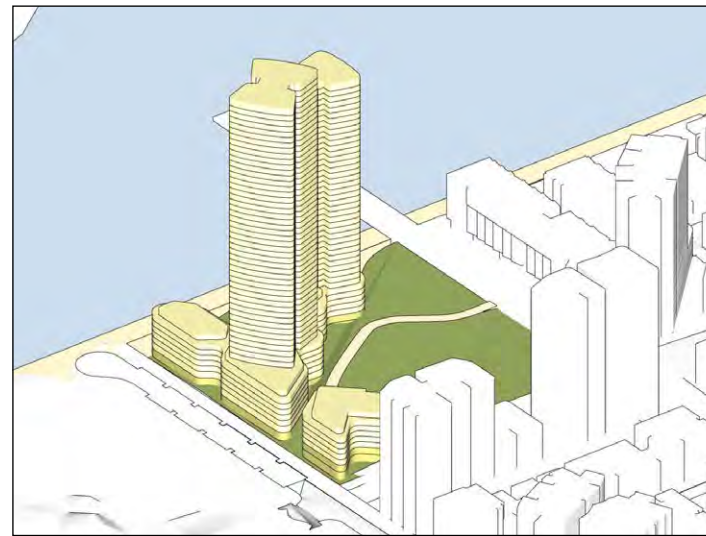


11:00am

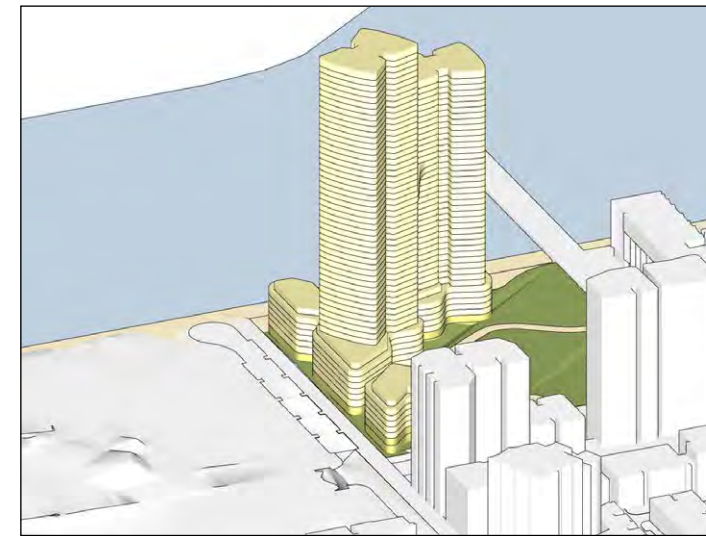




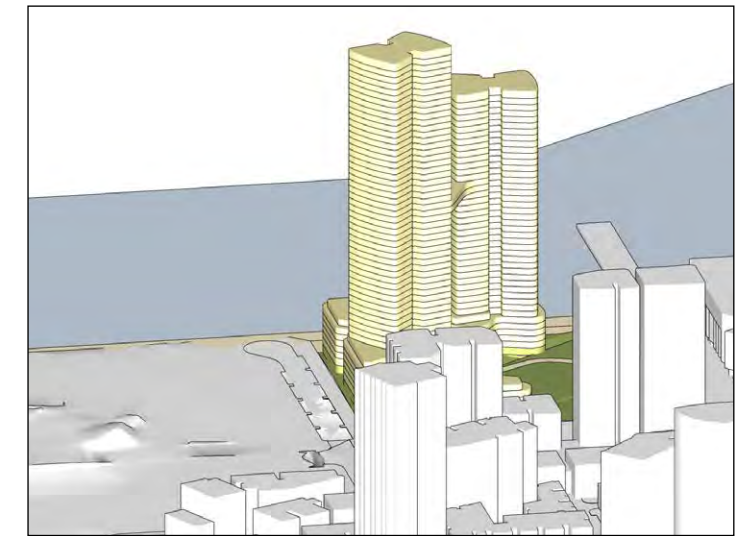
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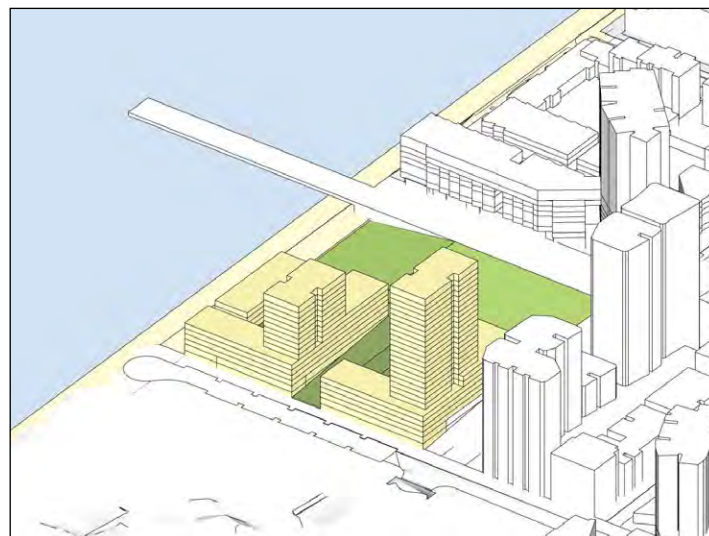
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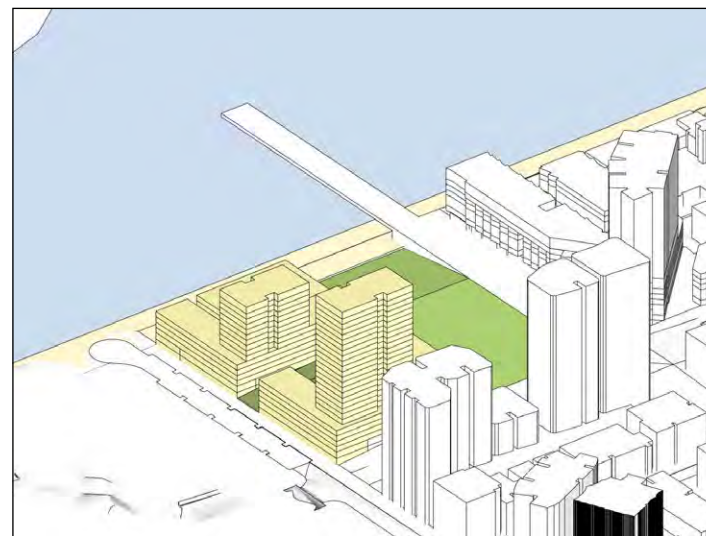
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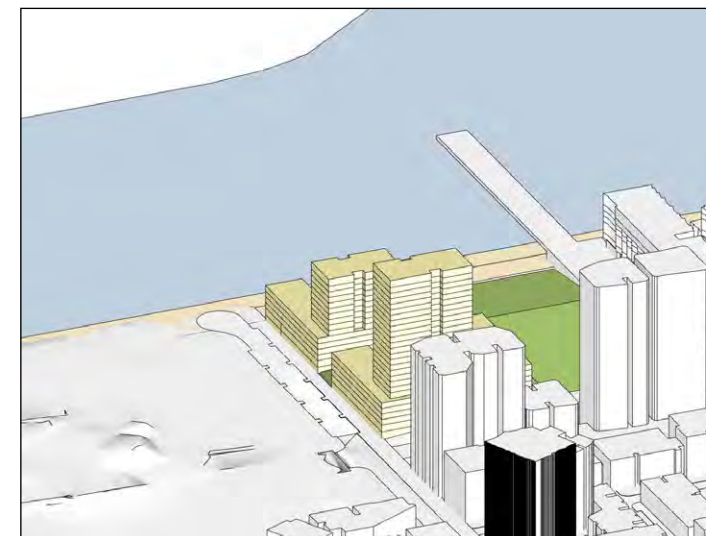
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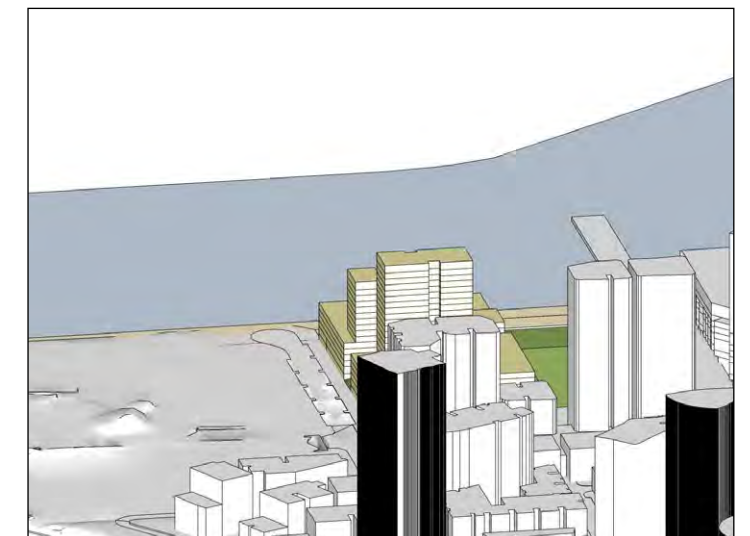
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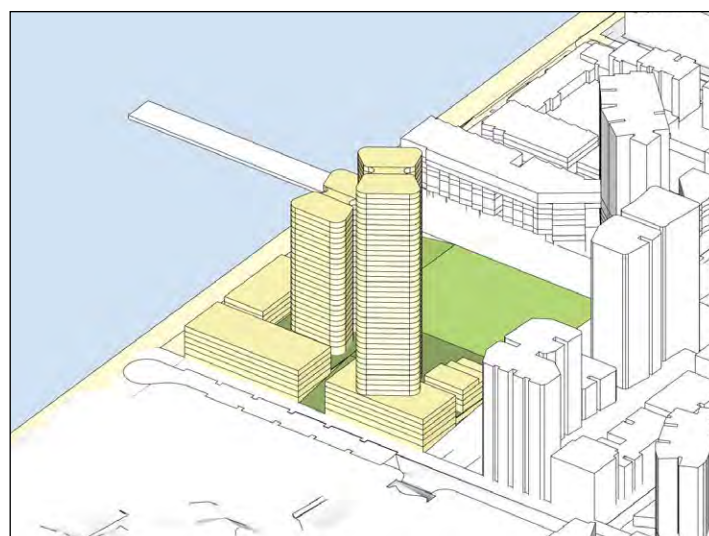
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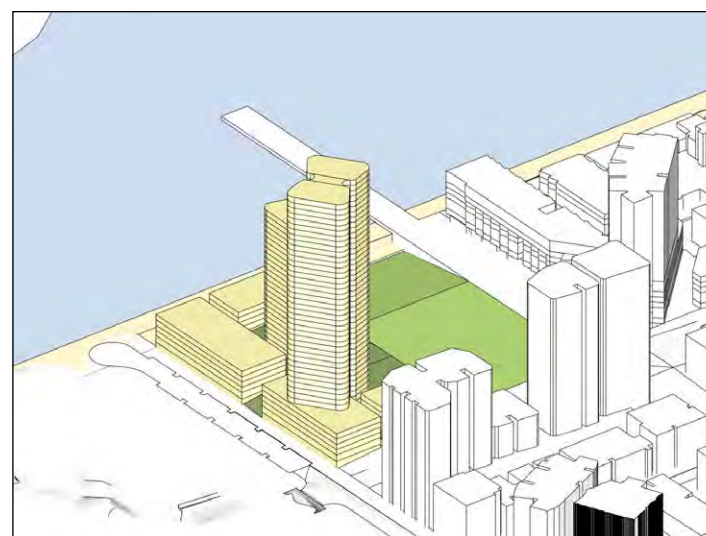
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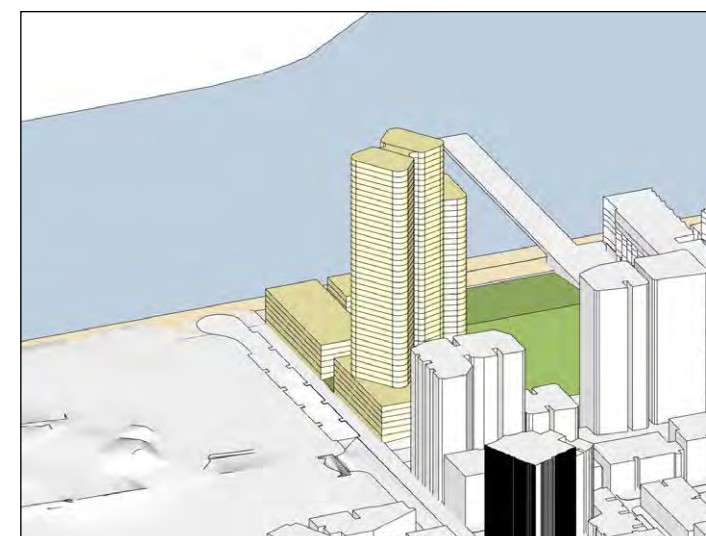
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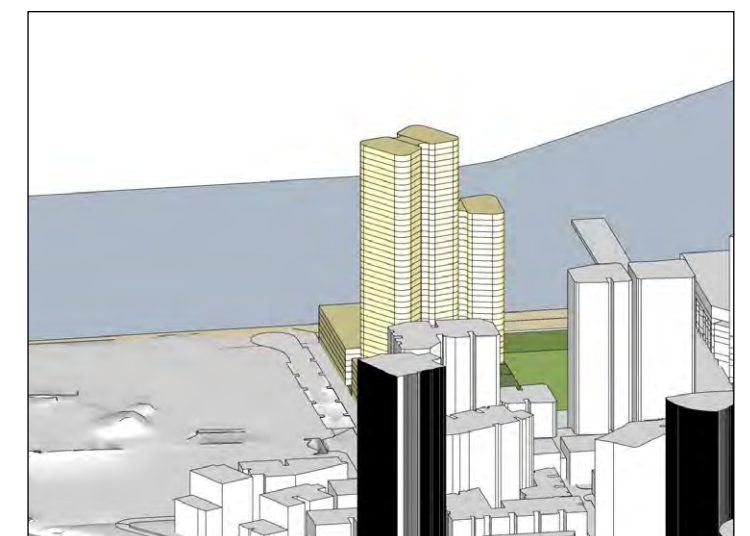
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1:00pm



2:00pm



3:00pm