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Draft Homebush Bay West Development Control Plan, Amendment 2 Submissions Report

December 2024



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Draft Homebush Bay West Development Control Plan, Amendment 2 Submissions Report

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1 Introduction

Wentworth Point has incrementally transitioned over the past 20 years from a primarily industrial area into a thriving residential suburb. Development in the suburb has been guided by the Homebush Bay West Development Control Plan, which was adopted in 2004. An amendment, known as Homebush Bay West Development Control Plan, Amendment 1, was adopted in 2013.

The landowner of 'Block H', formally known as 16 Burroway Road, and part 5 Footbridge Boulevard has requested a further amendment to the controls that apply to this site. The Department of Planning, Housing and Infrastructure exhibited the draft Homebush Bay West Development Control Plan, Amendment 2 in late 2023 and early 2024 to gather community and stakeholder feedback.

This report provides an overview of the feedback we received and identifies considerations for the next steps in amending the development control plan.

1.1 Context

Wentworth Point has changed since the 1990s from an industrial area into a residential precinct. Following the 2000 Sydney Olympic Games, it was identified as part of the NSW Government-led urban renewal precinct program. There has been residential redevelopment since 2013 when the land was rezoned for residential use. This has been supported by the development of Marina Square as the local centre, with a mix of retail and commercial activity near the ferry terminal.

Development has been incrementally led by key landowners and developers renewing the area into a residential and mixed-use precinct. Only a few development sites remain, notably the site known as 'Block H', the Transport for NSW site on the northern tip of the peninsula and the remaining industrial site at 37-39 Hill Road. Construction is underway on approved development on the western side of Hill Road and for a new high school in the north of the peninsula.

1.2 The site

The site is located at 16 Burroway Road and includes part of 5 Footbridge Boulevard. It also includes Lot 24 DP 270778, part of Lot 40 DP 270778 and part of Lot 1 DP 270778.

The site has an area of 31,566 m² and is in the northern part of Wentworth Point. It is bordered by Burroway Road to the north, Wentworth Place to the west, Footbridge Boulevard to the south and Homebush Bay to the east (see **Figure 1**). Most frontages are fenced off.

Warehouses toward the foreshore are used as a depot. A small area of a warehouse rooftop in the south-west corner has been opened to the public and is used for events and markets.

The site is adjacent to Bennelong Bridge, a key walking, cycling and public transport bridge connecting the Wentworth Point community to Rhodes. The Bennelong Bridge provides a key connection to the T9 Northern rail line at the Rhodes train station. The Northern rail line connects Rhodes to the wider Sydney region, with rail services eastward to the Sydney central business district and Strathfield, and northward to Epping and Hornsby.



Figure 1 | The site 'Bock H' boundary – shown in red¹

¹ Image sourced from Nearmaps, February 2024

1.3 The planning framework

No local environmental plan applies to most of Wentworth Point (including Block H). This means there are no floor space ratio or building height provisions that apply through a standard local environmental plan. Instead, *State Environmental Planning Policy (Precincts – Central River City) 2021* applies to the area. The policy requires that development complies with the Homebush Bay West Development Control Plan.

The Homebush Bay West Development Control Plan establishes planning and design controls for Wentworth Point. It includes controls for built form, streets, public open spaces and the public domain. This includes detailed design guidelines for individual buildings. The plan provides a framework for the design of future development. It does not prescribe a definitive built-form outcome.

The Homebush Bay West Development Control Plan has been amended over time to increase the height controls on specific sites in response to requests from the landowners and to align with infrastructure delivery, such as the Bennelong Bridge.

Factors such as investment in the Parramatta Light Rail, Sydney Metro West and height benchmarks in surrounding centres are considered in planning for the area.

1.4 Background to the proposed new amendment

The City of Parramatta Council publicly exhibited a draft development control plan and draft planning agreement for Block H from 19 October to 16 November 2020. It received 763 public submissions and 4 public agency submissions. In September 2022, a report to the council provided details of the outcome of the public exhibition. In response, the council resolved to request further information to address the matters raised in submissions.

The NSW Government reviewed Planning Secretary's delegations in relation to various development control plans including the Homebush Bay West Development Control Plan amendment in March 2022. This review revoked previous delegations to the City of Parramatta Council to amend the development control plan. The department now has responsibility for amendments.

We prepared and publicly exhibited a draft of the Homebush Bay West Development Control Plan, Amendment 2 in response to a request by the landowner. Development under the exhibited changes in the draft amendment 2 would be similar in density and scale to what could be achieved under the higher-density scheme included in the draft controls exhibited by the council in 2020. The main changes are a reduction in the maximum proposed building height of one of the tower forms and reconfiguration of the urban park.

1.5 Draft planning agreement

The landowner lodged a planning agreement letter of offer with the City of Parramatta Council on 28 April 2023. The items in the letter are intended to provide supporting local infrastructure for Wentworth Point and include²:

- a 90-place childcare centre within the tower podium
- 16,000 m² of open space, including a 10,044 m² park, a children's playground, a fenced off-leash dog area, a water play park, an amphitheatre, a café, outdoor sports courts, a central lawn and picnic facilities – the open space will remain in private ownership with a covenant requiring 24/7 public access
- a 3,392 m² recreation centre that includes 2 full-sized multipurpose courts, 2 squash courts, 2 multipurpose rooms, change rooms, administration facilities and a café
- continuation of the existing shuttle bus service connecting Wentworth Point and Rhodes until January 2031.

The council endorsed the draft planning agreement for public exhibition on 11 December 2023 and resolved to exhibit it once the development control plan amendment is resolved. The council will need to consider the results of the public exhibition and any resulting changes to the final amendment.

1.6 Summary of key proposed changes to the development control plan

Block H is within a wider area known as Precinct B in the Homebush Bay West Development Control Plan. The total allowable gross floor area for Precinct B is 200,649 m². Previous development approvals have seen most of the allowable residential gross floor area used. Approximately 32,000 m² of residual residential gross floor area remains available for Block H under the existing development control plan. This equates to approximately 350 dwellings. The existing controls also provide for 2,400 m² of non-residential floorspace and 10,973 m² of public open space on Block H.

The existing development control plan also sets controls for building envelopes. These establish 25-storey tower heights around the 'focal point' along Wentworth Place. Other towers in Block H are limited to 16 to 20 storeys to permit transition to adjoining lands (see **Error! Reference source not found.**).

The existing minimum open space requirement for Precinct B is 10,973 m².

² Source: WP Block H Pty Ltd Voluntary Planning Agreement

The key changes proposed for Block H in the draft Homebush Bay West Development Control Plan, Amendment 2 are:

- an increase in the total available gross floor area from 32,400 m² to 98,619 m², including community facilities, and an increase to the residential gross floor area to 85,000 m², which equates to approximately 997 dwellings
- changes to the layout and scale of built form aligned to the increased gross floor area, including:
 - an increase to the maximum building height to approximately 40 storeys for the tower elements – the tower closest to the foreshore is proposed to be 139.75 m and the tower closest to Wentworth Place is proposed to be 143.75 m (excluding approximately 8.5 m of architectural roof features)
 - an increase in the base building form from 8 storeys to 10 storeys
 - refinements to setbacks, tower footprints and arrangement of building forms
- an increase in the minimum public open space from 10,973 m² to 16,737 m², which will include a main urban park of 10,044 m², some 6,000 m² of foreshore promenade and a 693 m² town centre foreshore link
- changes to the layout and orientation of public open space as illustrated in **Error! Reference source not found.**

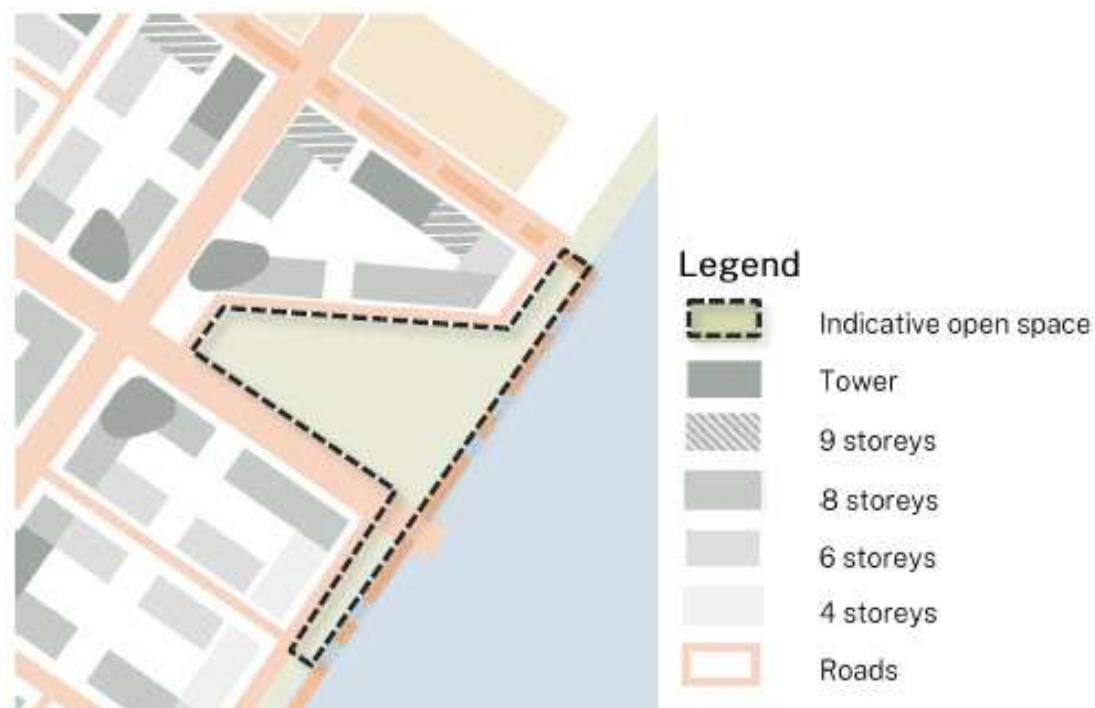
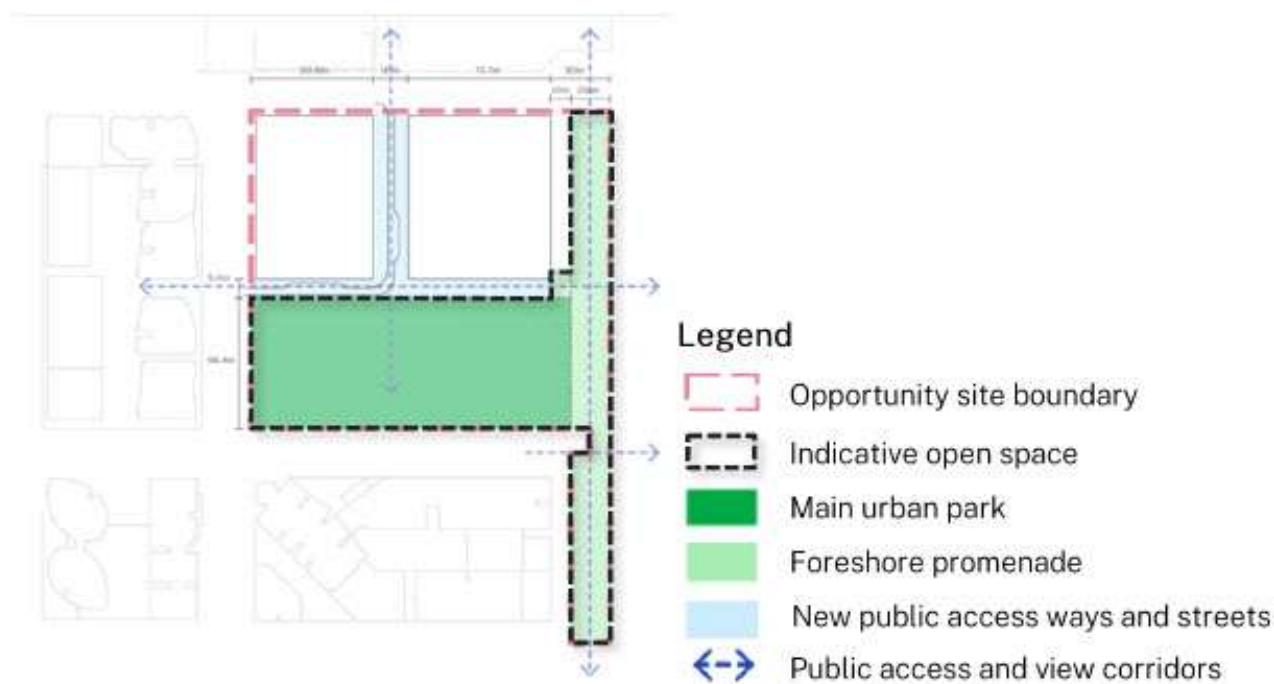


Figure 2 | Existing layout of open space and tower forms³

³ Source: Homebush Bay West Development Control Plan, Amendment 1, 2013



1.7 Purpose of this report

This report identifies the range of submissions received and details issues raised in those submissions. It also suggests several matters that we need to consider in finalising the proposed amendment to the plan.

Information on the next steps in finalising the Homebush Bay West Development Control Plan, Amendment 2 are provided in section 6 'Next steps' of this report.

⁴ Source: Draft Homebush Bay West Development Control Plan Amendment 2

2 Consultation and engagement

This section outlines the consultation and engagement process we undertook and the level of community and agency engagement on the proposal.

2.1 Exhibition period and material

We exhibited the draft Homebush Bay West Development Control Plan, Amendment 2 on the NSW Planning Portal from 21 November 2023 to 2 February 2024.

We notified the community and stakeholders of the exhibition through:

- letters sent to 7,753 landowners within Wentworth Point and Rhodes
- print advertisements in the Auburn Pictorial Review and Parramatta News
- translated print advertisements in the Australian Chinese Daily and Sydney Korean Herald
- letters sent to key state and local government stakeholders.

The community was also invited to attend ‘Talk to a planner’ sessions to speak with department representatives and provide in-person feedback on the proposed amendment.

2.2 Submission process

Respondents could provide submissions by email or via online forms on the [NSW Planning Portal website](https://www.planningportal.nsw.gov.au/draftplans/exhibition/draft-homebush-bay-west-development-control-plan-amendment-2)⁵.

We received a total of 1,130 community submissions, including:

- 952 webforms via the NSW Planning Portal
- 178 by email.

A small number of submissions were made by the same person using different channels. Duplicate submissions have only been counted once.

Of the 1,130 total submissions:

- 1,126 were community submissions
- 4 were submissions from state agencies and local government.

⁵ www.planningportal.nsw.gov.au/draftplans/exhibition/draft-homebush-bay-west-development-control-plan-amendment-2

2.3 Talk to a planner

‘Talk to a planner’ sessions were available to the community over a 9-day period from 16 January to 25 January 2024. People could book sessions via an event management platform for a variety of times, including weekday lunchtimes and after hours.

Bookings for the sessions were promoted via:

- the NSW Planning Portal webpage
- the City of Parramatta Council webpage
- the state member for Parramatta, Donna Davis MP.

Each meeting was 15 minutes long and hosted on Microsoft Teams. Around 45 sessions were available – 27 sessions were booked and 16 meetings were held.

3 Submission overview

This section provides an overview of the sentiment and the key themes expressed in submissions and ‘Talk to a planner’ sessions, together with a summary of the issues raised.

The purpose of the submissions review is to identify the issues raised through the exhibition feedback. While the overall sentiment towards the proposal is considered at a high level, the focus of this process is to capture the specific issues raised to inform the next steps in the development control plan process.

3.1 General sentiment

As part of the submission lodgement process a high-level sentiment on the proposal was captured through the planning portal.

When lodging submissions, respondents were asked to indicate whether the submission was in support of the proposed changes, an objection to the proposed changes or a comment on the proposed changes. Our review of the submissions has identified that many submissions included content of mixed sentiment or content more aligned to high level comments.

Of the 1,130 total submissions:

- 636 submissions were supportive, with over half of these (56%) providing high level comment (such as “I support it” or “agree”)
- 480 submissions opposed, with most (94%) providing detailed submissions
- only 14 made comments without indicating general support or objection.

About 32% of the total submissions (356 submissions) indicated high level support and lacked details as to why they supported the exhibited development control plan amendment (refer to Figure 4). In comparison, 40% of the total submissions (451 submissions) indicated objection and provided detailed reasons. We also found that while some submissions were lodged as supporting or objecting to the proposed changes, the content of the submissions expressed a nuanced or mixed sentiment in relation to the proposed changes.

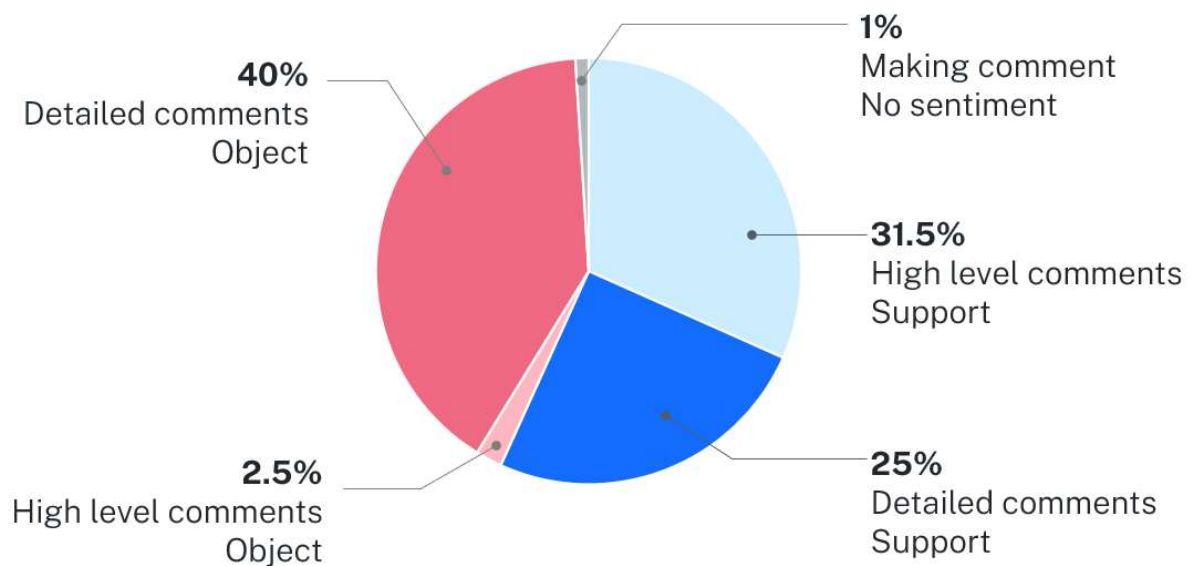


Figure 4 | Submissions by level of detail and sentiment, shown as a percentage.

Submitters were also asked to provide location details using a combination of:

- Suburb
- Suburb & postcode
- Postcode

In relation to this process, it is noted that Wentworth Point, Sydney Olympic Park (SOP) and Newington share the same postcode (2127).

Of the 636 support submissions:

- 300 submissions (47%) were from outside the area
- 204 submissions (32%) were from residents of Wentworth Point/Newington/Sydney Olympic Park (postcode 2127), in area
- 132 submissions (21%) were from Rhodes (postcode 2138), refer to Figure 5.

Note: Three submissions were received from residents “In Area” and one submission from a resident in Rhodes associated with the landowner.

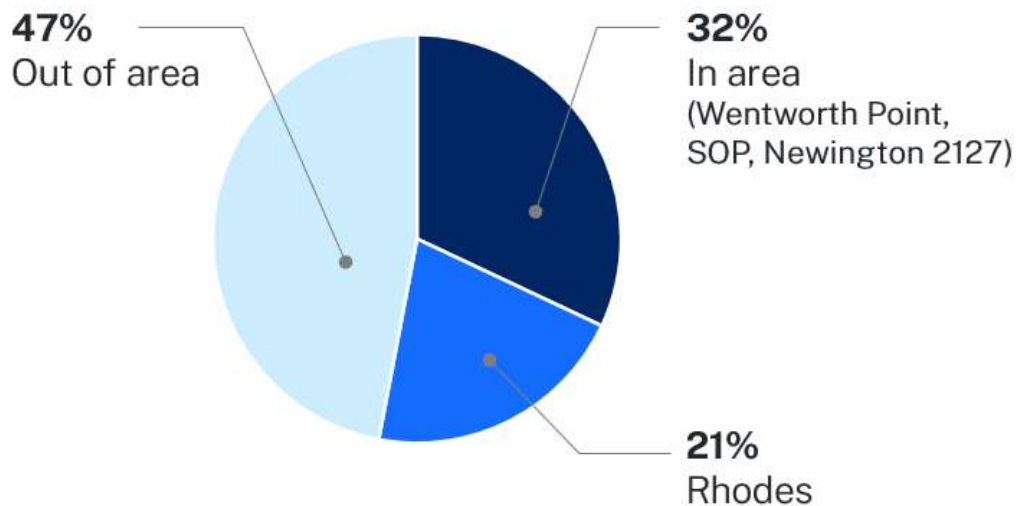


Figure 5 | Support submissions by location, shown as a percentage.

Of the 480 object submissions:

- 393 submissions (82%) were from residents of Wentworth Point/Sydney Olympic Park/Newington (postcode 2127), in area
- 64 submissions (13%) did not identify the location of the submitter
- 17 submissions (4%) were from outside the area
- 6 submissions (1%) were from Rhodes, refer to Figure 6.

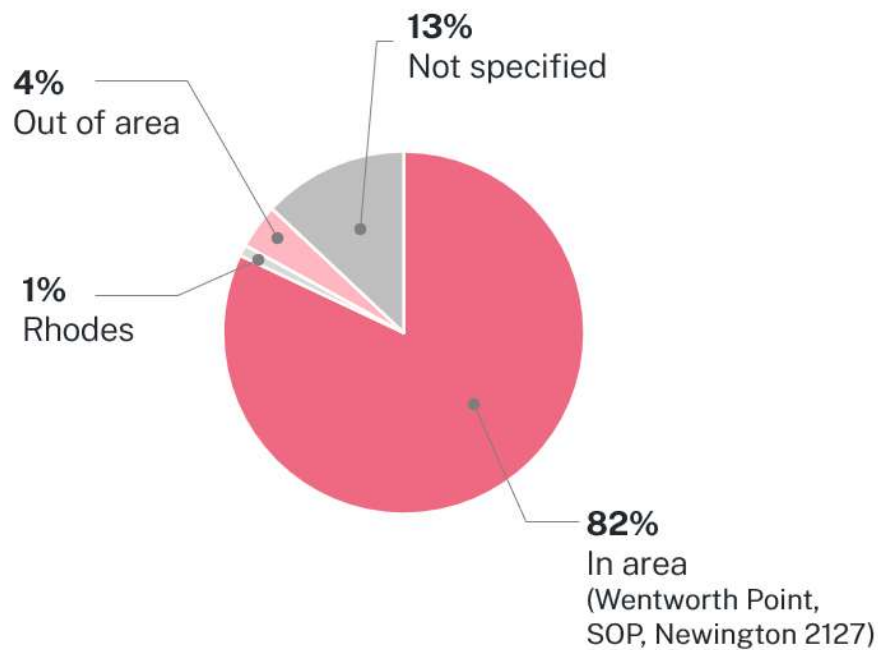


Figure 6 | Object submission by location, shown as a percentage.

The analysis of submissions by location revealed many of the support submissions (47%) were from outside the area. Most of the object submissions (82%) were from residents in the area being Wentworth Point, Sydney Olympic Park, Newington (postcode 2127).

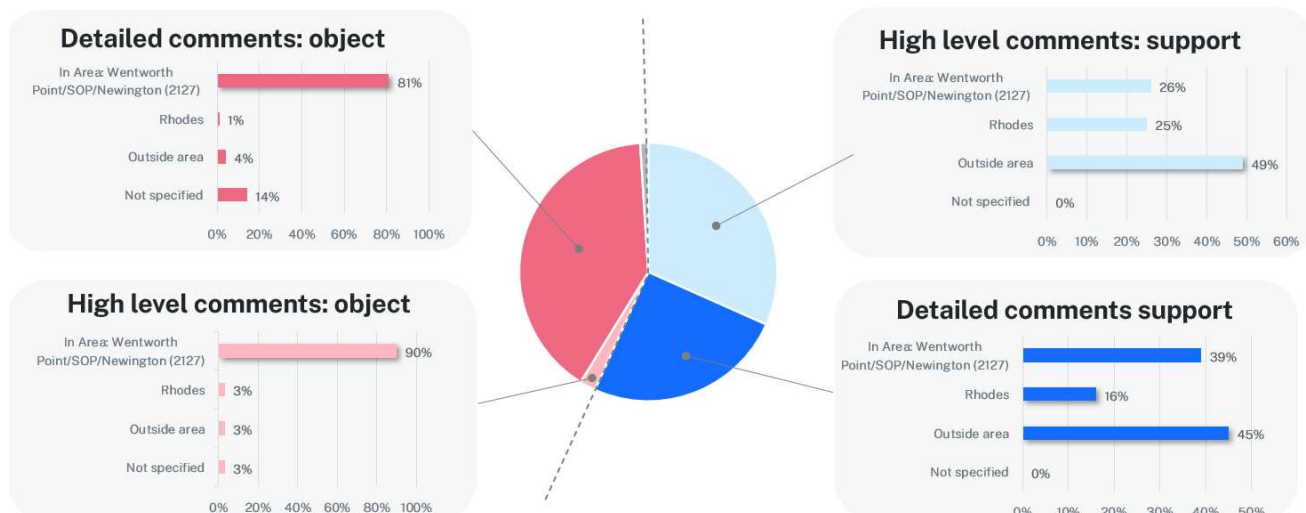


Figure 7 | Location of submitters for each submission typology

Note: Percentages are rounded to the nearest whole number

3.2 Key themes raised in the submissions

We examined each submission individually and extracted the key issues. We then categorised these under key themes. This report captures the themes and breadth of views expressed through the consultation process.

High level feedback that does not provide enough detail has been excluded from the thematic analysis.

The top four themes contained in the submissions were:

- density (41% of submissions)
- built form (35% of submissions)
- traffic and parking (34% of submissions)
- provision of social infrastructure (31% of submissions).

Figure 8 illustrates key themes identified in the submissions that provided explanatory comments.

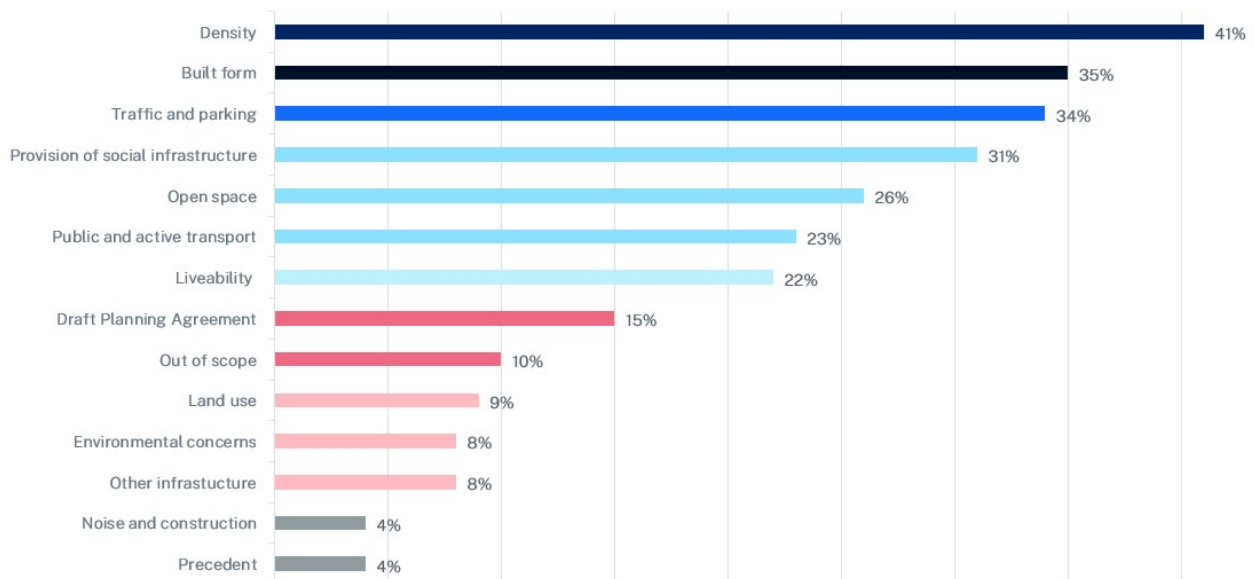


Figure 8 | Issues raised as a percentage of submissions.

3.3 Key themes raised in ‘Talk to a planner’ sessions

Sentiment among community member participants in the ‘Talk to a planner’ sessions ranged from slightly positive to very concerned about the proposed amendment. Most participants raised questions about aspects and potential impacts of the proposed amendment.

Participants were provided factual information and were encouraged to detail their comments and concerns in formal submissions.

Key concerns raised included:

- **Density** – The word ‘overdevelopment’ was used by 25% of community member participants to describe the proposed amendment when commenting that the area was already ‘over capacity’.
- **Traffic and transport** – More than half of the community members raised concerns over the impact of increased density on traffic and transport. A common comment was ‘buses are full, ferries are full, roads are full’ and ‘the footbridge to Rhodes is full on weekends’.
- **Parramatta Light Rail Stage 2 and Sydney Metro West** – Several community member participants expressed concern that Transport for NSW has not released specific plans for the upcoming light rail and metro projects, highlighting concerns about the current lack of public transport in the area.
- **The urban park** – More than 25% of community member participants questioned what the plans were for upgrading and funding the ongoing maintenance of the urban park in Block H. Concerns ranged from the lack of detail about ‘what’s happening in the park’ to specific concern that a potential community association model could see an increase in strata payments to take care of amenities such as the park and wharf.
- **Suitability** – Other concerns focused on the general suitability of the development. Some participants questioned if there had been geotechnical assurance that the buildings wouldn’t sink. One participant also commented on the poor quality of their own residential building and other concerns around residential tower construction.

4 Themes raised in submissions

This section explores each of the themes raised in the submissions and identifies opportunities for further exploration as part of finalisation of the proposed amendment.

4.1 Density

Explanation of the issues raised

Density was raised in 41% of submissions. The majority did not support the proposed additional gross floor area and indicated that the area is already highly developed and that the infrastructure is already under strain and cannot accommodate the additional demands of an increased population. Some submissions described the proposed amendment as ‘overdevelopment’ or ‘excessive’. Others suggested the additional population resulting from the proposed amendment would lead to overcrowding of public spaces, parks and community facilities.

A few submissions commented that the amendment would result in luxury apartments being built when affordable housing is required, and that the City of Parramatta Council has already met its housing targets.

Submissions in support of the proposed additional gross floor area highlighted that this would provide additional housing at a time when Sydney is experiencing a housing crisis.

Considerations for finalisation

Wentworth Point has developed as a higher-density precinct, with good access to sporting facilities, parks and foreshore walkways. Successful precincts such as this attract new investment.

Under the current development control plan, Block H has a total maximum of 32,400 m² gross floor area for development on the site. The proposed amendment increases the total available gross floor area for the site to 98,619 m². Most of the additional gross floor area is proposed for residential floor space. This would increase the potential dwelling yield of the site threefold, from approximately 350 dwellings to approximately 1,000 dwellings. The concerns raised in submissions relate to the potential impacts of this increase in dwellings and resultant population. These concerns are discussed in more detail in the following sections.

4.2 Built form

A total of 35% of submissions raised built form considerations. These include comments relating to building height, building form and design and potential built form impacts relating to overshadowing, privacy and views.

Building height

Explanation of the issues raised

Building height was a particular concern in 152 submissions. Submissions suggested that the current height controls should be maintained, while others suggested that the heights should match those of the new high school or the Sekisui design at Sanctuary One.

Submissions were concerned about the impact of the additional height on the skyline, particularly when viewed from Rhodes. Some submissions expressed the view that height near the foreshore should be comparable with the heights on the opposite foreshore at Rhodes, where 4 to 7-storey buildings are located at the foreshore and heights increase moving away from the foreshore. It was suggested that permitting tower development along the waterfront areas will undermine the planning undertaken to balance development with the preservation of the public space along the waterfront.

Some submissions suggested that the proposed height of 40-storey towers is above the safe limits for effective emergency responses in a building and would place residents at risk.

Considerations for finalisation

The existing development control plan establishes the building height surrounding the site as a maximum of 25 storeys along Wentworth Place, stepping down towards the foreshore (refer to Figure 9).

It also defines the area around the intersection on Footbridge Boulevard and Wentworth Place as the 'focal point' of the precinct. Towers of up to 25 storeys along the north-south axis of Wentworth Place are permitted, which helps reduce the visual impact on Sydney Olympic Park and the foreshore. The proposed relocation of the towers towards the north and further east of Block H will shift and extend this focal point towards Burroway Road and the foreshore. While extending the focal point to the west of Burroway Road may be considered a minor change to the built form intent of the current development control plan, shifting higher scaled built form towards the foreshore requires further consideration in the context of the existing and planned built form.

Buildings along the foreshore are limited in the existing development control plan to 6 storeys set back from the foreshore to present a 'human scale' of development and reduce the

dominance of buildings on the foreshore. This control has guided a coherent and uniform approach to height in the north-eastern part of Wentworth Point. This is evident when the skyline is viewed from the water and from Rhodes.



Figure 9 | View looking towards Wentworth Point from the Rhodes foreshore⁶

The proposed controls would allow for a significant change from the established height, concentrate height on the northern part of the site and locate tower forms closer to the foreshore. The changes will be most significant when viewed from a distance.

There should be consideration of the proposed height of the towers, and we should investigate opportunities to reduce the visual dominance of the tower buildings in the skyline and maintain the human scale of the foreshore. This may include consideration of reduction in heights, in particular towards the foreshore, together with consideration of smaller tower footprints and alignment of podium forms with adjoining existing and planned buildings.

Building form and design

Explanation of the issues raised

A total of 167 submissions commented on building form and design. Submissions objecting to the proposed amendment were concerned that future buildings would be inconsistent with the

⁶ Image sourced from Ethos Urban

surrounding built form and local character. Concern was raised that the bases of the proposed 40-storey towers would create a poor interface with the surrounding development and public domain. Other submissions suggested a need to set buildings back from the streets and existing development to provide space for pedestrians.

Submissions in support of the proposed amendment commented on the ‘modern and appealing’ design of the proposed buildings contained in the indicative development concept. Some suggested that the taller towers would become iconic landmarks for the area.

Considerations for finalisation

The proposed amendment locates the future tower forms in the northern half of the site, as shown in Figure 10, rather than in separated locations on the site, as illustrated in Figure 2. This may reinforce the appearance of a wall of tower forms closer to Burroway Road.

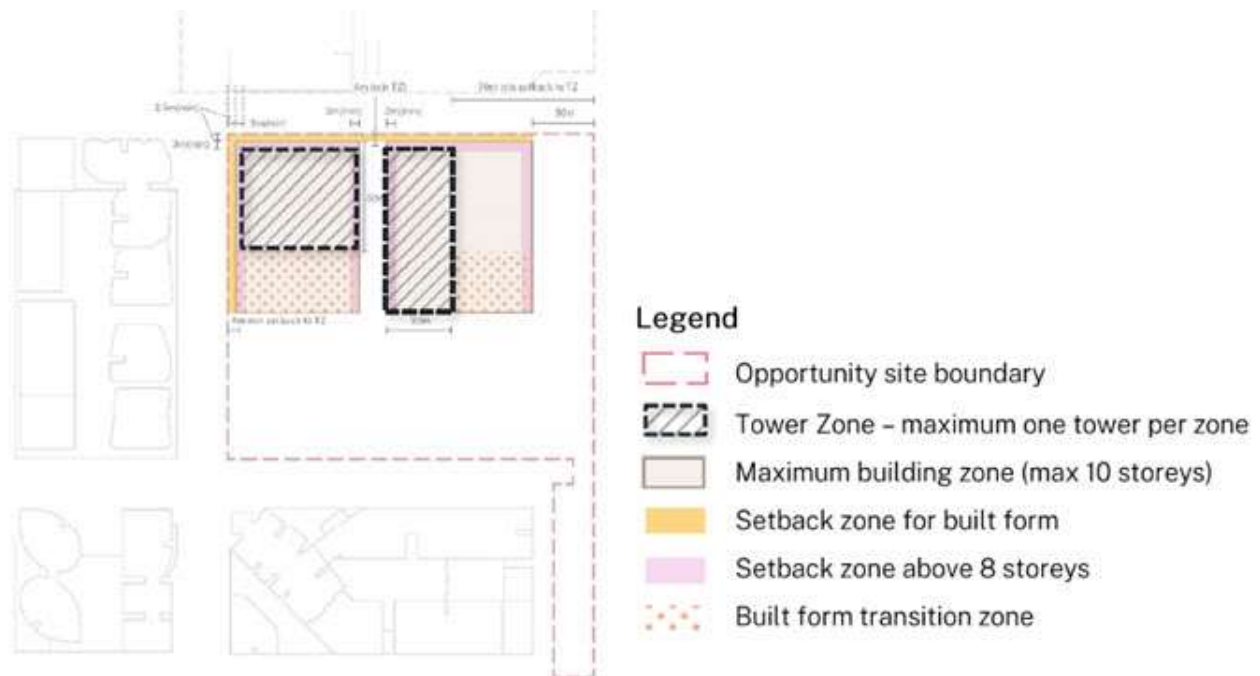


Figure 10 | Proposed locations of tower forms⁷

⁷ Image source: Draft Homebush Bay West Development Control Plan Amendment 2



Figure 11 | Indicative concept looking north from Footbridge Boulevard⁸

The height of a building and the setback from the road help define the interface with the public domain and the adjoining development. Increasing the height of the base of the buildings on Block H from 8 to 10 storeys may result in an uneven interface with adjoining development and increase the perception of high density in the precinct. When viewed from the water and Rhodes, the additional bulk of the base of the towers may appear more dominant on the foreshore (refer to Figure 12).



Figure 12 | Indicative concept looking west along Burroway Road⁹

⁸ Image source: FJMT

⁹ Image source: FJMT

We will consider the built form, especially the height and bulk of the of the base building podiums, improve the interface with the public domain and adjoining development at street level.

Built form impacts (overshadowing, privacy and views)

Explanation of the issues raised

The submissions identified a range of potential issues resulting from the proposed built form controls in the draft Homebush Bay West Development Control Plan, Amendment 2.

A total of 118 submissions were concerned about the potential overshadowing of schools, streets, open space and the Homebush Bay foreshore. The proposed building height and maximum floor plate size were identified as contributing to these impacts.

Seventy submissions included concerns about the loss of water and city views from existing development, the loss of natural light to east-facing apartments and the loss of privacy from overlooking of private outdoor space. Some submissions also noted that the additional height may result in the potential loss of open sky views.

A few submissions also identified the creation of wind tunnels as an impact arising from the close proximity of apartment buildings.

Considerations for finalisation

Existing development around Block H currently enjoys water and city views across the existing low-rise factory/warehouse buildings on the site. Development in accordance with the existing development control plan would result in loss of views and natural light to some east-facing apartments.

Permitting additional height will increase the potential view loss and potential loss of sunlight beyond what was previously expected. However, the extent of the impact will vary between different existing buildings, depending on the relative position of the existing building and future tower forms. In some instances, the taller towers may reduce the impact that would occur under the existing controls.

Locating the building mass on the northern side of the site will result in some overshadowing of the open space on the southern side and of the foreshore promenade on the eastern side of the site. The current development control plan includes controls to minimise overshadowing of public open space.

The proposed building height would not result in overshadowing of the schools as these are located north of the site.

Options to refine the proposed locations of tower forms to reduce view loss and overshadowing to similar levels as would occur under the existing controls should be explored

in detailed design for the site. Further analysis of the maximum floor plate size proposed for the tower forms could also be explored in finalising the amendment.

The proposed amendment includes performance criteria and controls to address building separation and bulk, street setbacks and building articulation and wind. These will provide guidance on assessing issues such as overshadowing and the creation of wind tunnels as part of future development assessments.

4.3 Traffic and parking

Explanation of the issues raised

Just over a third of submissions (34%) expressed concerns about traffic and parking impacts.

Submissions highlighted concern that the proposed changes to the development control plan would generate more traffic and parking, placing increasing pressure on the road network. Of particular concern was that there is only one road (Hill Road) providing access to the northern end of the peninsula and that it floods during storm events. Comments included concerns about road safety and pedestrian safety, particularly for children walking to schools in the precinct.

Submissions noted that the road network is already congested, particularly at peak hour and during school drop off and pick up times. It was suggested that this situation will be exacerbated by additional development, resulting in extended commute times, compromised road safety and prolonged emergency response times.

Several submissions noted that there is insufficient on-street parking in the precinct. There was also concern that the existing development control plan parking requirements are not sufficient to meet resident demand, resulting in residents using visitor parking and on-street parking. The amendment does not propose any change to the parking requirements.

Respondents suggested that as proposed public transport improvements are not expected to be delivered until the late 2020s or early 2030s, there will be a gap between the development and investment in supporting transport infrastructure. Some submissions expressed a lack of confidence that infrastructure upgrades will be delivered, which will worsen the traffic impacts. Others expressed concern that traffic conditions will worsen when the Baylink bus shuttle service to Rhodes station ceases.

Other submissions requested that Bennelong Bridge and the proposed light rail bridge from Melrose Park include provision for vehicular traffic.

Considerations for finalisation

Development on Block H will generate trips that may impact on the surrounding transport network and affect residents and visitors to Block H and the surrounding community. The initial strategic planning for Wentworth Point considered the impacts of the level of development under the provisions of the development control plan as adopted in 2004. Circumstances within the precinct, community transport behaviour and public transport plans for Wentworth Point have changed since 2004. These are reflected in the traffic conditions currently experienced.

There should be further consideration of traffic impacts prior to finalising the amendment. In particular, we will consider the potential cumulative impacts (and mitigation feasibility) on the surrounding and regional road network. The timing of the opening of the Sydney Metro West station at Sydney Olympic Park and future Parramatta Light Rail Stage 2 should also be considered.

It may be prudent for any further investigation on traffic impacts to consider the recently released draft Guide to Transport Impact Assessment. This guide reflects industry best practice and guidance on trip generation, mode share and network impacts.

4.4 Public transport and active transport

Explanation of the issues raised

Submissions relating to public and active transport comprised 23% of those received.

Submissions highlighted that there are limited public transport services for the precinct, and current train services (from Rhodes) and bus services operate at or beyond capacity. The ferry service was noted as serving limited destinations, not operating frequently enough and not offering express services.

The importance of the Baylink shuttle service to/from Rhodes station was highlighted, with some submissions expressing concerns that it due to cease in 2030.

Concerns included that the future public transport investment may not address the demand for public transport. Some submissions noted that the light rail is only partially funded and there is no guarantee that it will serve Wentworth Point. Others suggested that the construction of the future metro station at Sydney Olympic Park is not assured. Some submissions requested that the light rail be funded and the construction program committed to prior to the completion of the development of Block H.

Several submissions requested that Bennelong Bridge should accommodate an increased volume of pedestrians and cyclists.

Considerations for finalisation

Transport capacity will be improved by major transport upgrades and the influence these interventions have on travel behaviour and traffic generation. The shift to hybrid working/working from home, improved walking and cycling connections along the foreshore and major public transport improvements will influence travel demand and transport capacity over time.

Major transport upgrades that will affect Wentworth Point include:

- Parramatta Light Rail Stage 2, which will link Parramatta CBD with Sydney Olympic Park, with stops in Wentworth Point – this will reduce demand at Rhodes station from commuters currently travelling to Parramatta
- the Sydney Metro West station at Sydney Olympic Park, which will increase capacity on the T9 Northern Line by diverting commuters onto the metro line linking Parramatta and the Sydney CBD
- future upgrades to Rhodes station and the Northern Rail line to construct a fourth track, which will create more line capacity for services through Rhodes

Consideration of planning approval and construction timeframes for the future development of Block H is required in relation to the timing of additional public transport demand. Following finalisation of the Homebush Bay West Development Control Plan, Amendment 2, approval for future development on Block H will be required. This would typically take from 6 months to one year. In general terms, construction of apartment buildings takes around 2 to 3 years. This means that additional demand could be anticipated from mid-2027 to 2028 at the earliest.

Planning approval for Parramatta Light Rail Stage 2 has been granted. Construction of the light rail will be phased, with enabling works for the bridge between Melrose Park and Wentworth Point to be included in the first phase. The opening of Sydney Metro West is targeting 2032.

Prior to the delivery of this critical new public transport infrastructure, the Baylink shuttle will continue to be important for residents to access regular train services from Rhodes station. The shuttle service is currently operated and fully funded by the landowner. The draft planning agreement currently under consideration by City of Parramatta Council includes an offer to continue the provision of this service until January 2031.

Two public bus services (route 533 and route 526) operate through Wentworth Point. These provide links to Chatswood and Burwood. Transport for NSW has re-iterated its previous comments relating to the draft development control plan exhibited by the council in 2020. This notes that Transport for NSW will continue to monitor future demand and may consider additional bus services as part of strategic bus service planning for the region.

The opportunity for shared use of Bennelong Bridge is limited by the width of the structure. Alternative opportunities to increase active transport between Wentworth Point and Rhodes may be investigated in the future.

Consideration of the proposed increase in residential gross floor area should be informed by the capacity of Parramatta Light Rail Stage 2, the future Sydney Metro West station at Sydney Olympic Park and the connecting light rail service.

4.5 Open space

Explanation of the issues raised

Just over a quarter of submissions (26%) discussed open space, with many highlighting the shortage of open space in Wentworth Point, particularly play areas for children.

Submissions in support of the proposed amendment welcomed the increased provision of green space in the proposed amendment.

Submissions that did not support the proposed amendment noted that the increase in population in the precinct will require proportionally larger and more numerous open spaces. These suggested that the proposed open space in the draft amendment is insufficient to service the additional demand generated by development in Block H.

Some submissions highlighted that the proposal would provide the foreshore open space link to Sydney Olympic Park and Rhodes, while others noted that the current development control plan already requires the foreshore promenade to be provided.

A few submissions expressed the desire for the future Peninsula Park located north of Block H to be completed and open to the public.

Considerations for finalisation

There are several regional-scale open spaces close to Wentworth Point. The foreshore link, when completed, will offer a linear open space along the foreshore linking many of these regional open spaces.

Planning is underway for the delivery of Peninsula Park by the NSW Government and Landcom. This will provide a minimum of 3.9 ha of open space for the peninsula to serve the population of Wentworth Point.

The draft Homebush Bay West Development Control Plan, Amendment 2 increases the area of the urban park within the site from 9,850 m² to 10,044 m² and reconfigures it from a wedge shape into a rectangular park. The reconfiguration should result in more usable space for a range of activities. Detailed planning of this open space will be undertaken as part of a future development application.

The draft amendment increases the total area of public open space on the site from 10,973 m² to a minimum of 16,737 m². This includes the urban park, 6,000 m² foreshore promenade and 693 m² town centre to foreshore link.

4.6 Social infrastructure

Explanation of the issues raised

Social infrastructure was a particular concern in 31% of submissions.

Many submissions addressed the need for social infrastructure in Wentworth Point, especially the need for community and play spaces for children. Submissions in support of the exhibited draft amendment noted that the urban park will provide some of these spaces.

Some submissions expressed concerns that the schools in the precinct are already full and will have limited capacity to absorb the demand associated with additional development.

Considerations for finalisation

The draft Homebush Bay West Development Control Plan, Amendment 2 proposes approximately 4,200 m² of community facilities/infrastructure gross floor area. The draft planning agreement that supports the proposed development control plan changes proposes to deliver the indoor recreation centre and the fit-out of a childcare centre.

The draft planning agreement also includes the embellishment of the main urban park on the site to provide a range of outdoor community facilities including a children's playground and outdoor sports courts. Further details of the design of the open space and play spaces will be addressed in a future development application.

The new Sydney Olympic Park High School is under construction immediately north of the site. The school will open to Year 7 students in early 2025, with a staggered enrolment process, and will accommodate 1,500 students.

Wentworth Point Public School is close to the site and can accommodate 660 students. As part of Stage 2 upgrades to Wentworth Point Public School, council recently approved plans to construct a new 4-storey building. This will increase the school's enrolment capacity to 1,012 students.

4.7 Other infrastructure

Explanation of the issues raised

Eight percent of submissions raised a range of other infrastructure needs.

Some submissions suggested that current healthcare facilities and emergency services are unable to support the additional needs likely to be associated with the increased population resulting from the proposed increase in gross floor area.

Submissions also noted that the additional population will increase the demand for water, energy, telecommunications and waste management.

Considerations for finalisation

Increasing the residential population of the precinct will be associated with an increased demand for services, utilities and infrastructure provision. Sydney Water has indicated that there are potential constraints to the provision of water and wastewater services to accommodate future growth. Information on the capacity of other utility networks and other services within the precinct to accommodate the addition is required.

Further investigations into the implications of the proposed development control plan changes and resulting population increase on services and infrastructure, particularly water and wastewater services provided by Sydney Water, should be undertaken.

4.8 Land use

Explanation of the issues raised

Submissions which addressed land uses and activities expressed support for the proposed changes. These suggested that the proposed changes would contribute to the vibrancy of the neighbourhood through the replacement of the ageing factory complex/warehousing on the foreshore. Supportive submissions highlighted that development would include new restaurants, clubs and economic activity along the waterfront promenade.

Other submissions suggested that the additional population associated with development in Block H would support economic activity and businesses in Wentworth Point.

Considerations for finalisation

The draft Homebush Bay West Development Control Plan, Amendment 2 includes an increase in the total allowable non-residential floorspace from 2,400 m² to 9,400 m², with a maximum of 4,000 m² for waterfront entertainment uses. The waterfront entertainment uses may include a registered club, function centre, entertainment facilities, recreation centres, restaurants and cafes, gyms and water recreation structures.

The additional gross floor area will contribute to the overall density, bulk and scale of future development. Consideration of the overall scale of the proposed changes to the development control should balance the vibrancy created through additional non-residential gross floor area on Block H with concerns about density, built-form impacts and impacts on the foreshore

promenade. This may include finer grain consideration of the distribution and layout of non-residential uses across the site and controls to guide high quality interfaces with the public realm.

4.9 Liveability

Explanation of the issues raised

Some 22% of submissions expressed a variety of opinions on how the development facilitated by the proposed amendment would impact on the liveability of Wentworth Point.

Those in support of the proposed changes highlighted that development would benefit the community through the provision of social infrastructure and open space and create opportunities for the community to congregate.

Submissions objecting to the proposal suggested that the cumulative impacts of noise, the loss of privacy, solar access and views, increased congestion and a lack of parking will impact negatively on the liveability of the area and disrupt the established sense of community.

Considerations for finalisation

Liveability is a widely used term to describe quality of life and community wellbeing. The liveability of Wentworth Point is a combination of a variety of factors, representing a perception or assessment of what it is like to live in a place. The submissions reflect the diversity of views among respondents about the factors that will influence the liveability of Wentworth Point.

Further consideration of the proposed changes should consider the implications of these on the overall liveability of the precinct.

4.10 Environment

Explanation of the issues raised

Eight percent of submissions raised concerns about the environmental consequences of future development and increasing population.

Particular mention was made of increased air pollution and negative impacts on air quality resulting from additional traffic and congestion. The potential impact of future development on urban heat, particularly in an area already impacted by climate change, was highlighted in a few submissions. Some submissions called for future development to align with sustainable practices.

Some submissions were concerned that the land may not be suitable for future development. Assurance was sought that the geotechnical conditions can accommodate 40 storey buildings and that the proposal would not increase the risk of flooding in the area.

Other submissions were concerned that development and the associated population increase may have impacts on the natural ecosystems of the foreshore, including mangroves and the habitat of migratory birds and wildlife.

Considerations for finalisation

The existing development control plan includes detailed design guidelines for building performance. The draft Homebush Bay West Development Control Plan, Amendment 2 proposes to introduce a range of new controls to improve environmental outcomes. These include controls relating to urban heat, ecologically sustainable development, water-sensitive urban design and design excellence.

The existing development control plan acknowledges that most of the precinct is reclaimed land. In response, the plan requires that for any proposed development, a geotechnical report must accompany the development proposal to confirming the suitability of the site.

The specific environmental impacts will be addressed and assessed at the development application stage for future development.

4.11 Noise and construction

Explanation of the issues raised

A small number of submissions identified that the precinct experiences significant noise, and increasing population density will increase noise levels. Other submissions highlighted the increase in noise, dust levels and debris associated with current and future construction. These submissions highlighted the range of health consequences associated with these impacts.

Considerations for finalisation

Noise is part of living in a dense community and there will be some degree of noise from time to time in every neighbourhood. Some noise, such as children playing and people congregating in open space and in restaurants, is an indicator of a vibrant community and is usually acceptable, provided it is during reasonable hours. These matters are generally considered at the development assessment stage of a proposal and may be managed through conditions of consent.

Continuous or very loud noise, such as construction noise, can be considered a nuisance. In finalising the amendment to the development control plan, consideration may be given to including a requirement for a development application to be supported by a construction

management plan. Construction management plans can help mitigate the impacts of issues such as noise and dust, as well as managing construction waste.

4.12 Draft planning agreement

Explanation of the issues raised

Matters relating to the draft planning agreement were included in 15% of submissions. Many submissions expressed support for the provision of facilities such as childcare to be provided through the planning agreement. A few submissions commented that the planning agreement does not address the critical requirement for the provision of transport improvements.

Considerations for finalisation

While a requirement to provide an urban park of a minimum of 10,973m² and a 20 m wide foreshore promenade is included in the current development control plan there is no existing planning agreement in place for the delivery of this public benefit.

The draft Homebush Bay West Development Control Plan, Amendment 2 exhibited is supported by a draft planning agreement to secure delivery of the urban park and other local supporting infrastructure. The draft planning agreement submitted by the landowner to the City of Parramatta Council proposes approximately \$70 million of community benefits including:

- an urban park
- indoor recreation centre
- childcare centres
- continuation of the existing privately funded free shuttle bus service between Wentworth Point and Rhodes Station until 2031.

The scope of the proposed draft planning agreement will require review and refinement to align with the outcomes of the final Homebush Bay West Development Control Plan amendment. The revised draft planning agreement will be publicly exhibited to provide an opportunity for community input. Following exhibition the City of Parramatta Council will lead the resolution of planning agreement with the landowner.

Close alignment between the finalisation of the development control plan amendment and the planning agreement is required in the next stage of development control plan process to ensure that community benefits of the proposal can be secured.

4.13 Precedent

Explanation of the issues raised

A total of 4% of submissions highlighted concerns that approval of the proposed changes will create a precedent for future variations to the approved planning controls. Concerns included that permitting additional height, particularly in the foreshore areas, will become a precedent for future uplift on the peninsula.

Considerations for finalisation

Most of Wentworth Point has been developed in accordance with the existing development control plan. The remaining development sites in the precinct include the industrial site at 37-39 Hill Road and the Transport for NSW/Landcom site north of Block H. The Transport for NSW/Landcom site is subject to separate planning controls under the Wentworth Point Development Control Plan 2014. Any change to the controls for 37-39 Hill Road would require an amendment to the existing controls. Any future proposal for further changes to the development control plan would need to be considered on merit, considering the site-specific conditions and the overall intent of the development control plan.

4.14 Issues beyond the scope of the development control plan

Explanation of submissions issue raised

Some 10% of submissions raised matters that we considered were beyond the scope of the development control plan.

A cluster of submissions noted that the information and submission options provided in the exhibition of the draft Homebush Bay West Development Control Plan, Amendment 2 were provided in English. These submissions stressed that English is not the first language of many of the residents of Wentworth Point, which may have excluded these residents from participating in the exhibition.

Some submissions articulated concern that property values will be diminished by the impacts of additional development and the loss of solar access, views and privacy. A small minority expressed the view that the proposed development could potentially have a positive impact on property values.

Other submissions identified that additional development would increase the use of the open spaces, and visitors and non-residents may be attracted to the proposed open space. These submissions expressed concern that this would increase the maintenance costs to be borne by the community association.

Considerations for finalisation

We recognised that English may not be the first language of all residents in Wentworth Point. Translated print advertisements promoting the exhibition were included in Mandarin (Simplified Chinese) in the Australian Chinese Daily and in Korean in the Sydney Korean Herald to engage with these communities.

Property values and maintenance costs are influenced by a variety of external factors. Many of these are beyond the scope of a development control plan.

5 Summary of considerations and recommendations

The submissions received have highlighted a range of concerns relating to the proposed changes to the development control plan. The key concerns raised related to:

- density
- built form
- infrastructure, including traffic and parking, public and active transport and social infrastructure provision
- land use and liveability.

To address these concerns during finalisation of the Draft Homebush Bay West Development Control Plan, Amendment 2, the following considerations have been identified:

- investigate opportunities to reduce the visual dominance of the tower buildings in the skyline and maintain the human scale of the foreshore, including a review of the proposed building heights
- explore opportunities to improve the interface of the base of buildings with the public domain and adjoining development at street level, which may include a review of proposed building heights
- conduct further testing and analysis of tower zones and maximum floor plate size to minimise overshadowing, view loss and the potential impacts on visual amenity
- further consider traffic impacts, including the potential cumulative impacts (and mitigation feasibility) on the surrounding and regional road network, together with the anticipated timing of the opening of the Sydney Metro West station at Sydney Olympic Park and future Parramatta Light Rail Stage 2
- consider the proposed increase in residential gross floor area and resultant demand in light of the capacity and timing of the future Sydney Metro West station at Sydney Olympic Park and the connecting Parramatta Light Rail Stage 2 service
- further investigate the implications of the proposed development control plan changes and resulting population increase on services and infrastructure, particularly water and wastewater services provided by Sydney Water

- balance consideration of the vibrancy resulting from additional non-residential gross floor area with concerns about density, built-form impacts and impacts on the foreshore promenade
- consider the implications of proposed changes on the liveability of the precinct.

The draft Homebush Bay West Development Control Plan, Amendment 2 will guide the parameters within which the future development of Block H will occur. The intent of the amendment is not to prescribe a single built form outcome. Development may not ultimately occur as illustrated by the draft Homebush Bay West Development Control Plan, Amendment 2 or the indicative development concept imagery, as set out in **Error! Reference source not found.** 11 and **Error! Reference source not found.** 12 of this document. However, it is important to ensure that the principles, objectives and performance criteria and controls guide design through clearly articulating the desired outcomes for the site.

6 Next steps

The issues and associated discussion set out in this submissions report identify a series of considerations that are to be further explored in finalising the development control plan amendment. This will also require collaboration with local and state agencies to ensure alignment with the planning agreement.

As part of the finalisation a report is to be prepared that sets out how the issues and considerations in this submissions report have been explored and resolved to support the final adopted development control plan amendment.