

23 Bennelong Parkway, Wentworth Point

Section 75W Modification to
Concept Plan MP09_0160 (MOD4)

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23 BENNELONG PARKWAY, WENTWORTH POINT

Modification of Approved Building Envelopes

September 2018

Prepared under instructions from
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Turner Architects

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1.0 INTRODUCTION

This Statement has been prepared in support of an application lodged with the Department of Planning & Environment on 28 February 2018 (ID: Part3AMod 18_9178 (Part3A 3443)) 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, as delegate of the Minister for Planning and Infrastructure, the Planning Assessment Commission (PAC) 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 (MOD 1) 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 Concept Plan was again modified on 22 July 2013 (MOD 2) 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 Concept Plan was again modified on 1 September 2014 (MOD 3) to extend the lapsing date from 22 June 2015 until 22 June 2018.

The site is located within Precinct F as identified by the Homebush Bay West Development Control Plan (HBW DCP) 2004 and all sites, with the exception of the subject site, have now been completed. The HBW DCP allocates a total allowable floor space to Precinct F and the proposed amendment seeks consent to modify the approved building envelopes to allow for the realisation of this unallocated floor space. To achieve this, the proposal specifically seeks to modify the approved Concept Plan for the site as follows:

- increase the building envelope height for Building C from 9 storeys to 25 storeys;
- increase the building envelope height for Building F from 9 storeys to 35 storeys;
- amend the envelope footprint for Building C and F;
- remove a portion of the building envelope to the north of Building C and also remove a portion of building envelope to the south of Building F;
- two additional basement levels with total parking provision for the entire development of 1,132 spaces;
- increase of approved floor space of 50,045 square metres by 17,421 square metres to 67,466 square metres (indicative increase of 263 apartments to a total of 904 apartments); and
- two community rooms as well as 50 dedicated community car spaces.

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

Document	Author
Amended CIV estimate	Rider Levett Bucknall
Survey of floor space in Precinct F	Lockley Land Title Solutions
Architectural Package	Turner Architects
Urban Design Report	Urbis
Ecological Assessment	SMEC
Traffic Impact Assessment	Ason Group
Wind Report	Windtech

The proposed modification is necessary to ensure that the site is capable of fulfilling the environmental capacity for Precinct F as identified under the Homebush Bay West Development Control Plan and also to provide a necessary urban design response to this site which restores balance by providing a scale of development which is commensurate with the emerging scale of development at the northern end of the peninsular.

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.

Having regard to the applicable legislative framework, the proposed modifications are consistent with the aims and objectives of the Greater Sydney Region Plan - A Metropolis of Three Cities, the Draft Central City District Plan, and the HBW DCP. Whilst the proposed modification seeks a variation to the suggested height control in the HBW DCP, the proposed towers are nonetheless consistent with the tower typology recently supported elsewhere in Wentworth Point and the proposal does not exceed the maximum floor space for Precinct F.

2.0 SITE DESCRIPTION AND LOCATION

2.1 Locality Description

The site is known as 23 Bennelong Parkway, Wentworth Point and is located at the northern end of a new residential and mixed use suburb known as Wentworth Point.

The site is located at the entrance to Wentworth Point and is 950 metres south of the Sydney Olympic Park Ferry Wharf, approximately 1.58 kilometres from Sydney Olympic Park train station to the south, and approximately 2.75 kilometres from the M4 motorway also to the south. Pedestrian paths and cycleways provide access to the Millennium Parklands and also the Armory Wharf Café to the north-west of the site.

The Wentworth Point precinct is located on reclaimed land which has historically been occupied by industrial activities, which are being rapidly replaced with new residential development. The initial redevelopment of the majority of the precinct was guided by the 2004 HBW DCP which included an 8 storey maximum height. However, as time progressed the HBW DCP was amended to introduce 25 storeys towers at the northern end of the peninsula and buildings have now been constructed to this scale. Furthermore, the Wentworth Point Development Control Plan 2014 was prepared pursuant to the Wentworth Point Urban Activation Precinct for the two former Urban Growth NSW sites at the very northern end of the peninsula which provide for 6 x 25 storey towers.

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 to the south-east of the subject site.

The context of the site has been undergoing urban renewal with the redevelopment of large brownfield sites in the area and including The Waterfront at Wentworth Point, Sydney Olympic Park and Newington.

The location of the site is illustrated in Figure 1 below.



Figure 1:

Site Location:
(Source: Google
Maps)

2.2 Site Description

The site is legally described as Lot 3 in DP 776611 and Lot 22 in DP 1044874 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.

The site is relatively level and the large industrial building which previously occupied the site has been demolished and construction is well advanced for new residential buildings on the site, with the exception of Buildings C and F which are the subject of this modification. In particular, Buildings A, B and G are near complete and Buildings D, E, J and H are currently under construction.



Figure 2:

Site (Source: Near Maps Aug 2018)

Photograph 1:

Site as viewed from Hill Road facing north-east with completed Building G



Photograph 2:

Site as viewed from Hill Road facing south-east

Photograph 3:

Completed Building B as viewed from Bennelong Parkway





Photograph 4:

Site as viewed from
Amalfi Drive facing
north

Photograph 5:

Completed Building A as
viewed from The
Crecent



Photograph 6:

View of Building H which
is currently under
construction from Bay
Park

Photograph 7:

View of Building J which is currently under construction and Building A which is complete from Bay Park



2.3 Surrounding Development

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, 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 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.

The Portofino building is also located to the east of the subject site and has a reduced scale and is 3 storeys in height.

A number of 25 storey towers have recently been constructed further to the north in Wentworth Point.



Photograph 8:

Sorrento building
adjacent to the north in
Hill Road

Photograph 9:

Hill Road streetscape



Photograph 10:

Adjacent Capri development in
Bennelong Parkway

Photograph 11:

Adjacent Capri development in Bennelong Parkway



Photograph 12:

Recently constructed tower in Wentworth Point

Photograph 13:

Recently constructed tower in
Wentworth Point





Photograph 14:

Recently constructed tower in
Wentworth Point

3.0 STRATEGIC BACKGROUND FOR WENTWORTH POINT

Since the HBW DCP came into effect in 2004, there has been a number of significant changes to the strategic planning framework which is guiding the remaining development within Wentworth Point. The changes include Amendment No. 1 to the HBW DCP, which relates to the majority of the peninsula, the Urban Activation Precinct which applies to the northern end of the peninsula, and a draft Amendment No. 2 to the HBW DCP to provide for a 35 storey tower at 3 Burroway Road, Wentworth Point.

The changes are discussed below in greater detail, however, they essentially provide for a substantial increase to the scale of buildings at the northern end of the peninsula with towers up to 35 storeys in height. This represents a fundamental departure from the original objective within the Homebush Bay West DCP to achieve a maximum 8 storey scale throughout the peninsula.

This change in approach towards scale within the peninsula will fracture the achievement of a cohesive and consistent built form within the peninsula without a rebalance of scale at the southern end to match the increased scale at the northern end. Without remedy, there will be a disparate appearance within the peninsular, contrary to the fundamental reason for masterplanning a precinct to ensure that a cohesive urban landscape is achieved at the completion of an urban renewal area.

3.1 Homebush Bay West Development Control Plan 2004

On 3 September 2004, the Homebush Bay West Development Control Plan 2004 (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

The fundamental components of the HBW DCP was the establishment of a structure plan and street network for the peninsula, the establishment of maximum height of 8 storeys, and the allocation of floor space to each precinct. In relation to Precinct F within which the subject site is located, the HBW DCP allocated 236,852 square metres of floor space.

3.2 Homebush Bay West Development Control Plan – Amendment No. 1

On 31 July 2013, the Homebush Bay West Development Control Plan – Amendment No. 1 came into effect.

The amendment to the HBW DCP increased 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. The amendments to the DCP were 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.



Figure 3:

Three dimensional image of new towers under HBW DCP Amendment No. 1 at northern end of peninsular



Figure 4:

HMWDCA Amendment
No. 1 – Tower Height
diagram

3.3 Wentworth Point Urban Activation Precinct

On 16 March 2013 the NSW Premier announced the Urban Activation Precinct program as an important component of a package of wider housing delivery and jobs initiatives.

The Department of Planning and Infrastructure exhibited draft plans in July and August 2013 for the Wentworth Point Urban Activation Precinct to revitalise 18.6 ha of government land at Wentworth Point over 20 years.

The Urban Activation Precinct process provided for:

- An R4 High Density zoning to provide for residential buildings with an FSR of 2.6:1 and heights up from 5 to 25 storeys,
- a new 3.9 ha peninsula park along with three new pocket parks,
- foreshore cycling and walking paths at least 20m wide,
- an 18-classroom school with playing fields by 2017,
- upgrades to nearby Hill and Bennelong Roads to accommodate the increased population, and
- new maritime uses adjacent to Homebush Bay for rowing/kayaking facility, dry boat storage and supporting retail and businesses.



Figure 5:

Three dimensional image of towers provided by the Wentworth Point Urban Activation Precinct

The Urban Activation Precinct process ultimately manifested itself in two planning control changes as follows:

- amendments to the Auburn Local Environmental Plan 2010 which were gazetted on 4 July 2014 comprising zone, height and FSR changes for the sites.
- the adoption of the Wentworth Point Precinct Development Control Plan 2014 by the Secretary of the Department of Planning and Environment (the Secretary) on 7 August 2014.

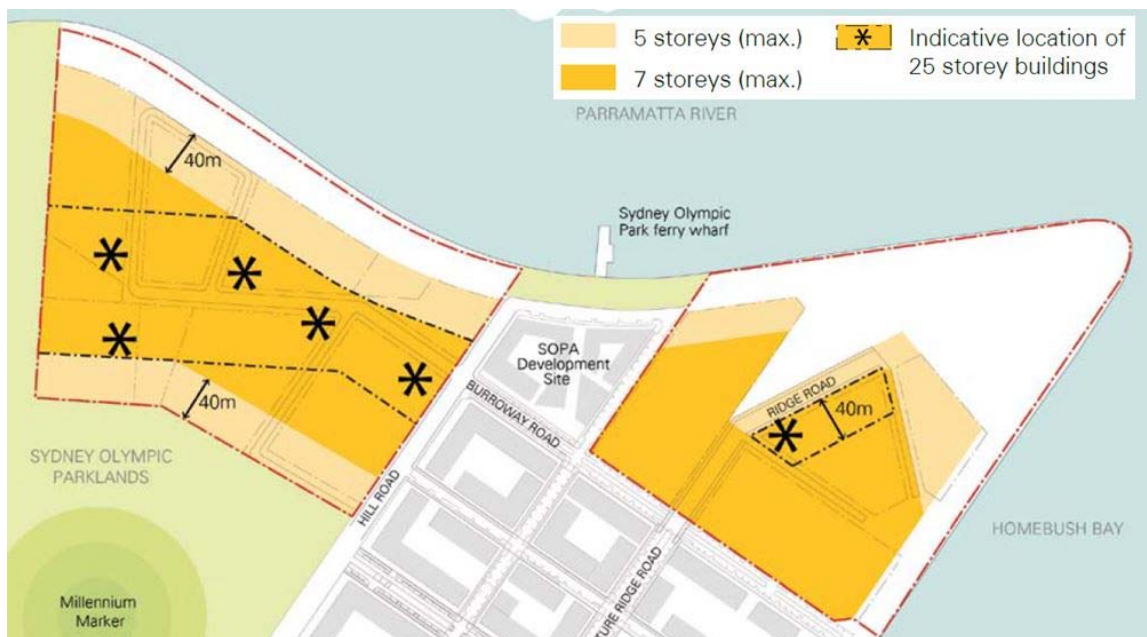


Figure 6:

Towers provided under the Wentworth Point Precinct Development Control Plan 2014

3.4 Homebush Bay West Development Control Plan – Draft Amendment No. 2

On 28 May 2018, Parramatta City Council resolved, subject to certain requirements, to proceed with the exhibition of the Draft Amendment No. 2 to the HBW DCP as it relates to Block H at 3 Burroway Road, Wentworth Point. Block H is located immediately to the south of Burroway Road, to the north of Footbridge Boulevard and to the west of the Parramatta River foreshore (refer to Figure 7).

The proposed Amendment No. 2 to the HBW DCP provides for additional floor space above that provided in the original 2004 DCP. The proposed Amendment No. 2 to the DCP was informed by a first stage competitive design process and includes a new section "Section 5.4 Lot H Wentworth Point" to the DCP which includes Section 5.4.3(iv) which allows for a 35 storey tower on the site.

The prerequisite to the exhibition of Draft Amendment No. 2 to the HBW DCP are the completion of the second half of the design excellence competition on the basis of the Jury recommendation (including the 35 storey height) to consider additional residential floorspace, and a cap on floor space until a funding commitment from the State government to Parramatta Light Rail (Stage 2) and Metro West is announced, or other transport improvements to justify the maximum residential floor space.

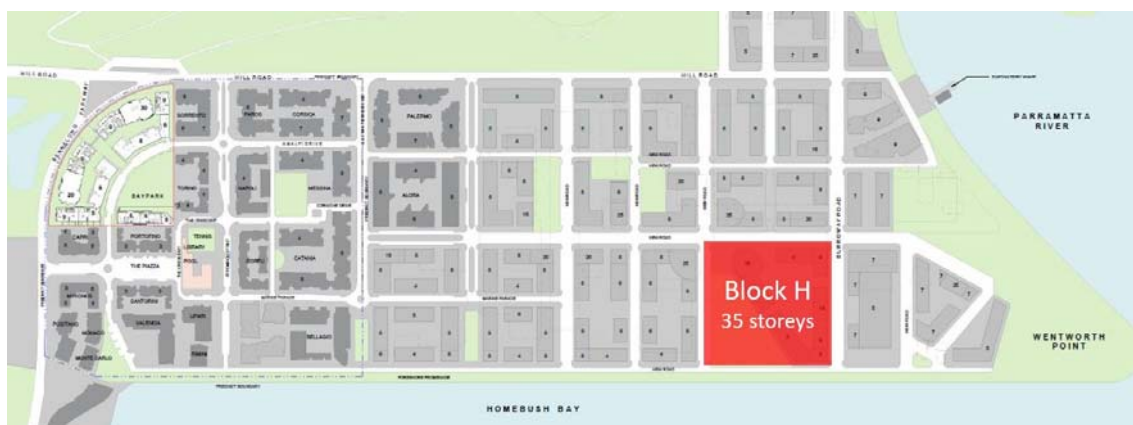


Figure 7:

Draft Amendment No. 2 to the HBW DCP 2004 with 35 storey height for Block H



Figure 8:

A reference set-out and massing option with 25 and 35 storey towers for Block H (Source Competition Design Jury Report)

4.0 CONCEPT PLAN AND DA BACKGROUND

4.1 Concept Plan

4.1.1 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 of 184 x 1 bedroom, 366 x 2 bedroom, and 23 x 3 bedroom units (573 total)



Figure 9:

Originally approved
Concept Plan

4.1.2 Concept Plan MP09_0160 (MOD 1)

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 of 188 x 1 bedrooms, 370 x 2 bedrooms, 23 x 3 bedrooms giving a total of 581 apartments.



Figure 10:

Concept Plan
MOD 1

4.1.3 Concept Plan MP09_0160 (MOD 2)

On 22 July 2013 (MOD 2) a modification (MP09_0160 MOD 2) to the Concept Plan was approved pursuant to S75W of the Environmental Planning and Assessment Act 1979.

The modification resulted in the following amendments to the Concept Plan:

- Increase in the extent of the basement towards Bennelong Parkway, underneath the approved building envelope resulting in an increase of 21 car parking spaces to a total of 850 car parking spaces.
- 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 from 45,500 square metres to 50,045 square metres
- An amended notional apartment mix of 209 x 1 bedrooms, 405 x 2 bedrooms, 27 x 3 bedrooms giving a total of 641 apartments.

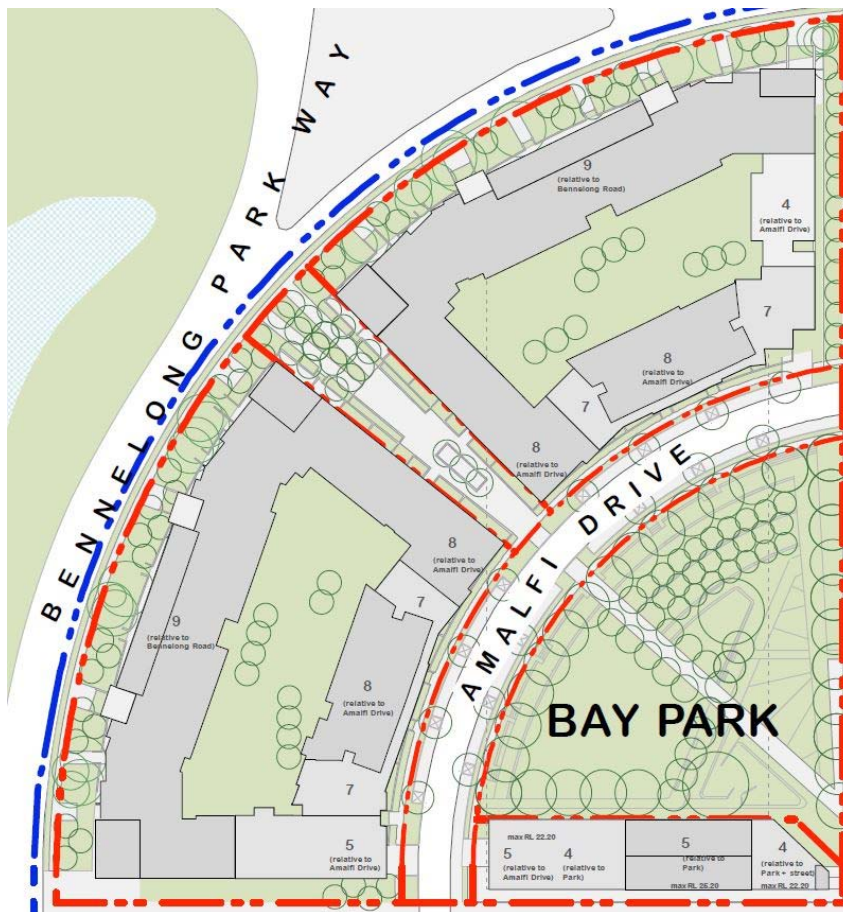


Figure 11:

Concept Plan MOD 2

4.1.4 Concept Plan MP09_0160 (MOD 3)

On 1 September 2014 (MOD 3) to extend the lapsing date for the Concept Plan from 22 June 2015 until 22 June 2018 was approved pursuant to S75W of the Environmental Planning and Assessment Act 1979.

4.2 Development Applications

4.2.1 Development Application DA-48/2012

Development Application DA-48/2012 for the demolition and decommissioning fuel storage facility and backfill of the land and remediation at 23 Bennelong Parkway, Wentworth Point was approved by Auburn City Council on 23 April 2012.

4.2.2 Development Application DA-201/2015

Development Application DA-201/2015 for the demolition of the building and above ground structures at 23 Bennelong Parkway, Wentworth Point was approved by Auburn City Council on 6 July 2015.

4.2.3 Development Application DA/667/2016 (Stage 1 - Approved)

On 21 July 2016, the Sydney West JRPP granted approval to Development Application DA/667/2016 for Stage 1 development of the site for demolition and construction of five residential buildings containing 273 apartments, above 3 levels of basement parking including provision of a new public road and park.

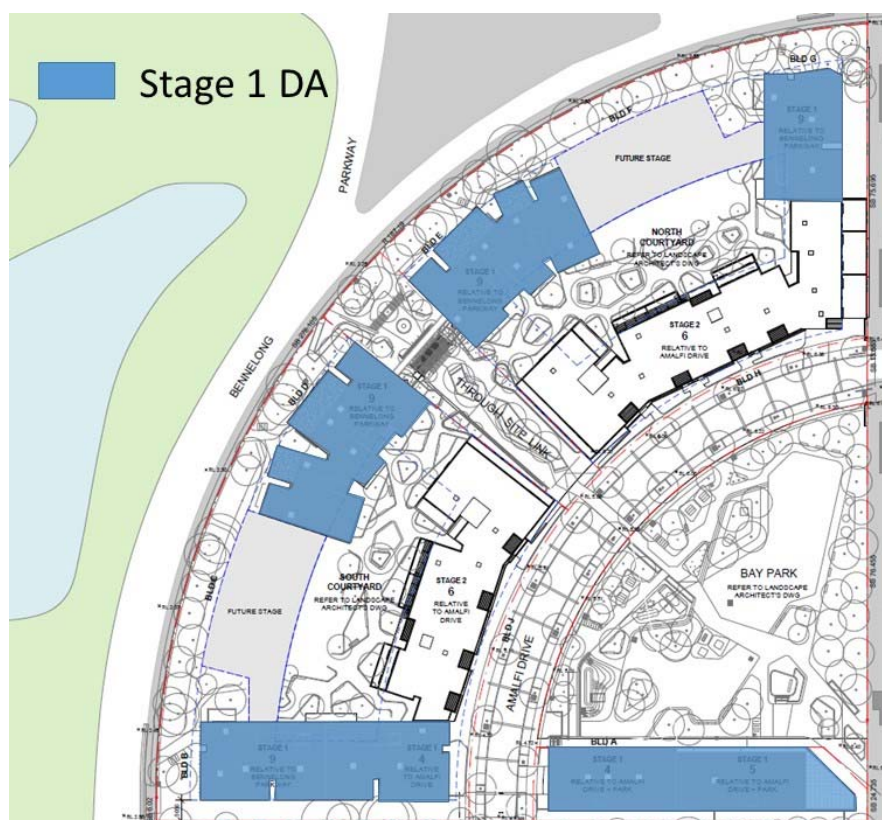


Figure 12:

Plan illustrating the buildings which were approved under the Stage 1 DA/667/2016

4.2.4 Section 96 amendment to Development Application DA/667/2016

On 3 May 2018, consent was granted to Section 96 application DA-667/2016/A to amend the approved Stage 1 development for changes to the unit mix, bicycle parking, reduction in the basement size under Building A, changes to the basement configuration, internal changes to the buildings, changes to the loading dock and services of Building B and an increase in deep soil.

4.2.5 Development Application DA/759/2016 (Stage 2 - Approved)

On 21 May 2018, the Sydney West Planning Panel granted approval to Development Application DA/759/2016 for Stage 2 development of the site for construction of two (2) x six (6) storey residential flat buildings containing 150 dwellings over three (3) levels of basement car parking.

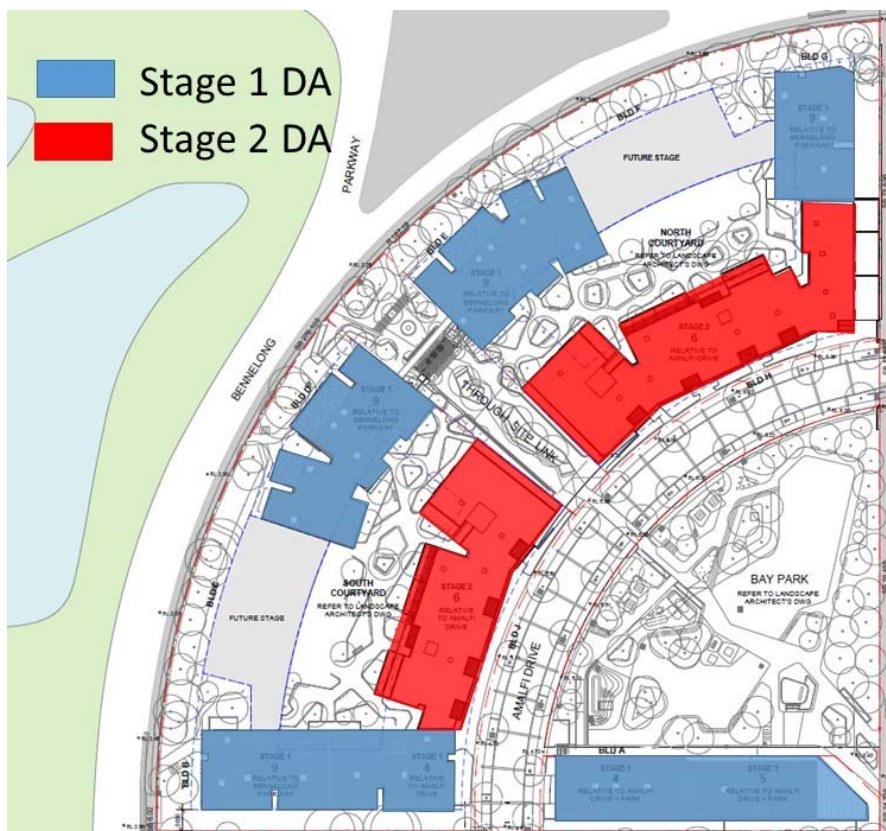


Figure 13:

Plan illustrating the buildings which were approved under the Stage 2 DA DA/759/2016

4.2.6 Development Application DA/338/2018 (Stage 3 – Currently Under Assessment)

On 23 May 2018, Development Application DA/338/2018 was lodged with Council to carry out alterations to approved Levels 5 and 6 for an additional 2 floors above previously approved buildings H and J to accommodate 46 additional apartments.

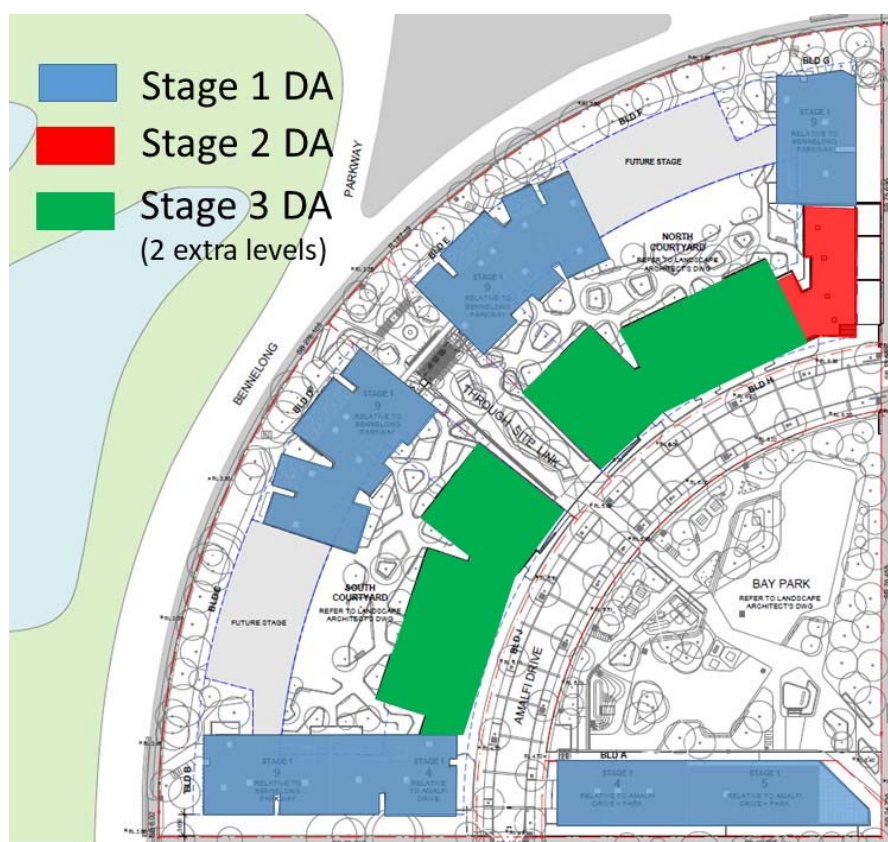


Figure 14:

Plan illustrating the buildings which are proposed under the Stage 3 DA DA/338/2018

4.2.7 Numerical Summary of Development Applications

Below is a numerical summary of the approved and lodged Development Applications for the site pursuant to the approved Concept Plan:

DA	Apartments	Floor Space
Stage 1 (DA/667/2016)	253	17,846 square metres*
Stage 2 (DA/759/2016)	150	11,053 square metres*
Stage 3 (DA/338/2018)	46	3,471 square metres*
TOTAL	449	32,372 square metres*

* These figures differ slightly from the reported floor space in the Development Application documentation, however, they are based on certification prepared by Lockley Land Title Solutions Registered Surveyors which accompanies this application and are the correct certified figures.

4.2.8 Buildings Completed and Under Construction

Buildings A, B and G are nearing completion, whilst Buildings D, E, J and K are currently under construction, as illustrated in Figure 15 below. Subject to approval of this S75W modification to the Concept Plan, a Development Application will be lodged with Parramatta City Council for the final two buildings C and F.

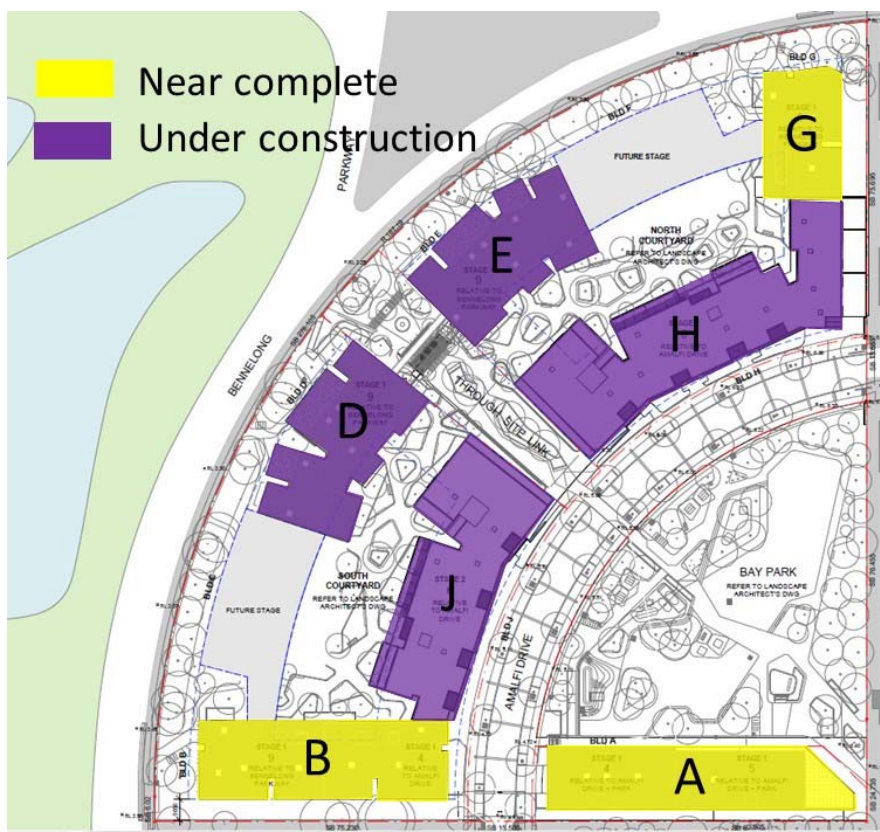


Figure 15:

Building completed and currently under construction

5.0 PROPOSED MODIFICATION

5.1 Purpose of the Modification

The subject site is the last remaining uncompleted development site and the purpose of the proposed amendment to the approved Concept Plan for the site is to allow the remaining floor area permitted under the HBW DCP for Precinct F to be utilised on the site. The modification also aims to achieve a more appropriate built form for the site which remedies the disparity in height between the southern and northern ends of Wentworth Point and achieves an appropriate scale of development which for this gateway marker for the peninsula.

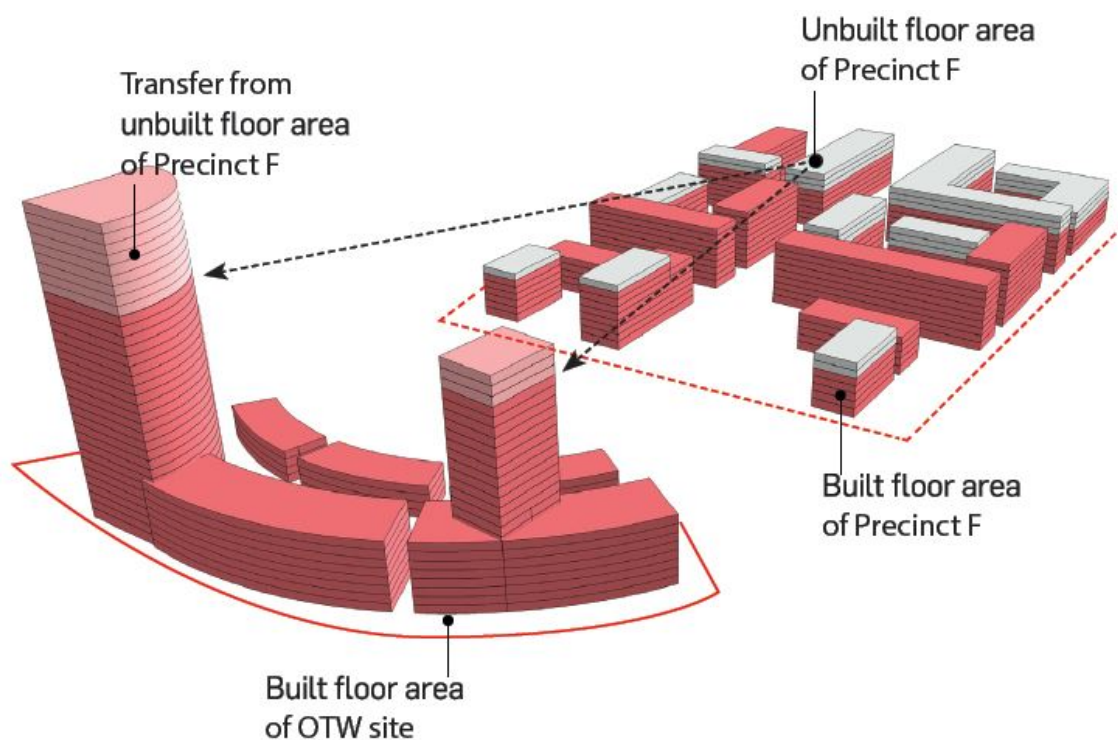


Figure 16:

Extract from Urban Design Report showing transfer of unused permitted floor area in Precinct F

5.2 Description of Proposed Modification

This application seeks to modify the approved Concept Plan (MP09_0160 MOD 3), pursuant to S75W of the Environmental Planning and Assessment Act 1979 as follows:

5.2.1 Overview

The amended Concept Plan is illustrated in the architectural package provided by Turner architects which accompanies this application and provides for a residential development of the site comprising the following:

- increase the building envelope height for Building C from 9 storeys to 25 storeys;
- increase the building envelope height for Building F from 9 storeys to 35 storeys;
- amend the envelope footprint for Building C and F;

- remove a portion of the building envelope to the north of Building C and also remove a portion of building envelope to the south of Building F;
- two additional basement levels with total parking provision for the entire development of 1,132 spaces;
- increase approved floor space of 50,045 square metres by 17,421 square metres to 67,473 square metres (indicative increase of 263 apartments to a total of 904 apartments); and
- two community rooms as well as 50 dedicated community car spaces.

The proposed development is detailed on the architectural plans prepared by Turner Architects.



Figure 17:

Three dimensional image of proposed towers

5.2.2 Numerical Overview and Comparison

Element	Approved	Proposed
Site Area	25,570 square metres	25,570 square metres
Floor Area	50,045 square metres	67,473 square metres (including 2,138 square metres of community uses)
Levels	4-9 storeys	4-35 storeys
Apartments	Indicative 641	Indicative 904
Car Parking	Indicative 850	Indicative 1132
Community facilities	Nil	<ul style="list-style-type: none"> • Community room in Building A (362sqm) • 'Club One' community room in

Element	Approved	Proposed
		Building F (576sqm) <ul style="list-style-type: none"> • 50 dedicated car spaces (1200sqm) • Total 2,138sqm
Solar Access	70% achieve 2 hours between 9am and 3pm on 21 June	70% achieve 2 hours between 9am and 3pm on 21 June (for new Buildings C and F)
Cross Flow Ventilation	60%	60% (for new Buildings C and F)

5.2.3 Approved and Indicative Apartment Mix

The total approved apartment mix for buildings A, B, D, E, G, H and J and the indicative apartment mix for future Buildings C and F (highlighted) is provided in the table below:

Building	One bed	Two Bed	Three Bed	TOTAL
A	10	25	1	36
B	19	40	0	59
C	42	121	20	183
D	10	59	0	69
E	11	58	0	69
F	81	151	24	256
G	8	32	0	40
H	31	67	9	107
J	21	53	11	85
TOTAL	233 (26%)	606 (67%)	65 (7%)	904

5.2.1 Indicative Floorplans for Buildings C and F

The Turner architectural package which accompanies this submission includes indicative floor plans for Buildings C and F. The purpose of the indicative scheme is to demonstrate one possible solution for the delivery of residential flat buildings within the proposed envelopes for Buildings C and F which achieve an appropriate urban design outcome, relationship with the adjacent buildings and amenity within the towers themselves.

The indicative plans which accompany this application illustrate a concept which provides the following:

- Minimum separation in accordance with the Apartment Design Guide to the surrounding buildings;
- Minimum solar access and natural cross flow ventilation in accordance with the Apartment Design Guide; and

- Minimum internal apartment size and depth.

5.2.2 Basement and car parking

The construction for the approved basement levels on the site utilised a diaphragm wall system due to the poor soil conditions on the site. This construction methodology for the approved basement levels has resulted in a cavity below the approved four basement levels, where a further two basement levels can be accommodated to provide sufficient car parking commensurate with the proposed increase in indicative apartments. The additional basement levels will be accessed via the upper basement levels which are already constructed and therefore there is no change to the existing vehicular access arrangements for the development. Furthermore, the proposed modification does not result in any additional groundwater or drainage issues as the basement cavity already exists.

The two additional basement levels increases car parking provision from the previously approved indicative 850 spaces to a total indicative provision of 1,132 spaces comprised 50 community car spaces and 1,082 resident car spaces. This provision of parking is compliant with the HBW DCP 2004 car parking requirements of maximum 1 space per 1 and 2 bedroom apartments, 1.5 spaces per 3 bedroom apartment and maximum 0.2 visitor parking.

5.2.3 Community Facilities and Parking

The proposed amendment to the approved Concept Plan includes the provision of the following community facilities and it is anticipated that a condition of approval will require these facilities to be provided as part of the respective stages of the development:

- A community room in Building A which is a minimum of 369 square metres in area (It is noted that this facility has already been approved under DA/667/2016 and construction is complete, however, dedication to the community association will be subject to approval of this S75W application);
- A community room in Building F which is a minimum of 576 square metres in area; and
- 50 dedicated community car spaces (which is illustrated in the indicative new basement levels and occupies 1200 square metres in area)

It is noted that 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".

An offer has already been made by Piety to the community association who have indicated support for the proposed community spaces as well as the 50 car parking spaces.

5.2.4 Design Excellence

The application includes a Design Excellence Strategy prepared by Turner architects which proposes that the detailed design of the Building C and F towers be subject to a Design Review Panel process or alternatively as part of the NSW State Government Architect's pilot program 'State Design Review Panel'.

As part of this process, the project design team will prepare specific documentation for presentation, and critical review by the Design Review Panel. The subsequent Development Application/s for the

towers will include a detailed report outlining this process and how feedback from the panel has been incorporated into the design.

5.2.5 Affordable Housing

The application includes an additional Statement of Commitment for the provision of 5% of the increase in floor space (i.e. 5% of 17,421 square metres) as affordable housing in accordance with the City of Parramatta Council Affordable Housing Policy (whether draft or final at the time).

5.2.6 Contributions

The subsequent development application/s for Buildings C and F pursuant to the proposed amendment to the approved Concept Plan will include Council's standard condition for a contribution in accordance with Section 7.11 or 7.12 of EP&A Act and the Auburn Development Contributions Plan 2007 (Amendment No. 1).

There is no further contribution or Voluntary Planning Agreement proposed in association with this application as it does not seek additional floor space beyond that which has already been identified for, and allocated to, Precinct F under the HBW DCP. It is noted that the Auburn Development Contributions Plan 2007 (Amendment No. 1) is based on the anticipated density provided by the HBW DCP and so the proposed amendment to the Concept Plan to allow the realisation of the floor space provided for Precinct F does not result in any additional infrastructure demand beyond that which has already been anticipated for Precinct F and is in fact desirable to ensure that the anticipated contributions by the Plan are collected by Council.

5.2.7 ESD

The future development applications for Building C and F will provide for sustainable development, utilising passive solar design principles, thermal massing and cross ventilation for the minimum required number of dwelling within the development. A BASIX Certificate will also accompany the future development applications to confirm that the development will meet the NSW Government's requirements for sustainability.

The Environmental Planning and Assessment Regulation clause 7(4) of schedule 2, sets out principles of ecologically sustainable development. The 5 main principles are addressed below:

Precautionary principle

There will be no irreversible environmental damage resulting from the proposed modification to the approved building envelopes. Water harvesting, collection and diversion at the site will be improved as a result of the development and the environmental assessment of the shadow cast by the increased heights of Buildings C and F have been assessed by SMEC who have confirmed will not result in unreasonable adverse impact to the Nuwi wetlands.

Inter-generational equity

The health, diversity and productivity of the local area will not be negatively impacted upon as a result of the proposed modification. The design will improve the visual continuity within Wentworth Point and ensure that the identified environmental capacity for Precinct F is realised.

Conservation of biological diversity and ecological integrity

The site does not contain any biological diversity however, the redevelopment of the site will introduce generous and much needed green spaces assisting in rain water absorption and habitat provision.

Improved valuation, pricing and incentive mechanisms

The proposed modification to the approved building envelope of the site will not produce excessive waste or result in pollution emanating from the site. All efforts will be made in the future construction on the site for Buildings C and F to ensure that materials are reused, recycled or disposed of in a sensitive manner. The life cycle of products and their robustness will be considered in the process of material and finish selection.

The future proposal will be supported by a BASIX Certification and the future development will incorporate a range of measures to reduce energy and water consumption.

5.3 Modification of Description of Concept Approval and Conditions

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

Condition	Proposed Amendments
A1	<p>A1 Development Description</p> <p>Concept Approval is granted to the development described below:</p> <ul style="list-style-type: none"> • 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 9 storeys, <i>with the exception of 25 storeys for indicative Tower C and 35 storeys for indicative tower F.</i> • Basement level car parking; • Road works to extend Amalfi Drive; and • Associated landscaping and site facilities. • <i>Two community rooms (minimum 369 square metre room in indicative Building A, and minimum 576 square metres room in indicative Building F) and associated 50 car spaces for the community association.</i>
A2	<p>Condition No. A2 is proposed to be amended with plan references updated to reflect the revised building envelopes.</p>
A4	<p>A4 Maximum Gross Floor Area <i>Space</i></p> <p>The redevelopment of the site for a residential development shall not exceed a maximum <i>residential</i> Floor Space as defined under the Homebush Bay West Development Control Plan 2004 of approximately 50,045m² <i>67,473m²</i>.</p>
A7 (new condition)	<p>Insert a new Condition No. A7 as follows:</p> <p><i>A7 Community Facilities</i></p>

Condition	Proposed Amendments
	<p><i>Prior to the release of the Occupation Certificate for Building C or F whichever comes last, the proponent shall construct and dedicate to the Waterfront, Harbourside and Bay Park community associations a 369 square metre community room within Building A and the construction and dedication of 50 car parking spaces within the basement.</i></p> <p><i>Prior to the release of the Occupation Certificate for Building C or F whichever comes last, the proponent shall construct and dedicate to the Bay Park community associations a 576 square metre community room within Building F.</i></p>
A8 (new Condition)	<p>Insert new Condition No. A8 as follows:</p> <p>A8 Design Excellence</p> <p><i>The proposal must demonstrate design excellence through a design review process that includes:</i></p> <ul style="list-style-type: none"> • <i>selection of an architect with a reputation for delivering buildings of the highest quality, and</i> • <i>establishment of a Design Review Panel (DRP) to:</i> <ul style="list-style-type: none"> • <i>meet to consider alternative design options during design development;</i> • <i>review and endorse the proposal and subsequent modifications as achieving design excellence;</i> • <i>be comprised of three architects / urban design experts meeting the requirements of the Director General's Design Excellence Guidelines for competition jury members, with representatives or nominees of:</i> <ul style="list-style-type: none"> a) <i>the Council;</i> b) <i>the applicant; and</i> c) <i>a person independent of the design team;</i> • <i>The Development Application must:</i> <ul style="list-style-type: none"> • <i>include minutes of each DRP meeting; and</i> • <i>detail how the panel's feedback has been incorporated into the design; and</i> • <i>include a final DRP report appraising the design.</i>
Statement of Commitment 5 – Wind	<p>Subsequent applications will incorporate the relevant and applicable measures recommended in the Pedestrian Wind Environment Statement by Windtech dated 29 June 2009 August 2018</p>
Statement of Commitment 12	<p><i>An offer will be made in accordance with the City of Parramatta Council Affordable Housing Policy (whether draft or final at the time) with any future development application which exceeds 50,045 square metres of floor space on the site for the provision of 5% of any floor space above 50,045 square metres as affordable housing. This affordable housing can either be provided within the previously approved buildings via a S4.55 application to secure this affordable housing, or within the future proposed buildings.</i></p>

6.0 STATUTORY PLANNING FRAMEWORK

6.1 Continuing Operation of Part 3A to Modify Approvals

The project was originally approved under Part 3A of the Environmental Planning and Assessment Act 1979 (EP&A Act). The project is a transitional Part 3A project under Schedule 2 to the EP&A (Savings, Transitional and Other Provisions) Regulation 2017. The power to modify transitional Part 3A projects under section 75W of the Act as in force immediately before its repeal on 1 October 2011 is being wound up, however, the subject request for this modification was made before the 'cut-off date' of 1 March 2018, and so the provisions of Schedule 2 (clause 3) continue to apply. Consequently, this report has been prepared in accordance with the requirements of Part 3A and associated regulations, and the Minister (or his delegate) may approve or disapprove the modification under section 75W of the EP&A Act.

Following a detailed review of impacts associated with the proposed modification, it is considered that any impacts associated with the proposed modification will have limited environmental consequences beyond those which were the subject of the original environmental assessment for the Concept Plan Approval (see *Barrick Australia Ltd v Williams* [2009] NSWCA 275).

6.2 Modification of the Minister's Approval

Section 75W(2) of the EP&A Act provides that a proponent may request the Minister to modify the Minister's approval of a project. The Minister's approval of a modification is not required if the approval of the project, as modified, would be consistent with the original approval. As the proposed modification seeks to amend the approved building envelopes, the modification will require the Minister's approval.

6.3 Environmental Assessment Requirements

Section 75(3) of the EP&A Act provides the Director-General with scope to issue Environmental Assessment Requirements (DGRs) that must be complied with before the matter will, be considered by the Minister. Given the broad and general nature of the original DGRs it is considered that new or amended DGRs are not required as this application sufficiently addresses the key issues relevant to the modification request.

6.4 Strategic Planning Controls

6.4.1 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.

The proposed modification will allow the site to fulfil the environmental capacity which was already identified for Precinct F under the Homebush Bay West DCP and will contribute to the Plan's goals of delivering 25,000 new dwellings in Sydney each year, thereby improving housing affordability and availability (Goal 5); building liveable cities by locating people closer to jobs (Goal 20) and growing

patronage on public transport (Goal 8). The proposed modification is therefore consistent with the NSW 2021 Plan.

6.4.2 Greater Sydney Region Plan – A Metropolis of Three Cities

In March 2018 the *Greater Sydney Region Plan - A Metropolis of Three Cities* was released. The Plan sets a 40-year vision to 2056 and establishes a 20-year plan to manage growth and change for Greater Sydney. The vision for Greater Sydney as a metropolis of three cities — the Western Parkland City, the Central River City and the Eastern Harbour City — means residents in the Central City District will have quicker and easier access to a wider range of jobs, housing types and activities as part of the transformation of their District.

The Plan sets out 10 Directions which set out the aspirations for the region and objectives to support the Directions. The 10 Directions are:

- A City supported by infrastructure
- A collaborative city
- A city for people
- Housing the city
- A city of great places
- A well-connected city
- Jobs and skills for the city
- A city in its landscape
- An efficient city
- A resilient city

The Plan also provides 38 objectives concerning, Infrastructure and collaboration, Liveability, Productivity and Sustainability which are aimed at achieving the identified Directions.

The following table summarises the proposals consistency with relevant directions and objectives of the Plan:

Direction/Objective	Comment	Consistent
3. Infrastructure and Collaboration		
Objective 1: Infrastructure supports the three cities	Objective 1 concerns itself with the need for more effective and efficient planning for infrastructure to achieve a 30 minute city, noting that connections to existing infrastructure need to be improved. The subject proposal does not seek consent for any additional density beyond that which has already been previously identified for and provided to Precinct F. Notwithstanding this, the proposed amendment to the Concept Plan will provide the capacity to deliver residential floor space in an established urban environment which already benefits from improved public transport connectivity by virtue of the Bennelong Bridge and will also enjoy improved connectivity as a result of the forthcoming Parramatta light rail which will pass by the site. It is important to	Yes

Direction/Objective	Comment	Consistent
	ensure that the site is capable of realising its identified environmental capacity having regard to this forthcoming infrastructure.	
Objective 4: Infrastructure use is optimised	This objective is concerned with ensuring that existing infrastructure is optimised. The proposal seeks to realise the full environmental capacity identified for Precinct F which ensures that the benefits of recent infrastructure upgrades, such as the Bennelong Bridge, are fully realised. Furthermore, whilst this objective relates to existing infrastructure, it is nonetheless relevant to note that its principle is also relevant to maximising the benefit of forthcoming infrastructure and in this particular instance, the future Parramatta light rail line is likely to run immediately adjacent to the site. It is important that where the site is demonstrated as having the capacity to absorb previously identified floor space, that the realisation of this floor space is made possible to ensure the utility of exiting and forthcoming infrastructure is maximised.	Yes
4. Liveability		
Objective 7: Communities are healthy, resilient and socially connected	<p>This objective is concerned with delivering healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities by providing walkable places at a human scale with active street life and prioritising opportunities for people to walk, cycle and use public transport.</p> <p>The proposed amendment will facilitate the delivery of the density already established for Precinct F which will mean the delivery of approximately 263 more dwellings in a location which benefits greatly from walking and cycling pathways throughout Wentworth Point and Sydney Olympic Park. Furthermore, the area currently benefits from good public transport which will be substantially enhanced as a result of the Parramatta light rail.</p>	Yes
Objective 10: Greater Housing Supply	The NSW Government has identified that 725,000 additional homes will be needed by 2036 to meet demand based on current population projections and that 207,500 of these homes are to be located within the Central City where the subject site is located. The proposal seeks to amend the approved building envelopes to ensure that the site can realise the floor space and density already established for Precinct F by the HBW DCP. It is critical that where the site is demonstrated as having the capacity to absorb previously identified floor space, that the realisation of this floor space is made possible to ensure housing supply on	Yes

Direction/Objective	Comment	Consistent
	the subject site is maximised.	
Objective 11: Housing is more diverse and affordable	This objective is concerned with delivering housing affordability and recommends an affordable rental housing target of between 5-10% of new residential floor space. The proposal does not seek consent for new residential floor space and instead seeks consent for a modification to the approved building envelope to allow the realisation of floor space already provided for Precinct F in the HBW DCP. Notwithstanding this, the proposed amendment is consistent with the objective to improve housing affordability because it (a) will increase housing supply and (b) proposes a Statement of Commitment for the provision of 5% of the increase in floor space (i.e. 5% of 17,421 square metres) as affordable housing in accordance with the City of Parramatta Council Affordable Housing Policy (whether draft or final at the time).	Yes
6. Sustainability		
Objective 27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced	The site is located to the north of the Nuwi Wetland which comprises three plant community types: Estuarine Saltmarsh, Estuarine Swamp Oak Forest, and Estuarine Mangrove Forest. Estuarine Saltmarsh, and Estuarine Swamp Oak Forest are listed as EECs under the Biodiversity Conservation 2016 Act (BC Act). Whilst the proposal will result in some additional overshadowing of the wetland, this is negligible in summer and minor in winter. An assessment of the potential impacts of the proposal on biodiversity values within the wetland arising from shadows has been undertaken by SMEC who have concluded that the proposal does not result in significant or unacceptable impact upon threatened species.	Yes

6.4.3 Central City District Plan

In March 2018 the Greater Sydney Commission published the Central City District Plan which outlines how the Government will make decisions on public spaces, community facilities, housing, jobs, transport options, schools and hospitals to meet the needs of communities across Greater Sydney to give effect to *Greater Sydney Region Plan - A Metropolis of Three Cities*.

The Central City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. The key outcomes for the Central City District relevant to the subject site and proposed modification are:

- The site is located within Greater Parramatta and the Olympic Peninsula (GPOP) Urban Renewal Area - Australia's largest. GPOP focuses on four distinct quarters, with the subject site located in Quarter 4 Olympic Park Lifestyle Super Precinct. GPOP quarters are linked by a light rail

transport spine, which is advantageous to the subject site as its good accessibility to light rail stations means it is well connected to key growth areas.

- The site is located in close proximity to Sydney Olympic Park which is identified as a Strategic Centre and a lifestyle precinct with a substantial office precinct; sporting and entertainment facilities; and extensive regional parkland in the form of Sydney Olympic Park.
- The Plan includes the Parramatta Light Rail Stage 2 Camellia to Sydney Olympic Park which runs along Hill Road passing directly past the site. The light rail will connect the site to Camellia, Rydalmere, Silverwater and Auburn and enhancing connectivity to Parramatta CBD and Olympic Park. The Plan also refers to the Sydney Metro West which will deliver fast and frequent connection between Greater Parramatta and Harbour CBD with a future interchange station located at Olympic Park. The combination of both light rail and metro will significantly improve connectivity for the site.
- The site is located close to the Parramatta River Foreshore which is identified as a priority green grid project including development of a continuous open space corridor along both sides of the Parramatta River, connecting Westmead and Parramatta.
- The Plan forecasts a total number of dwellings of 23,638 and a total number of jobs of 41,756 for the growth precincts of Sydney Olympic Park, Carter Street and Wentworth Point by 2036.

The proposed modification and increased density to fulfil the environmental capacity already identified for Precinct F under the HBW DCP within which the site is located, supports the strategic direction of the Plan by increasing housing in a location which is well served by public transport, recreational facilities and employment opportunities.

The following table summarises the proposals consistency with relevant components of the Central City District Plan:

Component	Comment	Consistent
Infrastructure and Collaboration	The proposed amendment to the Concept Plan will assist in maximising the benefits of the transport investment of the Parramatta Light Rail Stage 2.	Yes
Liveability	<p>The District Plan seeks to develop a city of housing choice, with homes that meet our resident's and lifestyles in a great place to live, with communities that are strong, healthy and well connected.</p> <p>The District Plan establishes liability priorities:</p> <ul style="list-style-type: none"> • Providing services and social infrastructure to meet people's changing needs. • Fostering healthy, creative, culturally rich and socially connected communities. • Providing housing supply, choice and affordability, with access to jobs, services and public transport. • Creating and renewing great places and local centres, and respecting the District's heritage <p>The proposed amendment to the Concept Plan is consistent with the stated priorities as it is specifically aimed at improving housing supply and affordability in a location with excellent access to public transport, which will improve under the infrastructure</p>	Yes

Component	Comment	Consistent
	identified by the Plan. The amendment also assists substantially with place-making and ensuring the subject site contributes a landmark to this important entry into the Wentworth Point peninsula.	
Productivity	<p>The overarching priorities of the Plan in relation to Productivity are:</p> <ul style="list-style-type: none"> • Growing a stronger and more competitive Greater Parramatta • Delivering a more connected and competitive GPOP Economic Corridor • Delivering integrated land use and transport planning and a 30-minute city • Growing investment, business opportunities and jobs in strategic centres • Maximising opportunities to attract advanced manufacturing and innovation in industrial and urban services land • Supporting growth of targeted industry sectors. <p>The proposed increase in population within close proximity to Parramatta CBD and Sydney Olympic Park is consistent with the District Plan's emphasis on improving access to jobs on the basis that from an economic perspective, having access to a larger number of jobs means greater potential for job and skill matching, enhanced opportunities for skill and knowledge development and ultimately better outcomes for households and the overall economy.</p> <p>The proposed amendment also does not reduce or erode existing employment land which is critical to ensuring that job targets can be achieved.</p>	Yes
Sustainability	<p>The District Plan identifies an integrated approach to improving sustainability by the following Planning Priorities:</p> <ul style="list-style-type: none"> • Protecting and improving the health and enjoyment of the District's waterways • Creating a Parkland City urban structure and identity, with South Creek as a defining spatial element • Protecting and enhancing bushland, biodiversity and scenic and cultural landscapes • Increasing urban tree canopy cover and delivering Green Grid connections • Delivering high quality open space • Better managing rural areas • Reducing carbon emissions and managing energy, water and waste efficiently • Adapting to the impacts of urban and natural hazards and climate change. 	Yes

Component	Comment	Consistent
	<p>The proposal is consistent with these priorities as it will facilitate future development on the site that will ensure the protection of the environment. In particular, an assessment of the ecological impacts of the proposal has been undertaken by SMEC which has confirmed that the proposal will not result in an unacceptable impact to the adjacent Nuwi Wetlands.</p> <p>Furthermore, by providing additional housing in a location which is well served by current and forthcoming public transport facilities, the proposal maximises the efficiency of infrastructure and reduces pressure on the fringe of Sydney and other sensitive locations.</p> <p>The future buildings on the site would be required to be consistent with the principles of ecological sustainable design and a BASIX certificate would need to accompany any future development application.</p> <p>Finally, the development of this overall site includes the delivery of a substantial public park which is currently under construction and the proposal maximises the benefit of this public open space.</p>	

6.4.4 Sydney Regional Environmental Plan No. 24 – Homebush Bay Area (SREP 24)

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 modification to the approved Concept Plan improves the ability of the proposal to achieve the Planning objectives prescribed under Clause 12 of the SREP, which are to promote:

- a variety of types of development and land uses including residential uses, without compromising the area's recognised role as a centre for hosting regional, State, national and international events.
- co-ordinated and high quality development.
- ecologically sustainable development; and
- development that preserves and improves views from and of the waterfront and to enhance public access to those waterways and waterfront areas, while protecting flora and fauna habitats.

The proposed modification restores balance to the Wentworth Point precinct as the HBW DCP (Amendment No. 1), the Urban Activation Precinct, and HBW DCP (Draft Amendment No. 2) have substantially increased height at the northern end of the precinct. The increased height at the northern end of the precinct does not relate to development in the southern end of the precinct and clearly reflects a later approach towards height within the precinct which fragments Wentworth Point and which will result in an uncoordinated urban form.

The proposed increase in height on the subject site, which does not exceed the density which is permissible in Precinct F, will herald the entry into Wentworth Point and provide a balance with the height at the northern end of the precinct.

The proposed amendment 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 as it is located at the western perimeter of the precinct.

6.4.5 State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development

SEPP 65 applies to development for the purpose of a new residential flat building, shop top housing or mixed use development, the substantial redevelopment/refurbishment of one of these buildings or the conversion of an existing building into one of these types of buildings provided the building is at least 3 or more storeys and the building contains at least 4 or more dwellings. The development meets the definition of a residential flat building. As such the provisions of SEPP 65 are applicable to the proposed 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 apartment buildings in the State, the plan sets design principles in relation to context and neighbourhood character, built form and scale, density, sustainability, landscape, amenity, safety, housing diversity and social interaction, and aesthetics.

SEPP 65 requires any development application for residential flat development to be assessed against the 9 principles contained in Schedule 1 of the SEPP and the matters contained in the Apartment Design Guide (ADG).

The Concept Plan does not involve approval for detailed floor layouts and is simply for building envelopes and the issue of compliance of the amended scheme with the solar access, cross ventilation, and internal and external apartment sizes is a matter to be determined during the assessment of a subsequent Development Application.

Notwithstanding this, Turner architects have provided illustrative floor plans as well as an assessment against the 10 principles of SEPP 65 and the Apartment Design Guide in conjunction with the amended Concept Plan. The illustrative floor plans demonstrate that the proposed amended concept plan is capable of accommodating detailed residential flat buildings which can satisfy the 9 principles of SEPP 65 and exceed all of the measures within the Apartment Design Guide.

6.4.6 Homebush Bay West Development Control Plan 2004

On 3 September 2004, the Homebush Bay West Development Control Plan 2004 (HBW DCP) was adopted by the Director General of the then Department of Planning, Infrastructure and Natural Resources. The Homebush Bay West DCP 2004 applies land within the area bound by Bennalong Road to the south, Hill Road to the west, Homebush Bay to the east and Parramatta River to the north. The subject site is located within this area and as such the HBW DCP 2004 applies.

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

The fundamental components of the HBW DCP was the establishment of a structure plan and street network for the peninsula, the establishment of maximum height of 8 storeys, and the allocation of floor space to each precinct. In relation to Precinct F within which the subject site is located, the HBW DCP allocated 236,852 square metres of floor space.

The proposed modification to the approved Concept Plan is considered against the provisions of the relevant provisions of the HBW DCP further in this report.

7.0 ENVIRONMENTAL ASSESSMENT

7.1 Floor Space

Realisable Floor Space under the Current Concept Plan

Development Applications have been approved (or currently under assessment) for all buildings within the site with the exception of Buildings C and F. Turner Architects have undertaken an analysis of a compliant scheme for the development of the remaining Building C and F with no amendment to the Concept Plan and determined that a maximum floor space of 11,800 square metres could be achieved for these buildings.

When combined with the approved floor space of 32,372 square metres, this results in a total achievable floor space of only 44,172 square metres under the current Concept Plan which is 5,873 square metres less than the 50,045 square metres of floor space allocated to the site under Condition No. A4 of the Concept Plan approval.

Accordingly, at a minimum it is necessary to amend the approved building envelope to realise the floor space already allocated to the site.

Buildings	Floor Space
Buildings A, B, D, E, G, H J, K (approved)	32,372 square metres
Future Buildings C and F under current Concept Plan building envelope	11,800 square metres
TOTAL	44,172 square metres
Concept Plan (approved floor space)	50,045 square metres
SHORTFALL	5,873 square metres

Floor Space within Precinct F

It is critical that the sites within Wentworth Point deliver the identified quantum of residential accommodation in order to ensure that the peninsular fulfils its responsibilities in reaching the recently increased housing target of 725,000 by 2036 identified for the Greater Sydney Region Plan and specifically 53,500 for the Central Sydney District.

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.

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 recently been significantly improved with the provision of a new bus and pedestrian bridge linking the suburb with Rhodes and will also be profoundly improved again with a likely new light rail route through the peninsular. These attributes combined with a high capacity of local road and utility infrastructure are such that Wentworth Point is identified within the Land Uses and Density controls within the HBW DCP as having an overall capacity for 832,615 square metres of floor space.

The Land Uses and Density controls in the HBW DCP distribute this floor space by providing for total allowable floor space for each precinct. The subject site is located within Precinct F which is identified as having the environmental capacity to support a total of 236,842 square metres of floor space (excluding community offsets).

All sites within Precinct F, with the exception of the subject site, have now been completed. Lockley Land Title Solutions have undertaken a survey of every site within Precinct F which includes those buildings which have been completed. (It is noted the survey which accompanied MOD 2 dated 1 February 2013 inadvertently overstated the floor space as it included internal storage within the apartments which is excluded from floor space under the HBW DCP. The survey which accompanies this MOD 3 has corrected this error).

Precinct F	Floor Space
Total allowable floor space in Precinct F	236,842 square metres
Less already built (all other sites in Precinct F)	178,511 square metres
Plus certified community offsets* (excluding Lot 3)	6,997 square metres
Total floor space used in Precinct F (excluding Lot 3)	171,514 square metres
Remaining unused floor space	65,328 square metres
Plus community uses on subject site*	2,138 square metres
TOTAL AVAILABLE FLOOR SPACE FOR SITE	67,466 square metres
Less already approved (DA1, DA2, DA3)	32,372 square metres
BALANCE AVAILABLE FOR TOWERS F & C	35,094 square metres

*Community Offset: Part 3.4.1 (ii) of the HBW DCP which states that "The provision of covenanted space for community uses within neighbourhood centres may be offset against residential floor space".

When discounting the community offsets as certified by Lockley Land Title Solutions, this has resulted in a total of 171,514 square metres of floor space having been already consumed within Precinct F which means that there is a remaining spare capacity within Precinct F of 65,328 square metres of residential floor space.

The proposed modification includes a further 2,138 square metres of community floor spaces (some of which has already been constructed under DA1), which means that there is a total remaining spare capacity within Precinct F of 67,473 square metres.

The approved Concept Plan MP09_0160 has a floor space of 50,045 square metres which currently results in 17,421 square metres of unused residential floor space within Precinct F

The proposed modification seeks consent for an additional 17,421 square metres of residential floor space which will increase the residential floor space within the site from 50,045 square metres to 65,466 square metres.

Provided that the remaining identified residential floor space for Precinct F can be appropriately accommodated within the site and demonstrated to result in an appropriate urban form which does not give rise to any significant detrimental impacts on the adjoining properties it should be supported for the following reasons:

- to ensure that the identified environmental capacity for Wentworth Point is realised;
- to assist in meeting the growing housing demands identified in the Greater Sydney Region Plan in a location which benefits from the availability and capacity of local infrastructure, public transport and recreational opportunities; and
- to assist in improving housing affordability.

7.2 Built Form and Height

The HBW DCP suggests a maximum height of 8 storeys for all sites within Wentworth Point. The proposed modification seeks to increase the height of the approved building envelopes for Buildings C and F to 25 and 35 storeys respectively to provide for two towers.

Whilst the height of the towers represents a variation to the height control in the HBW DCP, this control was first established in 2004 and no longer serves to provide the most appropriate built form in the context of the amended planning controls within the precinct. The proposed height is considered appropriate to rectify an imbalance of scale within the peninsula and to achieve an appropriate urban design response to the site for the following reasons:

7.2.1 HBW DCP - Amendment No. 1, Wentworth Point Urban Activation Precinct., and HBW DCP (Draft Amendment No. 2)

The HBW DCP implemented an original vision of a maximum 8 storey height across Wentworth Point. This vision has seen the emergence of a homogenous and easily identifiable 8 storey scale for buildings already constructed within Wentworth Point.

The 8 storey maximum height datum has now been abandoned by Amendment No. 1 to the DCP as well as the Wentworth Point Urban Activation Precinct and also the Draft Amendment No.1 to the DCP which will provide for a 35 storey tower at the northern end of the peninsula.

Amendment No. 1 to the HBW DCP introduces twelve towers of between 16 and 25 storeys in height throughout the northern half of the precinct. Four of the towers are 25 storeys in height. This increase in height has achieved a positive outcome for Wentworth Point as it has introduced much needed variety to the character of buildings and modulation to the skyline. Notwithstanding this, Amendment No. 1 to the HBW DCP has resulted in a disconnect and lack of cohesion between the northern and southern halves of Wentworth Point.

The Wentworth Point Urban Activation Precinct (UAP) was finalised in June 2014 and adopts the new scale of buildings introduced to Wentworth Point by Amendment No. 1 to the HBW DCP. The UAP is located at the northern end of Wentworth Point and provides for heights up from 5 to 25 storeys. Six of the buildings are 25 storey towers.

As a result of adopting the scale and tower typology of Amendment No. 1 to the HBW DCP, the Wentworth Point UAP has consolidated and confirmed this typology and the prevalence of 25 storey towers as the new future desired character for Wentworth Point.

Finally, the Draft Amendment No. 2 to the HBW DCP which is the subject of a recent resolution of Council for exhibition, provides for a further increase in scale with a height of up to 35 storeys for 3 Burroway Road, Wentworth Point.

However, one of the purposes of a DCP which guides development in a brown field area is to provide an overarching vision which guides development to ensure that a coordinated approach to the development of the area is achieved. Such an approach ensures that the arrangement and scale of buildings occurs in a considered and cohesive manner from start to finish and the completed precinct presents as an integrated collection of buildings and public domain which achieve the originally intended vision.

Wentworth Point as a precinct is a strongly defined peninsula being bordered by the Parramatta River to the east and the north, the Millennium Parklands to the west, and the Nuwi Wetlands and Sydney Olympic Park precinct to the south. It is therefore critical that the development of Wentworth Point in its entirety occurs in a coordinated fashion and therefore adheres to one overarching vision. It is acceptable for that vision to mature and change over time, however, it is critical for the vision to be applied consistently to the entire peninsular if the completion of the precinct is to present a coherent and consistent built form outcome.

Whilst the increased scale and tower typology expressed under the various planning controls subsequent to the original 2004 HBW DCP is appropriate in principle, it will result in a clear differentiation between the southern and northern halves of Wentworth Point and a disconnect between the two portions of the precinct. Each half will be clearly the result of alternative visions and without rectification a 'before and after' effect will occur.

Most of sites within the southern portion of Wentworth Point have already been developed and no longer have the capacity to rectify the imbalance in scale between the southern and northern halves of Wentworth Point to achieve a coherent vision across the entire precinct. However, the subject site is yet to be fully developed and therefore provides an opportunity to introduce a tower typology consistent with the scale which has been adopted for the northern half of Wentworth Point subsequent planning controls.

The subject site heralds the entrance to Wentworth Point and the proposed amendment provides for a grouping of two towers, consistent with the scale and grouping of towers in the northern portion of Wentworth Point. As the subject site is at the southern most end of Wentworth Point it will 'book end' the peninsular and achieve an integrated outcome for Wentworth Point consistent with the new vision for scale expressed under subsequent planning controls. The proposed amendment will serve to re-connect the northern and southern portions of Wentworth Point.

Having regard to the planning principle established in the matter of Project Venture Developments v Pittwater Council [2005] NSWLEC 191 most observers would not find the proposed amended development offensive, jarring or unsympathetic to its location within the family of towers within Wentworth Point and the increased scale within the peninsular.

In the context of the 25 to 35 storey towers elsewhere in the precinct, the proposed 25 and 35 storey towers 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 Wentworth Point UAP, and the Draft Amendment No. to the HBW DCP the proposed variation to the height control is capable of support as it will be compatible with its context.

7.2.2 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 which is also consistent with the scale of buildings further to the north within the peninsula.

7.2.3 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, whilst Amendment No. 1 to the DCP recognises the value of modulating height for taller buildings, the same approach is not adopted by the remainder of the DCP where a maximum height of 8 storeys is suggested. 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 two towers 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.

7.2.4 Scale Relative to Road Width and Context

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 the photographs within this report. In this context it is particularly important that the subject site be improved by a group of buildings 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 towers will ensure that an acceptable scale is achieved in response to the road width and the scale of buildings elsewhere in Wentworth Point.

7.2.5 Break in street wall

The provision of one 25 storey and one 35 storey tower has allowed floor space within the site to be redistributed into the higher and slender building forms which relieves the need for a continuous 9 storey street wall height along the entire Bennelong and Hill Road frontage. The proposed amendment seeks the introduction of breaks in the building envelope to reflect this opportunity. This is a particularly positive outcome as it provides a reduction in bulk and provides for visual permeability through the site.

7.2.6 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.

In addition, Amendment No. 1 to the HBW DCP has supported buildings of between 16 and 25 storeys in scale which are closer to the Millennium Marker than the subject site.

Accordingly, the proposed modification to increase the height of the building envelopes 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.

7.2.7 Overshadowing

Amended shadow diagrams for the amended Concept Plan building envelopes have been prepared by Turner Architects and accompany the proposed modification which accurately depict the increase in overshadowing as a result of the proposed modifications to the approved building envelopes.

Park

The site benefits from its location at the southern edge of the Wentworth Point precinct, such that the increase in shadow as a result of the proposed increase in height does not prevent the achievement of a significant amount of solar access to the park, with substantially greater than 50% of the park achieving at least 4 hours direct solar access on 21 June between 9am and 3pm.

Common Open Space

The currently approved central common open space courtyards are heavily overshadowed due to the scale of the existing buildings surrounding the internal courtyards and the proposed modification to the building envelopes does not result in any further impact in relation to shadow within the common courtyards. Notwithstanding this, the internal courtyards will benefit from a greater perceived amount of light due to the breaks in the buildings and increased permeability which is proposed.

Surrounding Residential Development

Due to the orientation and location of the site to the north-west of existing development to the south-east and east, the two towers do not result in any additional overshadowing of the existing

development to the south-east and east until after 1pm on 21 June. Accordingly, the northern face of buildings which will be overshadowed by the proposed towers after 1pm will still achieve 3 hours direct solar access between 10am and 1pm on 21 June consistent with the requirement of the Apartment Design Guide. Accordingly, the proposed additional shadowing does not result in an unreasonable adverse impact.

Nuwi Wetland

A schedule quantifying the increase in overshadowing of the Nuwi Wetland is also provided. The amended shadow diagrams and schedule demonstrate that the proposed modification results in the following

- 2.94% of Nuwi wetland overshadowed at 9am, 1.21% at 10am, and no increase for the remainder of the day on the summer solstice;
- 8.32% of Nuwi wetland overshadowed at 9am, 7.38% at 10am, 3.51% at 11am, 1.25% at 12pm and no increase for the remainder of the day at the equinox;
- 32.54% of Nuwi wetland overshadowed at 9am, 25.22% at 10am, 13.24% at 11am, 7.08% at 12pm, 1.66% at 1pm and no increase for the remainder of the day on the winter solstice;

Therefore the overshadowing of the Nuwi wetland as a result of the proposed modification is negligible in the middle of summer and minor in the middle of winter. In relation to the impact on the Nuwi Wetlands as result of the shadow, ecological advice obtained from SMEC which accompanies this application concludes that:

- Mapping and surveys of the site indicate that the Nuwi Wetland comprises three Plant community types: Estuarine Saltmarsh, Estuarine Swamp Oak Forest, and Estuarine Mangrove Forest. Estuarine Saltmarsh, and Estuarine Swamp Oak Forest are listed as EECs under the Biodiversity Conservation 2016 Act (BC Act).
- A review of the literature suggests that Estuarine Swamp Oak Forest, and Estuarine Mangrove Forest should be tolerant to the shading impacts of the proposed development.
- A review of the literature suggests that Estuarine Saltmarsh may be sensitive to the effects of shading. However, Estuarine Saltmarsh is excluded as an EEC if patches of saltmarsh within a mosaic (i.e. patches within 30 m of each other) collectively are less than 0.1 ha in size or if isolated patches are less than 0.1 ha in size. Estuarine Saltmarsh within the Nuwi Wetland form a mosaic of individual patches which collectively cover an area of 0.09 ha and an isolated patch that covers an area of 0.03 ha, and therefore is not considered to constitute an EEC in this instance.
- The Nuwi Wetland site occurs in close proximity (<100 metres) to breeding habitat for the "important" Sydney Olympic Park Green and Golden Bell Frog population. The site may provide habitat connectivity between breeding populations at Narawang Wetland and to the south-east of the site at Sydney Olympic Park.

Assessments of significance on threatened flora and fauna under the BC Act and the EPBC Act showed there to be no significant impact

upon threatened species with the potential to occur at the site arising from shadowing from the Bay Park development.

Having regard to the generally minor nature of the overshadowing of the Nuwi wetland throughout the year, SMEC have confirmed that the proposed modification will result in minimal impact to the ecology of the Wetland.

7.2.8 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.

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 does not result in any detrimental impact to the views of the water or surrounding hills when considered in the context of Amendment No. 1 to the HBW DCP.

Notwithstanding this, the proposed additional scale to the buildings 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.

Finally, the additional height will provide for views from the proposed buildings to the many features surrounding the site and facilitates a greater appreciation of the attributes of the locality.

7.3 Wind Impacts

The originally approved Concept Plan was accompanied by an analysis of the wind environment impact in relation to the proposed development which was undertaken by Windtech which provided several recommendations.

The proposed amendment is accompanied by a new analysis undertaken by Windtech. The recommendations, where relevant, will be considered for incorporation in the detailed design of the subsequent applications to adequately address wind related issues.

7.4 Amenity

The proposed modification is accompanied by indicative floor layouts which have been designed to ensure that the core amenity requirements of the Apartment Design Guide can be achieved, in particular in relation to building separation, solar access and natural cross flow ventilation. The amended Concept Plan's capacity to accommodate a detailed development in compliance with the key numeric requirements of the Apartment Design Guide is demonstrated in the SEPP 65 report prepared by Turner Architects which accompanies this application.

The amended envelopes are considered to remain capable of accommodating residential flat buildings which provide a high level of amenity for the future occupants.

7.5 Public Open Space

A total of 20,360 square metres of public open space has been developed or approved in Precinct F. The HBW DCP requires a minimum of 18,219 square metres of public open space in Precinct F.

The proposed amendment does not result in any change to public open space on the site (i.e. the area of the park and the through site link)

7.6 Traffic and Parking

The construction for the approved basement levels on the site utilised a diaphragm wall system due to the poor soil conditions on the site. This construction methodology for the approved basement levels has resulted in a cavity below the approved three basement levels, where a further two basement levels can be accommodated to provide sufficient car parking commensurate with the proposed increase in indicative apartments. The additional basement levels will be accessed via the upper basement levels which are already constructed and therefore there is no change to the existing vehicular access arrangements for the development. Furthermore, the proposed modification does not result in any additional groundwater or drainage issues as the basement cavity already exists.

The two additional basement levels increase car parking provision from the previously approved indicative 850 spaces to a total indicative provision of 1,132 spaces (including 50 car spaces for the community facility) as follows:

Beds	Apartments	Min	Max	Proposed
1	233	233	233	233
2	606	606	909	606
3	65	65	130	130
SUB-TOTAL	904	904	1272	969
Visitor		0	181	113

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 impact associated with the approved Concept Plan was considered by the Traffic Impact Assessment (TIA) prepared by Varga which accompanied the original proposal. The Varga 2010 TIA report and the subsequent Varga 2011 statement advised that the concept plan scheme was within the density controls of the earlier master plan studies which assessed the cumulative impacts of development within the wider Wentworth Point area. Accordingly, the cumulative traffic impacts were covered by these earlier studies and the 2004 HBW DCP – which was developed on the basis of the master plan studies – would include controls and measures to manage the cumulative impacts of development in the Wentworth Point area. The TIA concluded that the precinct was capable of accommodating the proposed amount of car parking provision and traffic without unreasonable impact to the performance of surrounding intersections and the local road network.

The proposed modification to the Concept Plan includes an increase in residential floor space of 17,421 and the car parking rates in the HBW DCP been used to determine a new indicative car parking provision of 1,132 car parking spaces for the residential component of the proposed modification to the Concept Plan, which is an increase of 282 residential car spaces beyond those approved under the Concept Plan.

A TIA prepared by Ason Group accompanies this application and has considered in detail the impact of the provision of 1,132 residential car parking spaces on the performance of surrounding intersections and the local road network.

The Ason Group TIA explains the following

- The HBW DCP approved approximately 3,129 units for Precinct F based on the residential floor space of 234,642 square metres. There has been a total of 2,115 units approved and constructed for all other sites in Precinct F besides the subject site which results in a surplus of 1,014 units. The proposed 904 units does not exceed this threshold.
- Based on the approved Concept Plan development yield of 641 units and the trip rate adopted by the previous traffic studies, the approved Concept Plan could generate a peak hour traffic generation of 256 vehicle trips which provides a permissible traffic generation 'budget' against which development on the Site should be validated.
- The trip rate assumptions which formed the basis for the forecast traffic generation associated with the approved Concept Plan in the previous traffic studies were a peak hour traffic generation rate of 0.4 vehicles per hour. However, this rate was based on RMS information which is now outdated.
- To obtain a suitable traffic generation rate for assessing the Proposal, traffic count surveys were undertaken of 1 The Piazza (formerly 21 Bennelong Parkway), which is adjacent to the south east corner of the Site and consists of 87 units. The surveys were undertaken over 2 days, 28-29 August 2018. Entry and exit movements were recorded between 6.00-9.00AM to assess the morning peak hour and 4.00-7.00PM to assess the evening peak hour. The results indicate that the average surveyed peak hour trip rates per unit are: 0.28 trips per unit for the morning peak hour; and 0.27 trips per unit for the evening peak hour.
- Based on these surveyed trip generation rates, the Proposal is forecast to generate 253 vehicle trips during the morning peak hour and 244 vehicle trips during the evening peak hour, which is less than the budget of 256 peak hour vehicle trips already established for the site.

In conclusion, a precinct wide assessment demonstrates that the proposal would have lower traffic and transport impacts than was envisaged by the HBW DCP 2004 and these impacts would therefore be covered by the improvements that are to be delivered by the Section 94 contributions associated with it. Thus, the transport and traffic demand generated by the Proposal would be accommodated by the proposed / existing network. Furthermore, a site-specific assessment – based on actual site-specific trip rates – demonstrates that the forecast traffic impacts are within the permissible approved MOD2 Concept Plan baseline for the site and therefore the Proposal would have acceptable traffic impacts which are consistent with the impacts that were accepted for the approved MOD2 Concept Plan.

8.0 CONCLUSION

The proposed modification seeks consent for the following:

- increase the building envelope height for Building C from 9 storeys to 25 storeys;
- increase the building envelope height for Building F from 9 storeys to 35 storeys;
- amend the envelope footprint for Building C and F;
- remove a portion of the building envelope to the north of Building C and also remove a portion of building envelope to the south of Building F;
- two additional basement levels with total parking provision for the entire development of 1,132 spaces;
- increase of approved floor space of 50,045 square metres by 17,421 square metres to 67,466 square metres (indicative increase of 263 apartments to a total of 904 apartments); and
- two community rooms as well as 50 dedicated community car spaces.

The proposed modification is necessary to ensure that the site is capable of fulfilling the environmental capacity for Precinct F as identified under the HBW DCP 2004. 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 meeting the growing housing demands in greater Sydney, and also assist in improving affordability, is appropriately utilised.

This is of paramount importance because the Greater Sydney Region Plan has identified that Sydney will need 725,000 homes by 2036, which represents a significant increase on the previously identified housing targets.

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 necessary and much more appropriate response to this site which reinforces the entry to the precinct and restores balance to Wentworth Point. The proposed increase in height will serve the properly integrate the southern half of Wentworth Point with the northern half to achieve a cohesive built form outcome.

The additional height is an appropriate urban design response to the gateway location of the site and improves the compatibility of the subject site with the significantly increased height which has been recently provided at the northern end of Wentworth Point under both Amendment No. 1 to the HW DCP and also the Wentworth Point Urban Activation Precinct and also Draft Amendment No. 2 to the HBW DCP.

The proposed modification to the approved Concept Plan has been found to be consistent with the objectives of all relevant planning provisions and it has been demonstrated that the proposed modification is appropriate for approval.

APPENDIX A

**ARCHITECTURAL PACKAGE INCLUDING SEPP
65 ASSESSMENT**

A

Turner Architects

APPENDIX B

DESIGN EXCELLENCE STRATEGY

B

Turner Architects

APPENDIX C

TRAFFIC IMPACT ASSESSMENT

C

Ason Group

APPENDIX D

ECOLOGICAL ASSESSMENT

D

SMEC

APPENDIX E

WIND ASSESSMENT



Windtech

APPENDIX F

URBAN DESIGN REPORT

F

Urbis

APPENDIX G

FLOOR SPACE CERTIFICATION

G

LTS Lockley

APPENDIX H

AMENDED CIV ESTIMATE

H

Rider Levett Bucknall