

S75W Modification to Concept Plan MP09_0160

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MODIFICATION OF APPROVED INDICATIVE ENVELOPES

23 BENNELONG PARKWAY, WENTWORTH POINT

Prepared under instructions from

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1.0 INTRODUCTION

This Statement has been prepared in support of an application to modify an approved Concept Plan pursuant to Section 75W and Clauses 2(1)(a) and 3(1) of Schedule 6A of the *Environmental Planning and Assessment Act, 1979*.

On 22 June 2010, the Planning Assessment Commission approved Concept Plan MP09_0160 for a residential development, public open space, parking and road works at 23 Bennelong Parkway, Wentworth Point. The Concept Plan was subsequently modified on 22 December 2010 to add a four storey infill extension to Building C, other minor amendments and an increase in floor area to 45,500 square metres and reduction in landscaped area to 15,068 square metres.

The proposed modification seeks consent to increase the height of the approved building envelopes by one to two storeys, increase the floor area of the development by 4,545 square metres and increase car parking spaces by 21 spaces.

The proposed modification is detailed on architectural plans provided by Turner Architects. The application is also accompanied by the following:

- Amended CIV estimate prepared by Rider Levett Bucknall
- Survey of floor space in Precinct F by Lockley Land Title Solutions
- Survey of public open space in Precinct F by Lockley Land Title Solutions

The Statement provides an assessment of the proposed modification having regard to the relevant legislative context, social, economic and environmental impacts, potential amenity impacts of the development on the surrounding locality and the measures proposed within the application to mitigate such impacts.

The Statement details the proposed development's compliance against the Homebush Bay West Development Control Plan (HBW DCP) and discusses the floor space, built form, amenity and car parking considerations of the proposed modifications.

Having regard to the applicable legislative framework, the proposed modifications are consistent with the aims and objectives of Metropolitan Strategy and the HBW DCP. Whilst the proposed modification seeks a minor variation to the suggested height control, it does not exceed the maximum floor space for Precinct F, it meets the minimum landscaped area requirement and provides car parking within the minimum and maximum provisions of the HBW DCP.

The additional height is an appropriate urban design response to the gateway location of the site and results in a development which remains compatible with the character of the locality and without unreasonable impacts on the amenity of the adjoining properties.

2.0 BACKGROUND

2.1 Concept Plan MP09_0160

On 22 June 2010, the Planning Assessment Commission approved Concept Plan MP09_0160 for the site for the following:

- Building envelopes for 3 residential flat buildings as follows:
 - Building A is located to the east of Amalfi Drive with a height of 4-5 storeys.
 - Building B is located at the southern corner of the site between Amalfi Drive and Bennelong Parkway and comprises a perimeter style building around a central landscaped courtyard with heights ranging from 5 to 8 storeys
 - Building C is located at the northern corner of the site between Amalfi Drive and Bennelong Parkway and comprises a perimeter style building around a central landscaped courtyard with heights ranging from 4 to 8 storeys
- A common basement under Buildings B and C with a car parking capacity for 829 cars.
- A floor area of 44,730 square metres.
- A 4,910 square metre neighbourhood park.
- Roadworks to extend Amalfi Drive.
- A notional apartment mix as follows:

1 beds	184
2 beds	366
3 beds	23
Total	573

The approval included Condition A3 Building Envelope Modifications, which required the following amendment:

The envelope of the south east corner of Building B (fronting Amalfi Drive and the eastern 3-storey part of the Capri Building) shall be reduced to a maximum of 5 storeys (RL22.35) by deleting the proposed 8 units (2x3 bedroom, 2x1 bedroom and 4x2 bedroom) on 2 levels (Levels 5 and 6) as identified (hatched in red) in Drawing number DA27 Revision F.



Figure 1: Approved Concept Plan

2.2 Modification to Concept Plan

On 22 December 2010, a modification (MP09_0160 MOD 1) to the Concept Plan was approved pursuant to S75W of the *Environmental Planning and Assessment Act 1979*. The modification was undertaken to address the requirements of Condition A3 as well as several minor amendments, as follows:

- Reduction of the south east corner of Building B from 7 storeys to 5 storeys.
- The addition of a 4 storey infill extension containing 8 units along the northern elevation of Building C.
- An increase to the height of the south east corner of Building B by 1.5 metres.
- Increase of the floor area by 770 square metres to 45,500 square metres.
- Reduction of the total landscaped area to be provided by 288 square metres from 15,356 square metres to 15,068 square metres.
- Extension of the northern corner of the basement car park by approximately 10 square metres.

- An amended notional apartment mix as follows:

1 beds	188
2 beds	370
3 beds	23
Total	581



Figure 2: Modified Concept Plan

3.0 SITE DESCRIPTION AND LOCATION

3.1 Site Description

The site is legally described as Lot 3 in DP 776611 and Lot 22 in DP 104874 and is commonly known as 23 Bennelong Parkway, Wentworth Point, or 'Bay Park'.

The site is located within Wentworth Point, on the north eastern corner of the intersection of Hill Road with Bennelong Parkway. The site has a curved frontage to this intersection and serves a gateway function into Wentworth Point.

The site is defined by Hill Road, Bennelong Parkway and the adjacent residential developments of Sorrento and Torino to the north and Portofino and Capri to the east. The site has a total area of 25,570 square metres.



Figure 3: Site location (Source: Six Maps, Department of Lands 2013)

The site is relatively level and is currently improved by a large industrial building located parallel to the northern boundary of the site. To the south of the building is a large hardstand area of similar site coverage to the building. The site is accessed via two driveways, one of which is located at the north western corner of the site adjacent to the Sorrento residential development, whilst the primary driveway to the site is located at the south eastern corner adjacent to the Capri residential development. The site is currently used by TNT Australia as a parcel distribution centre.

The only vegetation on the site is limited to perimeter planting of trees.



Photograph 1: Site as viewed from Hill Road



Photograph 2: Driveway at north western corner



Photograph 3: Driveway at south eastern corner

3.2 Locality Description

The subject site is located at the southern gateway into a new residential suburb known as Wentworth Point.

The precinct is located on reclaimed land which has historically been occupied by industrial activities, which are being replaced with new residential development. The initial redevelopment of the precinct was guided by the 1999 Homebush Bay Development Control Plan, however, as time progressed the Homebush Bay West Development Control Plan was prepared by the Urban Design Advisory Service for the precinct to guide the future development of the peninsula.

Wentworth Point is bounded by the Parramatta River along its eastern and northern boundaries, Sydney Olympic Park to the south and Millennium Parklands to the west across Hill Road. The Millennium Parklands contain the 'Millennium Marker' which is located approximately 600 metre to the north of the subject site. Whilst the Millennium Marker was designed as a landmark, it is largely screened by the trees located along the eastern boundary of the Millennium Parklands and is not located within the visual catchment of the subject site.

The site forms an important gateway into Wentworth Point which currently fails to herald this new residential precinct. Due to the particularly large scale of the intersection of Hill Road with Bennelong Parkway, exacerbated by the large traffic island opposite, the site is currently lost in the urban landscape with a lack of

identity. In order to achieve an orderly development of the precinct, it is critical that this site appropriately introduces the precinct to visitors and residents and distinguishes the precinct as a new and vibrant residential neighbourhood with its own character as distinct from Sydney Olympic Park.



Figure 4: Site context (Source: Six Maps, Department of Lands 2013)

The sites adjacent to the north along Hill Road have been largely redeveloped with residential buildings with a predominant height of 8 storeys. Similarly, the sites adjacent to the east along the Bennelong Parkway are also characterised by predominantly 8 storey buildings.

The sites within Wentworth Park are characterised by buildings of a lower scale, with which create a more intimate setting including a two to three storey character along the Piazza fine grain retail strip to the north east of the subject site.

Adjoining the site immediately to the north is the Sorrento building which has an 8 storey street wall height to Hill Road, a 7 storey street wall height to Stromboli Street and a 6 storey street wall height to Amalfi Drive. The Sorrento building is adjacent to Building C of the approved Concept Plan for the subject site.

The lower scale Torino is also located to the north of the site, adjacent to the area of the site which will become Bay Park.

Adjoining the site immediately to the east is the Capri building which has a small 4

storey element immediately adjacent to the site, a large 8 storey element addressing the corner of Bennelong Parkway and The Piazza, a 5 storey element addressing the corner of The Piazza and Amalfi Drive, and a 3 storey element presenting to Amalfi Drive. The Capri building is adjacent to Building B of the approved Concept Plan for the subject site.



Photograph 4: Hill Road streetscape



Photograph 5: Bennelong Parkway streetscape



Photograph 6: Sorrento

The Portofino building is also located to the east of the subject site, adjacent to Building A of the approved Concept Plan for the subject site. The Portofino building has a reduced scale and is 3 storeys in height.



Photograph 7: Capri as viewed from Bennelong Parkway



Photograph 8: Capri as viewed from The Piazza

4.0 PROPOSED MODIFICATION

4.1 Description of Proposed Modification

This application seeks to modify the approved Concept Plan (MP09_0160 MOD 1), pursuant to S75W of the *Environmental Planning and Assessment Act 1979* as follows:

Basement and Carparking

Increase in the extent of the basement towards Bennelong Parkway, underneath the approved building envelope. This results in an increase of 21 car parking spaces to a total of 850 car parking spaces, which are to be allocated as follows:

1 beds	209
2 beds	547
3 beds	54
Visitors	40

Building B

The changes are described moving counter clockwise from the eastern corner of the building:

- Retention of the 5 storey element adjacent to Capri for a width of approximately 14 metres before increasing in height from 5 storeys to 7 storeys.
- Increase in height of 7 storey central element to Amalfi Drive to 8 storeys.
- Increase in height of 5 storey modulation element facing Amalfi Drive to 7 storeys.
- Increase in height of 7 storey element facing the through-site link to 8 storeys.
- Increase in height of 8 storey primary element to Bennelong Parkway and wrapping around south eastern corner of the building to 9 storeys.

Building C

The changes are described moving counter clockwise from the south eastern corner of the building:

- Increase in height of 7 storey element facing the through-site link to 8 storeys.
- Increase in height of 5 storey modulation element facing Amalfi Drive to 7 storeys.
- Increase in height of 7 storey central element to Amalfi Drive to 8 storeys.
- Increase in height of 5 storey north eastern corner element to 7 storeys.
- Retention of 4 storey element adjacent to Sorrento courtyard.
- Increase in height of 8 storey primary element to Bennelong Parkway and wrapping around south western corner of the building to 9 storeys.

Floor Area

The floor area will increase by 4,545 square metres from 45,500 square metres to 50,045 square metres.

Landscaped Area

The proposal does not result in any change to landscaped area or deep soil.

Unit Mix

The total number of apartments is to increase by 60 apartments, with the following amended mix:

1 beds	209
2 beds	405
3 beds	27
Total	641



Figure 5: Proposed modification to Concept Plan

4.2 Modification of Conditions

The following amendments are proposed to the conditions of consent (amendments in bold italics and strikethrough):

Condition A1

Condition A1 is proposed to be amended to reflect the modified height of some of the buildings:

A1 Development Description

Concept Approval is granted to the development described below:

- *Use of the site for residential purposes and public open space;*
- *Indicative building envelopes for 3 separate buildings A-C over a single podium and basement level, with heights ranging from 4 to ~~8~~ 9 storeys.*
- *Basement level car parking;*
- *Road works to extend Amalfi Drive; and*
- *Associated landscaping and site facilities.*

Condition A2

Condition A2 is proposed to be amended to reflect the modified plans:

A2 Development in Accordance with Plans and Documentation

The approval shall be generally in accordance with MP 09_0160 and with the Environmental Assessment, except where amended by the Preferred Project Report and the following drawings by Turner and Associates:

Concept Plan Drawings prepared by Turner and Associates			
Drawing No.	Revision	Name of Plan	Date
DA01	E J	Site Context Plan_Existing	17/11/2009 29/6/2012
DA02	F L	Site Context Plan_Future	03/05/2010 14/2/2013
DA06	G	Area Diagrams_Stage 1 DA	10/8/2010
DA07	G Q	Site Statistics_Stage 1 DA	5/8/2010 14/2/2013
DA11	F K	Illustrative Street Network Diagrams	3/5/2010 14/2/2013
DA21	F Q	Illustrative Basement Plan	5/8/2010 14/2/2013

DA22	F S	Illustrative Bennelong Road Level Plan	5/8/2010 14/2/2013
DA23	F	Illustrative Amalfi Drive Level Plan	5/8/2010
DA24	F	Illustrative Level 1 Plan	5/8/2010
DA25	F	Illustrative Level 2+3 Plan	5/8/2010
DA26	F	Illustrative Level 4 Plan	5/8/2010
DA27	G P	Illustrative Level 5+6 Plan	5/8/2010 14/2/2013
DA28	G P	Comparative Height Study/Roof Plan	5/8/2010 14/2/2013
DA29	E Q	Illustrative West Elevation	17/11/2009 14/2/2013
DA31	F H	Illustrative Section_AA	3/5/2010 14/2/2013
DA32	F J	Illustrative Section_BB	3/5/2010 14/2/2013
DA33	B J	Illustrative Section to Amalfi Drive	10/8/2010 14/2/2013
DA41	G J	Urban Form Control Drawings	9/8/2010 14/2/2013
DA01	C	Concept Landscape Plan	13/8/2010

Except for as modified by the following pursuant to Section 75O(4) of the Act.

Condition A3

Condition A3 relates to amendments which have been incorporated into the modified plans and is no longer necessary and therefore proposed to be deleted.

~~A3 — Building Envelope Modifications~~

~~The plans as described above in A2 shall be modified as follows:~~

- ~~a) The envelope of the southeast corner of Building B (fronting Amalfi Drive and the eastern 3 storey part of the Capri building) shall be reduced to a maximum of 5 storeys (RL22.35) by deleting the proposed 8 units (2x3 bedroom, 2 x 1 bedroom and 4x2 bedroom) on 2 levels (Levels 5 and 6) as identified (hatched in red) in Drawing number DA27 Revision F.~~

~~Amended plans demonstrating compliance with this modification shall be submitted to, and approved by, the Director General prior to the submission of any future Development Application.~~

Condition A4

Condition A4 relates to the maximum amount of floor area and is proposed to be amended to reflect the new floor area proposed by this modification. The condition is also proposed to be amended to reflect the correct terminology for 'floor space', as opposed to 'gross floor area', as defined under the HBW DCP 2004.

A4 Maximum Gross Floor Area

The redevelopment of the site for a residential development shall not exceed a maximum ~~Gross Floor Space Area (GFA)~~ as defined under the Homebush Bay West Development Control Plan 2004 of approximately ~~45,500m²~~ 50,045m².

5.0 STATUTORY CONTEXT

5.1 Strategic Planning Controls

New South Wales 2021 (The State Plan)

NSW 2021 is a 10 year plan based around five broad strategies to rebuild the economy, provide quality services, renovate infrastructure, restore government accountability and strengthen the State's local environment and communities.

One of the goals in relation to rebuilding the economy is to place downward pressure on the cost of living. The target in relation to this goal is to facilitate the delivery of 25,000 new dwellings in Sydney per year by continuing to set dwelling targets for local councils outlined in subregional strategies and to partner with local councils to ensure that targets for housing and growth are reflected in relevant planning proposals and in local planning instruments.

Metropolitan Plan for Sydney 2036

In 2005, the NSW Government released the Metropolitan Strategy—City of Cities: A Plan for Sydney's Future—to support growth while balancing social and environmental impacts over 25 years. In 2011 that Strategy was updated and integrated with the Metropolitan Transport Plan to known as the Metropolitan Plan for Sydney 2036. The Metropolitan Plan for Sydney 2036 integrates land use, urban and funded-transport planning together and incorporates the targets in the updated NSW State Plan.

The plan identifies that Sydney will need 770,000 additional homes by 2036— a 46% increase on the city's current 1.68 million homes. The delivery of these targets is to be through subregional strategies and Local Environmental Plans. The Plan identifies a target for the West Central subregion, within which Wentworth Point is located, of 96,000 additional dwellings between 2006 and 2036.

Draft West Subregional Strategy

The Draft West Subregional Strategy was released in 2007 and provides further detail to fulfill the goals and objectives outlined in the Metropolitan Plan for Sydney 2036. The Draft West Subregional Strategy was released prior to the updated Metropolitan Plan, which explains the minor difference in housing targets for the Central West area which has subsequently been increased under the Metropolitan Plan.

The Draft West Subregional Strategy provides general and specific directions relevant to the Auburn local government area including a dwelling target of 17,000 between 2004 and 2031.

5.2 Sydney Regional Environmental Plan No. 24 – Homebush Bay Area

The Sydney Regional Environmental Plan No. 24 – Homebush Bay Area applies to the subject site and provides matters to be considered by the consent authority prior to determining an application for the site.

The proposed amendments result in a minor increase to the heights of some of the approved buildings, generally in the order of only 1 storey, which are not considered to comprise the ability of the development to remain consistent with the Planning objectives prescribed under Clause 12 of the SREP. In particular, the proposed modification:

- Does not prevent the use or reduce the attractiveness or suitability of the Homebush Bay Area, and Sydney Olympic Park for major public facilities;
- Provides a co-ordinated, sensitive and high quality development in the Homebush Bay Area; and
- Retains views from and of the waterfront.

5.3 State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Development

State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Development (SEPP 65) aims to improve the design quality of residential flat developments, provide sustainable housing in social and environmental terms that is a long-term asset to the community and delivers better built form outcomes. In order to satisfy these aims and improve the design quality of residential flat buildings in the State, the plan sets design principles in relation to context, scale, built form, density, resources, energy and water efficiency, landscaping, amenity, safety and security, social dimensions and aesthetics.

SEPP 65 requires any development application for residential flat development to be assessed against the 10 principles contained in clauses 9-18 of SEPP 65 and the matters contained in the Residential Flat Design Code (RFDC).

Whilst the Concept Plan does not seek consent for detailed floor layouts, the approved building envelopes were considered by the Planning Assessment Commission to be capable of accommodating residential flat buildings which meet the 10 principles of SEPP 65. The proposed modification does not result in any change to the residential floorplates with the exception of an increase of predominantly 1 additional storey. Accordingly, the proposed modification does not generate any issues of concern in relation to orientation or separation and the amended envelopes are considered to remain capable of accommodating residential flat buildings which meet the 10 design principles of SEPP 65.

An amended Architectural Statement prepared by Turner Architects accompanies the proposed modification.

5.4 Homebush Bay West Development Control Plan

On 3 September 2004, the Homebush Bay West Development Control Plan (HBW DCP) was adopted by the Director General of the then Department of Planning, Infrastructure and Natural Resources.

The HBW DCP was prepared by the Urban Design Advisory Service to guide the future development of Wentworth Point.

The aim is to guide integrated development of the peninsula within an urban framework which is well connected and accessible, provides for a range of land uses and building forms, is clearly laid out and robust enough to support future change. Over time the precinct has the capacity to become a lively, well used and vibrant urban neighbourhood which benefits from and contributes to the high quality and amenity of its location and setting.

The HBW DCP is divided into four sections which deal with public domain, streets, public open space and built form. The built form controls are specified as follows:

- Land Uses and Density
- Building Height
- Building Depth
- Building Separation
- Street Setbacks
- Building Articulation

Land Uses and Density

The Land Uses and Density controls provide for total allowable floor space for each precinct, based upon the capacity of the precinct and the greater Homebush Bay West peninsula to absorb the quantum of uses. In concert, the minimum public open space is also specified to support the total allowable floor space.

The subject site is located within Precinct F which has a maximum of 236,842 square metres of floor space (excluding community offsets) and a minimum of 18,219 square metres of public open space.

Every site within Precinct F has either already been redeveloped or currently under construction, with the exception of the subject site. When taking into account the community offsets as certified by Lockley Land Title Solutions, this has resulted in a total of 223,282 square metres of floor space having been developed or approved within Precinct F, including the floor space consumed by the subject Concept Plan

MP09_0160, as confirmed by the survey by Lockley Land Title Solutions. Therefore, allowing a residual floor space of 13,560 square metres.

The proposed modification seeks consent for an additional 4,545 square metres which does not exceed the residential amount of floor space and which will result in a total floor space of 227,827 square metres for Precinct F, which is less than the total 236,842 square metres available (including community offset consideration).

(Community Offset: Part 3.4.1 (ii) of the HBW DCP states that *“The provision of covenanted space for community uses within neighbourhood centres may be offset against residential floor space”*. As noted above and certified by Lockley Land Title Solutions, 6,997 square metres of covenanted space has been provided for community purposes in Precinct F).

A total of 20,360 square metres of public open space has been developed or approved in Precinct F, which exceeds the requirement of 18,219 square metres.

Building Height

The Building Height control suggests an 8 storey height limit for Hill Road and major east-west streets, 6 storeys for major north-south streets and 4 storeys for secondary streets. The control also suggests a maximum height of AHD 29 in reference to the top of the Millennium Marker.

The objectives of the height control are:

- *To ensure future development responds to the desired future character of streets and the precinct as a whole*
- *To control the impact of new development on Sydney Harbour at Homebush Bay*
- *To enable view sharing*
- *To protect amenity of the foreshore promenade and contiguous public open space*
- *To protect views from within Sydney Olympic Parklands to the Millenium Marker, such that it retains its visual dominance.*

The proposed modification seeks two elements at 9 storeys in height, in excess of the suggested number of storeys. Notwithstanding the numerical non-compliance, the proposed additional storey represents an appropriate design response necessary to celebrate the gateway location of the site and to provide a landmark signifying the new residential precinct as a neighbourhood distinct from the Sydney Olympic Park and Millenium Parklands.

The proposed additional storey satisfies the objectives for height, as discussed further in this report, and is capable of support.

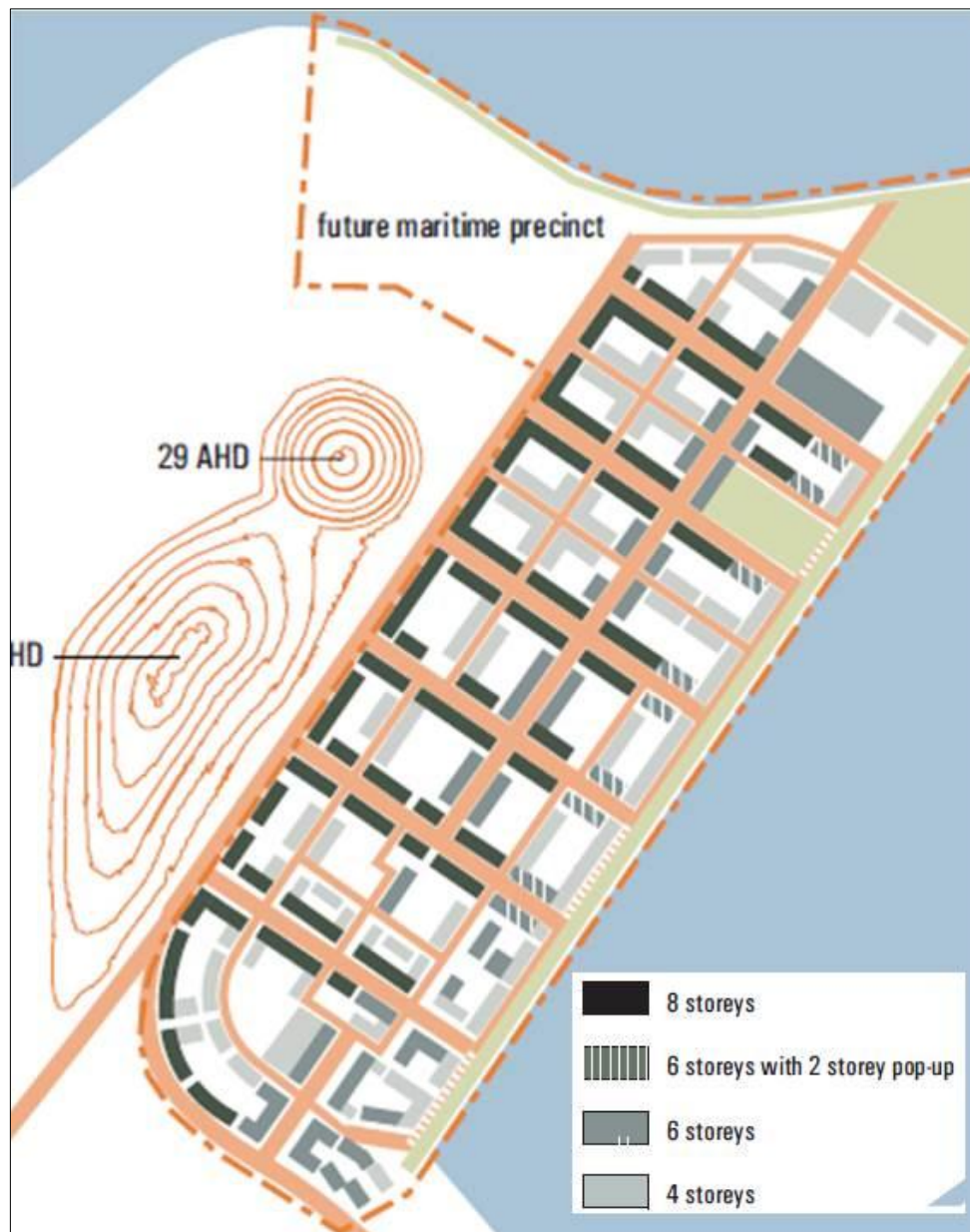


Figure 6: Height in storeys control under the HBW DCP

5.5 Homebush Bay West Development Control Plan – Draft Amendment No. 1

On 12 December 2012, the Department of Planning and Infrastructure placed on exhibition the Homebush Bay West Development Control Plan – Amendment No. 1.

The proposed amendment to the HBW DCP seeks to increase heights in certain locations within the northern end of Wentworth Point from 8 storeys up to 16 to 25 storeys across 12 towers to accommodate an additional 106,000 square metres of floor area, accompanied by a Voluntary Planning Agreement to construct and maintain a bridge between Wentworth Point and Rhodes.

The planning proposal provides that:

A consequence of accommodating additional floorspace at Wentworth Point while maintaining the structural elements within the DCP Design Framework is the need to introduce tower building typologies as has occurred at Rhodes.

An overall maximum building height of 25 storeys is established primarily along the central north-south spine in order to remain below the height of the towers in the designated specialised centres at Rhodes and Sydney Olympic Park. These 25 storey towers will be limited to around the 'Focal Point' near the Bridge landing.

The proposed amendments to the DCP are justified on the basis that they retain the same structural arrangement for Wentworth Point, and sensitively group the towers around the new 'focal point' of the bridge. It is argued that there is a net benefit to the community as the new bridge also links Wentworth Point to the train station at Rhodes.



Figure 7: Planning Proposal exhibited Artist impression (existing – facing north)



Figure 8: Planning Proposal exhibited Artist impression (proposed –facing north)



Figure 9: Planning Proposal exhibited Urban Design Review facing south

The Homebush Bay West Development Control Plan – Amendment No. 1 serves to provide modulation to the maximum heights within Wentworth Point and provide for significantly increase to the articulation of the skyline, similar to the emerging character of Rhodes peninsula. The amendments also serve to remove the homogeneous relationship of the scale of buildings within Wentworth Point with the Millennium Marker.

6.0 ENVIRONMENTAL ASSESSMENT

6.1 Floor Space

It is critical that the sites within Wentworth Point deliver the identified quantum of residential accommodation in order to ensure that the peninsula fulfils its responsibilities in reaching the housing target identified for Auburn Local Government Area in the Metropolitan Strategy and the Draft West Subregional Strategy of 17,000 new dwellings between 2004 and 2031.

The opportunity cost associated with under-delivery of residential accommodation is profound as brown field sites are a limited resource and once they are redeveloped will not be capable of accommodating any further dwellings to meet the growing demand for housing in Greater Sydney.

The subject site is located within Precinct F which has a remaining residual capacity of 13,560 square metres. The proposed modification seeks consent for an additional 4,545 square metres which will not exceed the total floor space of 236,842 square metres (including community offset consideration) for Precinct F.

Wentworth Point is characterised as a location which enjoys a high level of amenity due to its location adjacent to the Parramatta River and close proximity to a broad range of recreational, entertainment and employment opportunities. The location is well served by public transport facilities, which will ultimately be improved with the provision of a new pedestrian bridge linking the suburb with Rhodes. These attributes combined with a high capacity of local road and utility infrastructure are such that Wentworth Point was identified with an overall capacity for 832,615 square metres of floor space, with 236,842 square metres allocated to Precinct F.

As this quantum of floor space can be appropriately accommodated within a development site, it should be supported for the following reasons:

- to ensure that the full development potential for Wentworth Point is realised;
- to assist in meet the growing housing demands in greater Sydney; and
- to assist in improving housing affordability.

6.2 Built Form

The HBW DCP suggests a maximum height of 8 storeys for all sites with Wentworth Point. The proposed modification seeks two 9 storey elements for Buildings B and C, at the boundary of the precinct adjacent to the intersection of Hill Road and Bennelong Parkway. Whilst this represents a variation to the height control, it is considered an appropriate urban design response to the site for the following reasons:

Gateway Location

The subject site is located at the southern corner of the peninsula, at the axis of the two roads which provide access into Wentworth Point being Hill Road and Bennelong Parkway, and therefore serves as a gateway into the suburb. This role as a gateway into the precinct is accentuated by:

- the curved frontage of the site;
- the particularly wide road reserve including a large traffic island adjacent to the site which serves as a visual apron to the site; and
- the lack of urban form within the visual catchment of the site to the west and the south.

The site heralds the entry into Wentworth Point and in this circumstance the most appropriate urban design response is to increase the scale of the proposed buildings to ensure that they appropriately define the urban landscape and reinforce this important corner. The proposed additional height for this site is considered desirable to ensure that the site provides an appropriately robust solution commensurate with its gateway location.

Modulation

The HBW DCP recognises the principle of modulating the scale of buildings in order to provide visual interest and to reduce the apparent mass of groups of buildings. Part 3.4(vii) of the DCP allows 4 and 6 storey buildings to be varied by up to 2 additional storeys:

To enable modulation of the skyline and provide for design flexibility within developments while still maintaining a consistent datum appropriate to the street hierarchy and relation to the water.

However, the same approach is not adopted by the DCP for 8 storey buildings, which arguably are the primary buildings which define the skyline. As a result, the emerging scale of built form evident along Hill Road to the north of the site and Bennelong Parkway to the east of the site is becoming monotonous with a consistent 8 storey street wall height and limited variation between buildings.

It is considered necessary to allow modulation to the 8 storey building elements for the same reasons modulation to the 4 and 6 storey building is considered desirable by the DCP. The proposed modification to provide 9 storey buildings presenting to the intersection of Hill Road and Bennelong Parkway will serve to introduce modulation to the skyline where none presently occurs and is particularly important having regard to the important location of this site.

Scale Relative to Road Width and Context

In broad urban design terms, the scale of a building should relate to its immediate context and of particular relevance in informing an appropriate scale is the adjacent road width. Hill Road is a particularly wide road by virtue of its role in serving the previous industrial uses in Wentworth Point and in this instance, the road reserve is especially wide adjacent to the subject site due to the location of the large traffic island immediately to the south-west of the site.

Presently, the significant width of the road reserve is such that the existing site has negligible presence within the immediate context, which is exacerbated by the non-urban context to the west and the south of the site. This is evident in Photograph 1 in this report. In this context it is particularly important that the subject site be improved by a building of sufficient scale to achieve a proper definition of the street edge and to ensure that the redevelopment of the site provides a sufficiently robust solution for this corner. Accordingly, the proposed additional storey for Buildings B and C presenting to the road is necessary to ensure an acceptable scale which responds to the road width.

Millennium Marker

The HBW DCP has set a maximum height of 8 storeys and AHD 29 in reference to the top of the Millennium Marker and to preserve its visual dominance within the area. However, the Millennium Marker is located approximately 600 metres to the north of the subject site and due to significant vegetation along the western side of Hill Road is unable to be viewed from the subject site. Likewise, the subject site will not be able to be viewed within the same context as the Millennium Marker. Accordingly, the proposed modification to increase the height of the building envelopes by 1 additional storey and beyond AHD 29 is not of any consequence in relation to the Millennium Marker and is not inconsistent with the objective for height in the HBW DCP to protect views from within Sydney Olympic Parklands to the Millennium Marker, such that it retains its visual dominance.

Overshadowing

The site benefits from its location at the southern edge of the Wentworth Point precinct, such that the increase in height does not result in any significant increase in overshadowing of public open space or adjoining properties. The additional shadow is minor and generally falls over Bennelong Parkway.

Shadow diagrams for the amended Concept Plan building envelopes have been prepared by Turner Architects and accompany the proposed modification.

Impact on Views

The identified views of value within Wentworth Point are generally to the water and surrounding hills, as well as those view corridors created by the new street network within the precinct, as identified in Clause 2.2.3 of the HBW DCP.

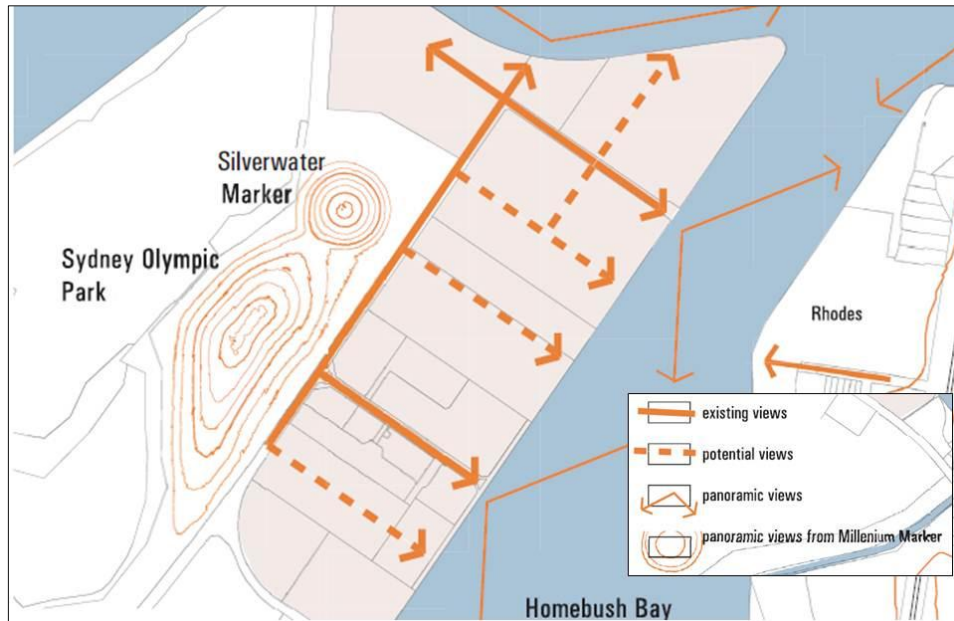


Figure 10: Views identified in the HBW DCP

The primacy of the views to the water in particular is reflected in the typology of building scale provided by the HBW DCP with lower scale buildings along the waterfront and increased scale to the south and west with the highest scale of buildings at the perimeter of the precinct. The subject site is located at the south western corner of the precinct and the redevelopment of the site does not result in any detrimental impacts to views of the water or surrounding hills. Likewise, the proposed modification to increase the height of the buildings by 1 to 2 storeys does not result in any detrimental impact to the views of the water or surrounding hills.

Notwithstanding this, the proposed additional storey to the building presenting to the Hill Road and Bennelong Parkway intersection is important in achieving an appropriate scale to frame the views along Hill Road to the north and Bennelong Parkway to the south the site. The proposed amended building envelopes will provide a stronger focal point which will guide the view along both axis's from the site.

Homebush Bay West Development Control Plan – Amendment No. 1

The Homebush Bay West Development Control Plan – Amendment No. 1 proposes substantially increased heights in comparison to the existing maximum of 8 storeys. The increase in heights will provide for significantly increased articulation of the skyline, similar to the emerging character of Rhodes peninsula. The amendments

also serve to remove the homogeneous relationship of the scale of buildings within Wentworth Point with the Millennium Marker.

In the context of the 16 to 25 storey towers, as well as the 9 storey elements within the amended DCP, the proposed 9 storey buildings are not only appropriate but are necessary to ensure that a balance of scale is achieved across the precinct. Having regard to the HBW DCP Amendment No. 1 the proposed variation to the height control is capable of support.

6.3 Amenity

Whilst the Concept Plan does not seek consent for detailed floor layouts, the approved building envelopes were considered by the Planning Assessment Commission to be capable of accommodating residential flat buildings which meet the amenity requirements of SEPP 65 and the Residential Flat Design Code. The proposed modification does not result in any change to the residential floorplates with the exception of an increase of 1 to 2 additional storeys. Accordingly, the proposed modification does not generate any issues of concern in relation to orientation or separation and the amended envelopes are considered to remain capable of accommodating residential flat buildings which provide a high level of amenity for the future occupants. An amended Architectural Statement prepared by Turner Architects accompanies the proposed modification which demonstrates that the proposed modification to the building envelopes will not compromise the ability for a high level of amenity to be achieved within the development.

6.4 Deep Soil

A total of 20,360 square metres of public open space has been developed or approved in Precinct F, which exceeds the requirement of 18,219 square metres. The proposed modification does not result in any change to public open space or deep soil.

6.5 Traffic and Parking

The proposed modification seeks to increase the extent of the basement so that it is located below the entirety of Amalfi Drive within the site. This results in an increase of 21 car parking spaces to a total of 850 car parking spaces, as follows:

Beds	Apartments	Permissible Min	Permissible Max	Proposed
1 bed	209	209	209	209
2 bed	405	405	607.5	547
3 bed	27	27	54	54
Visitor		0	128	40
Total		641	998.5	850

The proposed car parking provision is consistent with the provisions of Part 4.3.2 Parking of the HBW DCP. The car parking rates and maximum residential floor space for Wentworth Point as prescribed within the HBW DCP were informed by several broad traffic assessments including the Waterfront Precinct Residential Masterplan (1998), the Sydney Olympic Park Draft Post-Olympic Masterplan (2001) and the Harbourside State Masterplan – Hill Road, Homebush Bay 2003. The traffic assessments concluded that the precinct was capable of accommodating this amount of car parking provision and traffic without unreasonable impact to the performance of surrounding intersections and the local road network. The proposed modification does not seek any additional floor space beyond that which is provided for Precinct F under the HBW DCP and accordingly, the proposed increase of 66 car parking spaces will not result in a detrimental traffic impact.

6.0 CONCLUSION

The proposed modification seeks consent for a minor increase to the height of the approved building envelopes by one to two storeys in order to realise the under-utilised floor space for Precinct F.

Where this quantum of floor space can be appropriately accommodated within a development site, it must be supported to ensure that the opportunity to fulfil the potential for Wentworth Point to assist in meet the growing housing demands in greater Sydney, and also assist in improving affordability, is appropriately utilised

This report has demonstrated that the proposed additional height will not result in any significant detrimental impact to the locality, and rather serves to provide a more robust response to this site which reinforces the entry to the precinct. The modified design responds positively to the particular site circumstances, without adverse impact to the amenity of adjoining development generally.

In addition, when considered in the context of the HBW DCP - Amendment No.1, the proposed modification is considered particularly modest.

The proposed modification to the approved Concept Plan has been found to be consistent with the objectives of all relevant planning provisions and in particular the Metropolitan Plan for Sydney 2036 and Draft West Central Subregional Strategy and it has been demonstrated that the proposed modification is appropriate for approval.