

Attachment 1 – Planning Report - Proposed Amendment to Homebush Bay West DCP for Block H, 16 Burroway Road and Part 5 Footbridge Boulevard, Wentworth Point

1. INTRODUCTION

This report provides detailed background information to the Council report, setting out information on the proposal; issues raised during its public exhibition; and the assessment of the proposal carried out by Council officers.

2. SITE DESCRIPTION

Block H, formally known as 16 Burroway Road and part 5 Footbridge Boulevard. is one of the last few undeveloped landholdings in Wentworth Point, situated along the foreshore on the western side of Homebush Bay (refer to **Figure 1**). Block H is situated at the intersection of Burroway Road and Wentworth Place and is adjacent to the Bennelong Bridge, a key transport link between Wentworth Point and Rhodes. The total site area is approximately 31,609m².



Figure 1: Block H site outlined in red and surrounding context

The existing built form of Wentworth Point has medium to low rise building set along the foreshore to present a human scale level of development and to lessen the dominance of buildings on the foreshore setting (refer to **Figure 2**).



Figure 2: Transition of building heights (lower scale development along foreshore)

3. EXHIBITED PROPOSAL

The draft amendment to the Homebush Bay West DCP proposes two mutually exclusive residential Development Scenarios for Block H:

- Scenario 1 - approximately 642 dwellings (2 towers that are up to 25 storeys and 40 storeys - up to 47 storeys including the architectural articulation zone).
- Scenario 2 - approximately 997 dwellings (2 towers that are up to 40 storeys and 50 storeys - up to 57 storeys including the architectural articulation zone).

Two development scenarios were publicly exhibited, as detailed in **Table 1** below. These scenarios respond to a Council resolution, which set a potential maximum gross floor area (GFA) of 85,000m² that is contingent on the delivery of Metro West and Parramatta Light Rail Stage 2 or other suitable transport improvements. Scenario 1 for 54,356m² GFA would not be dependent on state government infrastructure commitments.

The key changes proposed under the publicly exhibited DCP amendment relate to the GFA and building heights applying to the site as well as the configuration of podiums, towers and public open space. The changes are summarised in **Table 1**:

Table 1: Current DCP controls and proposed development scenarios

	Existing DCP Controls	Exhibited Scenario 1	Exhibited Scenario 2	Council Officer-preferred scheme
Residential GFA	<p>200,649m² total for Block B (which includes subject site Block H)</p> <p>Residual GFA due to existing development left over for Block H = 30,000m² (approx. 350 dwellings)</p> <p>If utilising the existing building height control (25 storeys) this facilitates 48,960m² (approx. 575 dwellings)</p>	54,356m ² (approx. 642 dwellings)	85,000m ² (approx. 997 dwellings)	52,600m ² (approx. 620 dwellings)
Building Height (Measured from Wentworth Place, being the highest part of the site)	<p>25-storey tower to Wentworth Place 16-storey tower to Burroway Road</p> <p>If utilising the residual GFA (30,000m²) this facilitates only 6-storeys plus 1-storey perimeter block</p>	<p>1 x tower up to 25 storeys (102m) plus architectural articulation storeys 1 x tower up to 40 storeys (165.45m) plus architectural articulation storeys</p>	<p>1 x tower up to 40 storeys (165.45m) plus architectural articulation storeys 1 x tower up to 50 storeys (190.65m) plus architectural articulation storeys</p>	<p>25-storey tower to Wentworth Place 16-storey tower to Burroway Road.</p>
Open Space	10,973m ² total	Minimum 16,800m ² open space including 8,200m ² park	Minimum 16,800m ² open space including 8,200m ² park	Minimum 13,720m ² open space including 10,500m ² park
Foreshore Building Setback	30m	20m	20m	30m
Planning Agreement	N/A	Planning Agreement value of \$33,841,000.	Additional value of \$36,760,000 amounting to a total of \$70,601,000.	TBD

As shown by the yellow line in **Figure 3** below, each tower also proposes to include architectural articulation detail in the form of additional non-residential floor area above the upper-most residential level, which will add to the overall number of storeys under Scenario 2 (approximately 7 part-levels). Although these upper storeys are for articulation purposes and will not have the appearance of a fully enclosed level, they will increase the overall height and visual bulk and scale of the buildings, potentially up to 47 storeys and 57 storeys respectively for each tower should the Scenario 2 development scheme be realised.

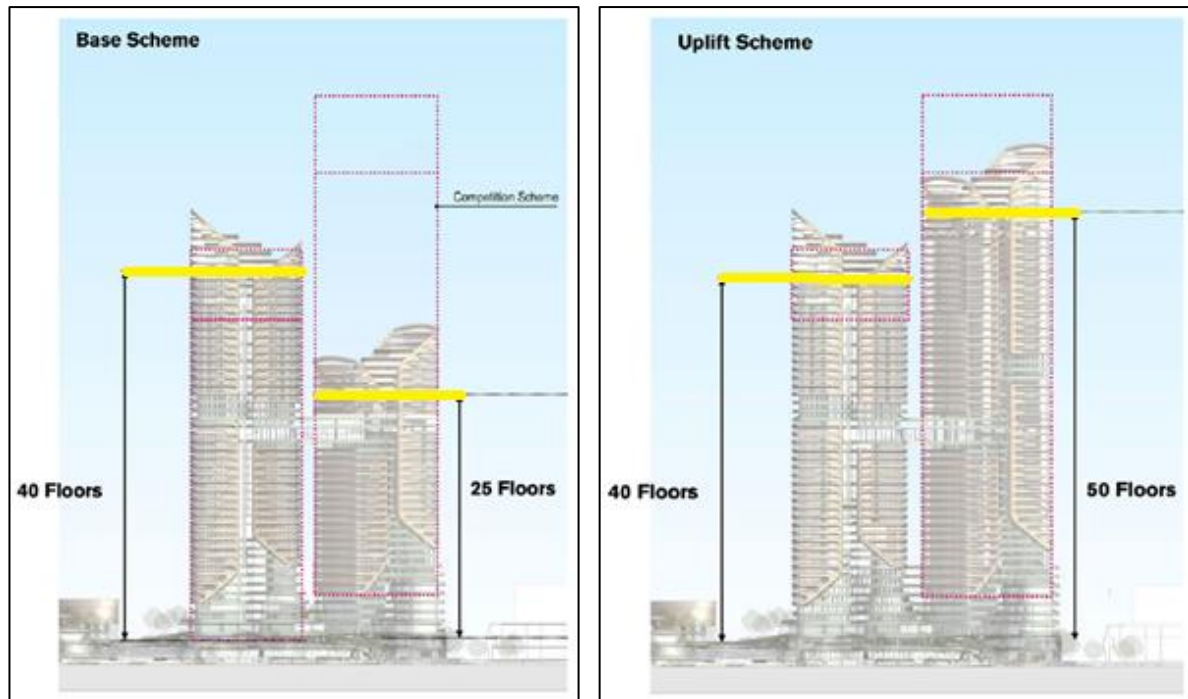


Figure 3: Non-residential upper storeys for articulation purposes only

A draft Planning Agreement accompanies the proposed changes to the planning provisions for the site (refer to **Attachment 4** of the 12 September 2022 Council Report). The draft Planning Agreement proposes to facilitate a range of community benefits dependent upon the respective Development Scenario, however the assessment of the strategic merit and built form of the proposal must be carried out independently of the consideration of any community benefits that would arise from the Planning Agreement (refer to Planning Agreement section further below for more information).

4. BACKGROUND

Wentworth Point forms part of the NSW Government-led urban renewal area of the former industrial lands on the Olympic Peninsula. In 2004, Wentworth Point was rezoned by the NSW Government.

Given no LEP applies to the subject land, there are no Floor Space Ratio (FSR) or building height standards relating to Block H that would ordinarily apply. Instead, the State Environmental Planning Policy (Precincts—Central River City) 2021 (SEPP) applies and requires compliance with the Homebush Bay West DCP. The DCP sets development controls for the building envelope, and therefore any changes to these height or floor area controls requires an amendment to the DCP.

The existing DCP controls for this part of the precinct permits a maximum building height of up to 25 storeys and maximum GFA of 200,649m² for Precinct B. Due to the uptake from existing development, approximately 30,000m² residual GFA remains for Block H, permitting approximately 350 dwellings on the site (refer to Assessment section further below for more information).



Figure 4: Maximum GFA under existing DCP controls

On 23 December 2016, the proposal was lodged by Billbergia to facilitate 2 high-rise residential buildings, with heights of 35 and 52 storeys (existing permissible heights are 16 and 25 storeys).

In 2017, a two-stage design excellence competition was undertaken for Block H. The Applicant undertook the design competition of their own volition, there being no requirement for such a competition under existing planning instruments. The Design Jury comprised Council's City Architect, the NSW Government Architect, and the Applicant's nominee. Stage 1 was a 'Masterplan Concept Design Competition' that identified the site's vision and informed potential DCP controls. Stage 2 was an Architectural Masterplan Concept Design Competition, that refined the proposed DCP controls.

4.1 COUNCIL MEETING – 28 MAY 2018

At its meeting of 28 May 2018, Council considered a report on the proposed amendments to the draft Homebush Bay West Development Control Plan (the draft DCP) and the Stage 1 Design Jury Expert Report in relation to the site known as Block H in Wentworth Point. The Stage 1 report found Block H has the capacity to accommodate 75,000m² of GFA, and that up to 85,000m² of GFA could be "tested" on Block H subject to improved transport and social infrastructure.

The Council officers' recommendation was for the matter to be deferred until the receipt of further advice from Transport for NSW (TfNSW) regarding the potential traffic impacts of further increased density in Wentworth Point. Notwithstanding this,

at the 2018 Council meeting Council resolved the following in relation to the draft DCP and Planning Agreement (referred to as a VPA in Council's resolution) for Block H:

- a) ***That*** Council receives and notes the report regarding the DCP and draft VPA, and also notes that the Design Jury Expert Report provided recommendations regarding the site's capacity to sustain bulk, scale and density.
- b) ***That*** Council proceed with the second half of the Design Excellence competition on the basis of the Jury recommendation to consider additional residential floorspace.
- c) ***That*** Council enter into negotiations on the final terms of the Draft VPA regarding increased floorspace to achieve increased public benefits for Council and the community of at least \$70 million on the proviso that the developer continues to fund the existing Baylink Shuttle service at its own expense for the shorter period of: eight years OR when light rail (Stage 2) is delivered. The Public Benefit items to be targeted include:
 - i. Road infrastructure and intersection upgrades
 - ii. Baylink Shuttle Service (as above)
 - iii. Child care centres
 - iv. Library and Community Centre fit out funding
 - v. Public open space and developed parklands
 - vi. Waterfront promenade & other as agreed on foreshore
- d) ***That*** on completion of the design excellence competition, Council proceed with the exhibition of the Draft DCP to the limit of Option 3 (85,000sqm of residential floorspace).
- e) ***That*** the draft DCP wording contain 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 54,356sqm of residential floorspace as recommended under Option 2.
- f) ***Further, that*** Ward Councillors form a sub-Committee, if the VPA is approved, to assist in making recommendations to Council regarding the allocation of the funds.

As a result of Council's resolution, the second stage of the Design Excellence Competition was undertaken, which involved three architects preparing submissions and then presenting their schemes to the Design Competition Jury from which one architect would be chosen. FJMT and Martha Schwartz Partners were selected by the Jury as the winning architects in September 2018. Further information on the background and process of the Design Excellence Competition is provided within the Jury Report contained at **Attachment 5** of the 12 September 2022 Council Report.

The Stage 2 Design Excellence competition was completed in November 2019 with the winning scheme reflecting a design solution based upon the residential floor area parameters set by Council in its resolution of 28 May 2018 (i.e., 85,000m²). To achieve

85,000m² of residential floor area, the winning scheme comprised one 40 storey tower and one 50 storey tower, plus architectural articulation. As a result of Council's resolution of 28 May 2018, the draft DCP was amended to reflect the outcomes of the Stage 2 Design Excellence competition process.

Council also commenced negotiations of the draft Planning Agreement following Council's resolution on the matter. Negotiations commenced with the target of at least \$70 million in value as well as including the public benefit in accordance with the Council resolution.

4.2 COUNCIL MEETING – 11 MAY 2020

At its meeting of 11 May 2020, Council considered a report on the proposed DCP amendments following the Stage 2 Design Excellence competition and the associated draft Planning Agreement. In accordance with the Council officer recommendation, Council resolved the following:

- a) ***That Council endorse the draft amendments to the Homebush Bay West Development Control Plan (DCP) 2004 (provided at Attachment 2) that have been prepared in response to Council's resolution on 28 May 2018 and the Phase 2 Design Excellence Competition for the purposes of public exhibition in order to accommodate a:***
 - i. *Maximum of 54,356m² of residential GFA and 40 storeys plus architectural articulation storeys under Scenario 1*
 - ii. *Maximum of 85,000m² of residential GFA and 40 storeys plus architectural articulation storeys under Scenario 1*
- b) ***That Council endorse the drafting of a Planning Agreement to reflect the following items identified in Table 4 including associated drafting commentary provided in Attachment 1, with the exception of the proposed Water Recreation Facility:***
 - i. *Bennelong Parkway/Hill Road intersection upgrade works,*
 - ii. *Community Centre and Library Fit-Out reimbursement,*
 - iii. *Childcare Centre (75 place) and public pavilion,*
 - iv. *Embellishment of additional open space,*
 - v. *Shuttle bus service,*
 - vi. *Water Recreation Facility or Indoor Multi-purpose courts (refer to recommendation (c) below), and*
 - vii. *Community infrastructure Maintenance and Operational Fund.*
- c) ***That during the public exhibition, Council seeks community feedback on the following alternative options for inclusion in the Planning Agreement in accordance with the parameters provided in Attachment 1:***
 - i. *Indoor multi-purpose courts; or*
 - ii. *A water recreation facility; or*
 - iii. *Any other recreation facility.*

- d) ***That*** the draft DCP and Planning Agreement be placed on public exhibition concurrently for a period of 28 days and that a report be provided to Council on the outcomes of the public exhibition.
- e) ***That*** Council delegate authority to the Chief Executive Officer to negotiate and determine the specific terms around the delivery of the proposed Planning Agreement items in accordance with Council's Planning Agreements Policy (2018) and as detailed in Attachment 1 including but not limited to staging, delivery, security and indexing prior to the Planning Agreement being placed on public exhibition.
- f) ***Further, that*** Council delegate authority to the Chief Executive Officer to correct any anomalies of a minor or non-policy nature that may arise during the preparation of the Planning Agreement or the draft DCP.

As a result of Council's resolution, the draft DCP and draft Planning Agreement were placed on public exhibition for a period of 28 days from 19 October 2020 to 16 November 2020.

5. PUBLIC EXHIBITION

The draft DCP and draft Planning Agreement were placed on public exhibition from 19 October 2020 to 16 November 2020. The purpose of the public exhibition was to allow the public to provide commentary on the draft DCP and the draft Planning Agreement and form a position on the matter.

Approximately 12,200 letters were issued to residents of Wentworth Point and Rhodes notifying of the public exhibition. Residents were invited to provide comments either via Council's website or through mail. Council officers were also available for phone consultation.

Council's website contained the exhibition documentation, including the draft DCP, the draft Planning Agreement, the design excellence jury report, and links to the relevant Council reports of 28 May 2018 and 11 May 2020. A frequently asked question section was also available for viewing and was also accessible in Chinese and Korean. The website allowed an opportunity for the public to make an online submission and to comment on a preferred infrastructure item to be included in the Planning Agreement, as per Council resolution (c) of 11 May 2020. The same documentation was made physically available at Council's customer contact centre, Parramatta Library and Wentworth Point Library.

5.1 OUTCOME OF THE PUBLIC EXHIBITION

A total of 763 submissions were received via the online website and written submissions. 491 submissions were received objecting to both scenarios under the draft DCP. 169 submissions were received in support of the draft DCP (however of this total, 15 were in support of Scenario 1 only). 103 submissions were received which provided comments only with no clear position on the matter. These results are summarised in **Table 2**:

Table 2: Results of the public exhibition

Position	Result
Object	491 (64%)
Support	169 (22%)
Support – Scenario 1 only	15 (2%)
No position – comments only	103 (14%)
TOTAL	763 (100%)

Four submissions were received from public agencies: City of Canada Bay Council, Sydney Olympic Park Authority (SOPA), NSW Department of Education (DoE) and Transport for NSW (TfNSW). These submissions can be viewed at **Appendix 1, 2, 3 and 4**, and are discussed in further detail in the following section.

As per the Council resolution (c) of 11 May 2020, Council sought community feedback on alternative infrastructure item options for inclusion in the Planning Agreement. The options for the public to consider included indoor multi-purpose courts, a water recreation facility, or any other recreation facility. This part of the public exhibition was optional for the public to comment on. As a result, many submissions made did not include a preference. The results can be seen in **Table 3**:

Table 3: Preferred infrastructure item to be included in the Planning Agreement from the public

Infrastructure type	Result
Indoor multi-purpose courts	179 (23%)
Water recreation facility	287 (38%)
Other	36 (5%)
No preference stated	261 (34%)

Of the “Other” category, some of the major suggested infrastructure items include:

- More open space and picnic areas
- Children’s playgrounds
- Dog park/s
- Road upgrades
- Walking paths
- Community garden.

5.2 SUMMARY OF MAJOR CONCERNS RAISED IN SUBMISSIONS

The key concerns raised amongst the submissions objecting to the draft DCP and draft Planning Agreement are discussed in **Table 4** below. As a result of the community objection and Council officers’ concerns over the suitability and appropriateness of the proposed density and height, Council’s City Design team undertook a review of the exhibited design excellence scenarios. This review has informed the Council officer response to community submission concerns summarised in **Table 4** and **Figure 5** below.

This study utilised the design process to determine the preferred site arrangement, built form outcomes and building height for the site. This involved a contextual analysis

of Wentworth Point to understand the wider organisational principles of the precinct to assess the compatibility of the exhibited draft DCP and develop a Council officer recommendation.

The detailed Block H Design Review can be seen at **Attachment 2** of the 12 September 2022 Council Report.

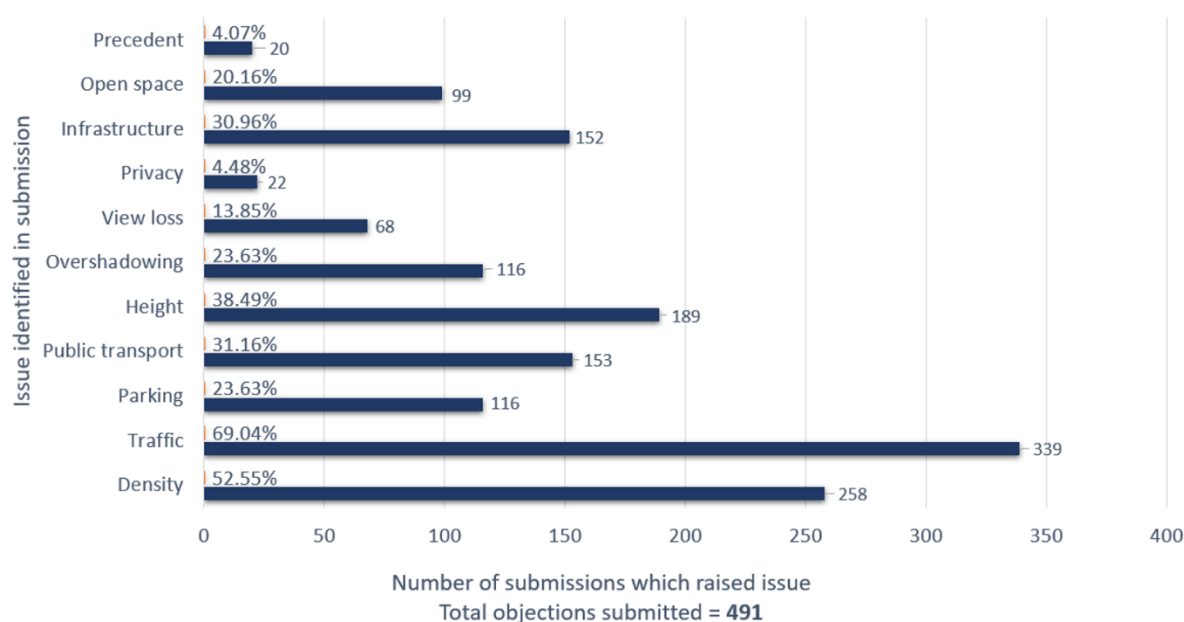


Figure 5: Breakdown of Community Concerns in Submitted Objections

Table 4: Major concerns raised and Council officer responses

Major concern	Summary of concern	Council officer response
Building Height	Concerns were raised regarding the proposed heights being too tall for the area and having adverse impacts on amenity including overshadowing, impact on views and privacy.	<p>The proposed heights are a result of the design excellence process which was based on a predetermined residential GFA of 85,000m² (based on Council's resolution of 28 May 2018). Accordingly, the winning scheme resulted in a 40 and 50-storey tower design to accommodate this density.</p> <p>Council officers acknowledge that the proposed building height is inconsistent with the building height principles established by the Homebush Bay West Development Control Plan 2013 (DCP) in that a maximum of 25 storeys is established to remain below the height of towers in Rhodes and Sydney Olympic Park, and to transition height to adjoining lands.</p> <p>Further, the proposed building height is inconsistent with the nearby existing building heights and would give rise to</p>

		<p>adverse impacts on solar access to surrounding development and public domain, views from neighbouring developments and the public domain, and visual amenity.</p> <p>Refer to Section 6.1 of this report for further detail regarding building heights.</p>
Density	<p>Concerns were raised regarding the proposed density and the impact of increased population in the area as well as setting an undesired precedent within the precinct.</p>	<p>Council Officers acknowledge that the proposed increased building height, scale, and form would set an undesirable precedent for remaining development sites in the area that would erode the established urban design principle of lower height development towards the foreshore.</p> <p>Such a scenario would likely worsen the traffic and transport capacity, placing further strain on the existing public infrastructure. It could also result in built form outcomes that are incongruous to the planned heights for Wentworth Point as sites attempt to accommodate additional density in taller tower forms.</p> <p>Refer to Section 6.3 of this report for further detail regarding Gross Floor Area and Section 6.9 for further detail on precedent.</p>
Traffic and transport	<p>Concerns were raised regarding existing traffic congestion and the cumulative impacts the proposed DCP amendment would have. Concerns were also raised in relation to the existing strain on public transport.</p>	<p>The need to carefully address traffic and transport issues in Wentworth Point has been a key concern for Council officers since the proposal was lodged in 2016.</p> <p>Since exhibition, the Applicant has undertaken additional traffic and transport modelling to investigate the cumulative traffic impacts of the proposed development (including the proposed high school on the TfNSW site to the north) on the regional traffic network. The revised modelling and study was completed in February 2022.</p> <p>Upon review of the study, the design led Council officer preferred scheme can be supported on traffic and transport grounds subject to the provision of key network upgrades, as specified in Section 6.10. There is a reasonable prospect that the uplift proposed in the Council officer preferred scheme will not result in an</p>

		<p>adverse impact on the existing traffic network performance subject to the abovementioned improvements being delivered.</p> <p>Refer to Section 6.10 of this report for further detail regarding Traffic and Transport.</p>
Open space and recreation	Concerns were raised regarding the lack of open space provision within the precinct and the need for the provision of more recreational facilities.	<p>The amount of total public open space required at Block H under existing DCP controls is 10,973m². These open space provisions are required to be delivered as part of any Development Application at Block H and are not dependent upon a Planning Agreement.</p> <p>Both proposed Scenarios provide a total of 24,050m² open space on site. However, the more delineated urban park space that is clearly separated from the development by an accessway is approximately 8,200m², while the remainder of the ground plane dedicated to landscape is not necessarily perceived to be clearly public.</p> <p>Council officers acknowledge that the portion of proposed public open space that is considered readily useable is inadequate as it does not comply with the current DCP (the indicative-built form diagram in the DCP illustrates a public park of approximately 9,850m² for Block H) and will it be sufficient to support the proposed additional floor area. Further, the configuration of proposed public open space does not present as being readily useable by the public.</p> <p>Refer to Section 6.6 of this report for further detail regarding Public Domain and Open Space and Section 6.7 for further detail on Solar Access to Public Open Space.</p>
Local schools and services	Concerns were raised regarding the impact of future populations in the area and its impact on the availability of school spaces. This included concerns for the primary school, a	<p>The Department of Education (DoE) provided a submission as part of the public exhibition. In its submission, DoE acknowledge that any uplift at the site will result in a high likelihood of affecting the student population of the existing primary school, noting that the school currently operates at a high level and is at or near</p>

	lack of a high school in the area, and the need for more childcare centres.	<p>capacity. Notwithstanding, DoE have committed to continue to work with Council to ensure schools are supporting community needs and to be appropriately resourced to respond to student population changes. In this context it is noted that if a proposal on this site were to proceed, Council would be required to consult with DoE to ensure the primary and high schools can appropriately respond to student population changes.</p> <p>Furthermore, DoE submitted a State Significant Development (SSD) application for the development of the Sydney Olympic Park High School at 7 Burroway Road, Wentworth Point in 2021, which is currently being assessed by the DPE.</p>
Hazards and structural integrity	Concerns were raised regarding the impact of flooding in the precinct and the location of the site being adjacent to the Parramatta River potentially compromising the structural integrity of the development.	<p>Council officers note that several submissions raised concerns in relation to flooding along Hill Road. On 12 July 2021, Council adopted the Hill Road Master Plan. The plan aims to increase pedestrian and vehicular safety, create a greener more shaded roadway, manage flooding and address drainage concerns.</p> <p>Under the plan, appropriate drainage design on Hill Road has been included to address existing flooding issues and to improve Hill Road to be safer for all users. Flooding issues are expected to be addressed as part of its implementation.</p>

5.3 AGENCY SUBMISSIONS

Council received four submissions from public agencies. These are discussed below:

5.3.1 CITY OF CANADA BAY COUNCIL

City of Canada Bay Council (CCB) made a submission to Council on 5 November 2020 (**Appendix 1**).

CCB acknowledges that under Council's Local Strategic Planning Statement (LSPS) Wentworth Point is forecast to increase by an additional 8,980 dwellings by 2036. Accordingly, CCB have highlighted that there is a clear nexus between the development of Wentworth Point to deliver additional housing and the delivery of an adequate mass public transport, particularly PLR Stage 2.

Concerns are raised that under draft DCP amendment 5.4.5, the nexus is a 'funding commitment' rather than actual delivery of PLR Stage 2 (or equivalent public transport service). This is because there is likely to be a lengthy amount of time between funding commitment and actual operation of PLR Stage 2 (or equivalent public transport service).

Furthermore, CCB notes that Scenario 1 does not require any commitment towards PLR Stage 2 (or equivalent public transport service). The concern raised is that should Scenario 1 proceed without the adequate transport infrastructure, then residents will likely access public transport at Rhodes Station which is stated to already be at capacity. Whilst CCB is working with the Department of Planning and Environment (DPE) to upgrade the station platform, the upgrade makes no allowance for additional users above the current capacities and future users forecast under the Rhodes Place Strategy.

Council officer response to CCB

Council officers acknowledge the implications of additional residential development placing increased demand on transport infrastructure. The need to carefully address traffic and transport issues in Wentworth Point has been a key concern for Council officers since the proposal was lodged in 2016.

Since exhibition, the Applicant has undertaken additional traffic and transport modelling to investigate the cumulative traffic impacts of the proposed development (including the proposed high school on the TfNSW site to the north) on the regional traffic network. The revised modelling and study was completed in February 2022.

The design led Council officer preferred scheme can be supported on traffic and transport grounds subject to the provision of key network upgrades including:

- Delivery of Sydney Metro West (committed by State Government)
- Australia Avenue and Homebush Bay Drive intersection upgrade (funding committed by State Government)
- Parramatta Light Rail Stage 2 (PLR2) or equivalent frequent bus service to Sydney Metro West (bridge from Melrose Park committed, further investigation work funded for delivery of service)
- Replacement of temporary Applicant provided bus shuttle to Rhodes Train Station with a permanent TfNSW bus service (TfNSW have noted that additional services will be programmed).

There is a reasonable prospect that the uplift proposed in the Council officer preferred scheme will not result in an adverse impact on the existing traffic network performance subject to the abovementioned improvements being delivered. Further, Council officers consider that the delivery of the abovementioned transport infrastructure will alleviate increased demand upon Rhodes train station and the existing transport infrastructure.

5.3.2 SYDNEY OLYMPIC PARK AUTHORITY

Sydney Olympic Park Authority (SOPA) made a submission to Council on 11 November 2020 (**Appendix 2**).

SOPA notes that the proposed amendments to the DCP will not materially impact on Sydney Olympic Park. However, SOPA recommends that a shadow study be undertaken to demonstrate any impacts on the surrounding area, in particular, the Woo-La-Ra Nature Reserve located on Hill Road.

Council officer response to SOPA

As part of the design excellence competition process, the participating architects were required to undertake shadow modelling of their respective designs. The winning scheme by FJMT has modelled the shadow impacts of the proposed development. There would be no shadow impacts on SOPA land, in particular the Woo-La-Ra Nature Reserve located on Hill Road. Notwithstanding, Council officers have significant concerns surrounding the proposed building height, and shadow impacts on surrounding dwellings and the public domain.

5.3.3 DEPARTMENT OF EDUCATION

Department of Education (DoE) made a submission to Council on 14 December 2020 (**Appendix 3**).

Population growth impacts

DoE notes that any scenario that achieves uplift on the site will affect the student population of the area and that Wentworth Point Public School (WPPS) is already operating at or near capacity. That said, DoE have stated that they are committed to working with Council to ensure schools are supporting community needs and continue to be appropriately resourced to respond to student population changes.

Building heights and overshadowing

Similar to the SOPA submission, DoE requested that additional information be provided regarding the extent of the proposed massing shadow, if any, on WPPS. If solar access is found to impact on the school site, the proposed heights have been requested to be reduced to mitigate such impacts.

Traffic and parking

DoE have provided comments on increased traffic impacts development would have on the surrounding road network and parking, however, they directed Council to seek further advice from TfNSW.

Connections

DoE are committed to ensuring safe travel routes to and from school and therefore concern is also raised in relation to the security of the proposed shared way path

through the public open space. The concern stems from the open space being dedicated to the 'Community Organisation' under the draft Planning Agreement. DoE recommends that the shared way be better secured via an amendment to the open space requirements under the Homebush Bay West DCP.

Draft Planning Agreement

DoE is supportive of the deliverables under the draft Planning Agreement; however, it recommends that the following items also be included:

- Requirements for public domain, transport and other infrastructure works required to support public schools in the locality; and
- The collection of specific contributions to support, amongst other things, social education programs around active transport within Homebush West.

DoE state that the inclusion of these additional items will ensure projected growth resulting from the proposal is appropriately accommodated for and new supporting infrastructure near and around public schools can be constructed.

Council officer response to DoE

Council officers acknowledge the implications of additional residential development having an increased demand on school infrastructure. If a proposal on this site were to proceed, Council would consult with the Department of Education to ensure local schools can accommodate student population growth.

The design excellence competition process required the participating architects to undertake shadow impact modelling. Development at Block H will not overshadow the school as the site is located south of the school. Notwithstanding, Council officers have significant concerns surrounding the proposed building height, and shadow impacts on surrounding dwellings and the public domain.

The draft Planning Agreement is not a consideration in the assessment of the strategic and site-specific merit of the proposal. Notwithstanding, a planning agreement is not considered to be an appropriate mechanism to fund supporting infrastructure for schools.

5.3.4 TRANSPORT FOR NSW (DECEMBER 2020)

Transport for NSW (TfNSW) made a submission to Council on 4 December 2020 (**Appendix 4**). TfNSW's December 2020 submission (summarised below) has been in part superseded by TfNSW's peer review of the Applicant's 2022 Transport Study (refer to Section 6.10).

Development uplift

TfNSW expressed concerns that whilst Block H is one of the last development sites within the precinct, it may set a precedent for the remaining sites to seek development uplift, should this be endorsed by Council. Accordingly, TfNSW reiterates that Council must take into consideration the potential cumulative development impacts on the

traffic network, considering both the Carter Street and Sydney Olympic Park precincts which are expected to grow by an additional 14,000 dwellings over the next 20 years, when regarding an appropriate level of development uplift for the Block H site.

Voluntary planning agreement and long-term bus planning

TfNSW commented that regardless of whether the Baylink shuttle continues, TfNSW will continue to monitor future demand and consider additional bus services as part of strategic bus service planning for the region.

Opportunities for modifying active transport on Bennelong Bridge

TfNSW does not support the change of use of the T-way lane from a dedicated bus only lane to a shared bus/cycle lane due to impacts on efficiency and safety. Alternative opportunities suggested to be investigated include duplication of the bridge or 'clip on' structure to increase active transport capacity, or a potential re-design of the 5.5m wide pedestrian/cycle carriageway to include paint separation.

Parking provision and travel demand management measures

The draft DCP amendment proposes a general minimum parking provision of 1 space per dwelling. TfNSW regard this as excessive as it would result in 1,509 spaces for scenario 1 and 1,945 spaces for scenario 2. TfNSW recommend using maximum parking like the Parramatta Road Corridor Transformation Strategy, which aims to reduce reliance on private vehicle use.

Council officer response to TfNSW

TfNSW's 2020 submission had provided insufficient information to allow Council officers to properly assess the impacts of the proposed development. Subsequently, TfNSW provided revised comments as part of its peer review of the Applicant's 2022 Transport Study. Refer to Section 6.10 of this report for further information.

6. COUNCIL OFFICER ASSESSMENT

The City Design Team has carried out an urban design review of the exhibited Development Control Plan amendment for Block H Wentworth Point. The purpose of the study was to support the planning assessment process by undertaking a design review of the exhibited design excellence scenarios and accompanying DCP in response to the concerns raised in submissions. This involved a contextual analysis of Wentworth Point to understand the wider organisational principles of the precinct to assess the compatibility of the exhibited DCP for Block H and develop a Council officer recommendation.

In response to Council officers' preferred scheme (refer to Section 7), the Applicant submitted a revised scheme (maximum 45 storeys height). The Applicant's revised scheme (**Attachment 7** of the 12 September 2022 Council Report) remains largely the same as the exhibited DCP amendment. Therefore, the revised scheme is included for information only and did not form part of Council officers' detailed assessment.

6.1 HEIGHT OF BUILDINGS

The exhibited DCP for Block H considered two development scenarios. Scenario 1 proposed a 25-storey and 40-storey tower, and Development Scenario 2 proposed a 40-storey tower and a 50-storey tower (57 storeys with articulation zone), respectively (refer to **Figures 6** and **7**). The proposed heights are to enable the Council endorsed GFA to be achieved.

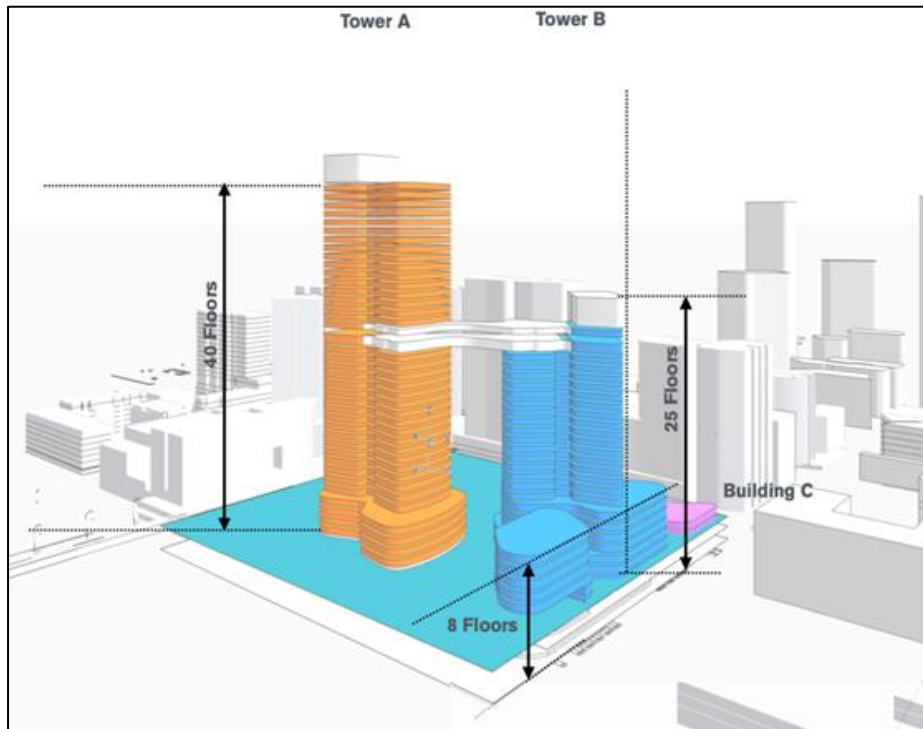


Figure 6: Proposed Scenario 1 (image provided by the Applicant)

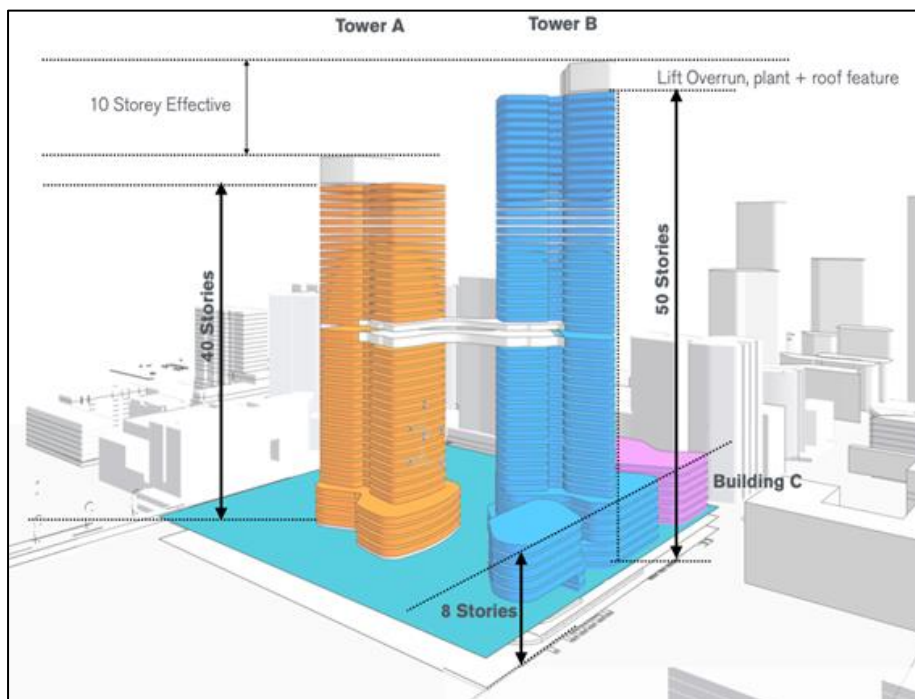


Figure 7: Proposed Scenario 2 (image provided by the Applicant)

Council officers raise significant concerns regarding the proposed maximum building height. Following detailed analysis, Council officers consider the proposed tower heights to be out of context with the surrounding area. This has been previously raised by Council officers in the 11 May 2020 Council report.

Although the proposed building heights are significantly above the existing permitted building height (25 storeys), the Applicant argues that the proposed heights provide reference to nearby redevelopment precincts. However, the proposed building heights also exceed the maximum building heights permitted within the following precincts:

- Rhodes – 40 storeys, serviced by an existing train station,
- Olympic Park – 45 storeys, serviced by an existing train station and future Metro West station, and
- Carter Street Precinct – 45 storeys, to be serviced by a future Metro West station.

A detailed design review of the height strategy for Wentworth Point (referenced within **Attachment 2** of the 12 September 2022 Council Report) revealed there is limited design justification for development at Block H to reference the maximum building heights of adjacent precincts. The future height allocation on the peninsula presents two very disparate skyline arrangements that are separated by the axis of Hill Road. Within the Wentworth Point precinct itself, a maximum 25 storey height limit is organised along Wentworth Place before stepping away in both directions to 6-storeys along the foreshore and Hill Road (see **Figure 9** below). The height strategy for the Sekisui House site references the Millennium Marker at Newington Nature Reserve with a 40-storey height located central to the Millennium Marker, balanced by lower heights that then splay outwards to 40 storey towers located at the periphery of the site (see **Figure 8** Elevation from Parramatta River looking South and **Figure 9** below).

Given these two contrasting and distinctive height strategies, there is a strong design case for development in Block H to have a close relationship to other development within Wentworth Point itself, rather than referring to other precincts. This contextual analysis has resolved that any tower development above the 25 storey planned height limit is not considered to be contextually compatible with the Wentworth Point height strategy.

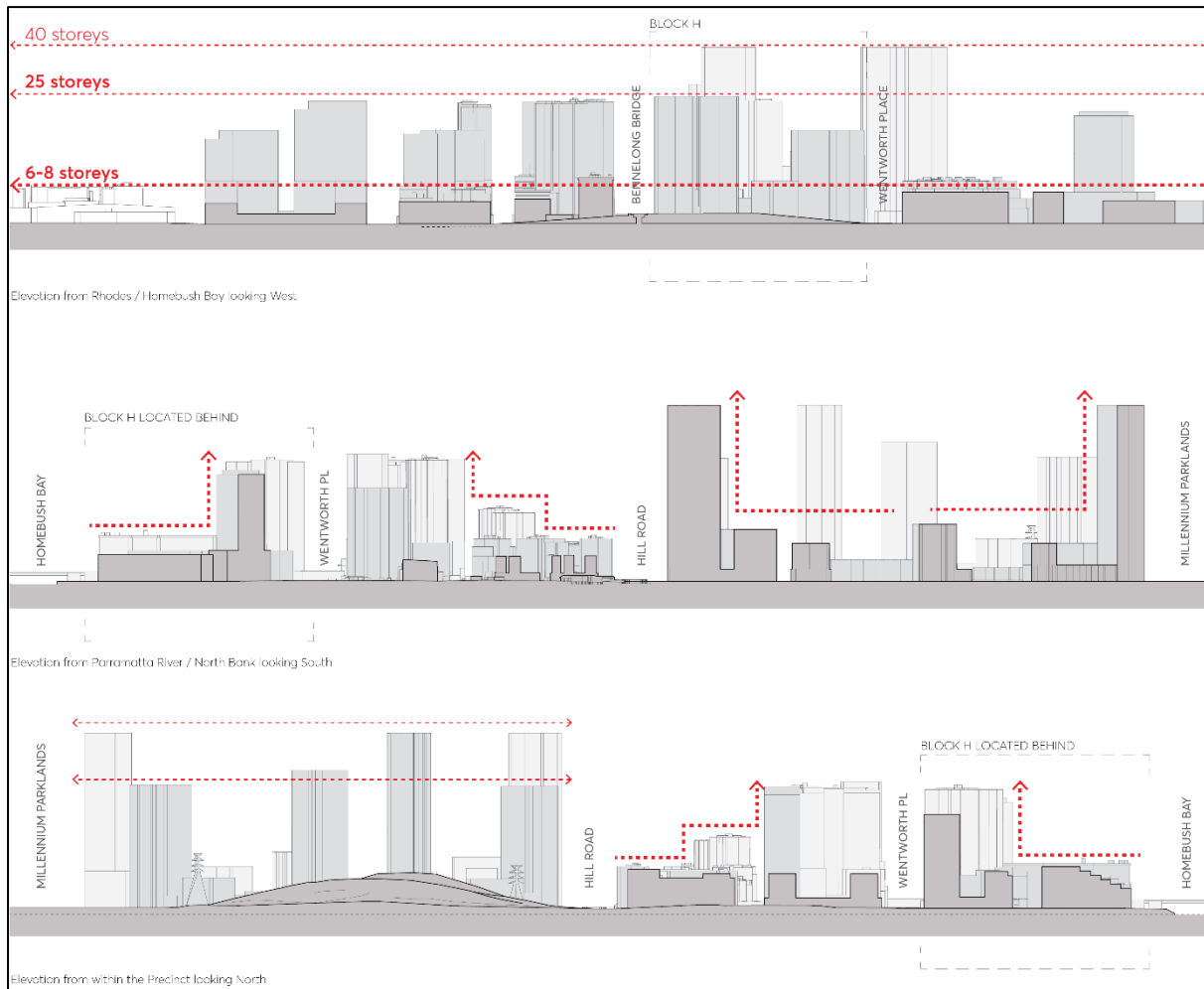


Figure 8: Elevations through Wentworth Point Precinct

It is noted that 14-16 Hill Road (owned by Sekisui House) located on the western side of Hill Road, Wentworth Point was subject to an approved Planning Proposal (finalised by DPE in December 2021) to increase the building height from 25 storeys to 40 storeys with no increase to current permissible Gross Floor Area. The Sekisui House site is not subject to the provisions of the Homebush Bay West DCP and is instead under the application of the Auburn LEP 2010 and Wentworth Point DCP.

Another significant difference between the Sekisui House site and Block H is that the Sekisui House Planning Proposal did not seek additional density, only an increase in height. The Block H proposal seeks to significantly increase building height and floor area. With regards to height, the Sekisui House site does not form part of the immediate foreshore context of Block H, which comprises established lower-form development along both sides of the river. The Sekisui House site therefore should not be utilised as a precedent to support the proposed significant uplift in height along the foreshore as part of Block H, which would be significantly out of character with the immediate context.

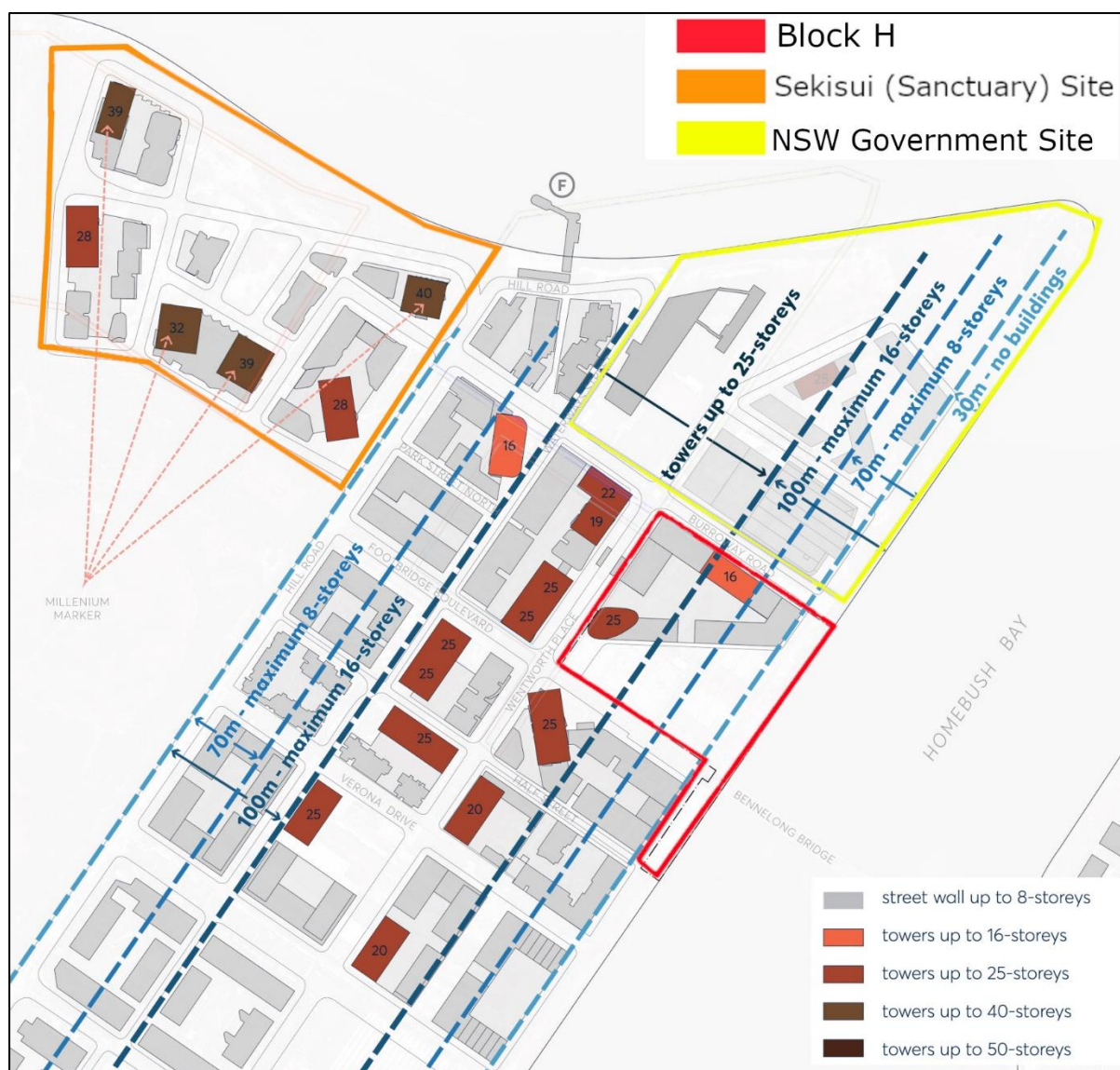


Figure 9: Height of Buildings (Storeys) in Wentworth Point

6.2 HOMEBUSH BAY FORESHORE PROMENADE

The existing DCP requires a 30m setback along the length of Homebush Bay to support a generously proportioned public promenade. This promenade has been delivered across the southern portion of the precinct and reflected at Rhodes, but that has not been reflected in the exhibited DCP for Block H, which proposes a 20m setback. This is unacceptable given the proposal will be significantly inconsistent with the established setback, resulting in adverse visual amenity impacts.

Along the foreshore (and located outside of the required 30m setback) existing buildings are predominantly up to a maximum of 6 storeys (except for one building at 8 storeys within proximity of the site). This is shown in section 5.3.2 of the existing DCP. This established height along the foreshore provides the promenade with a humanised scale and optimises solar access to this public space. No towers, both existing and planned, currently exist within at least 100m of the foreshore.

The proposal for Block H locates both towers within this low scale foreshore zone, with a 40-storey tower located directly on the promenade in both development scenarios. This visibly reduces the human scaled setting that has been attributed to the foreshore promenade to preserve its public amenity. This tower arrangement also results in a significant overshadowing of the foreshore from 12pm onwards (based on mid-winter analysis). The proposal is unacceptable given that it disrupts and dominates the established height of existing development along the foreshore. The proposal erodes the well established design principle that seeks to provide a human scale of development and would result in adverse visual bulk and scale.

6.3 GROSS FLOOR AREA

Section 5.3.1 of the Homebush Bay West DCP establishes the maximum gross floor area (GFA) for the precinct. The total allowable GFA for this part of the Wentworth Point precinct (of which Block H forms a part) is 200,649m². Previous development approvals have resulted in the majority of the allowable GFA already being utilised, with approximately 30,000m² residual GFA remaining for Block H.

Section 5.3.2 of the existing Homebush Bay West DCP establishes a part 16-storey and part 25-storey height limit for Block H. Utilising these envelopes, Block H can accommodate more than the residual 30,000m² GFA, being approximately 48,960m² GFA (approximately 575 dwellings). Should the residual GFA only be utilised, this will accommodate approximately 350 dwellings.

Council officers' preferred scheme is in accordance with the existing maximum building heights in the DCP (16 and 25 storeys), and can accommodate approximately 52,600m² GFA (approximately 620 dwellings). This equates to 22,600m² GFA (or 270 additional dwellings) over and above the current existing residual GFA (30,000m²). The reason for this additional GFA is due to a revised and more efficient building envelope design.

Council officers consider that Block H should be developed in accordance with the existing height controls, which (in conjunction with the setback controls) sets the desired future character of the area. Council officers' preferred design scheme is in accordance with the existing height controls.

The additional 270 dwellings that could be accommodated in Council officers' preferred scheme will not result in an adverse impact on the existing traffic network performance subject to the recent infrastructure commitments from the State Government and noting the outcomes of recent traffic modelling undertaken for the precinct (as outlined in the Transport section below).

6.4 BUILDING TYPOLOGY AND SITE STRUCTURE

The physical context of Wentworth Point is defined by a very 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 should be noted as the exception and not the rule.

Rotating towers away from the street grid severs the potential to resolve a well-defined and human scaled street wall at the ground, which is inconsistent with the prevailing character of the precinct. Further, the detached towers within a landscape setting as proposed in the exhibited DCP scenarios are not considered compatible with the existing context.

This street grid of Wentworth Point also offers continuous and framed views to water, contributing to the legibility and wayfinding in the precinct. Where there is a variation to this principle, towers are still located to ensure a visual continuation in the absence of a street. A noteworthy example of this that impacts Block H is where Park Street North terminates in built form at Block E before reaching the foreshore. However, views to sky have still been preserved along this axis through sympathetic location of towers (noted on page 3-5 of **Attachment 2** of the 12 September 2022 Council Report).

The exhibited DCP for Block H locates towers directly in the observed views to sky along Park Street North, increasing the perceived density in the precinct as experienced from the public domain. This also results in a greater number of neighbouring apartments experiencing a loss of direct views than what could be developed under existing DCP controls.

It is noted that Council officers' preferred scheme differs from the layout provided in the existing DCP. Based on the detailed site analysis, the Council officers' preferred scheme further minimises view loss from surrounding development and from the public domain, representing an improvement over the existing DCP controls in this regard.

6.5 VIEW SHARING AND VIEW LOSS

The combined bulk of both towers at Block H also obscure the view sharing potential from surrounding dwellings. The proposed towers visually converge due to their offset alignment and 18 metre separation, creating a 'wall' of development that preferences the views from Block H. This has a more noteworthy effect on Block C and the northern tower of Block E, which are populated by narrow single aspect apartments with already constrained outward views.

When measured from the primary living spaces of neighbouring units, the net number of units that will experience a loss of direct views is greater under the exhibited DCP scenarios than the indicative-built form represented in the Homebush Bay West DCP 2013, giving validity to community concerns over additional view loss.

6.6 PUBLIC DOMAIN AND OPEN SPACE

The current DCP requires 10,973m² open space. This figure is based on 10% min of each precinct site area and is not commensurate to GFA. The total amount of public open space for each sub-precinct can include the foreshore promenade. The indicative-built form diagram in the DCP illustrates a public park of approximately 9,850m² for Block H (meaning that, to meet the 10% minimum the foreshore would need to be included – 3,220m²).

The Stage 1 brief sought to increase the size of the public park for Block H, from 9,850m², to 10,500m². This would be in addition to the foreshore promenade. The

Stage 2 brief sought 16,800m² public open space total (did not specify size of public park). The proposed (exhibited) DCP does meet the required 16,800m² public open space total as per Stage 2 brief, but it is poorly configured, with the public park being only 8,200m². The Council officer preferred scheme is consistent with the Stage 1 brief (10,500m² public park), which is commensurate with the density.

Therefore, the Council officer preferred scheme includes a 10,500m² public park, which in conjunction with the 3,220m² promenade, results in a total public open space for Block H of 13,720m², which is greater than the minimum 10% as per the current DCP (10,973m²).

The exhibited scenarios include 24,050m² of publicly accessible open space. This includes a more delineated “Urban Park” space of approximately 8,300m² and unencumbered space along the foreshore promenade of approximately 3,220m². A key consideration in the drafting of the proposed DCP controls was to ensure that the space has the perception of being public, clear public access and that maximum solar access is achieved. Council officers only consider the proposed “Urban Park” in the Applicant’s proposal as being clearly delineated public open space edged by a public street or pathway, and therefore the remaining open space is not considered to be usable and accessible public open space. The proposed accessway edging the “Urban Park” (shown in orange in **Figure 10** below) is narrow and is not considered to be sufficient in providing a clear sense of address to the proposed towers, further obscuring the distinction between potentially private and public spaces.

The unencumbered space provided along the foreshore promenade in the exhibited DCP scenarios is approximately 3,220m² 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 4,840m² of space attributed to the promenade.

Refer to **Figure 10** below for the proposed layout of the site as per the exhibited DCP scenarios. Further detail on the proposed layout of the park is provided in the Jury report at **Attachment 4** of the 12 September 2022 Council Report.



Figure 10: Proposed public open space (Council officers only consider the “Urban Park” to be readily accessible functional public open space). NOTE: The red dotted rectangle over the “Urban Park” illustrates the preferred size and location of Council officers’ preferred configuration, and the solid red rectangle illustrates the existing car park structure

6.7 SOLAR ACCESS TO PUBLIC OPEN SPACE

The solar access potential to the open space has been assessed using the assumptions contained the in Stage 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. It is considered that the foreshore space should also be considered in this assessment to maximise the solar potential to this significant public asset.

While the 8,200m² urban park space provided in the exhibited DCP for Block H meets these solar access assumptions, the additional open space in the exhibited DCP for Block H included to meet the minimum public open space requirements is largely overshadowed through the day and has limited value other than to conflate solar access calculations. The foreshore promenade is heavily affected by overshadowing due to the location and scale of development along the foreshore.

6.8 ENVIRONMENT

Several development controls have been incorporated into the draft DCP to reflect the commitment made by the Applicant as part of the Design Competition relating to the energy and water efficiency and resident amenity. This includes increasing requirements for BASIX Energy scoring for high density buildings, natural ventilation and electric vehicle charging infrastructure. Controls to minimise the contribution to the urban heat effect and water sensitive urban design principles are also included as part of the draft DCP. Further detail is provided in the draft DCP at **Attachment 3** of the 12 September 2022 Council Report.

6.9 PRECEDENT

The proposed significantly increased building height over and above existing DCP controls at Block H could set an undesirable precedent for the remaining development sites (refer to **Figure 11**) in the area that would erode the established urban design principle of lower height development towards the foreshore. This would result in adverse view loss, and solar access and visual amenity impacts as viewed from surrounding development and the public domain.

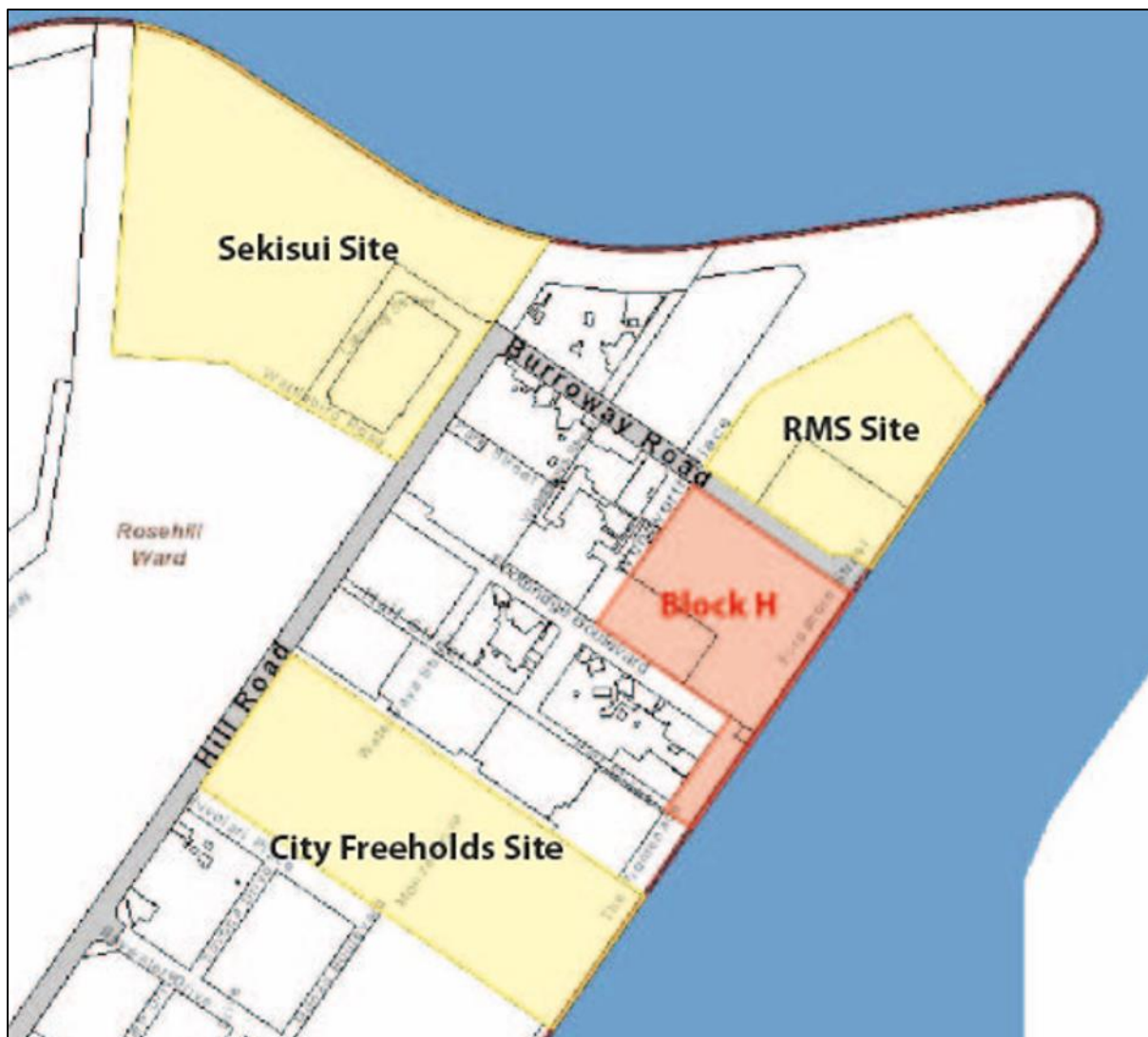


Figure 11: Remaining development sites on the Wentworth Point Peninsula

6.10 TRAFFIC AND TRANSPORT

The advice received from TfNSW in its submission to the public exhibition of the draft DCP and draft Planning Agreement raised concerns regarding the capacity of the road network and adequacy of the traffic impact assessment undertaken by the Applicant to support the proposal. It indicated that Council would need to be confident that any traffic and transport modelling undertaken to support the proposal has adequately assessed and quantified all potential transport impacts (and mitigation feasibility), considering that the surrounding local and regional road and transport network is operating at / or near capacity, and further growth is planned for the Carter Street and Sydney Olympic Park precincts.

Council officers also raised concerns that there were still unresolved traffic and transport issues that needed to be addressed prior to the endorsement of any uplift at the site. The need to carefully address traffic and transport issues in Wentworth Point has been a key concern since the proposal was lodged in 2016. To this end, the May 2020 Council report where the proposal was endorsed for the purposes of public

exhibition recommended that the proposed amendments to the HBW DCP not be finalised until advice has been received from TfNSW confirming that the traffic and transport impacts generated from the proposal have been addressed. Similarly, concerns regarding the potential adverse traffic impacts of the proposal was the most mentioned issue in submissions objecting to the proposal received during the public exhibition period.

To address these concerns, the Applicant undertook additional traffic and transport modelling to investigate the cumulative traffic impacts of the proposed development (including the proposed high school on the TfNSW site to the north) on the regional traffic network. The study area included both Wentworth Point and Sydney Olympic Park, and was bounded by Parramatta River to the north, Concord Road to the east, Parramatta Road to the south and Hill Road to the west. The study also included the major transport corridors of the M4 Motorway and Australia Avenue and modelled several key intersections for detailed intersection assessment.

The modelling also utilised detailed regional traffic modelling information provided by TfNSW, and both TfNSW and Council officers provided input into the scope and methodology of the study.

The revised modelling and study was completed in February 2022 and has been reviewed by both TfNSW and Council officers. The study concluded that the proposed development at Block H as well as the new high school will have *“no material impact on the performance of the road network”* based on the delivery of certain network improvements that will be delivered in the coming years. The Transport Study is provided at **Attachment 6** of the 12 September 2022 Council Report.

Following their review of the study, TfNSW has subsequently provided advice stating that: *“based on the results of the study, the operational impacts of the proposed Wentworth Point Block H can be adequately serviced with the NSW Government committed transport initiatives, primarily the Sydney Metro West.”* The response also noted that *“ongoing commitments to the shuttle service to Rhodes Station would also be beneficial until TfNSW is able to program additional local bus routes and services”*.

The study was also reviewed by Council officers, and it is noted that it concludes that the strategic road network surrounding the Wentworth Point is at capacity. However, some capacity constraints will be relieved by future public transport improvements and intersection upgrades, but the constrained road network conditions will remain largely comparable to the conditions currently experienced in future years.

Upon review of the study, the design led Council officer preferred scheme that responds to the design principles and community feedback outlined above and in **Attachment 2** of the 12 September 2022 Council Report can be supported on traffic and transport grounds subject to the provision of key network upgrades including:

- Delivery of Sydney Metro West (committed by State Government)
- Australia Avenue and Homebush Bay Drive intersection upgrade (funding committed by State Government)

- Parramatta Light Rail Stage 2 (PLR2) or equivalent frequent bus service to Sydney Metro West (bridge from Melrose Park committed, further investigation work funded for delivery of service)
- Replacement of temporary Applicant provided bus shuttle to Rhodes Train Station with a permanent TfNSW bus service (TfNSW have noted that additional services will be programmed).

In addition, localised intersection improvements are already programmed and committed at Hill Road and Bennelong Parkway which will provide improvements to the transport network and were taken into consideration as part of the revised traffic and transport study. Therefore, there is a reasonable prospect that the uplift proposed in the Council officer preferred scheme will not result in an adverse impact on the existing traffic network performance subject to the abovementioned improvements being delivered. Notwithstanding, further traffic analysis demonstrating that this scenario can be accommodated within the traffic network with these improvements in place will need to be provided should a new proposal be submitted by the Applicant.

TfNSW has also advised that Council should consider reducing maximum car parking rates should additional uplift be considered on the site. However, this is not regarded appropriate for a site at this location due to its distance from the railway and Metro stations. Furthermore, many submissions that objected to the proposal raised the issue of a lack of parking in the precinct with concerns that this would be exacerbated with further development. Therefore, it is not recommended that parking rates be reduced as part of any future development proposal on the site.

7. COUNCIL OFFICER RECOMMENDED SCHEME

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 a consistent street wall.

The Block H Design Review recommends a development scenario that promotes a 6-storey street wall with two towers setback above. The scenario allows for a 25-storey tower located at the intersection of Wentworth Place and Burroway Road, consistent with the location of other 25-storey towers in the precinct, and a second 16-storey tower located further down Burroway Road. The proposed public open space comprises of approximately 10,500m² attributed to the urban park and 3,220m² to the foreshore directly adjacent to the development.



Figure 12: Council officer Recommended Scheme

The recommended scenario does consider a potential uplift with an increase in residential floor area of approximately 22,000m² (or 260 apartments), however this figure has been determined through contextual whole of precinct analysis informing the site response. It should be noted that there is some degree of overshadowing and impact on direct views from neighbouring apartments is to be expected when developing to the densities observed at Wentworth Point, however the recommended scenario performs better than the exhibited DCP scenarios in both circumstances.

Street blocks are kept regular and legible, and the colocation of towers along Burroway Road preserves observed views to sky. Aligning towers also assists in minimising the impact on views from neighbouring apartments by consolidating tower height in one location and increasing the potential for oblique views over the street wall development and open space.

8. DRAFT PLANNING AGREEMENT

It is important to note that the assessment of the draft Planning Agreement is separate to the assessment of the DCP Amendment. The strategic merit and built form of the proposal must firstly be established before consideration can be given to any associated draft Planning Agreement. This report has concluded that, on the assessment of its merits, the proposed DCP Amendment is not acceptable.

Following Council's resolution of 28 May 2018, Council officers commenced negotiations with Billbergia regarding the Planning Agreement for this site in association with the draft amendments to the DCP. A revised Letter of Offer was received from Billbergia on 24 February 2020 and is based on Council's resolution, which attributes a minimum \$70 million value to the Planning Agreement for this site on the provision that the developer continues to fund the existing shuttle bus service for a period of eight (8) years or when Stage 2 Parramatta Light Rail (PLR) is delivered. The full value of the Planning Agreement is based on Scenario 2 maximum residential GFA of 85,000m². The Council resolution stipulates items of public benefit that are to be targeted within the Planning Agreement to include:

- a. Road infrastructure and intersection upgrades
- b. Baylink Shuttle Service (as above)
- c. Child care centres
- d. Library and Community Centre fit out funding
- e. Public open space and developed parklands
- f. Waterfront promenade & other as agreed on foreshore.

Due to the uncertainty around the delivery of the required State infrastructure to enable the site to realise the full 85,000m² GFA, the Letter of Offer categorises the infrastructure items into two scenarios that match the development scenarios included in the draft DCP. This ensures that the essential items are delivered at the earlier stage of development as part of Scenario 1 should Scenario 2 not be realised. The value of the Planning Agreement per scenario is also proportional to the amount of GFA permissible under each scenario. The two development scenarios that are subject to the draft Planning Agreement are identified in **Table 5**:

Table 5 – Two development scenarios possible on the site

	Scenario 1	Scenario 2
Gross Floor Area (residential)	55,356m ²	85,000m ² (subject to PLR Stage 2 and Metro West or other transport infrastructure to support this density such as a bus service)

Under the provisions of the Environmental Planning and Assessment (EP&A) Act 1979, a Planning Agreement can only be entered into as part of an Environmental Planning Instrument i.e., a Planning Proposal or development application. In this instance, the proposed changes to the planning controls applicable to Block H are being made via an amendment to the Homebush Bay West DCP, which is not an environmental planning instrument under the EP&A Act 1979. As a result, the Planning Agreement (if endorsed by Council) would be secured and delivered as part of the

future development application for the site as a condition of consent in accordance with section 7.7(3)(a) of the EP&A Act 1979.

The Applicant would still be required to pay development contributions in addition to the items identified in the Letter of Offer.

The estimates of the value of each element of the offer have been analysed and verified through an independent peer review (commissioned by Council). This was undertaken to verify the proposed costs of delivering the childcare centre, public pavilion and open space embellishment. The peer review concluded that the values assigned by the Applicant are a reasonable estimate of the cost of delivering these items. The summary of proposed Planning Agreement deliverables can be seen in **Table 6** below:

Table 6 – Summary of proposed Planning Agreement items

Scenario 1 (55,356m ²)	Scenario 2 (85,000m ²)
Bennelong Parkway / Hill Road Intersection upgrade works Contribution towards Community Centre and Library fit-out Child Care Centre and Public Pavilion Open Space Embellishment Council Maintenance and Operational Sinking Fund	Shuttle Bus Service Water Recreation Facility or Indoor Sports Facility Council Maintenance and Operational Fund
Subtotal = \$33,841,000	Subtotal = \$36,760,000
TOTAL VALUE OF PLANNING AGREEMENT = \$70,601,000	

The public items identified in **Table 6** are consistent with the parameters set in Council's 28 May 2018 resolution.

Accordingly, the draft Planning Agreement provided at **Attachment 4** of the 12 September 2022 Council Report was exhibited concurrently with the proposed DCP amendments.

9. CONCLUSION

As noted in the Council report it is recommended that the proposal is refused. The proposed development is inconsistent with the surrounding street grid and block pattern and perimeter block and tower forms established in Wentworth Point.

The proposed height, bulk and scale is inconsistent with the established built form and would result in adverse impacts on solar access to surrounding development and public domain, sky views, views from neighbouring developments and the public domain, and visual amenity.

The proposal is inconsistent with the building height principles established by the Homebush Bay West Development Control Plan 2013 (DCP) where a maximum of 25 storeys has been established to ensure new development remains below the height of towers in Rhodes and Sydney Olympic Park, and to transition height to adjoining

lands and would result in an undesirable interface with the public domain and foreshore promenade.

The proposed increased building height would set an undesirable precedent for remaining development sites in the area and erode the established pattern of lower height development towards the foreshore, and the configuration and proportion of proposed public open space does not present as being readily useable by the public, does not comply with the DCP and is insufficient to support the proposed additional floor area.

APPENDIX 1 – CITY OF CANADA BAY COUNCIL



5 November 2020

City of Parramatta Council
Attention: Block H Project Team

blockh@cityofparramatta.nsw.gov.au

Dear Block H Project Team

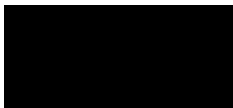
Block H DCP Amendment and Planning Agreement Submission RZ/27/2016

The City of Canada Bay Council would like to thank the City of Parramatta Council for the opportunity to provide a submission to the exhibition of the draft Block H DCP and Planning Agreement. A copy of the submission prepared on behalf of Council is provided at Attachment A.

The submission relates to the City of Canada Bay Council's concerns about adequate public transport provision for Scenario 2.

Should you wish to discuss any issues raised in this submission, please do not hesitate to contact Helen Wilkins, Senior Strategic Planner on 9911 6555.

Kind regards,



Paul Dewar
A/Director, Community and Environmental Planning
City of Canada Bay

GENERAL COMMENTS

City of Canada Bay (CCB) supports the strategic development that provides needed housing and recognises that the City of Parramatta Local Strategic Planning Statement (LSPS) forecasts the development of 8,980 additional dwellings in Wentworth Point to 2036. We also note that the LSPS recognises that new redevelopment occurring on previous industrial land, such as Wentworth Point, does not represent the best opportunity for the City of Parramatta to deliver new housing and that the wider area of Wentworth Point has access to relatively few jobs and lower density employment concentration. Wentworth Point residents therefore rely on having good access to mass public transport to access jobs.

PUBLIC TRANSPORT ISSUES

There is a clear nexus between the development of Wentworth Point to deliver additional housing and the delivery of the Light Rail (Stage 2).



The nexus between Scenario 2 in the draft DCP and the Light Rail (Stage 2) is acknowledged in draft development control 5.4.5, which prohibits development of the additional 30,644sqm of residential floor space until *"funding commitment to Parramatta Light Rail (Stage 2) and Metro West is confirmed in writing by a NSW State Minister or agency, or other transport improvements considered by Council to justify the maximum residential floor space permitted."*

We are concerned that the nexus is a 'funding commitment' to deliver, rather than actual delivery of the Light Rail (Stage 2), as there is likely to be a lengthy amount of time between commitment to and operation of the Light Rail, assuming a commitment leads to delivery, which it may not.

Further, Scenario 1 does not require any such commitment towards delivery of the Light Rail (Stage 2). There is therefore a significant potential that Stage 1 may go ahead without any supporting mass transit infrastructure being in place and Stage 2 may go ahead with an extensive and unknown period of time elapsing before any mass transit infrastructure is in

place. In the meantime, residents will most likely access public transport at Rhodes station via the pedestrian bridge, given that significant numbers of Wentworth Point residents currently already do. However, Rhodes station is at capacity.

Canada Bay Council and the Department of Planning, Industry and Environment are currently working to deliver upgrades to Rhodes station platform to be able to safely accommodate current users plus future users forecast under the Rhodes Place Strategy,. The upgrades make no allowance for additional users. It is therefore critical that any future residents of Wentworth Point have access to an alternate mass transport system independent of Rhodes station and before any additional residential development is occupied.

We are of the view that Scenario 2 should be predicated on completion of the Light Rail (Stage 2), rather than on written agreement to deliver.

NOTIFICATION

We are satisfied that the appropriate Rhodes residents have been notified if those within the map provided by the City of Parramatta Council (below) were notified.



Notification map provided by City of Parramatta Council

APPENDIX 2 – SYDNEY OLYMPIC PARK AUTHORITY



Your Reference: RZ/27/2016

City of Parramatta Council
PO Box 32,
Parramatta NSW 2124

Attention: Block H Project Team,

**ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979
BLOCK H DCP AMENDMENT AND PLANNING AGREEMENT SUBMISSION
RZ/27/2016**

Thank you for referring the above proposed DCP amendment and planning agreement to Sydney Olympic Park Authority (SOPA) for comment, which was received on 19 October 2020.

It is understood that the existing controls for Block H in the Homebush Bay West Development Control Plan (DCP) permits a maximum GFA of 29,743m² and 25 storeys in height. However, Council has resolved to endorse an increase in the maximum GFA on the site to 85,000m² providing the State government commits to funding Sydney Metro West and Parramatta Light Rail (PLR) Stage 2 (or equivalent bus service) in combination with appropriate community infrastructure (Scenario 2).

However, if these commitments are not made, then the increased GFA cannot be achieved and the DCP would progress to the Scenario 1 option:

Scenario 1 – the 'lower' option consists of a maximum GFA of 54,356m² and 1 tower of up to 25 storeys (102m) and 1 tower of up to 40 storeys (165.45m)

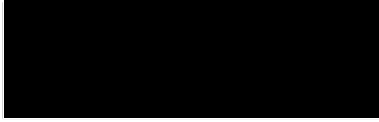
Scenario 2 – the 'higher' option consists of 1 tower up to 40 storeys (165.45m) and 1 tower up to 50 storeys (190.65m)

Given the location of Block H within Homebush Bay West and the proposed position of the towers on the Block H site; it is noted that the amendments to the controls will not materially impact on Sydney Olympic Park. Notwithstanding, a shadow study should be undertaken to demonstrate, if any, the impacts on the surrounding area, including the Wool-La-Ra Nature Reserve located on Hill Road.

If you have any queries regarding this submission, please contact Richard Seaward, Urban Planner at richard.seaward@sopa.nsw.gov.au.

Sydney Olympic Park Authority, 5 Olympic Boulevard, Sydney Olympic Park NSW 2127
T +61 2 9714 7300 | ABN 68 010 941 405
sydneyolympicpark.com.au

Yours sincerely,



Vivienne Albin
Senior Manager, Planning

APPENDIX 3 – DEPARTMENT OF EDUCATION



14 December 2020

General Manager
City of Parramatta Council
PO Box 32, Parramatta
NSW 2124

Attn: Amberley Moore - Senior Project Officer

Dear Ms Moore,

**REF: (RZ/27/2016), AMENDMENT NO. 2 TO HOMEBUSH BAY WEST DEVELOPMENT
CONTROL PLAN AND DRAFT PLANNING AGREEMENT FOR
BLOCK H, WENTWORTH POINT**

Thank you for the opportunity to provide comment on the proposed amendments to the Homebush Bay West Development Control Plan (HBWDCP) and draft Planning agreement relating to 16 Burroway Road and 5 Footbridge Boulevard, Wentworth Point ('Block H').

School Infrastructure NSW (SINSW) works in conjunction with the Department of Education (DoE) to ensure every school-aged child in NSW has access to high quality education facilities at their local public school.

SINSW has reviewed the supporting documents for RZ/27/2016 and has identified several issues which require mitigation. This will ensure that the on-going operation of Wentworth Point Public School (located to the north-west of the site) is not adversely impacted as a result of the proposal.

Population Growth Impacts:

The proposal considers two development scenarios for Block H; Scenario 1, which results in an approximate dwelling yield of 642 dwellings and Scenario 2, which results in 997 dwellings. These exceed the current allowable yield under the HBWDCP by 292 and 647 dwellings respectively.

Notwithstanding the development scenario pursued on the site, an increase in the residential population within the immediate intake area of Wentworth Point Primary School (PS) has a high likelihood of affecting the student population of this school. Council should note that the school currently operates at a high level of teaching space utilisation and further school infrastructure may need to be provided to respond to demand created by this development.

SINSW is committed to working with Council to ensure schools are supporting community needs and continue to be appropriately resourced to respond to student population changes.

Height Increase and Overshadowing:

SINSW notes that the proposal aims to increase the maximum permissible height limit for Block H, from 25m (under Section 5.3.2 of the current DCP), to 50 storeys under Scenario 2 (57 storeys including articulation zone), or 40 storeys under Scenario 1 (47 storeys including articulation zone). The reports accompanying the proposal note that this is sought to enable the council-endorsed residential GFA to be delivered on the site (approximately 85,000m²).

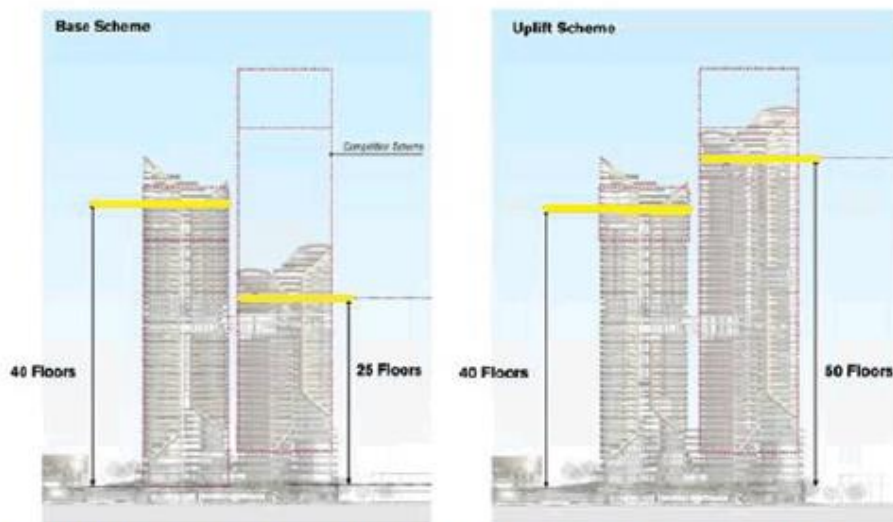


Figure 1: Proposed building envelopes and heights including non-residential upper storeys for articulation purposes.

These heights significantly exceed what is currently allowable in terms of bulk and scale for the locality and may consequentially enable development which will overshadow the aforementioned school site. SINSW therefore requests additional information be provided regarding the extent of the proposed massing shadow on Wentworth Point PS. If solar access is found to be impacted on the school site, it is requested that the proposed heights for Block H be reduced to both mitigate the impacts of scale on the school and better align the development with the future character of Wentworth Point, this being a high density residential suburb.

This request is sought by SINSW to ensure that schools can comply with each of the relevant controls contained to DoE's 'School Site Selection and Development Guide' (School Guide) and DoE's 'Educational Facilities Standards and Guidelines' (EFSG). This includes compliance with sun access and overshadowing controls contained to the School Guide and EFSG, which aim to ensure that:

- At least 70% of the entire school site receives at least 2 hours of direct sunlight between 9am and 3pm in mid-winter.
- Schools that currently do not have solar panels installed still have the opportunity to install them in the future. Rooftop solar panels should not be overshadowed by surrounding development so they can successfully capture sufficient light to feasibly power the school.
- Schools that already have solar panels installed are not overshadowed, so the installed solar panels can continue to be utilised to successfully capture sufficient light to feasibly power the school.

Traffic and Parking:

Increased growth in Wentworth Point will place further pressure on the surrounding road network. SINSW notes that both Transport for New South Wales (TfNSW) and Roads and Maritime Services (RMS) have previously raised concerns regarding the capacity of the road network to accommodate the growth scenarios proposed. SINSW therefore supports Council's decision to pursue additional comments from the above authorities prior to finalising the subject application.

Further to the above, SINSW recommends that Council also consider the following actions in concern with RZ/27/2016.

Removal of the Minimum Parking Rate:

Generous minimum parking rates are provided for the Wentworth Point area Section 5.3.5 of the current HBWDCP (Amendment 1). This stipulates a general minimum of 1 vehicle space per dwelling. As the proposal presents such a substantial increase in density (that is more closely reflective of the density in Rhodes), the parking rates should also reflect a locality of this type. Consequentially, SINSW recommends the removal of the minimum parking rate from the HBWDCP.

Bennelong Bridge Connection:

SINSW notes that the shared way outlined in Figure 6 of the exhibition material (refer below) does not appear to provide a connection between Footbridge Boulevard on Bennelong Bridge and the Waterfront Promenade.

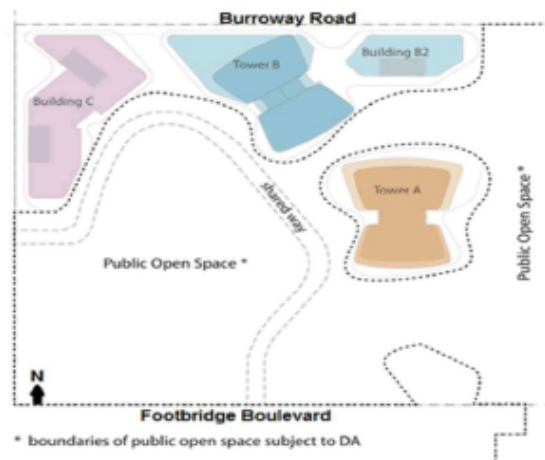


Figure 2: Site Layout

SINSW is highly committed to encouraging safe travel routes to and from schools. An additional connection from the footbridge will prevent those students who walk to school (or take active transport) from having to cross this road. Further, as it appears that this space will be dedicated to the 'Community Organisation' under the proposed 'Draft Block H Voluntary Planning Agreement' (thereby becoming privately owned land) the introduction of a new connection/shared way is better suited to an amendment of the open space requirements under the HBWDCP (Volume 1).

Draft Planning Agreement:

SINSW notes that the following items of public benefit have been stipulated by Council to be included in the Voluntary Planning Agreement (VPA) associated with the proposal and the draft amendments to the HBWDCP:

- Road infrastructure upgrades
- Baylink Shuttle Service
- Child Care Centres
- Library and community centre fit out funding
- Public open space and developed parklands
- Waterfront promenade

SINSW is supportive of these matters being specifically noted within the VPA and recommends that the following items are also included:

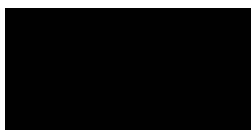
- Requirements for public domain, transport and other infrastructure works required to support public schools in the locality; and
- The collection of specific contributions to support, amongst other things, social education programs around active transport within Homebush West.

The addition of these recommendations within any future planning agreement for the site will ensure projected growth resulting from the proposal is appropriately accommodated for and new supporting infrastructure near and around public schools can be constructed.

SINSW welcomes the opportunity to engage further about the proposal and the content contained to this submission. Further, if future amendments to the HBWDCP occur, SINSW requests that Council notifies SINSW of any changes that will consequentially affect the future operation of local schools (e.g. changes to the surrounding zoning or built form controls).

Should you require further information about this submission, please contact Lincoln Lawler at Lincoln.Lawler@det.nsw.edu.au and Katie Weaver at Katie.Weaver@det.nsw.edu.au.

Yours Sincerely,



Alix Carpenter
Director - Statutory Planning

Cc: Geoff Waterhouse
Executive Director - Infrastructure Planning

APPENDIX 4 – TRANSPORT FOR NSW



Transport
for NSW

4 December 2020

TfNSW Reference: SYD17/01709/06
Council ref: RZ/27/2016

Mr Brett Newman
Chief Executive Officer
City of Parramatta
PO Box 32
Parramatta NSW 2124
Attention: Michael Rogers

Dear Michael

**PUBLIC EXHIBITION OF DRAFT AMENDMENT NO. 2 TO HOMEBUSH BAY WEST
DEVELOPMENT CONTROL PLAN AND DRAFT PLANNING AGREEMENT FOR
BLOCK H, WENTWORTH POINT**

Transport for NSW (TfNSW) appreciates the opportunity to provide comment on the above proposal, as referred by Council in correspondence dated 16 October 2020.

TfNSW notes that the proposal seeks to:

- Amend planning controls for the site which are contained in the Homebush Bay West Development Control Plan (DCP) that is governed by the Sydney Regional Environmental Plan No. 24 (SREP 24). For this site the DCP currently allows:
 - 29,743m² gross floor area (GFA) (residential and non-residential); and a
 - maximum building height of 25 storeys.
- Enable development uplift to include either one of the following development scenarios:

Development Scenario 1:

- Maximum of 54,356m² of residential GFA;
- 1 x tower up to 25 storeys (102m);
- 1 x tower up to 40 storeys (plus architectural detailing levels) (165.45m); and
- Planning Agreement value of \$33,841,000 to deliver local public infrastructure and other benefits to the Wentworth Point community.

Development Scenario 2:

- Maximum 85,000m² of residential GFA;
- 1 x tower up to 50 storeys (plus architectural articulation levels) (190.65m); and
- Planning Agreement value of \$36,760,000 plus Scenario 1 to total \$70,601,000.

We note that Council states in the exhibition material that development scenario 2 '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 equivalent bus service) and that appropriate community infrastructure is provided.'

Transport for NSW

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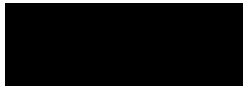
Also that 'Any final decision in relation to the proposed redevelopment on the Block H site must be supported by a transport strategy that is workable for the local community. This will be a key consideration of Council following the public exhibition and before a final decision on the proposed DCP changes is made.'

On the basis of the above, Council will need to carefully consider what level of development uplift, if any, can be accommodated on the Block H site. Council should be confident that the modelling undertaken has adequately assessed and quantified all potential transport impacts (and mitigation feasibility), taking into account that the surrounding local and regional road and transport network is operating at / or near capacity. It is also noted that additional housing growth is planned for the Carter Street and Sydney Olympic Park precincts.

Detailed comments on the proposal are provided at **TAB A** for Council's consideration prior to a decision being made to the draft DCP.

Thank you for the opportunity to provide advice on the subject planning proposal. Should you have any questions or further enquiries in relation to this matter, Tricia Zapanta would be pleased to take your email via development.sydney@transport.nsw.gov.au.

Yours sincerely,



Cheramie Marsden
Senior Manager Strategic Land Use
Land use, Networks & Development, Greater Sydney

**TAB A: TfNSW DETAILED COMMENTS ON DRAFT AMENDMENT NO. 2 TO
HOMEBUSH BAY WEST DEVELOPMENT CONTROL PLAN AND DRAFT PLANNING
AGREEMENT FOR BLOCK H, WENTWORTH POINT – ON PUBLIC EXHIBITION**

Development scenarios

TfNSW notes there are two development scenarios being considered by Council for Block H, subject to government commitment to Sydney Metro West and Parramatta Light Rail Stage 2. On the basis that increased development uplift must be supported by major transport infrastructure improvements, and with Sydney Metro West the only Government project announced to date, Council will need to carefully consider what level of development uplift, if any, is appropriate for the Block H site. Even the lower scenario (Scenario 1) still allows for a 50% increase in development uplift from current planning controls with the residential component increasing from 350 to approximately 650 dwellings, and an additional 40 storey tower over the approved 25 storey tower.

Furthermore, while Block H is one of the last remaining development sites in Wentworth Point, TfNSW is aware of other sites that are likely to seek changes to planning controls to allow increased development uplift in the near future. Council should consider the potential cumulative development impacts to the local road and public / active transport network in approving an appropriate development scenario for Block H. Additional housing growth planned for the Carter Street and Sydney Olympic Park precincts, which is expected to grow by an additional 14,050 dwellings, will place additional demands on the surrounding local and regional transport network over the next 20 years.

Wentworth Point has been identified in the Parramatta Local Housing Strategy (LHS) as an 'in-place' planning precinct. However, it is unlikely that the proposed development uplift at Block H has been included in the planned dwelling growth for Wentworth Point which is estimated to grow by a total of 8,890 dwellings from 2016 to 2036 under existing planning controls.

The increase in development uplift proposed for Block H appears to be in excess of DPIE's housing demand forecast for Wentworth Point and should be subject to a merit test inclusive of all proposed land uses. The Local Housing Strategy outlines that total dwelling numbers in Wentworth Point is subject to the delivery of light rail (associated with PLR Stage 2) or equivalent transport infrastructure including a bridge across Parramatta River from Melrose Park. Both of these transport improvements are currently unfunded and uncommitted projects. It is noted that a key recommendation of the LHS is that no additional major precinct and/or rezonings for housing are required to meet DPIE's Implied Dwelling Requirement – over and above those already identified in the Strategy, and should not be actively facilitated and considered until the post 2036 period.

Voluntary Planning Agreement (VPA)

TfNSW notes the proposed update to the VPA that seeks to fund and operate the Baylink shuttle bus service until 2030 when Sydney Metro West is anticipated to be operational, subject to Council's approval for Development Scenario 2.

TfNSW advises that, regardless of whether the Baylink service continues, TfNSW will monitor future demand and consider additional bus services as part of strategic bus service planning for the region.

A developer contribution to the future upgrade of the Hill Road / Bennelong Parkway intersection, would be required if uplift proceeds, subject to meeting Council's intersection design plans and TfNSW traffic signal requirements.

Transport Strategy

As stated in the Transport Strategy, TfNSW provided the following preliminary comments to Council and the proponent on 11 September 2020:

- The proposal will have more noticeable impacts on the local road network. Council will need to be comfortable with the assessment methodology. TfNSW's ability to review and validate the model inputs and outputs will be minimal due to TfNSW's limited use of experience with the Zenith model. TfNSW can undertake a comparative assessment against its strategic models to check if findings are reasonably consistent with other models, noting this approach will have its limitations as TfNSW's strategic models won't capture: dynamic reassignment of traffic in response to congestion on the network; impacts of mode shift; and has limited granularity on the local road network.
- TfNSW is not in a position at this stage to confirm if the Zenith model is fit for purpose as there is no evidence as yet that it has been adequately calibrated and validated to the study area.
- Progressing with the Zenith model at this stage should not be construed as TfNSW concurrence to the methodology and approach for this proposal (nor to the use of this model for other planning proposals across Sydney). TfNSW will require further assessment / review of the model outputs as the Transport Strategy progresses.

TfNSW reiterates advice that due to limited use of and experience with the Zenith model, it is not in a position to provide detailed comments on the appropriateness of the modelling approach and methodology. In this regard, Council in assessing an appropriate level of development uplift for Block H that can be accommodated by the local road and public transport network, should be confident that the modelling undertaken has adequately assessed and quantified all potential transport impacts taking into account the surrounding local and regional road and transport network is operating at / or near capacity.

The Baylink shuttle bus is considered an alternative mode to walking and cycling and public bus services, particularly towards the 'heavy lifting' transport service offered by the T9 train line at Rhodes. While the shuttle bus is a viable transport mode working as a complimentary service to state government buses to / from Rhodes station, it is unlikely to support a significant share of the transport task compared with major transport infrastructure projects such as Sydney Metro West, and is unlikely to result in a significant mode shift from private vehicles to public transport.

In relation to the trip rate assumptions, using the Sydney average vehicle trip rate of 0.19 is generally supported for planning proposals located in major centres close to public transport services/nodes. However, for a location like Wentworth Point, an acceptable residential traffic generation rate > 0.25 vehicle trips per hour (vtp/h) per dwelling would be advisable based on similar developments in the surrounding area. Using this rate, traffic generation for Block H would be 163 vehicles in the peak period for Development Scenario 1 (approx. 650 dwellings) vs 250 vehicles generated by Development Scenario 2 (approx. 1000 dwellings).

Long term bus planning

1. Frequency increase to connect with Rhodes and Sydney Olympic Park:

In August 2020, over 50 weekly services were added to route 533. Additional services include weekday shoulder peak and evening services, later evening services operating Sydney Olympic Park, Rhodes and Ryde on weekends. Service growth is considered with annual service review on patronage and operations pending budget availability. There are no current plans or commitment to further increase 533 services provision.

It is noted that the proponent has offered to provide a bus connection by funding a free community shuttle bus service for Block H via the VPA mechanism.

Route 526 has recently had additional services provided which include weekday shoulder peak and evening services, later evening services operating Sydney Olympic Park, Rhodes and Ryde on weekends. Service growth is considered with annual service review on patronage and operations pending on budget availability. There are no current plans or commitment to further increase 526 services provision. It is noted that the proponent will provide a bus connection by funding a free community shuttle bus services for Block H via the VPA mechanism.

2. 401 extension to Sydney Olympic Park wharf - will be considered as part of strategic bus service planning for the region.
3. 526 extension to Concord Hospital - will be considered as part of strategic bus service planning for the region.
4. Proposal to continue Baylink shuttle bus until 2030. A long term bus services plan for Wentworth Point will be considered as part of strategic bus service planning for the region.

TfNSW will continue to monitor demand around the Wentworth Point area and where necessary adjust frequencies in response to changes in demand. As the area continues to develop, we will look at ways to enhance the local bus network to make it easier for customers to get around. As with all transport improvements, any changes will be subject to operational constraints, including the cost of delivering extra services and the availability of resources like buses.

Opportunities for modifying active transport on Bennelong Bridge

TfNSW notes current capacity constraints on the shared pedestrian / cycle path on Bennelong Bridge, with the bridge providing a key link to / from Wentworth Point to / from Rhodes train station for public and active transport users. It is noted that, in order to demarcate the shared pedestrian / cycle lane on the bridge, the proponent proposes to initiate legislative amendments to change ownership of Bennelong Bridge to allow the T-way lane to operate for the shared use of buses and cyclists. As Council is aware, under NSW Road Rules, the T-way lane is a special lane which can only be used by authorised buses and service and emergency vehicles.

TfNSW does not support the change of use of the T-way lane from a dedicated bus only lane to a shared bus / cycle lane due to impacts to network efficiency and safety. The carriageway width of the T-way is 6.5m which is the minimum requirement for two bus lanes with one lane in each direction. There is no additional carriageway capacity to allow overtaking lanes for cyclists. Alternative opportunities that could be investigated to increase active transport capacity on the bridge include duplication of the bridge or a 'clip on' structure (both of which are costly to construct), or a potential redesign of the 5.5 metre wide pedestrian / cycling carriageway to include paint separation.

Parking provision and travel demand management measures

The draft DCP is proposing that generally a minimum of 1 car space per dwelling should be provided. Using the maximum car parking rates outlined in the draft DCP to calculate car parking for each development scenario would result in the following – not including visitor parking and where no parking is provided for studio accommodation.

Scenario 1 (650 dwellings)		Scenario 2 (1000 dwellings)	
3 bed (35%)	341	3 bed (35%)	525
2 bed (35%)	273	2 bed (35%)	420
1 bed (30%)	195	1 bed (30%)	300
Residential total	809	Residential total	1,245
Non-residential	700	Non-residential	700
Total parking	1,509	Total parking	1,945

Utilising the maximum rates under the existing DCP for the current controls yields approximately 534 parking spaces (not including visitor or studios). TfNSW considers the proposed parking provision excessive, and counteracts state government initiatives to implement travel demand management measures in areas such as Greater Parramatta to Olympic Peninsula (GPOP) which is experiencing significant constraints on the surrounding local and regional transport network due to increased development uplift.

Consideration should be given to suitable *maximum* car parking controls including on-street parking for development approved under the current planning controls, to promote the use of public transport and limit reliance on private vehicles. A suitable approach to maximum parking rates is included in the Parramatta Road Corridor Urban Transformation Strategy Precinct Transport Plan, which gives consideration to accessibility factors, location of a site, as well as the apartment size when determining appropriate maximum parking rates for residential development. This aims to reduce reliance on private vehicle use over the long term and encourage the use of available public and active transport. An excerpt from this Transport Plan is provided below for consideration (NSW Urban Growth PRCUTS Precinct Transport Plan - 2016):

Table 5 – Proposed maximum parking rates by category and development

CATEGORY	RESIDENTIAL (SPACES PER DWELLING)				OTHER (SPACES GFA)			
	STUDIO	1 BED	2 BED	3 BED	VISITOR	COMM	RETAIL	IND
1	0	0.3	0.7	1	0	150	100	150
2	0.3	0.5	0.9	1.2	0.1	100	70	120
3	0.6	0.9	1.2	1.5	0.2	70	50	100

Category 1: High Category 2: Medium Category 3: Lower accessibility locations (see PRCUTS for details)

Any on-site parking restrictions should be investigated/implemented in conjunction with local area parking schemes and on-street parking restrictions to ensure that private developments do not become dependent on public roads for parking demands.

If Council is considering any further development uplift greater than approved planning controls, TfNSW recommends as part of travel demand measures, that no additional traffic should be generated from the additional uplift, with parking rates on-site restricted so that there is no additional traffic or on-site parking associated with the proposed development uplift.