

URBIS


ONE THE WATERFRONT URBAN DESIGN REPORT

Prepared for Piety THP
August 2018

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“**ONE THE WATERFRONT IS THE LAST SIGNIFICANT SITE AVAILABLE FOR DEVELOPMENT IN PRECINCT F OF WENTWORTH POINT. POSITIONED IN THE SOUTH-WESTERN CORNER OF THE PENINSULA AND ALONGSIDE THE MAIN ENTRANCE DRIVE, THE SITE FORMS THE GATEWAY TO THE LOCALITY. THIS UNIQUE POSITIONING PRESENTS THE OPPORTUNITY TO CREATE A MARKER THAT CELEBRATES ARRIVAL.**”

EXECUTIVE SUMMARY

One the Waterfront (OTW) presents the last significant opportunity to deliver approved development potential within the southern part of Wentworth Point. the proposed S75W application delivers this development within two landmark buildings that act as a gateway into the precinct and provide urban markers in keeping with the evolving built form character of the precinct. The following five key moves summarise the urban context response for the project.

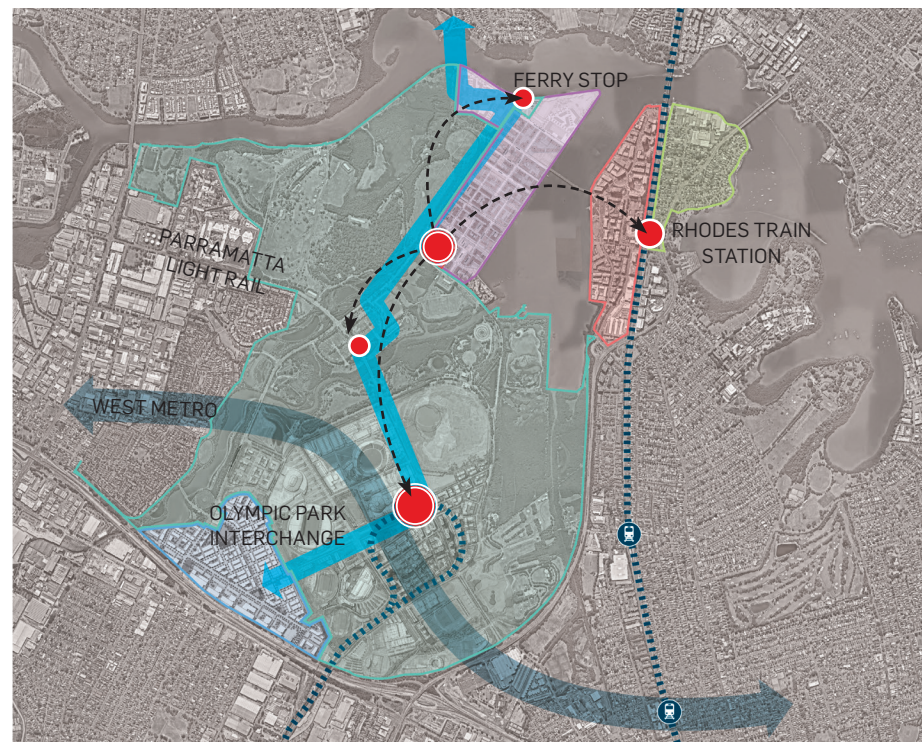
MAXIMISING TRANSPORT INVESTMENT

Sydney is currently undergoing significant investment in public transport infrastructure, which is transforming the way the city plans for development. Optimising investment in this infrastructure through realisation of development potential is essential in making effective use of public funds.

Wentworth Point is located within the Greater Parramatta and Olympic Peninsula (GPOP) Growth Infrastructure Compact which is benefiting from a number of significant public transport infrastructure investments including:

- Parramatta Light Rail;
- Sydney Metro West; and
- The recent opening of the Bennelong Bridge.

The OTW precinct will benefit from improved transport access as a result of these investments including the potential to be within walking distance of one of the future light rail stations and the opportunity for future metro interchange at Olympic Park. It is essential that the full development potential of development in Wentworth Point is realised to support the investment in this infrastructure.

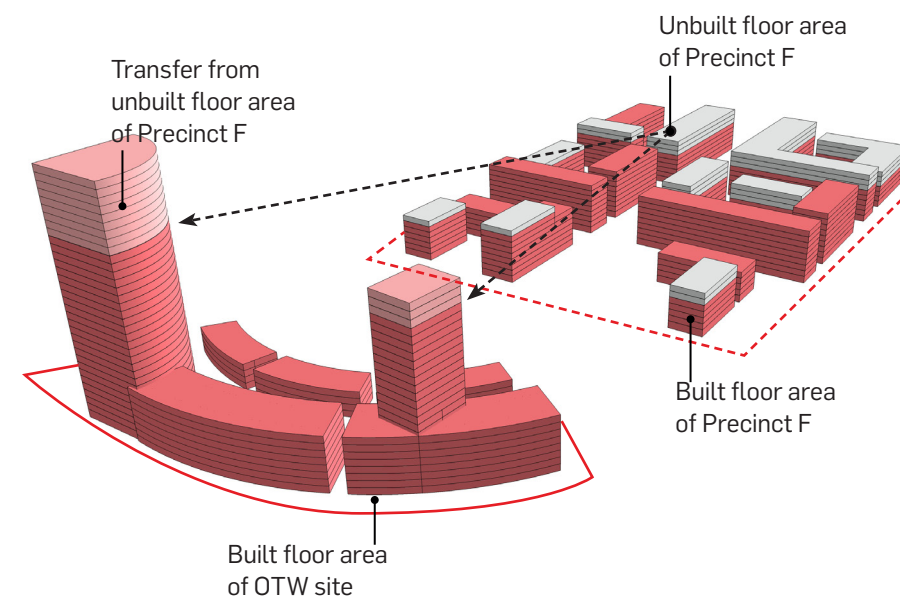


REALISING LATENT DEVELOPMENT POTENTIAL

This proposal is the last opportunity to realise the total quantum of approved development potential within Precinct F of Wentworth Point as described in the Homebush Bay West DCP.

As the last remaining development site in this precinct, OTW has the opportunity to realise the full development potential of the area. Existing developments within Precinct F were developed at a time when housing capacity and development deamn were not what it is today. As a result some of the earlier buildings did not achieve the full potential of allowable development on their site. Cumulatively, this results in sizable under-development of the precinct as a whole.

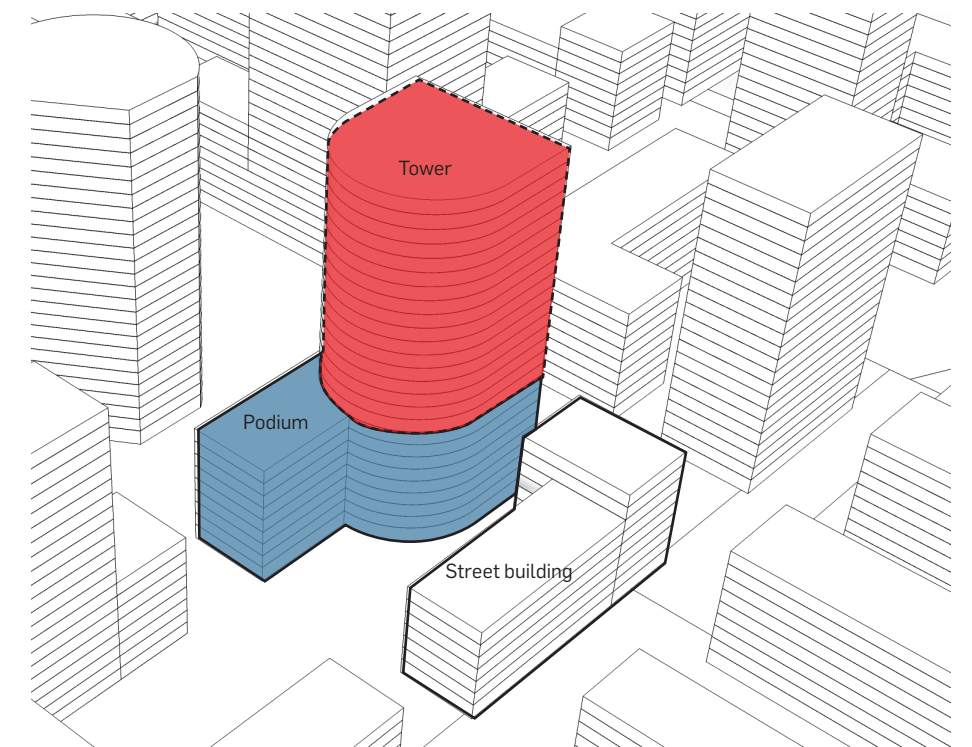
As a result, if the OTW site is developed within its site specific planning parameters, there will remain a net deficit of development in the precinct and effectively resulting in the inefficient use of land. The current proposal seeks to realise this deficit through accommodating the latent development of Precinct F within the OTW site.



AN EVOLVING BUILT FORM RESPONSE

The evolving character of the Olympic and Rhodes peninsulas is an urban form which is transforming from medium-rise street buildings to the introduction of dispersed towers.

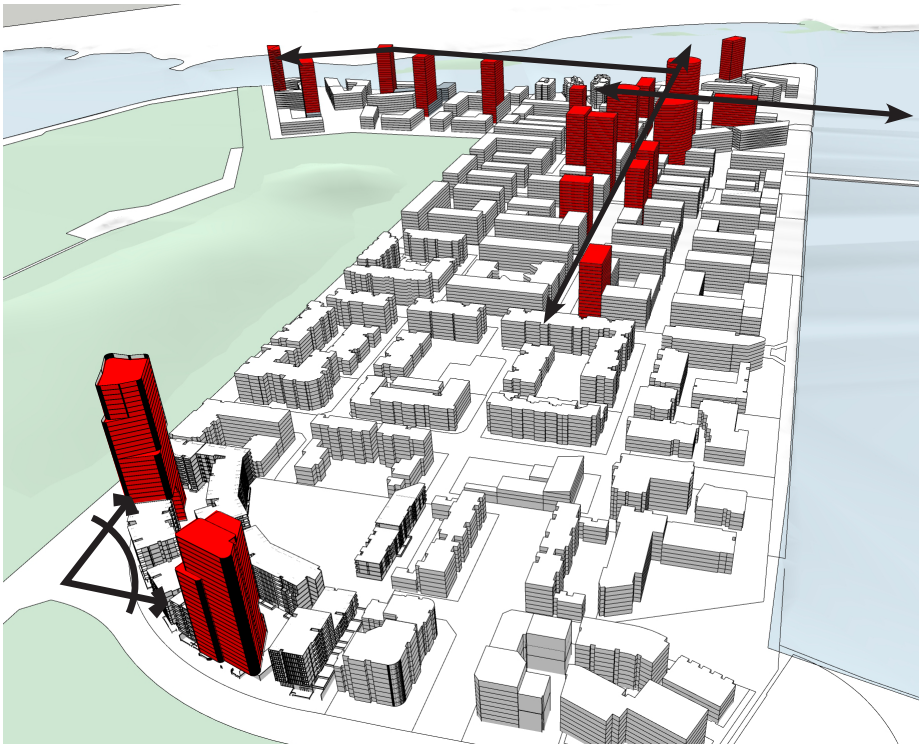
As strategic planning directions in Sydney evolve and change, so too must the urban form. The Olympic and Rhodes peninsulas is one location where this transformation has seen an evolution of the built form character in response to development demand close to transport. Built form in these locations has very deliberately evolved from perimeter street buildings with defined datums to the introduction of tower and podium forms whose heights respond to context and wayfinding, creating urban markers.



CONTRIBUTION TO PRECINCT WAYFINDING

The placement of these dispersed towers through-out the precinct is also carefully considered. Dispersed towers are being employed to mark key experiences, places and arrival journeys whilst ensuring efficient use of land close to services and transport.

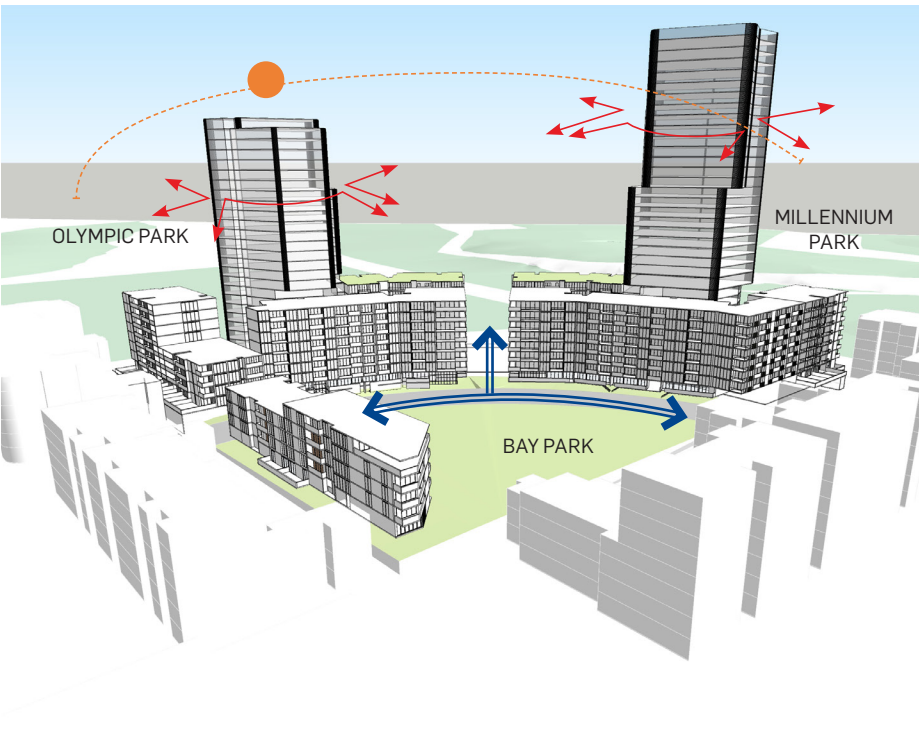
The opportunity to celebrate arrival into the Wentworth Point precinct through the careful placement of two complementary and stepped tower forms is a unique and site specific response. This both responds to wider placemaking in the surrounding area and delivers a precinct marker that is in keeping with the evolving character of the locality. These tower forms will bring visual interest to the southern precinct and unite it with the emerging form of the north. These towers will form the southern gateway to Wentworth Point.



MASSING RESPONDS TO LOCAL PLACEMAKING

A site specific response to detailed massing outcomes ensures human-scaled streets and public spaces with access to daylight and sunlight while taller forms are located to realise the benefits of surrounding amenity.

The OTW site is surrounding by abundant amenity. Taller forms sit on the outer edge of the precinct providing appropriately scaled markers that are visible from a distance. These two tower forms are also designed to maximise access to amenity for their residents with views to the parklands surrounding them. Buildings are scaled down towards the central parkland providing a human scale development form. Shadow studies have informed the massing outcomes to ensure daylight and sunlight outcomes for residents, public spaces and adjoining natural environments.



DEVELOPMENT SUMMARY

Site area (m²)	25,570
Maximum height of building	35 storey
Parking provided	1,132 (6 levels)
Total units	904

1.0 OTW THE PROJECT

1.1 INTRODUCTION

Urbis has been engaged by Piety THP to prepare an Urban Design Report in support of this S75W application for One The Waterfront.

Located in Wentworth Point, the site sits amongst some of Sydney's fastest growing suburbs. Nestled between Sydney Olympic Park, Rhodes Peninsula and the Carter Street Precinct, this part of Sydney has, and is continuing to, undergo significant change. Since 1995, former industrial warehouse developments have made way for of residential and mixed-use developments. Ongoing investment in transport infrastructure, local services and waterfront amenity has also seen the vision for this area evolve and grow.

The constant review of planning frameworks in the area have responded to this evolving vision ensuring development makes efficient use of land and investment in transport. These revisions have seen the introduction of a dynamic skyline to contribute to wayfinding and placemaking. This includes the emergence of dispersed tower forms being employed to mark key experiences, places and arrival journeys.

One the Waterfront (OTW) is uniquely positioned in this context. Located in the most south-western corner of development within the peninsula, it forms the gateway site in the locality. It is also now the last significant site available for development in Precinct F of Wentworth Point.

In line with the ongoing review of planning frameworks, a strategic review of the planning framework for this site and the immediate surrounds has identified a significant opportunity. This opportunity presents two benefits - to both realise the full capacity of allowable development within the precinct on the OTW site and to contribute to wider place-making outcomes through the introduction of two tower forms marking the gateway to Wentworth Point.

1.2 PROJECT OVERVIEW

Project Background

The original concept plan for the site was approved on 22 June 2010 (Concept Plan MP09_0160) for a residential development, public open space, parking and road works at 23 Bennelong Parkway, Wentworth Point. Since this time three modifications have been approved on the site (MOD 1-3) for minor increases to the height and floor areas and extend the lapsing date.

The current approval for the site is Concept Plan MP09_0160 (MOD 3). Development applications for the Concept Plan have been applied for in three stages as outlined in the plan opposite. The Stage 1 and 2 DA's have been approved and Stage 3 DA is still under assessment.

- **Stage 1 DA** - five residential buildings containing 273 apartments, above 3 levels of basement parking including provision of a new public road and park;
- **Stage 2 DA** - two, six storey residential flat buildings containing 150 dwellings over three levels of basement car parking; and
- **Stage 3 DA** - alterations to approved Levels 5 and 6 for an additional 2 floors above previously approved buildings H and J to accommodate 46 additional apartments.

This 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:

- 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 accommodating approximately 441 apartments;
- 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;
- provide 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 17,428 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.

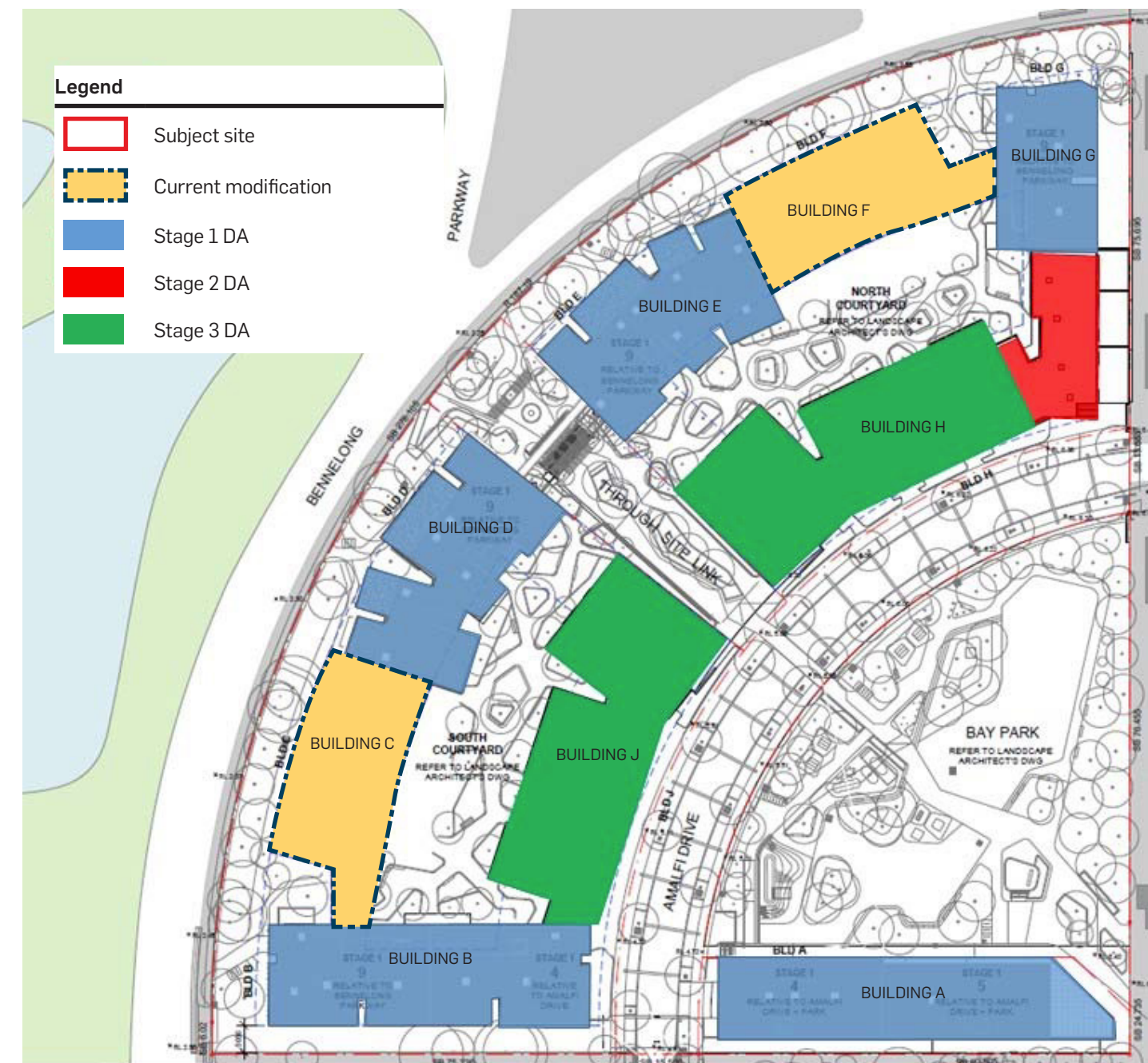


Figure 1 DA status of current development (source: Sutherland Planning)

1.3 SITE LOCATION

The site is located at 23 Bennelong Parkway, Wentworth Point, on the north eastern corner of the intersection of Hill Road with Bennelong Parkway.

Wentworth Point is located 16km west of the Sydney central business district, in the local government area of City of Parramatta. 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 Wentworth Point precinct is located on within the Olympic Peninsula, an area of Sydney that has undergone significant change and urban renewal over the past 20 years since the Olympics in 2000. This includes redevelopment of large brownfield sites in the area of Wentworth Point and Rhodes as well as ongoing redevelopment in Sydney Olympic Park and the Carter Street Precinct.

Wentworth Point itself is sitting on reclaimed land that was historically occupied by industrial activities. The OTW site is located at the southern end of the precinct forming the 'entrance' to Wentworth Point.

Surrounding Employment Locations

Wentworth Point is located in proximity to two of Sydney's top 10 office markets being Sydney Olympic Park and Rhodes. Both are located less than 3km from the OTW site. In addition to this there are significant employment lands, in the form of industrial and warehousing, located at Silverwater, Newington, Homebush West and Lidcombe.

Surrounding Recreation and Open Space Network

The Wentworth Point / Olympic Peninsula includes significant areas of open space and parkland including:

- **Millennium Parklands at Sydney Olympic Park:** 430 ha comprising one of Australia's largest urban parklands includes areas of open space, recreation, wetland and waterways on old industrial land.
- **Wentworth Common:** natural environmental areas including coastal saltmarsh and associated with Hasslams and Powells creeks
- **Bicentennial Park:** includes the Badu Mangroves wetlands on Homebush Bay and 40 hectares of parklands featuring gentle hills and lakeside meadows.
- **Blaxland Riverside Park:** includes a riverside children playground, picnic and bbq area and water play areas.
- **The Brickpit:** Including the Brickpit ring walk - a soaring 18.5m high circular walk providing visitor with a bird's eye view of the surrounding area.

In addition to the parklands there are a network of active recreation pathways including:

- 5.5km Parklands Circuit
- 7.7km Olympic Circuit
- 11.1km River Heritage Circuit.

These cycleways connect into the wider Sydney cycle network as well as **Cooks River Cycleway** which extend from the Parramatta River 25 kilometres east through Sydney's inner west to Botany Bay.

Key findings

The site is strategically well located being close to significant amenity, employment locations and the entertainment and lifestyle precinct of Sydney Olympic Park.

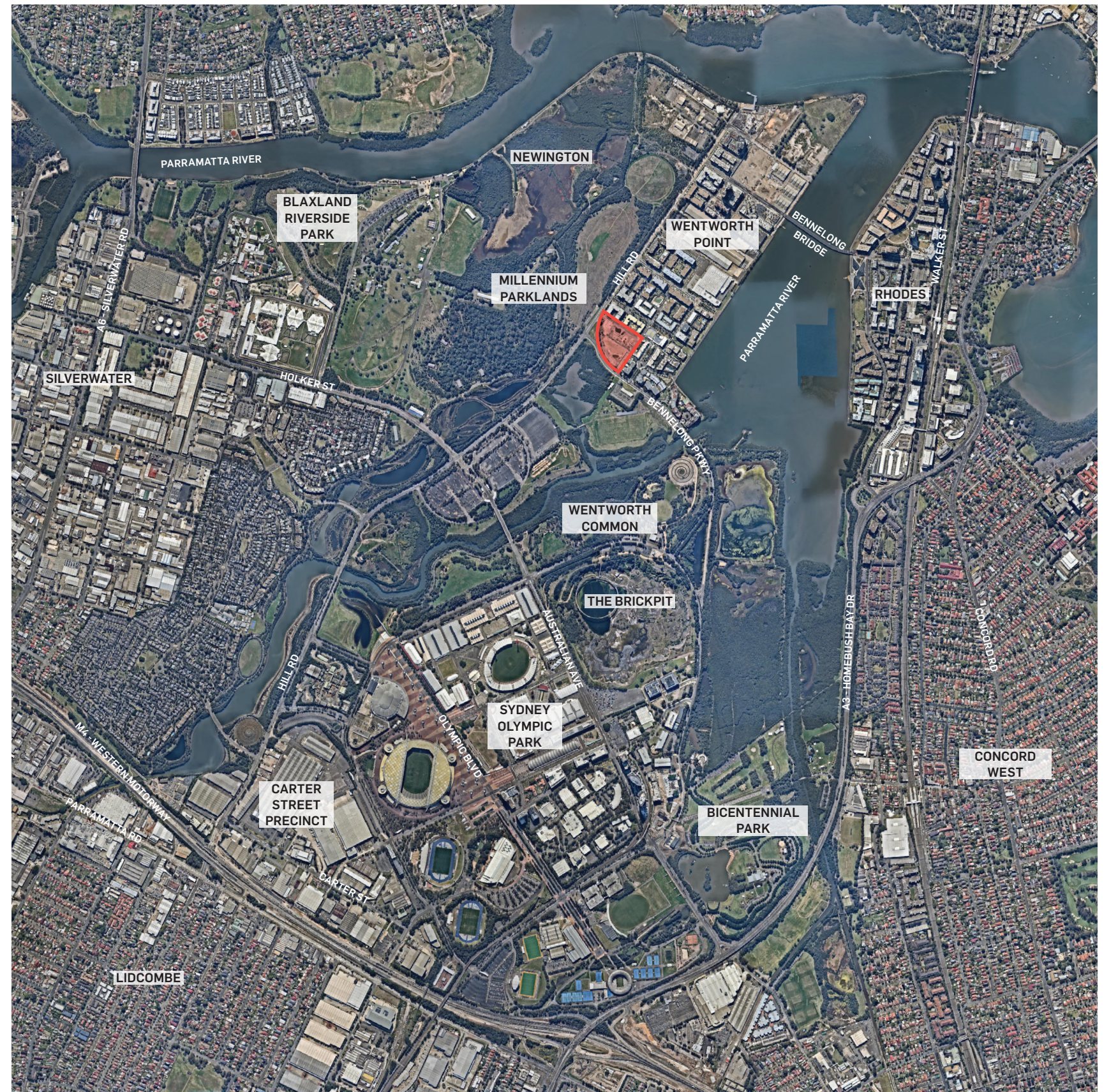


Figure 2 Strategic site location

1.4 SITE DESCRIPTION

The site is described as Lot 3 in DP 776611 and Lot 22 in DP 1037.574. The site has a total area of 25,570 square metres and is relatively level.

The site is triangular in shape with a curved frontage to the intersection of Hill Road and Bennelong Parkway and serves a gateway function into Wentworth Point. The other boundaries of the site are defined by the adjacent residential developments of Sorrento and Torino to the north and Portofino and Capri to the east.

Millenium Parklands is located to the east of the site on the opposite side of Hill Road. This includes Woo-la-ra, meaning 'look out place'. this is a scenic lookout that provides 360 degree views of the Sydney skyline and surrounding nature reserves. On the southern side of Bennelong Parkway immediately opposite the site is a waterbody and wetlands which form part of Haslams Creek. To the east of this is the Sydney Olympic Park Archery Centre.

Surrounding Development

Land to the north and east of the site have been largely redeveloped with residential buildings with a predominant height of 8 storeys. Immediately to the east of the site is The Piazza, a street based retail precinct. The buildings in and around The Piazza are of a lower scale, which create a more intimate setting.

Key findings

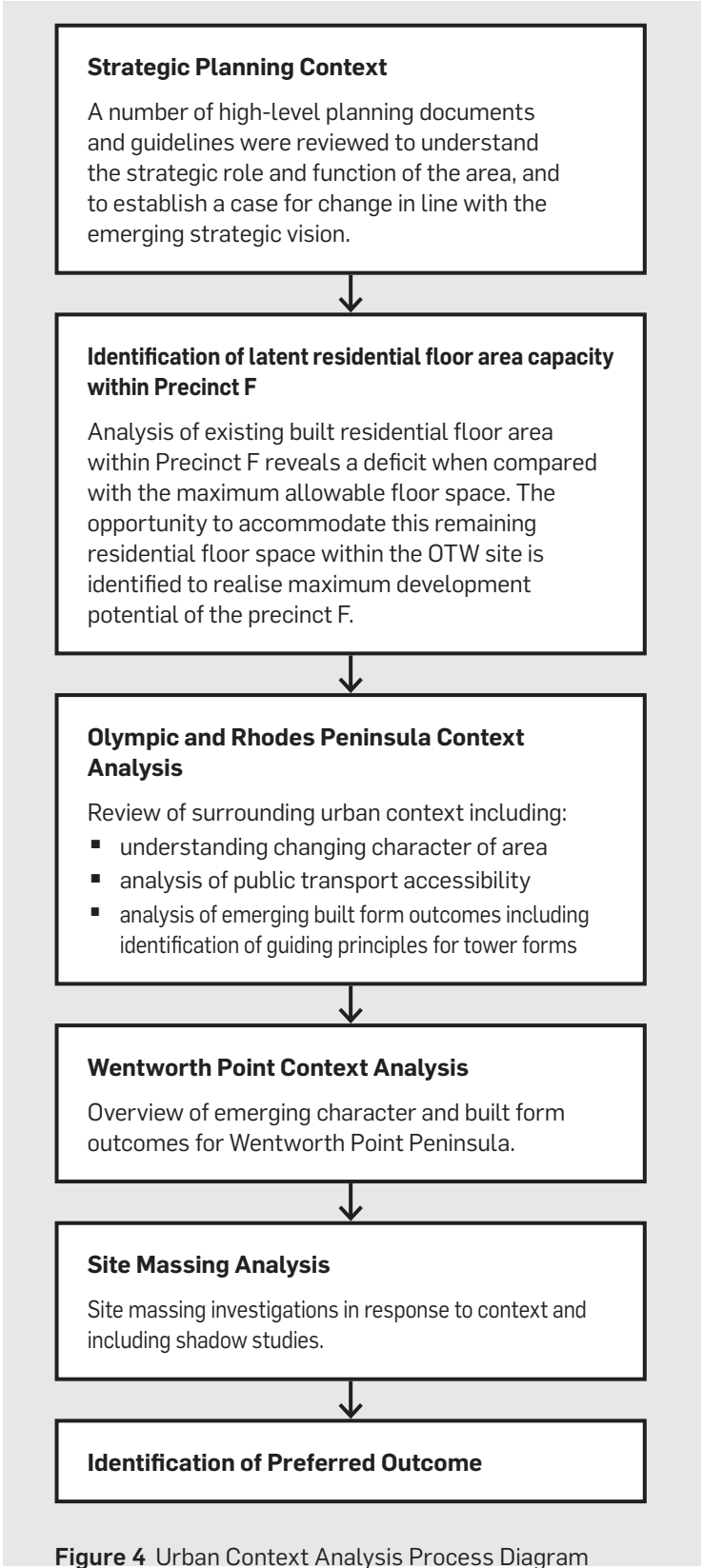
The site is the last remaining development site in Precinct F of Wentworth Point. It forms the gateway site into the precinct.



Figure 3 Local site context

2.0 URBAN CONTEXT ANALYSIS

The urban context analysis in this section of the document investigates the strategic, precinct and local context of the site both in terms of planning policy and existing context. It is organised as follows:



2.1 STRATEGIC PLANNING CONTEXT

Greater Sydney Regional Plan 2056

A METROPOLIS OF THREE CITIES

The Greater Sydney Regional Plan 2056 boldly envisions Sydney as a metropolis of three cities. Underpinned by the key strategy to deliver a "30-minute city", the plan seeks to rebalance growth across the region to provide more equitable access to jobs, schools, and healthcare from people's homes. The plan is the first to align land use, transport and infrastructure across the region.

Wentworth Point is located in the Central River City within the Central City District Plan. The Central River City District will grow substantially, capitalising on its location close to the geographic centre of Greater Sydney. Unprecedented public and private investment is contributing to new transport and other infrastructure leading to major transformation.

Greater Parramatta – the metropolitan centre – is the core of the Central River City and Central City District. Its economy is centred on world-class health, education and research institutions as well as finance, business services and administration. Greater Parramatta and the Olympic Peninsula (GPOP) – taking in the Westmead health and education precinct; advanced technology and urban services in Camellia, Rydalmere, Silverwater and Auburn; and the Sydney Olympic Park lifestyle precinct – will be supported by the Parramatta Light Rail and Sydney Metro West.



Figure 5 Central City District Plan

Central City District Plan 2036

This Eastern 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 Eastern City District 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.
- It is located close to Sydney Olympic Park which is:
 - identified as a Strategic Centre and a lifestyle precinct;
 - is one of Greater Sydney's identified office precincts;
 - is home to a significant sporting and entertainment offer; and
 - includes a regional parkland in the form of Sydney Olympic Park.
- A key direction for Sydney Olympic Park is attraction of health and education uses to activate Sydney Olympic Park: attract public and private sports, health and physical education and tertiary education facilities as anchor tenants to activate the Sydney Olympic Park strategic centre.
- It is also located close to Rhodes Peninsula which includes:
 - Rhodes is identified as a strategic centre and a health and education precinct;
 - It is already identified as one of Sydney's major office precincts;
 - Has recently undergone significant renewal and includes the Rhodes Community Centre on the waterfront; and
 - is soon to undergo future renewal within Rhodes East precinct which has been identified as a Collaboration Area for sustainable infrastructure, water and energy efficiency.
- Major transport investment in the district includes:
 - Parramatta Light Rail Stage 2 Camellia to Sydney Olympic Park is running 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.
 - Potential Sydney Metro West will deliver fast and frequent connection between Greater Parramatta and Harbour CBD with 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.

Key findings

- Significant investment in transport infrastructure is a key catalyst for renewal within the Central City District.
- The site is located close to two significant office precincts. Future transport investment will significantly reduce travel times to metropolitan centres as well.
- Wentworth Point is blessed within significant natural amenity both in the form of parklands and river front recreation routes and investment has been identified to enhance these.
- Sydney Olympic Park is also home to a major lifestyle, entertainment and sporting offer.

Greater Parramatta Interim Land Use and Infrastructure Implementation Plan

Wentworth Point is located within the Greater Parramatta to Olympic Peninsula - Australia's biggest Urban Renewal Area (referred as GPOP). GPOP is considered the most significant urban transformation over the next 20 years to Greater Sydney. Covering an area of approximately, 3,478 hectares, the priority growth area currently incorporates land in twelve precincts, of which Wentworth Point is one.

The Central City District Plan identifies an areas of the GPOP as an economic corridor. The GPOP has four quarters of which Wentworth Point is located in the Olympic Park Lifestyle super Precinct. The key opportunities for this precinct are health and education uses to activate Sydney Olympic Park: attract public and private sports, health and physical education and tertiary education facilities as anchor tenants to activate the Sydney Olympic Park Strategic centre.

Importantly, the stage 2 of the Parramatta Light Rail is identified to pass by Wentworth Point and the OTW site within this plan.

The interim Plan (prepared in 2017) identifies a total of 1,064 jobs and 8,538 homes will be accommodated in the priority growth area of Wentworth Point by 2036.

Key findings

Wentworth Point sits within Australia's largest Urban Renewal Area and will be serviced by the stage 2 of Parramatta Light Rail.

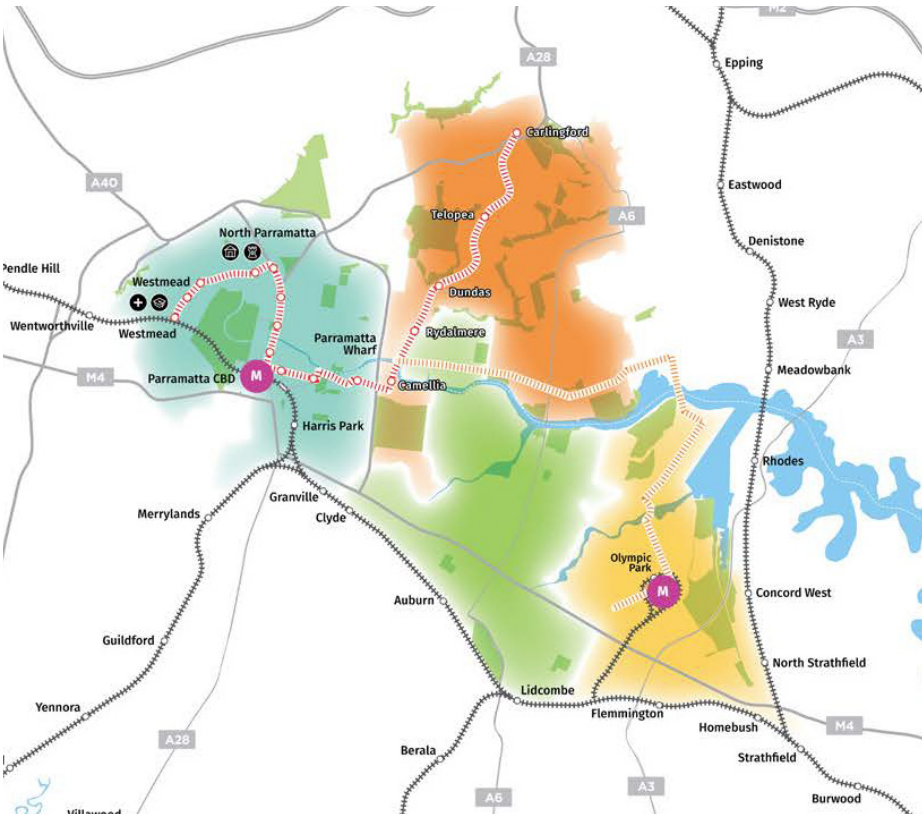


Figure 6 Parramatta CBD and GPOP (Source: Central City District Plan)

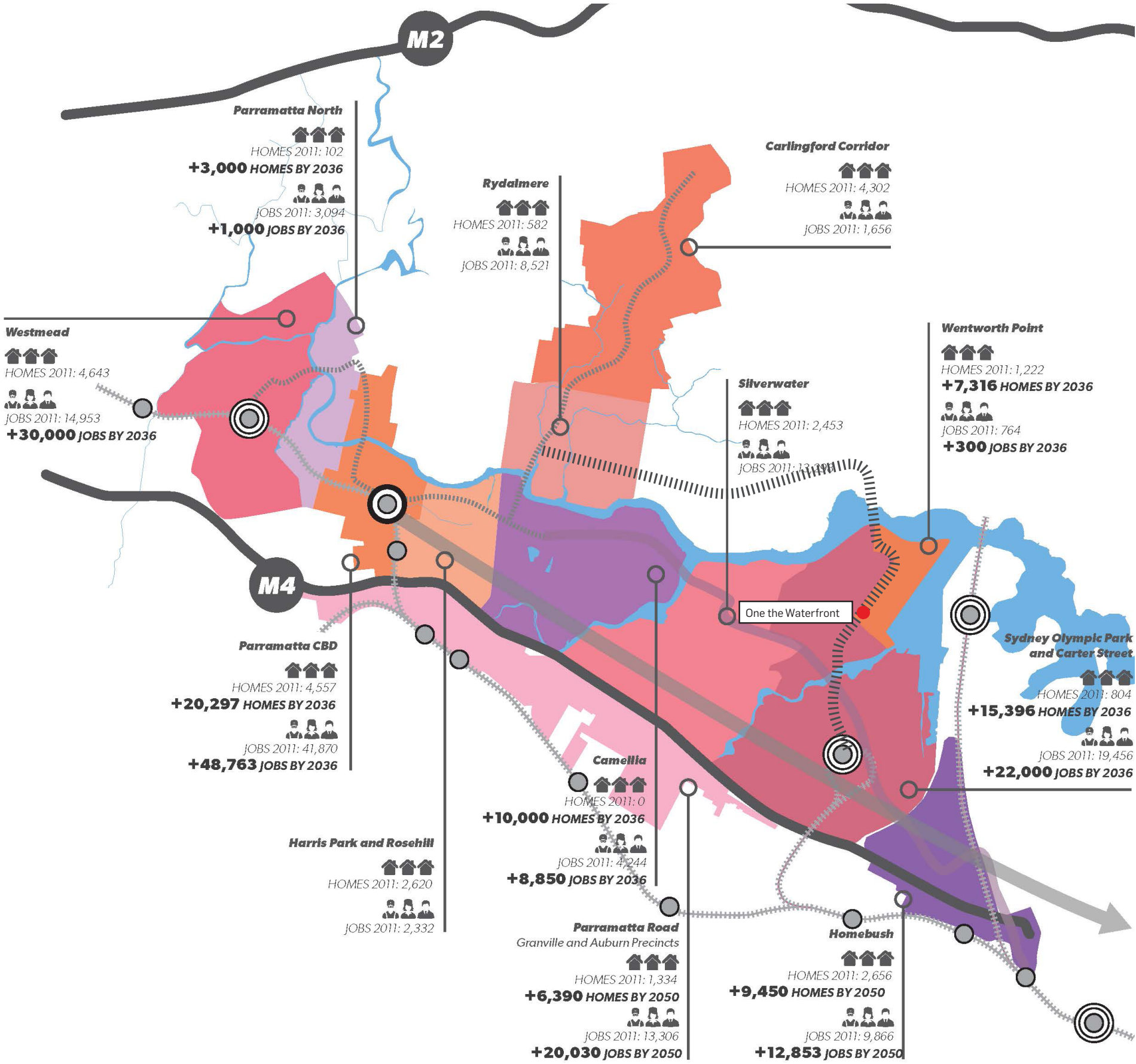


Figure 7 GPOP forecast growth (source: Greater Parramatta Interim Land Use and Infrastructure Implementation Plan)

Investment in Public Transport Infrastructure

In addition to this, the identification and delivery of enabling infrastructure in this location to support the growth and urban renewal is also a key direction of the Metropolitan Strategy.

Already in May 2016, the Bennelong Bridge was opened connecting Wentworth Point to the Rhodes Peninsula active and public transport.

Planning for significant public transport infrastructure is also being assessed. This includes:

- **Parramatta Light Rail** preferred alignment was announced in October 2017;
- **West Metro** connecting Parramatta to the Sydney CBD with transit interchange at Olympic Park Station and a potential second stage connecting to Badgerys Creek.

Key findings

Urban Renewal in this area is being supported by public transport infrastructure investment. In this context it is essential that development makes efficient use of land and optimises investment in infrastructure through patronage.

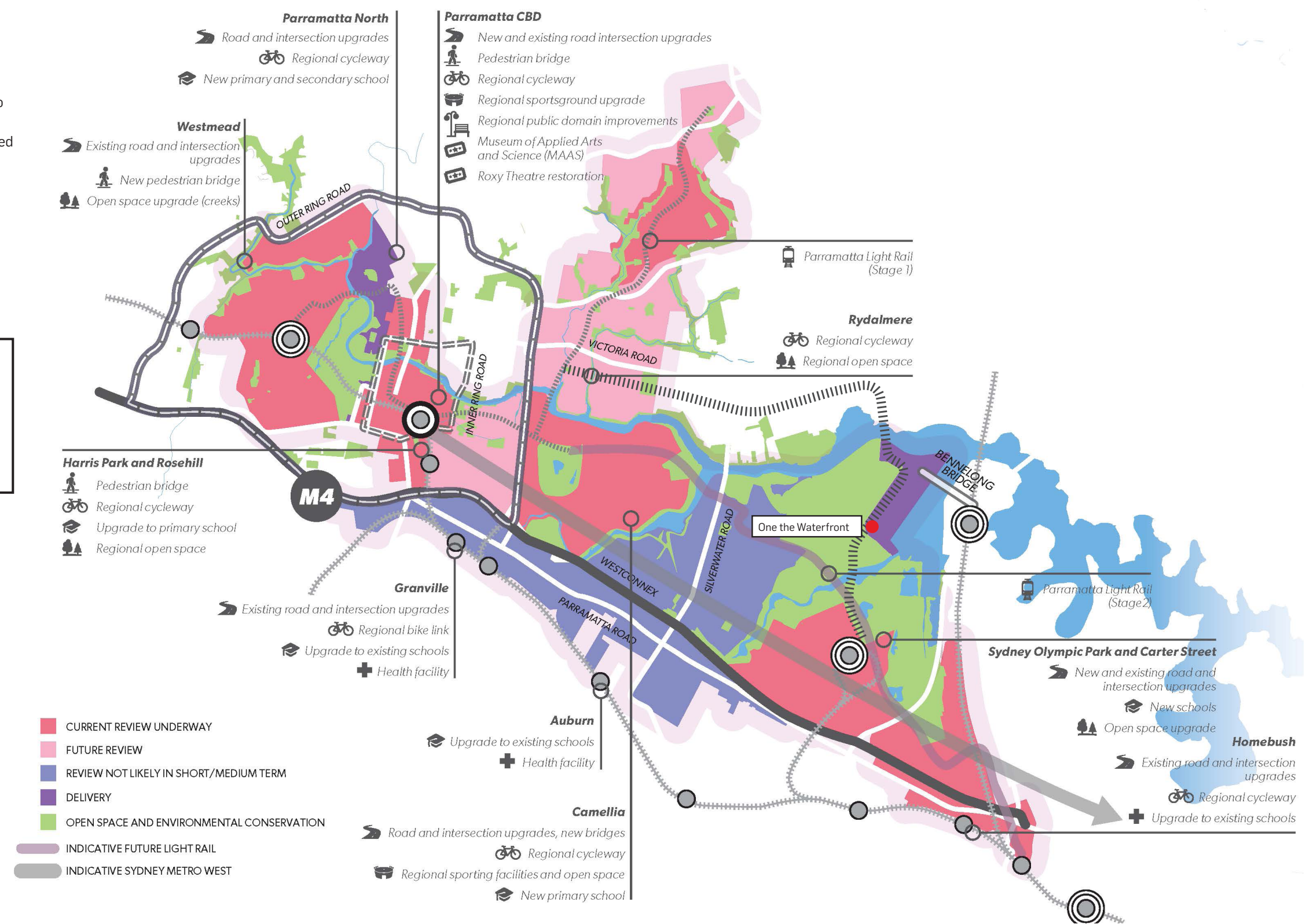


Figure 8 GPOP potential infrastructure
(source: Great Parramatta Interim Land Use and Infrastructure Implementation Plan)

2.2 WENTWORTH POINT DCP

The overall quantum of development in Wentworth Point is managed through floor space area controls and building heights as specified in the Homebush Bay West DCP. The original DCP, prepared in 2004, identified maximum allowable residential floor spaces within the study area by precinct. A total of six precincts were identified.

A subsequent revision to the DCP was prepared in 2013 and is known as Amendment 1. This included an allowance for additional floor space area and building height as the funding mechanism under a Voluntary Planning Agreement for the provision of the now Bennelong Bridge. This amendment only changed floor space area provisions in Precincts B, C, D and E(3).

The OTW site is located in Precinct F. This additional floor space was considered in addition to the maximum allowable floor space in other precincts and proposed no changes to total allowable residential floor space in precinct F.

Legend

Subject site

Homebush Bay West Precinct

Sub-precinct boundary

Homebush Bay West DCP Amendment No. 1

Wentworth Point Precinct DCP 2014

Bennelong Bridge

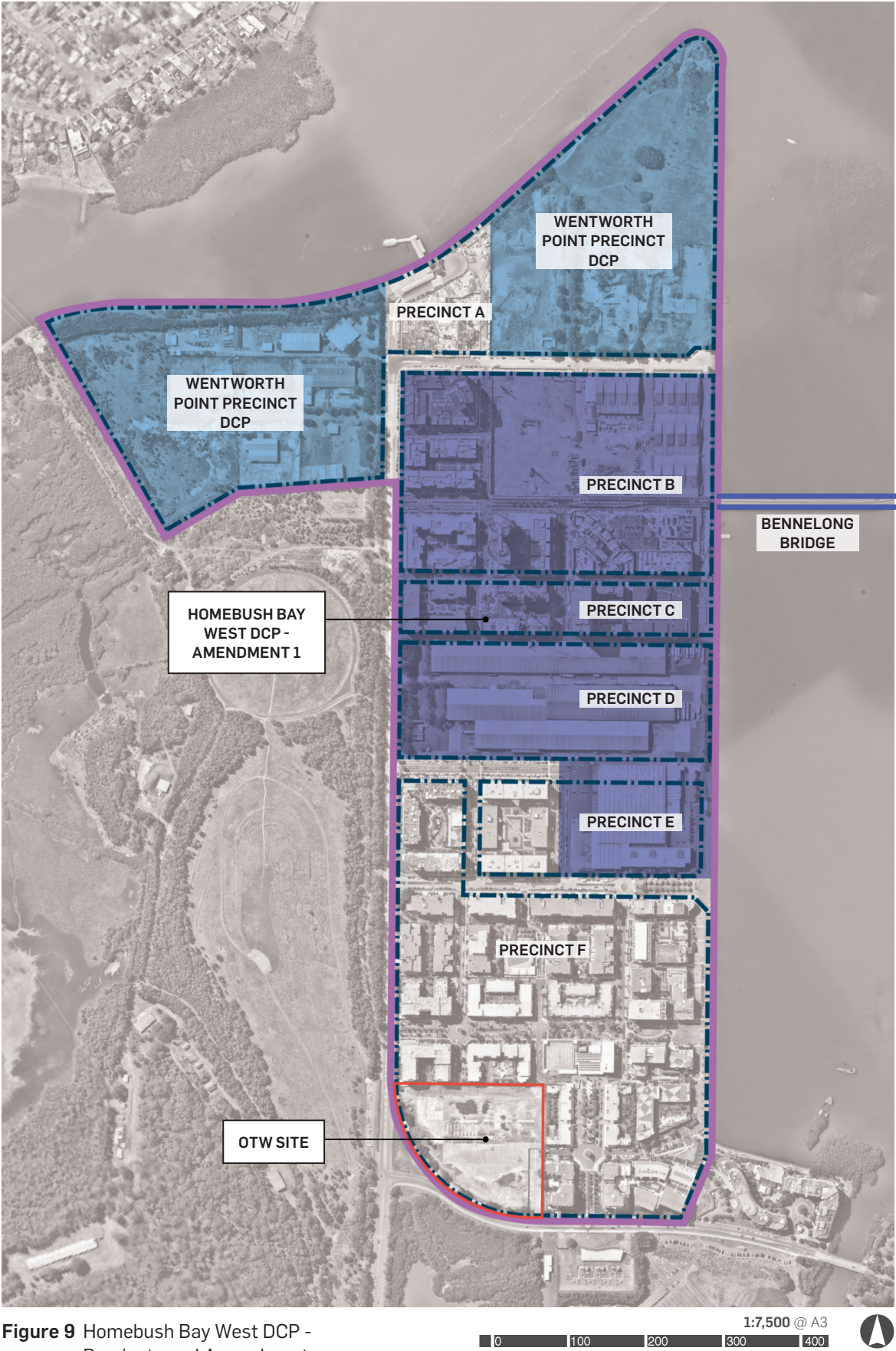


Figure 9 Homebush Bay West DCP - Precincts and Amendments

2.3 RESIDENTIAL FLOOR SPACE

Within Precinct F, OTW is the last remaining development site. Analysis of the built Residential Floor Space (RFS) in Precinct F identified that some of the earlier developments did not achieve the maximum allowable RFS for their respective sites. As a result there is latent RFS capacity remaining within the precinct (refer "Figure 10 Analysis of Residential Floor Space Precinct F" and "Figure 11 Precinct F - Existing and proposed residential and community use floor space").

Additionally, the provisions in the DCP allow covenanted space for community uses within neighbourhood centres to be offset against residential space.

This analysis reveals the following:

- The total allowable residential floor space for Precinct F within the DCP is 236,842 sqm.
- The existing amount of built RFS within the precinct is 178,511 sqm.
- Additionally, there is also 6,997 sqm of community use space eligible for offset.
- The total amount of RFS remaining unbuilt is 67,466 sqm.

The existing approval for the OTW site has a total of 32,372 sqm. This modification for the site request a total of 35,094 sqm for tower F & C.

Key findings

Accommodating the remaining unbuilt FSR from Precinct F does not exceed the overall FSR for Precinct F and therefore does not require any additional considerations in terms of infrastructure planning.

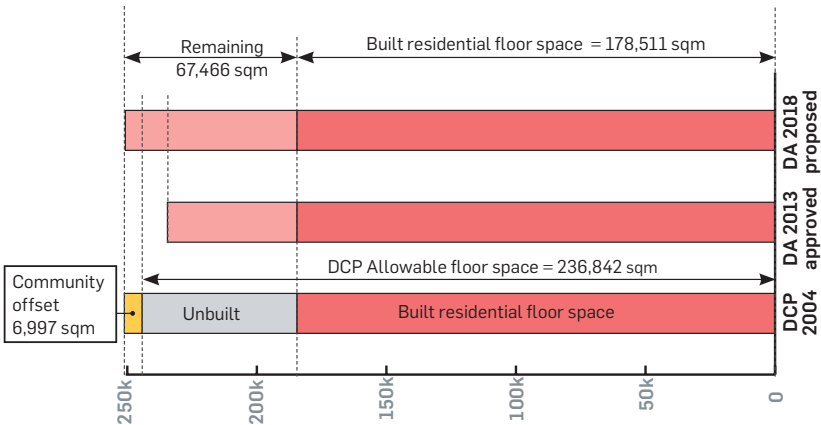


Figure 10 Analysis of Residential Floor Space Precinct F

Table 1 Summary RFS Calculations for Precinct F

Precinct F	Floor Space (sqm)
Total allowable floor space in Precinct F	236,842
Less already built (all other sites in Precinct F)	178,511
Community Offset Space	6,997
Total floor space used in Precinct F (not this site)	171,514
Remaining unused floor space	65,328
Community Offset Space on the site	2,138
TOTAL AVAILABLE FLOOR SPACE FOR SITE	67,466
Less already approved (DA1, DA2, DA3)	32,372
BALANCE AVAILABLE FOR TOWERS F & C	35,094

*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".

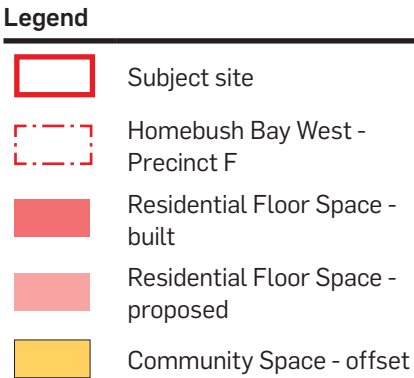


Figure 11 Precinct F - Existing and proposed residential and community use floor space



2.4 OLYMPIC & RHODES PENINSULA PLANNING & RENEWAL HISTORY

Planning and development in the Olympic and Rhodes peninsulas has been, and still is, an evolving process. Updates and amendments to planning guidance across the different precinct has occurred regularly since the end of the Olympics in 2000. This ensures the planning frameworks remain current and relevant as Sydney grows and changes. These updates respond to changes in growth pressures, development demand, strategic planning directions and infrastructure investment. In this context the urban character of these areas is a constantly evolving one.

There are 5 key precincts or master plan areas in this location that are shaping the emerging character as follows:

- Sydney Olympic Park Master Plan;
- Carter Street Priority Precinct;
- Wentworth Peninsula including Wentworth Point Priority Precinct;
- Rhodes Peninsula including Rhodes West and Central; and
- Rhodes East.

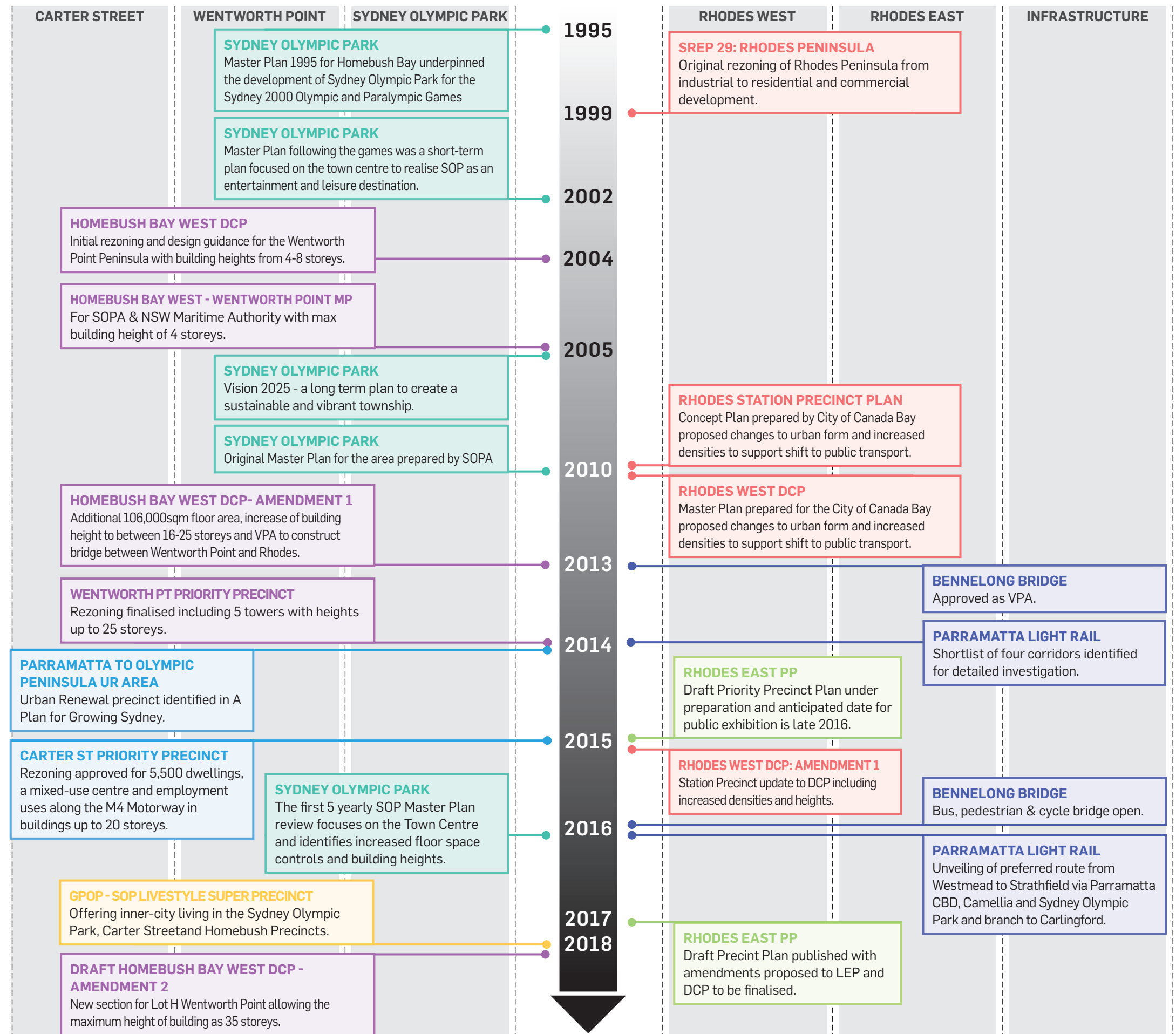
In addition to this, infrastructure investment has also resulted in changing urban form including:

- The delivery of the Bennelong Bridge in 2016; and
- Planning for the Parramatta Light Rail which is currently underway; and
- Potential planning for the 'West Metro' connecting the Sydney BCD to Parramatta.

This section of the document provides an overview of the evolution of planning in this part of Sydney to characterise the emerging built form.

Key findings

- Precinct Planning in the Olympic and Rhodes peninsula is still undergoing significant evolution and change.



Bennelong Bridge

The new Bennelong Bridge provides a direct link between two of Sydney's fastest growing communities. Designed to accommodate pedestrians, cyclists and public transport, it provides a viable alternative to private car use.

Wentworth Peninsula

One of Sydney's fastest growing communities, the introduction of new buildings typologies in the form of towers funded the delivery of the Bennelong Bridge.

Sydney Olympic Park Master Plan

A re-calibration of the Master Plan in the context of changing local and regional opportunities to accommodate development that responds to its context and contributes to the quality of the built environment.

Carter Street Priority Precinct

The transformation of this industrial area into a vibrant community, with easy access to the M4 Motorway and the planned WestConnex.

Rhodes East

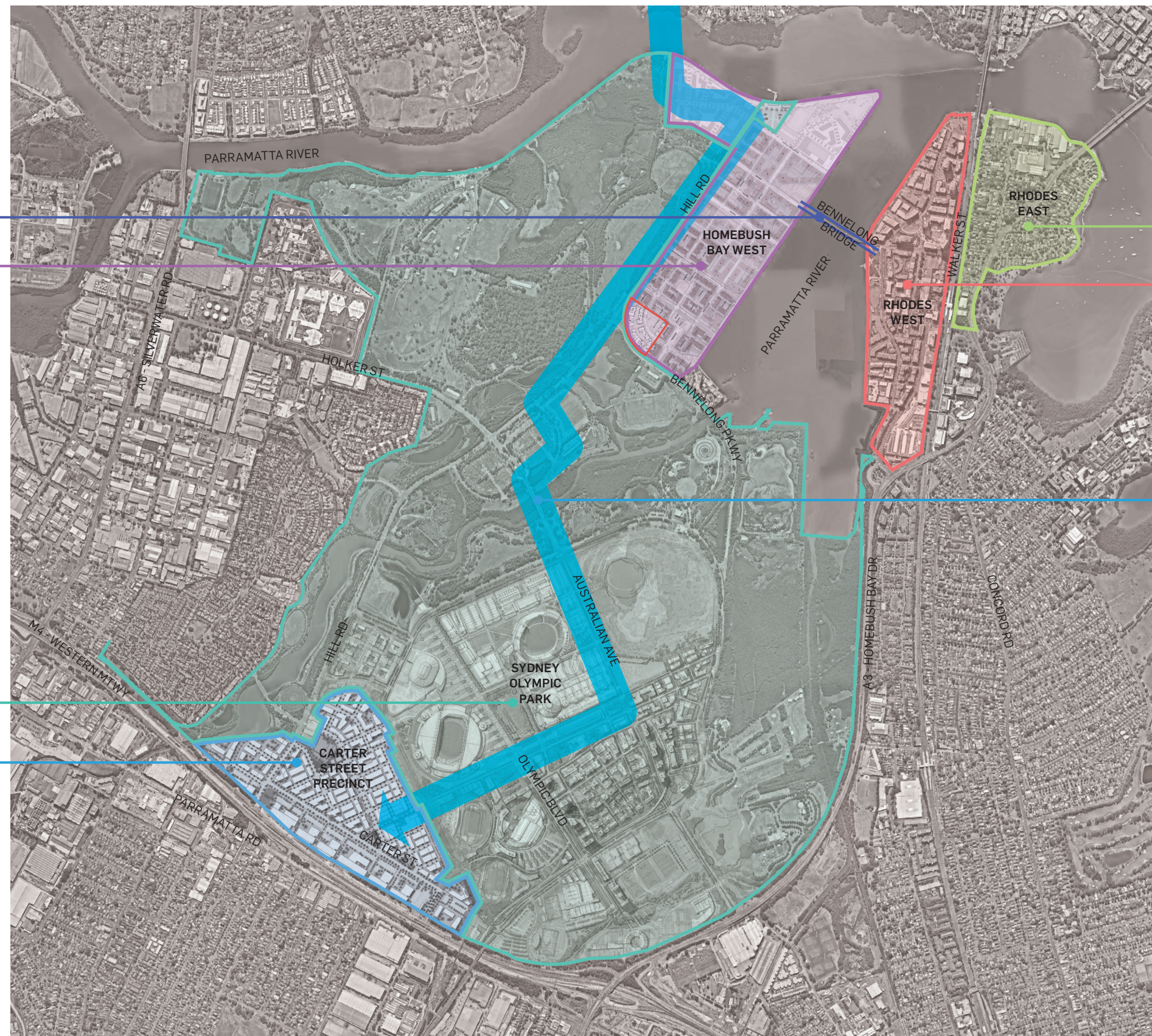
Precinct planning at Rhodes East is looking at opportunities for new homes, jobs, shops and cafés, community services and open space while connecting people with new services, infrastructure and open spaces.

Rhodes West

Along with Wentworth Point, Rhodes West is one of Sydney's fastest growing communities and is one of the cities top ten employment destinations.

Parramatta Light Rail - Stage 2

Parramatta Light Rail will provide a frequent and reliable transport along the Greater Parramatta to Olympic Peninsula Priority Growth Area kick-starting revitalisation and jobs growth.



Legend

- Subject site
- Sydney Olympic Park Precinct
- Carter Street Precinct
- Homebush Bay West Precinct
- Rhodes West Precinct
- Rhodes East Precinct

Figure 12 Strategic planning precincts

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2.5 APPROACH TO BUILDING HEIGHT & MASSING

Of key consideration in the emerging urban character of the Olympic Park and Rhodes peninsula areas is the strategy around building height and form including any identified tower forms and the location of these.

With master plans and priority precinct plans being prepared over most of this area, the strategy around buildings heights and urban form is a considered one. Review and analysis of these plans has identified a number of principles which have been consistently applied across the different precincts in regards to the allocation of building heights and identification of locations for tower forms. These include:

- to create a visually interesting, dynamic and modulated skyline with varied and dispersed building heights;
- to comprise of both perimeter block development and a number of taller tower buildings;
- to utilise height and tower forms to enhance the legibility of the precinct by aligning greatest height to key routes, places and gateways; and
- to orientate height in locations that take advantage of views and adjoining amenity; and
- to step building height down to the waters edge.

The following sections of this report outline more specifically the approach to the location of tower forms through the different precincts in relation to these principles.

Sydney Olympic Park Master Plan.

The Sydney Olympic Park Authority (SOPA) is required to maintain a master plan across the site and review this every 5 years. SOPA has just completed this review (August 2016) and released draft changes to the master plan.

The review focused on the Sydney Olympic Park 'Town Centre' – the 210 hectare area that includes the rail station, bound by Hill Road to the west, parkland to the north and east and the M4 Western Motorway and Homebush Bay Drive to the south.

The key approaches to building heights considering proposed changes to the master plan are:

- identification of a concentrated tower zone and increase of maximum building height to 45 storeys to reinforce the Town Centre and celebrate place;
- enhance the distinct skyline with the highest tower building located to better defining major north south streets including:
 - 45 storey tower zone between ANZ stadium and the Carter Street Precinct;
 - 45 storey tower zone along the eastern side of Olympic Boulevard continuing existing 40 storey tower zone to the south of Sarah Durack Avenue;
 - 30 storey tower zone along the western side of Australia Avenue;
- increase floor space controls on underdeveloped sites including 15 storey residential tower forms overlooking the parkland to take advantage of amenity.



Figure 13 Artist's impression of the Sydney Olympic Park redevelopment from the Masterplan 2030 (Source: NSW Planning)

Carter Street Priority Precinct

In November 2015, the NSW Government Department of Planning and Environment (DPE) finalised the rezoning for the Carter Street Priority Precinct.

One of the key guiding principles of the DCP with regards to building heights is to ensure that tower forms within Sydney Olympic Park remain the dominant built form elements of the wider Homebush Bay and Wentworth Point area.

The key approaches to building heights are:

- cluster of 3 towers to mark the Uhrig Road local centre.
- taller buildings at south-eastern corner of the precinct to create gateway marker.

Key built form outcomes including building heights for the precinct are:

- building heights ranging from 4-22 storeys;
- 4-8 storey buildings on northern part of precinct;
- 8-12 storey buildings to the east and west of the local centre;
- taller 16-22 storey landmark buildings at key locations including the local centre and on main streets; and
- varied building heights for visual interest and dynamic urban form.

Wentworth Point Priority Precinct

In June 2014, the NSW Government Department of Planning and Environment (DPE) finalised the rezoning for the Wentworth Point Priority Precinct.

The key approaches to building heights are:

- Oriented to take advantage of views and enable view corridors to be obtained between the Millennium Marker and Parramatta River

Key built form outcomes including building heights for the precinct are:

- Building heights ranging from 4 to 25 storeys; and
- Low-rise (typically 4-5 storeys) along the waterfront and adjacent to the peninsula park and the precinct's southern boundary with the Sydney Olympic Park, Parklands; and
- Mid-rise (6-7 storeys) in the centre of the site; and
- Six apartment buildings up to 25 storeys aligned to Burroway Road and Ridge Road; and
- Varied and dispersed building heights to create an interesting, dynamic urban form.

Rhodes West and Station Precinct

Rhodes West has progressively developed under a planning framework established in 1999 under the Sydney Regional Environmental Plan 29: Rhodes Peninsula (SREP 29) (Now repealed) and the Renewing Rhodes Development Control Plan 2000 (RRDCP 2000) (now superseded).

The Rhodes West DCP was prepared in 2010 and was updated in 2015 with the inclusion of specific controls for the Station Precinct.

The key approaches to building heights are:

- Allow for a mix of building types from low-rise to mid-rise and tower buildings
- Reflect and emphasis the topography with lower buildings at the foreshore and greater height to the east of Shoreline Drive.

Key built form outcomes including building heights for the precinct are:

- tower heights ranging from 20-40 storeys;
- a cluster of tallest buildings in the station precinct adjacent to the railway station;
- alignment of tall buildings along the rail line and Walker Street;
- A number of marker tower buildings at the landing of the Bennelong Bridge; and
- varied building heights for visual interest and dynamic urban form.

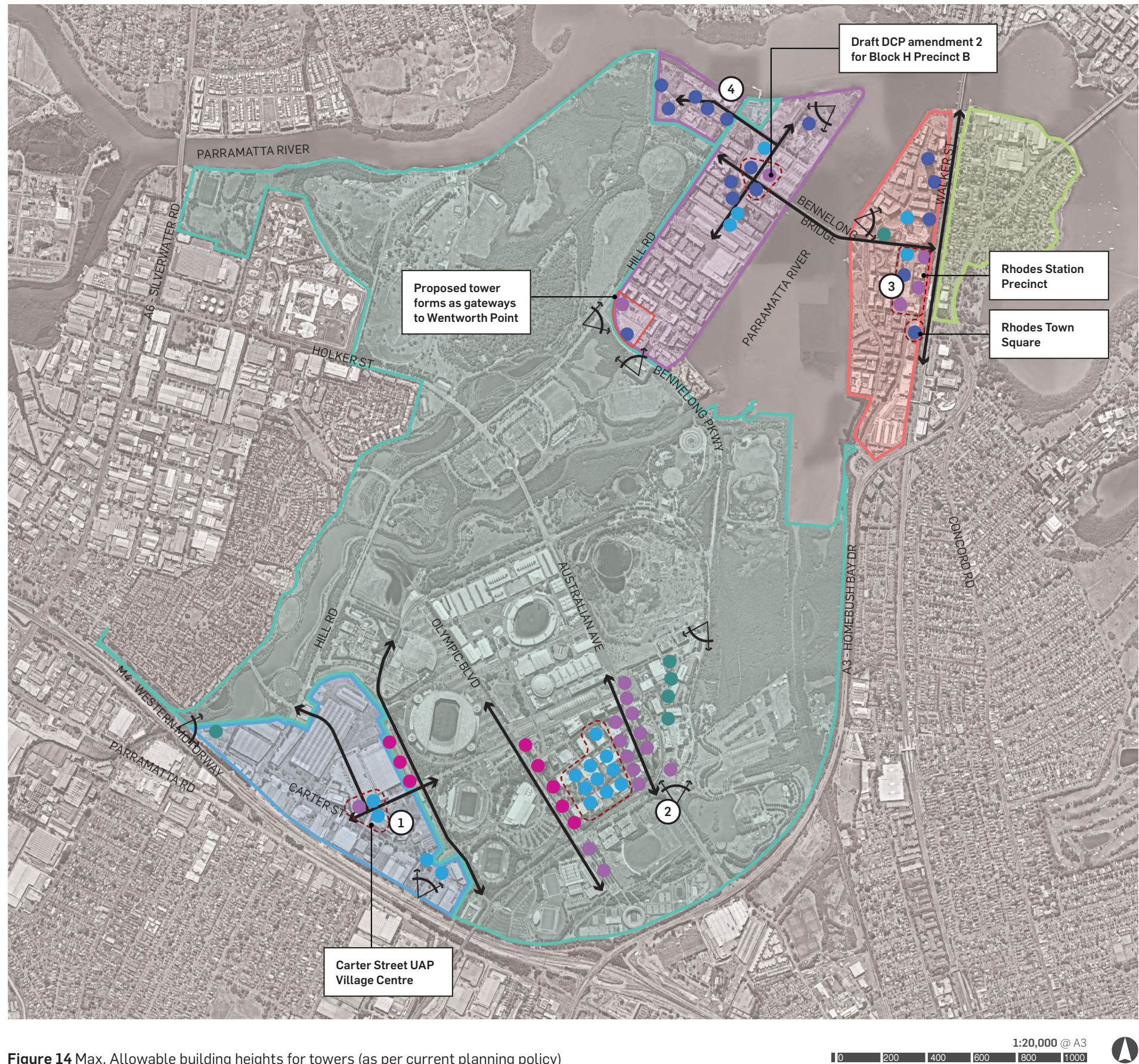
Rhodes East

No detailed information regarding building heights strategy has been identified for Rhodes East.

Key findings

The following key principles have been consistently applied across the different precincts in regards to the allocation of building heights and identification of locations for tower forms:

- create a visually interesting, modulated skyline with varied and dispersed building heights to create an interesting and dynamic urban form;
- combine both perimeter block development and a number of taller tower buildings;
- utilise height and tower forms to enhance the legibility of the precinct by aligning greatest height to key routes, places and gateways;
- orientate height in locations that take advantage of views and adjoining amenity; and
- step building height down to the waters edge.



2.6 ACTIVE & PUBLIC TRANSPORT ACCESSIBILITY

The OTW site is located at the entrance to Wentworth Point. Public transport accessibility in the area is constantly improving with ongoing infrastructure investment including the recent opening of the Bennelong Bridge for pedestrians, cyclists and buses. The following section outlines the existing and proposed public transport accessibility for the site.

Bus

The primary public transport mode for the site is currently via bus. There are two existing bus routes which service the site being the 526 and 533 routes. Bus stops in both directions are located on Hill Road near the corner of Strombolie Strait, immediately to the north of the site.

The 526 route provides connections to:

- Sydney Olympic Park Wharf with onward ferry connections to Parramatta, Darling Harbour and Circular Quay;
- Rhodes Train Station via the recently opened Bennelong Bridge and then on to Rhodes Waterside Shopping Centre; and
- Olympic Park Station via Silverwater and then on to Strathfield and Burwood.

The 533 route provides connections to:

- Rhodes Train Station via the recently opened Bennelong Bridge and then on to Ryde; and
- Olympic Park Station.

The 533 route provides the most direct connectivity to both Olympic Park Station (7 minute journey) and Rhodes Train Station (5 minute journey). The 533 is a Monday to Friday service operating approximately every 15-20 mins during peak hours.

The 526 is a daily service. The journey time to Rhodes Train station is approximately the same at 8 minutes while the journey to Sydney Olympic Park is longer taking a different route of approximately 14 minutes.

Rail

The site is located approximately equal distance from both Rhodes and Olympic Park Train Stations. In terms of convenience, Rhodes Train Station is located on the T1 North Shore, Northern and Western Line and provides direct connections to Epping in the north with interchanges to Macquarie University, Hornsby and Chatswood. In the south direct connections are to Strathfield, Centre and the Sydney CBD stations with interchange to Parramatta, Blacktown, Penrith and Richmond.

Alternatively the Olympic Park line connects to Lidcombe only with interchange to the T1, T2 South Line and T3 Bankstown Line.

Access to both stations is via either bus connections as mentioned earlier or via cycle as outlined below.

Ferry

The site is located 950 metres south of the Sydney Olympic Park Ferry stop. Ferry connections from Sydney Olympic Park Ferry Wharf to Circular Quay operate every 30 mins (approx 1 hour journey) and to Parramatta every 60 mins (approx 30 min journey). In this context, ferry journeys are likely to be more recreational than commuter in nature.

Cycle

There is an extensive pedestrian and cycle network in the local area. In terms of commuter cycling options, the rail stations and employment hubs of both Sydney Olympic Park and Rhodes are both within a short cycle distance from the site being 10 minutes and 7 minutes respectively. This provides an attractive option to access the regional rail network.

Parramatta Light Rail

In 2014 the NSW Government undertook detailed investigations to determine a preferred alignment for the Parramatta Light Rail spine. These investigations included analysis of potential employment and urban renewal opportunities and well as technical and environmental challenges.

In mid 2016, a preferred network for the Parramatta Light Rail was identified and included:

- the Parramatta to Macquarie Park corridor;
- the Parramatta to Strathfield corridor; and
- the CBD spine.

NSW Government is currently working on a final business case for Parramatta Light Rail. This will include the detailed alignment and stop locations. Within the Parramatta to Strathfield via Sydney Olympic Park corridor, connections and interchanges with a number of strategic centres and transport hubs have been identified including Camellia, Silverwater, Newington, Sydney Olympic Park, North Strathfield, and Strathfield. In October 2017, the NSW Government announced the preferred route for Stage 2 which will connect the Parramatta CBD to Ermington, Melrose Park, Wentworth Point and Sydney Olympic Park along a 9 kilometre route.

Based on maximising the residential catchment for a station at Wentworth Point, it is possible a potential station could be located central to Wentworth Point. This station would be approximately 500m (6 minute) walk from the OTW site.

West Metro

In recent weeks, a high-level announcement was made with regards to plans for a West Metro service connecting Parramatta to the Sydney CBD via a transport interchange at Sydney Olympic Park. While details and time frames around this proposal are unclear at this early stage, the provision of a metro style service at Olympic Park Station would transform accessibility of this location and provide a direct connection to the City's two major centres being the Sydney CBD and Parramatta.

Key findings

- Existing bus routes provide direct and fast connectivity to Rhodes Train Station via Bennelong Bridge.
- Both Rhodes and Sydney Olympic Park employment centres are accessible by short cycle journeys.
- Current Rhodes train station offers the most convenient access into the regional rail network and is accessible by bus and cycle.
- Potential Parramatta Light Rail station could be located approximately 500m north of the site. *(NOTE: this is based on existing information available about Parramatta Light Rail preferred alignment.)*
- There is the possibility of a West Metro link at Olympic Park Station connecting to Parramatta and the Sydney CBD.

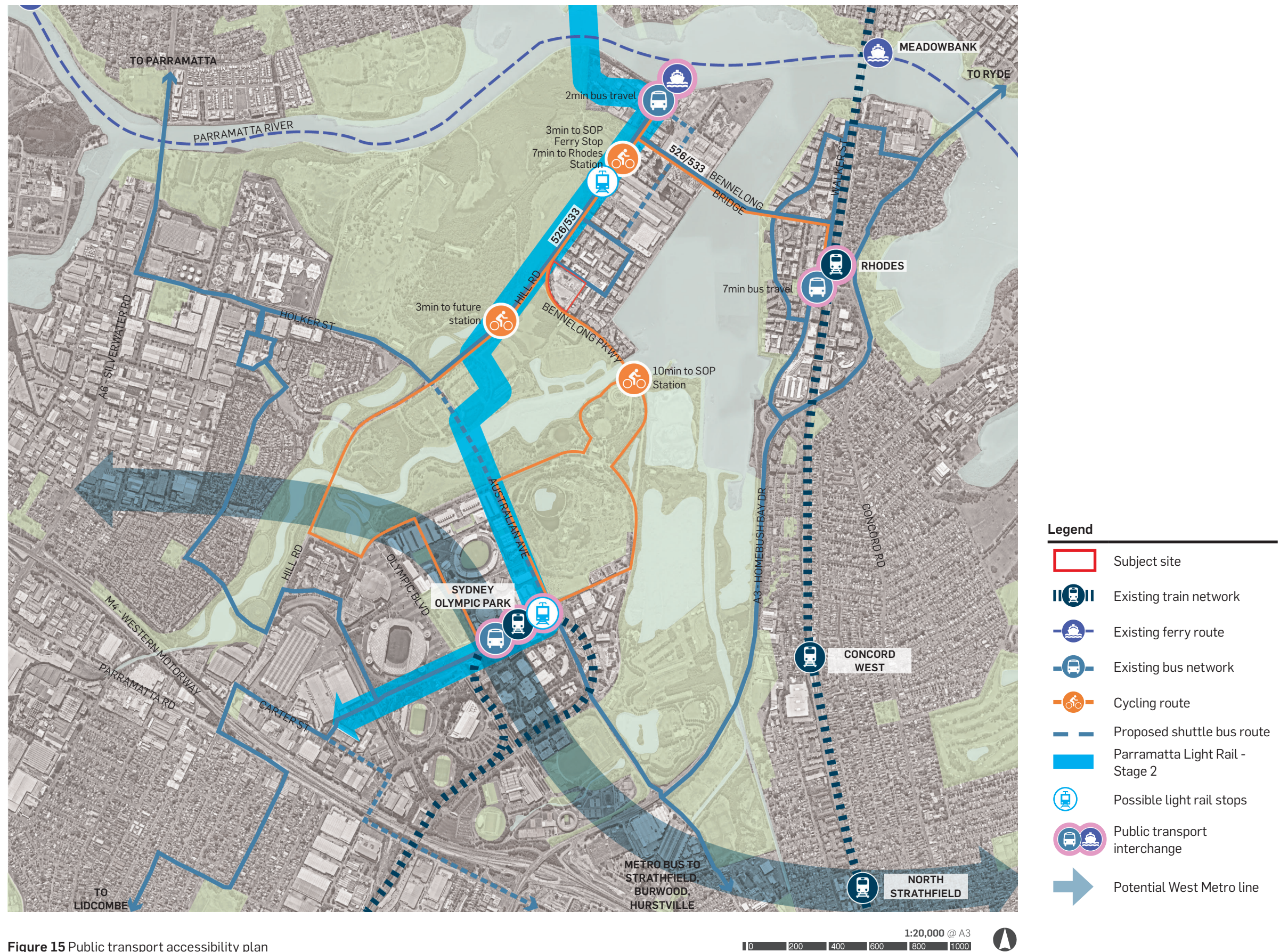


Figure 15 Public transport accessibility plan

2.7 WENTWORTH POINT CONTEXT ANALYSIS

The following series of diagrams provides an overview of the evolving heights strategy for the Wentworth Point peninsula.

Homebush Bay West DCP - 2004

Original massing for Homebush Bay West DCP identifies the following principles for building heights in the precinct:

- The maximum overall building height is eight storeys (or AHD 29) which is the height of the Millennium Marker, a local landform in the park to the west.
- To enable modulation of the skyline and provide for design flexibility within developments building heights responds to the street hierarchy.
- Lower buildings are distributed on the foreshore, while taller buildings are located along major east-west streets and on the Hill Road precinct edge.
- Maximum overall building height is 8 storeys.
- Building heights step from 4 storeys to 8 storeys.



Figure 16 Massing for Homebush Bay West DCP 2004

Homebush Bay West DCP 2013 - Amendment 1

The first amendment to the Homebush Bay West DCP introduced tower forms to accommodate additional allowable floor space as a funding mechanism for the Bennelong Bridge. It outlined the following objectives for building heights in the precinct:

- To ensure the scale of development responds to the position of Wentworth Point within the metropolitan hierarchy.
- To ensure development represents an appropriate transition in scale to adjoining Sydney Olympic Parkland and adjoining land north of Burroway Road and south of Baywater Drive.
- To ensure the location of towers reinforce the urban structure and street hierarchy.
- To create a coherent pattern of building heights across the precinct.
- To create an interesting skyline.
- The maximum overall height for any building is 25 storeys
- Tower Zone ranging from 16 to 20 storeys except 25 storeys around the 'Focal Point'.

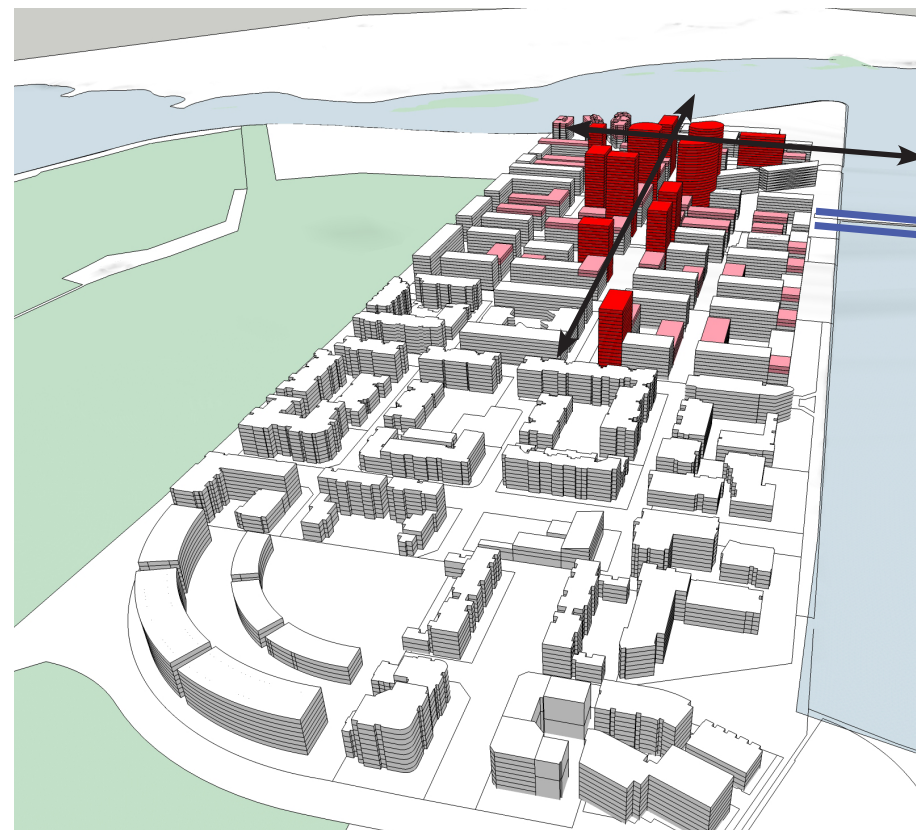


Figure 18 Massing for Homebush Bay West DCP Amend No.1 (released 2013)

Wentworth Point Urban Activation Precinct - 2014

The Wentworth Point Precinct DCP covers the waterfront land at the northern tip of the precinct. It continued with the inclusion of tower forms and outlined the following principles for building heights in the precinct:

- To reinforce the role of Wentworth Point as a major location for housing and a key part of the Sydney Olympic Park Specialised Precinct.
- To create a visually interesting, modulated skyline comprised primarily of perimeter block development supported by a small number of taller tower buildings achieving a balance between an urban scale and creating a comfortable, human scale public domain.
- To frame significant views between the Parramatta River and the Millennium Marker and to maximise view sharing.
- To reinforce the preferred urban form and enhance the legibility of the precinct by aligning greatest height to the western extension of Burroway Road and the northern extension of Ridge Road.
- Buildings heights are to be consistent with the following principles:
 - lower rise buildings (4 to 5 storeys) are to be located adjacent to the foreshore and the peninsula park, with vertical building elements providing articulation
 - a range of building heights (typically 4 - 7 storeys) with taller forms of up to 25 storeys balanced with lower rise perimeter block forms.

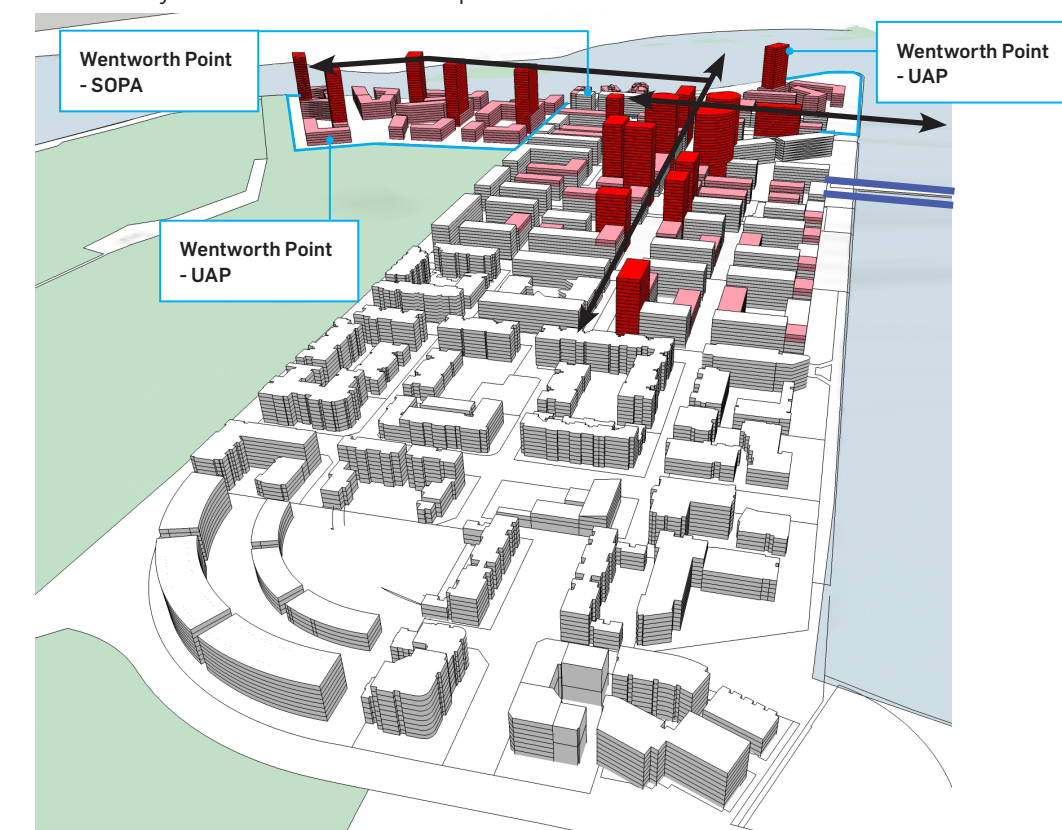


Figure 17 Massing includes Wentworth Point Precinct DCP 2014

Homebush Bay West Development Control Plan – Draft Amendment No. 2 - 2018

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.

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.

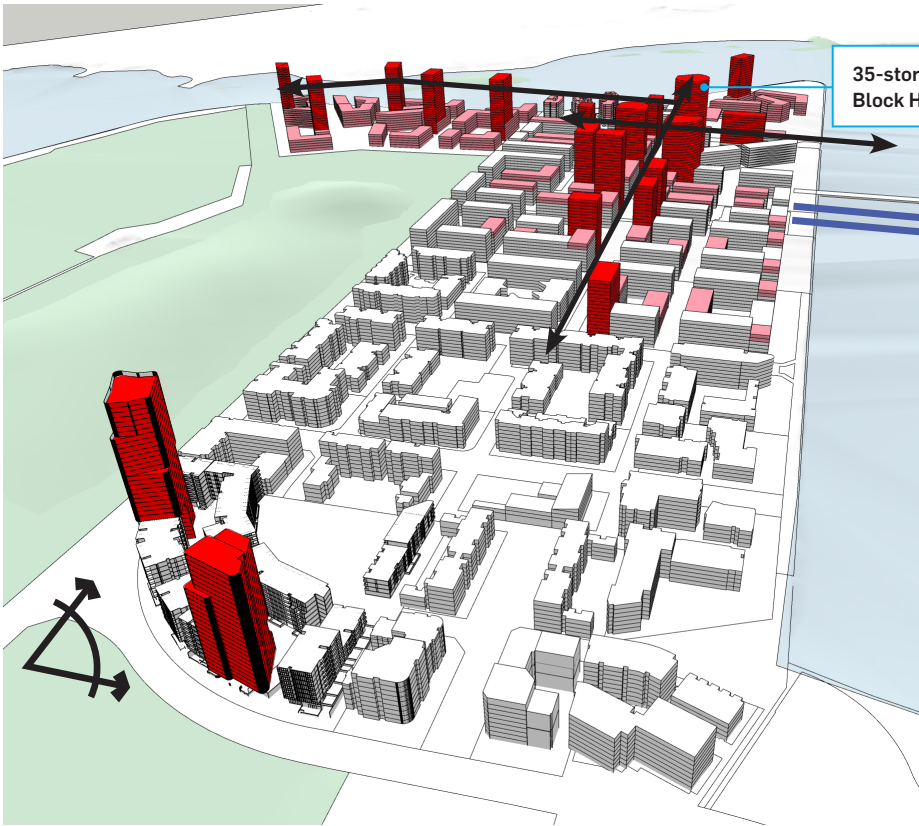
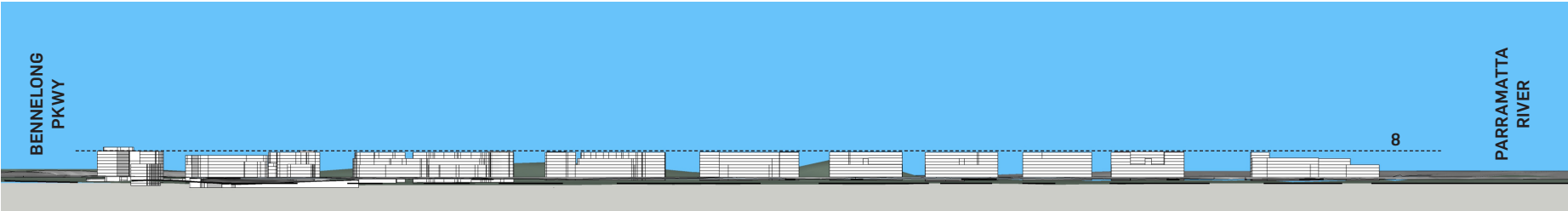
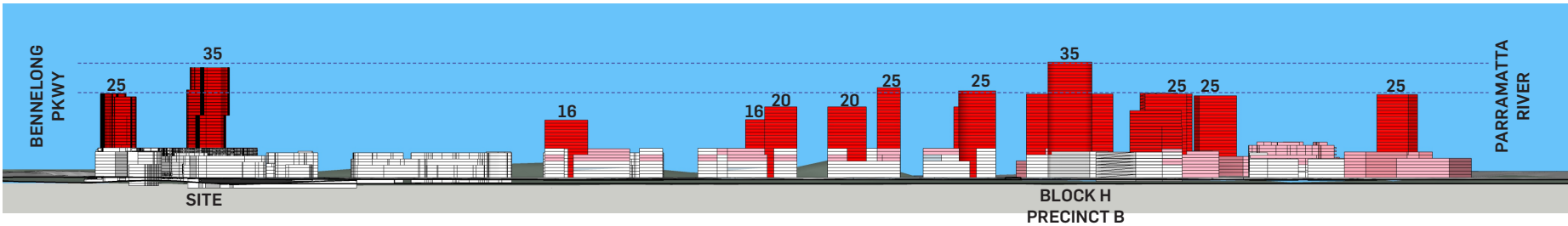


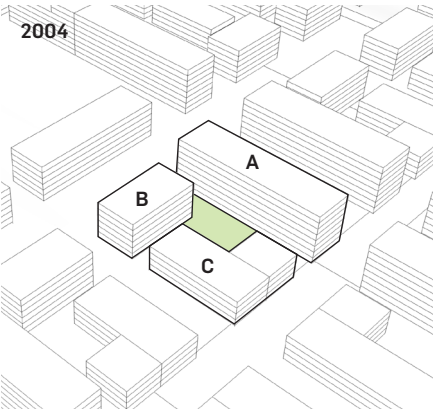
Figure 19 Massing for proposed scheme 2018



2004 Building Heights in Wentworth Point

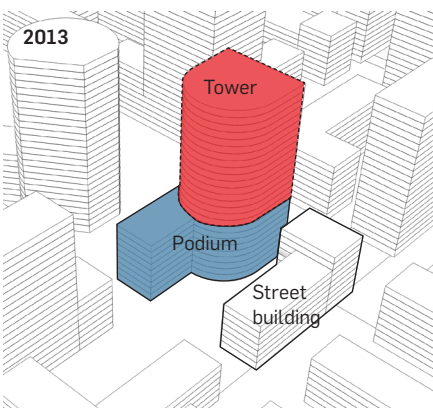


2018 Building Heights in Wentworth Point



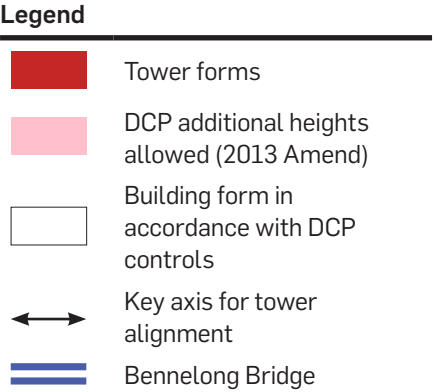
Homebush Bay West DCP - 2004

Street buildings to consistent height form perimeter block outcomes with no overall precinct legibility.



Homebush Bay West DCP 2013 - Amendment 1

Hybrid form with street building and tower form creates dispersed height and dynamic skyline.



Key findings

- The proposed height strategy for the OTW site is in keeping with the overall height strategy for the Wentworth Point Peninsula and will contribute to wayfinding and legibility marking arrival and creating a gateway into the precinct.

3.0 PROPOSED SCHEME

Based on the urban context analysis provided within this report it is recommended that the proposed changes to the DA are a considered response and provide a positive contribution to the overall outcomes of the Wentworth Point Precinct. Key consideration are:

- The proposed scheme utilises unbuilt allowable RFS within Precinct F to maximise land use efficiency, realizing full development potential of the area. There is no change to infrastructure planning as a result of this accommodation.
- The introduction of tower forms into Precinct F contributes to overall wayfinding and legibility of Wentworth Point and ensures it is integrated into the emerging built form character of the whole area.
- The new towers will act as a gateway marker at the entry of the peninsula from the two major access roads (Hill Road and Bennelong Parkway).
- Additional height is located to take advantage of abundant visual amenity surrounding the site and ensures a positive outcome for future residents.
- Dispersed heights and hybrid of perimeter block and tower form contribute a vibrant built form and dynamic skyline for the precinct.
- Providing adequate building separation distance between towers and buildings under construction to achieve visual privacy solar access to residential units.

Legend

- Subject site
- Solid wall /Non-habitable facade
- Screening / Non-habitable facade
- Habitable facade
- Proposed tower form
- x Tower building height (storey)



Figure 21 Typical floorplan for level 2-4 (Source: Turner)

The proposed scheme considered:

- the provision of 2 towers at varied heights;
- the 2 towers were located on the outside curved perimeter overlooking the adjoining open space at 25 and 35 storeys respectively.
- the 35-storey tower form is sculptural and acts as a gateway building enhancing the key arrival corner of Hill Road and Bennelong Parkway and the southern end of Wentworth Point.
- retain the 8 storey street wall along Amalfi Drive fronting the Bay Park public open space.
- retain the consistent street wall along Bennelong Parkway.
- maximise panorama views for
 - local views to Bay Park, Homebush Bay, Olympic Park and Millennium Park;
 - distant views to Sydney and Parramatta CBD.

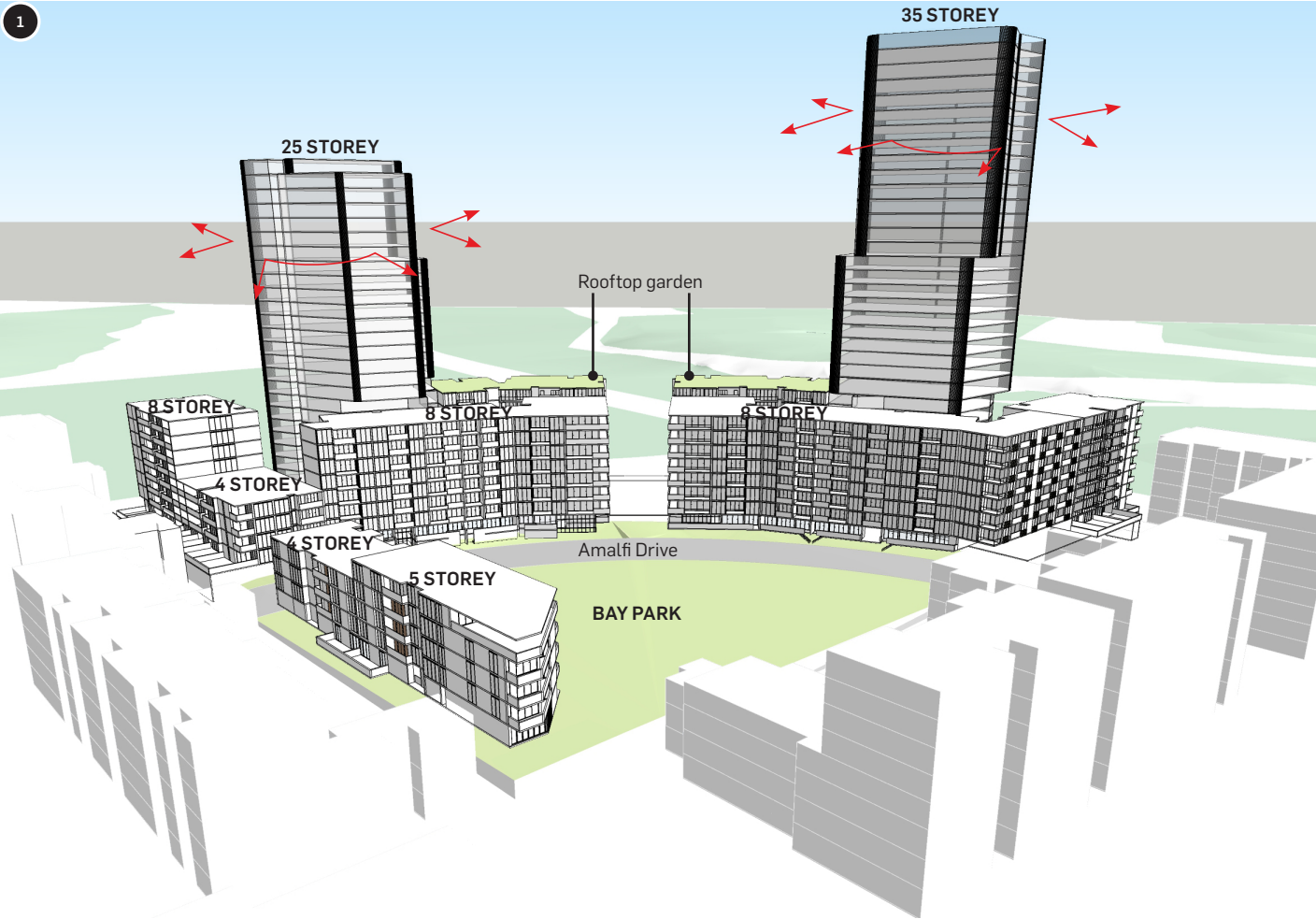


Figure 22 East aerial view for proposed scheme

3.1 ADG COMPLIANCE

A high-level consideration of ADG compliance has been undertaken over the following pages considering the areas of change as proposed by the two towers. The finding of this analysis are summarised below.

Table 2 Provisions of ADG for 23 Bennelong Parkway, Wentworth Point

Objective & Design Guidance	Statement of Compliance / Comment
Orientation	The building form and orientation has been designed to maximise solar access to the proposed units and minimise overshadowing impacts to adjoining properties and public domain area.
Communal and Public Open Space	The areas of landscape communal open space (on ground floor and rooftop) are retained as per the previous approved DA. The principal communal open space is identified at rooftop level and achieves more than 2 hours sunlight in mid winter. Bay Park as public open space have minor additional shadow impact from proposed tower massing however no additional area of the park receives less than two hours of sunlight.
Visual Privacy	The proposed two towers achieve the minimum required separation distances between habitable and non-habitable façades to surrounding approved buildings as per the ADG guidelines.

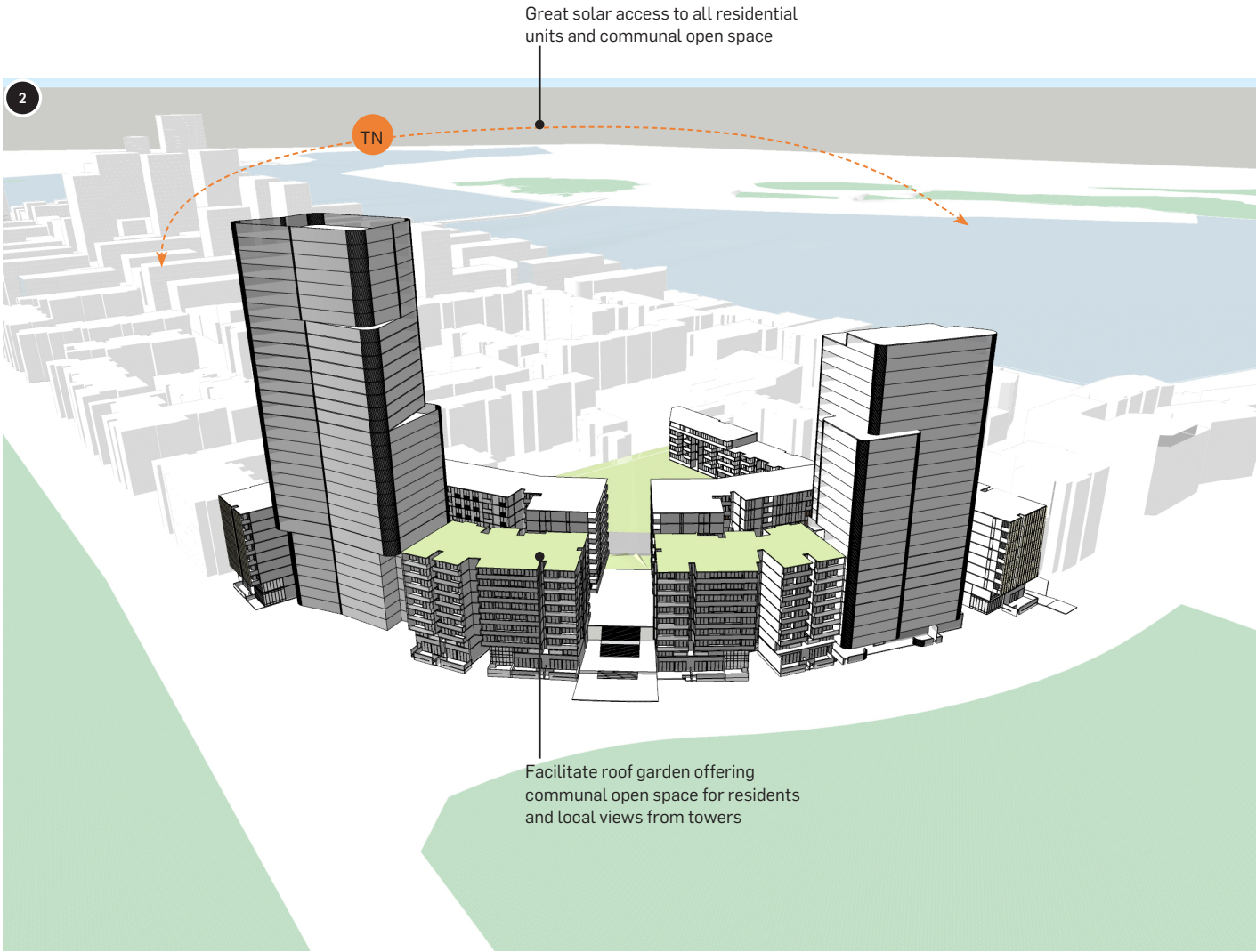
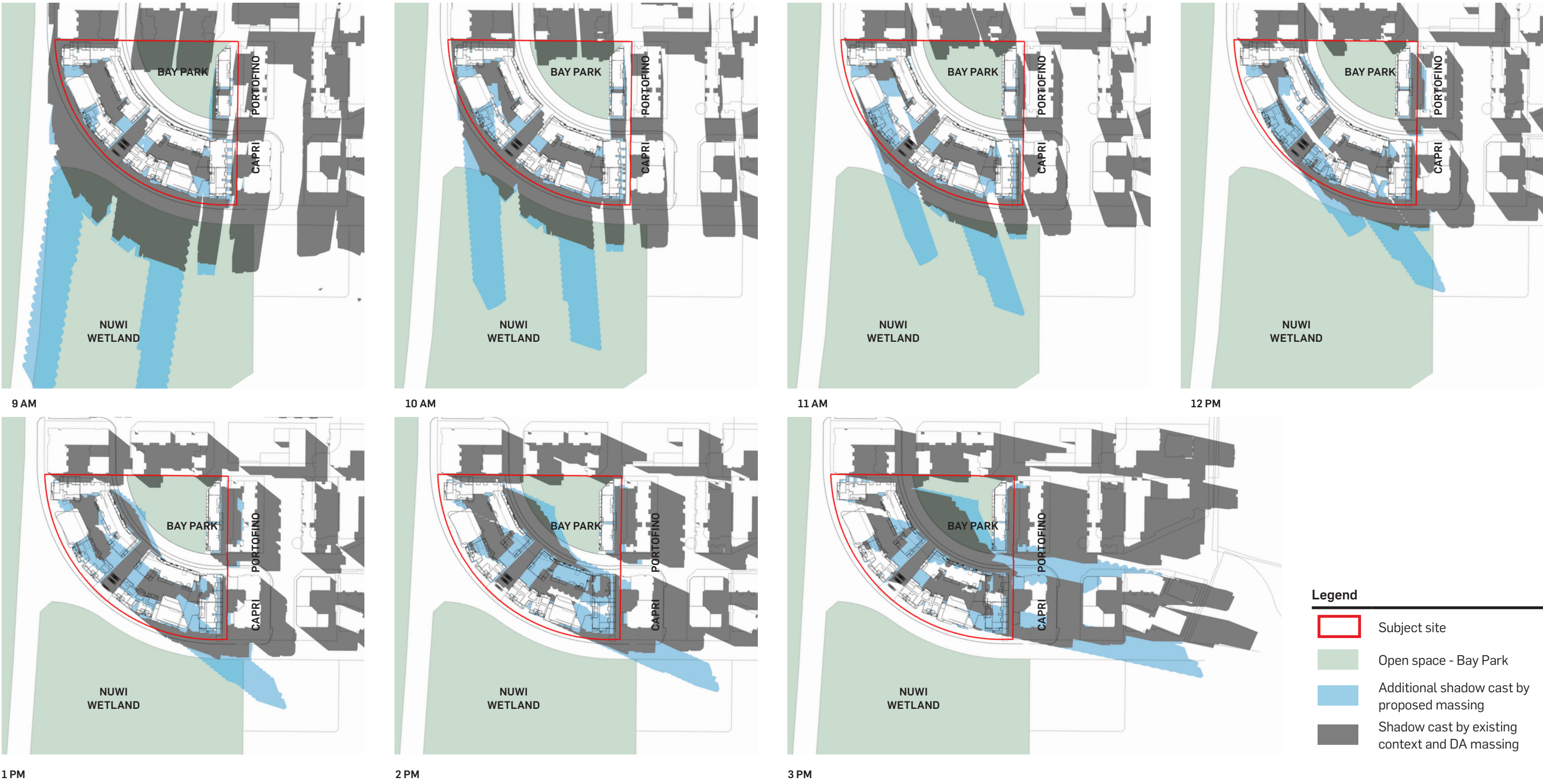


Figure 23 West aerial view for proposed scheme

3.2 SHADOW STUDIES

Comparison of the shadow studies for the proposed new development shows little impact from the proposed new towers heights on the surrounding area. The increase in the podium level has no major changes from previous approved shadow extent. The two tower components present a slender additional overshadowing to Nuwi Wetland (to the north west of the site). This will largely occur at 9am, be fast moving and will no longer affect the area by 1pm for the remainder of the day. Please refer to wetland assessment report for consideration of shadow implications prior to this time. In terms of adjoining developments, the roof of the Capri development received a passing shadow between 2pm-3pm. apart from this, the majority of the shadows fall within the subject site. Finally, there is very limited additional shadow cast over the Bay Park public open space. This occurs from 2-3pm.



3.3 SOLAR ANALYSIS

This 'view from the sun' analysis identifies the shadows cast by proposed built form on nearby existing residential buildings.

The proposed massing only casts additional shadow to existing residential façades from 2pm. These buildings will enjoy good solar access for the rest of the day. Adjacent residential buildings subject to shadow impacts are:

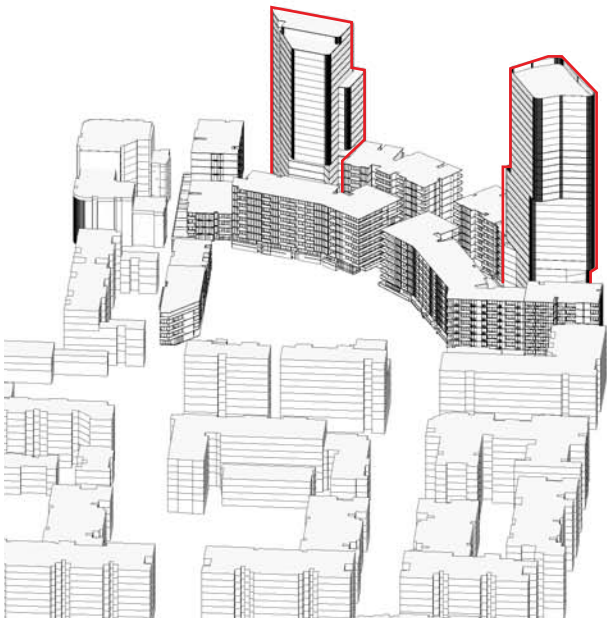
- 1-3 The Piazza
- 21 Bennelong Parkway.

Key findings

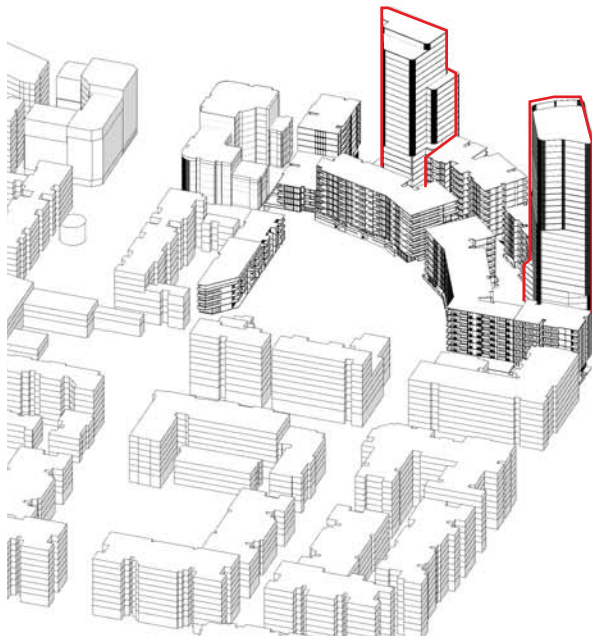
- There is no significant impact in terms of overshadowing with regards to the proposed changes to built form.



9 AM



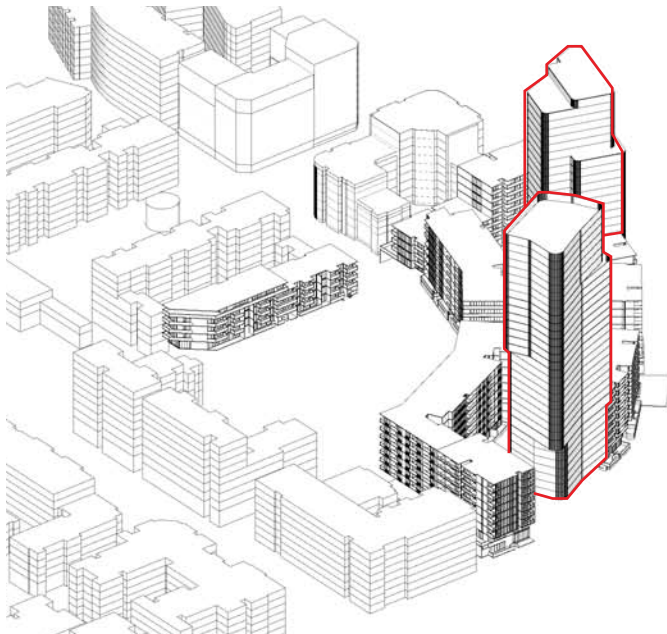
10 AM



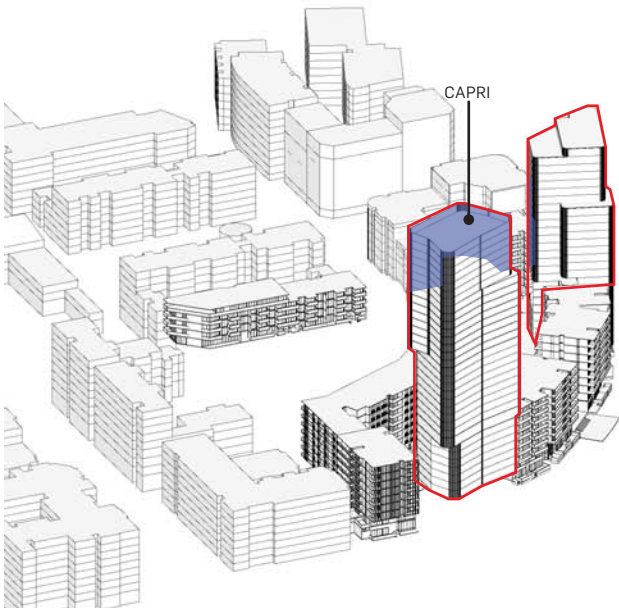
11 AM



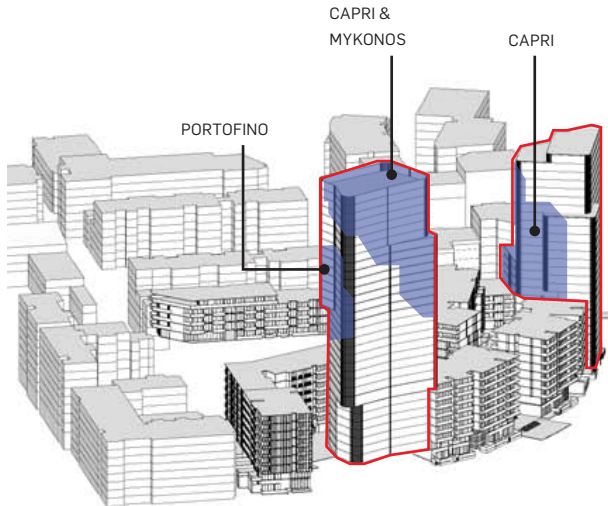
12 PM



1 PM





2 PM



3 PM

Legend

-  Proposed building
-  Area of additional shadow cast on existing residential facade by proposed tower buildings

3.4 PUBLIC OPEN SPACE

The proposed scheme results in minimal shadow impact to the approved public open space - Bay Park. The area receiving solar access under 2 hour is limited to the northern boundary cast by existing residential context. The proposed additional towers do not result in any additional area of the park receiving less than 2 hours.

Key findings

- Development still achieves a minimum of 50% direct sunlight to the public open space for a minimum of 2 hours between 9am and 3pm on 21 June (mid winter)

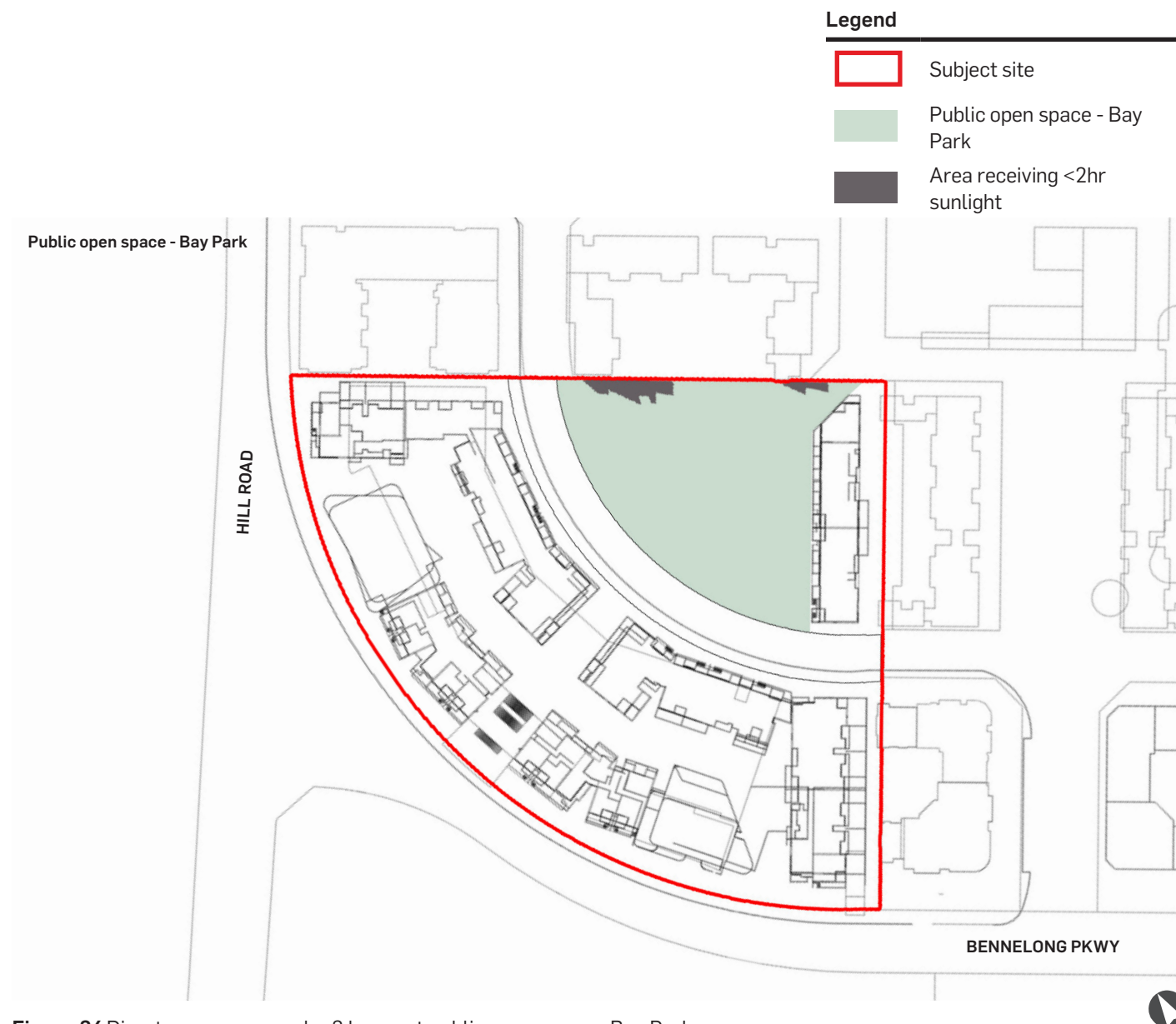


Figure 24 Direct sun access under 2 hours at public open space - Bay Park

3.5 COMMUNAL OPEN SPACE

The provision of generous communal open space is essential in high-density developments and city centre locations. This includes providing a variety of spaces, with good sunlight access, for use at different times of the day and for different functions. The opportunity to deliver these spaces in locations that provide additional benefits to surrounding residents, through increased building separation, is a key consideration of communal open space provision.

The primary communal open space is provided on the rooftops of buildings along Bennelong Parkway. The provision is generous and occupies the full rooftop of the two buildings between the towers. The location of this space ensures it receives good solar access through out the day as well as affording residents panoramic views to the surrounding open space, waterfront and skyline.

The ground level communal open space is mostly overshadowed by proposed massing. The area receiving over 2-hour sun light is around 20%. However, the function of much of the internal courtyards is for visual amenity and passive occupation. This is the secondary open space.

Key findings

- The principal communal open space on the rooftop receives more than 2 hours of sunlight in mid-winter.



Figure 25 Direct sun access under 2 hours at communal open space - ground level



Figure 26 Direct sun access under 2 hours at communal open space - rooftop

Legend

- Subject site
- Ground level communal open space
- Rooftop communal open space
- Area receiving <2hr sunlight

3.6 VISUAL ANALYSIS

It is considered that the increased height at the site will have a positively contribute to the visual context of the site providing a key wayfinding marker. A visual impact analysis of the proposal has been prepared considering the visual change as experienced from the ground plane.

The analysis includes photo montages of the proposal from locations at Hill Road and Bennelong Parkway. The visual analysis depicts the view considering:

- Existing DA massing;
- Proposed building massing.

Visual analysis: Hill Road facing northeast towards the site

Existing DA massing: The potential 35 storey tower height at Block H Precinct B is visible in the background. The existing DA massing presents a consistent building height, providing little visual interest. It is characterless into context building in background.

Proposed building massing: The proposed building form marks the southern gateway into Wentworth Point. The landmark buildings provide dynamic skyline and mark the entry point. The generous spacing between the towers reflects spacing of other tall tower forms in the background.

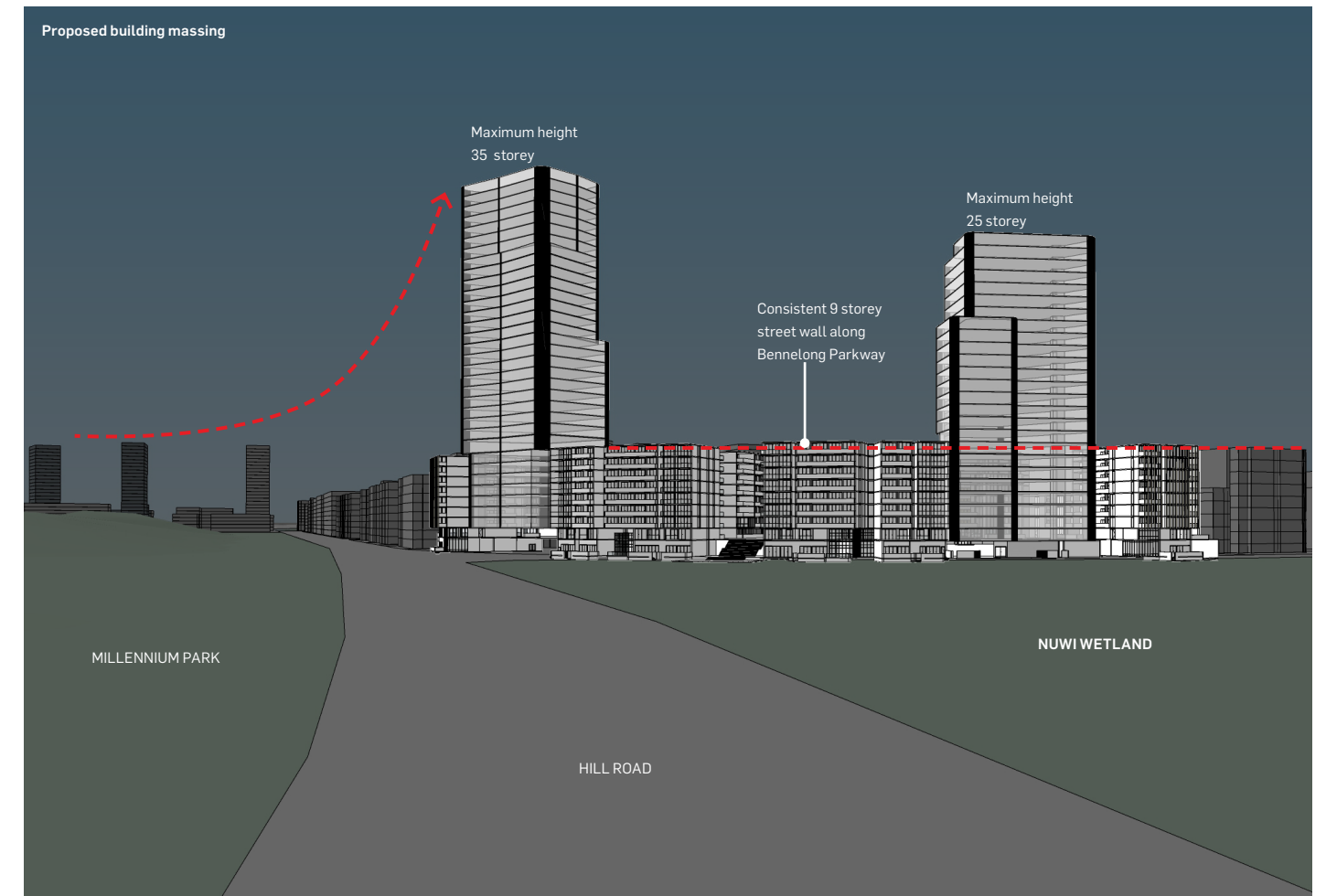
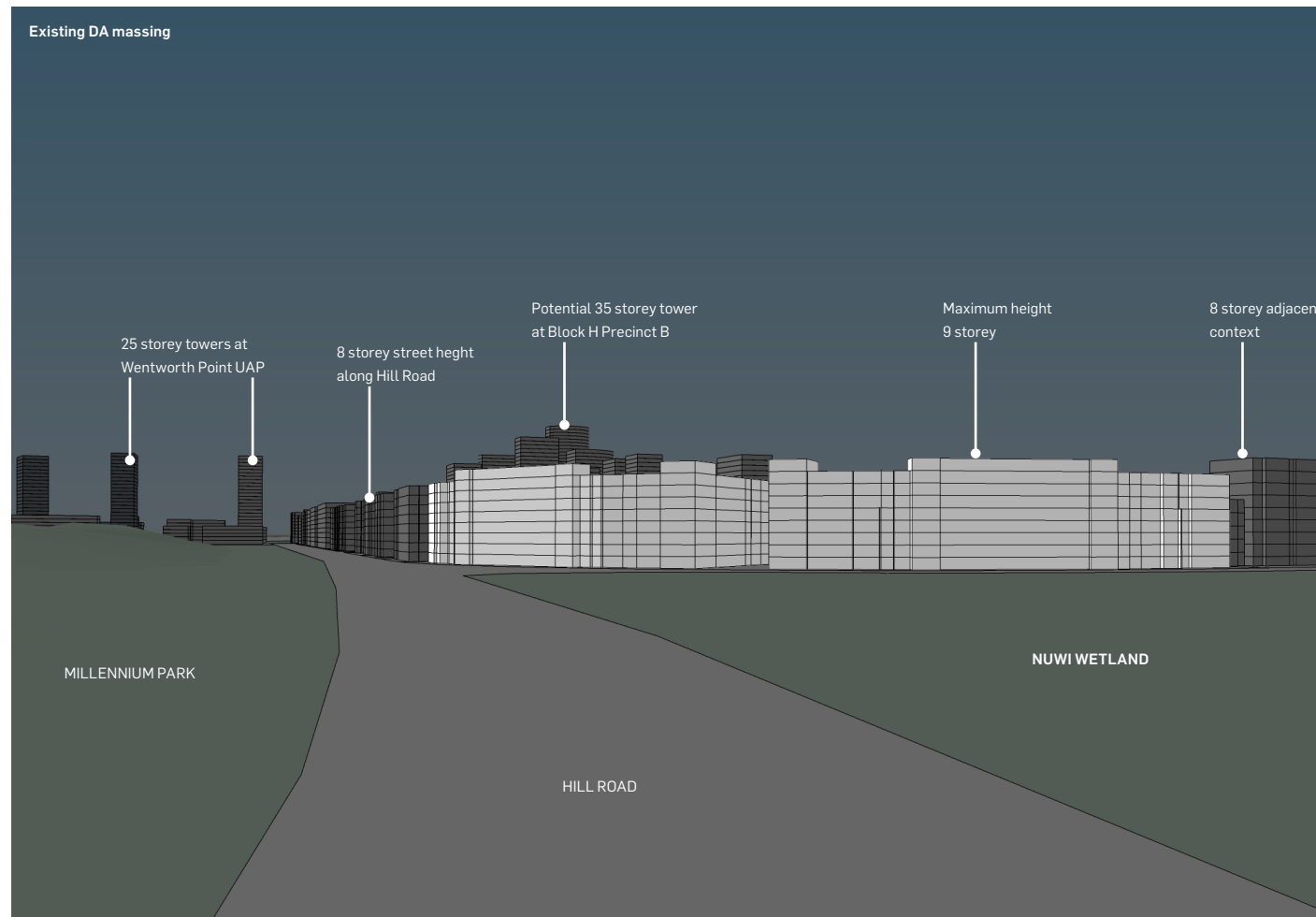
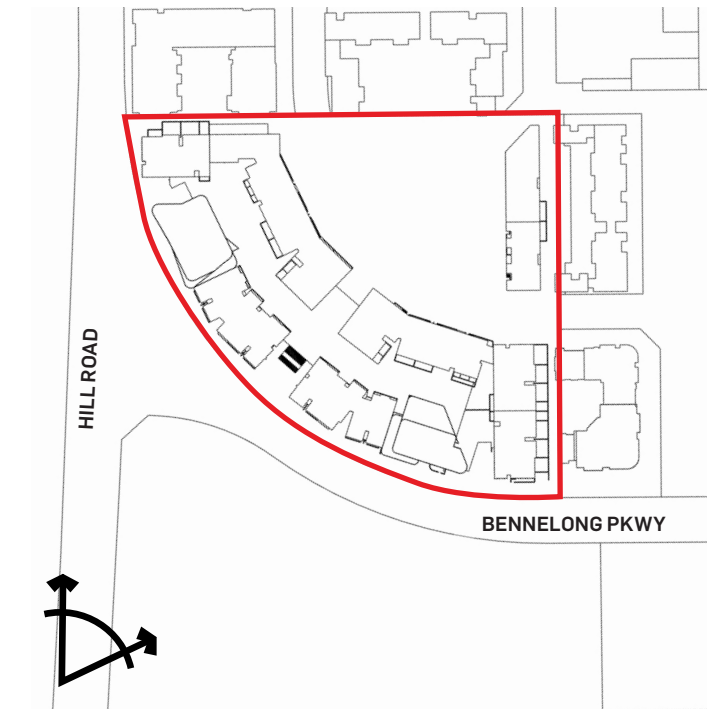


Figure 27 Visual change analysis: Hill Road facing northeast towards the site

Visual analysis: Bennelong Parkway facing east towards the site

Existing DA massing: The existing DA massing presents a consistent building height with immediate context, becoming an amorphous background building.

Proposed building massing: The additional heights in tower form mark the intersection of Bennelong Parkway and Hill Road. The resulting building form provides visual interest and contributes to wayfinding.

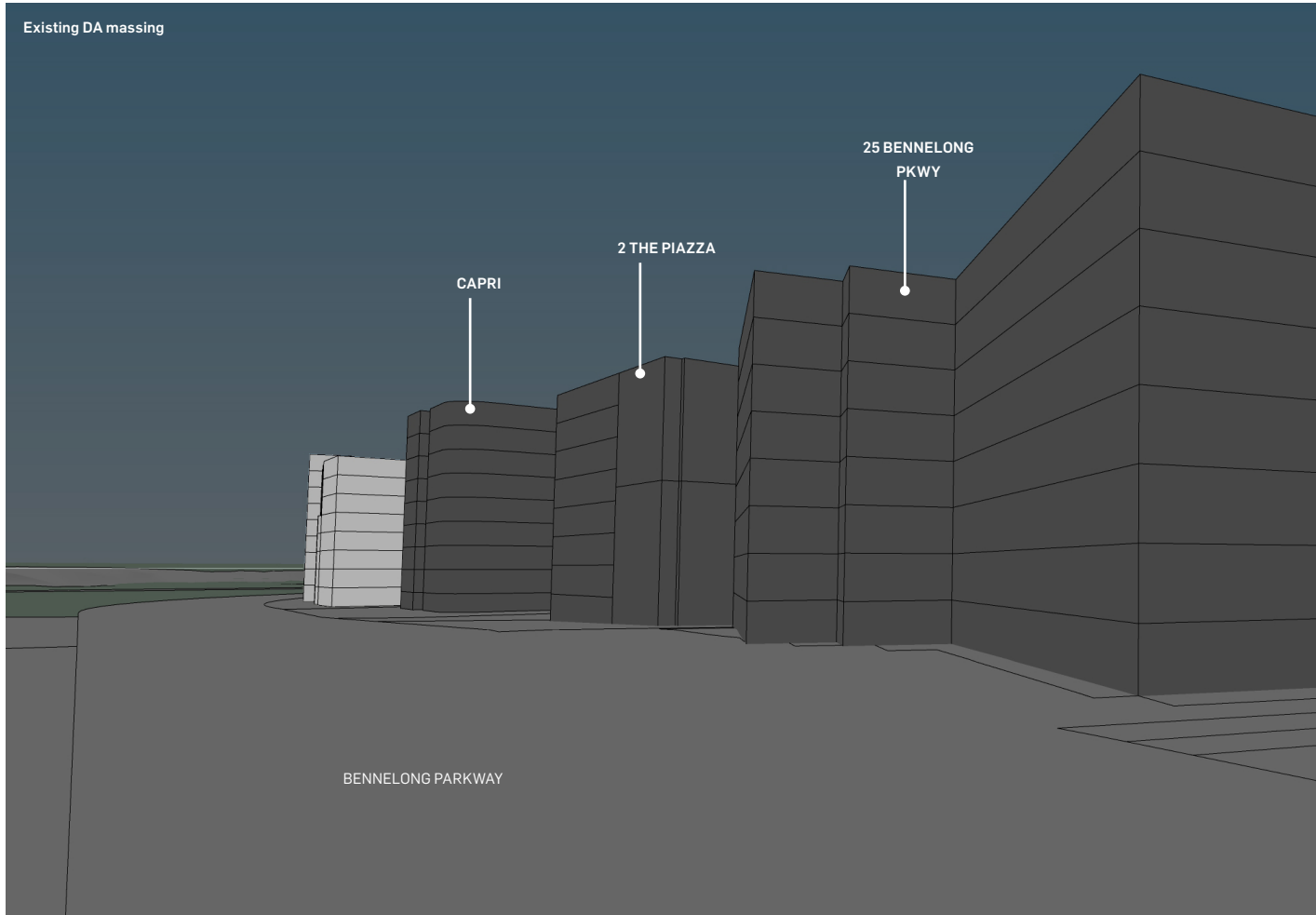
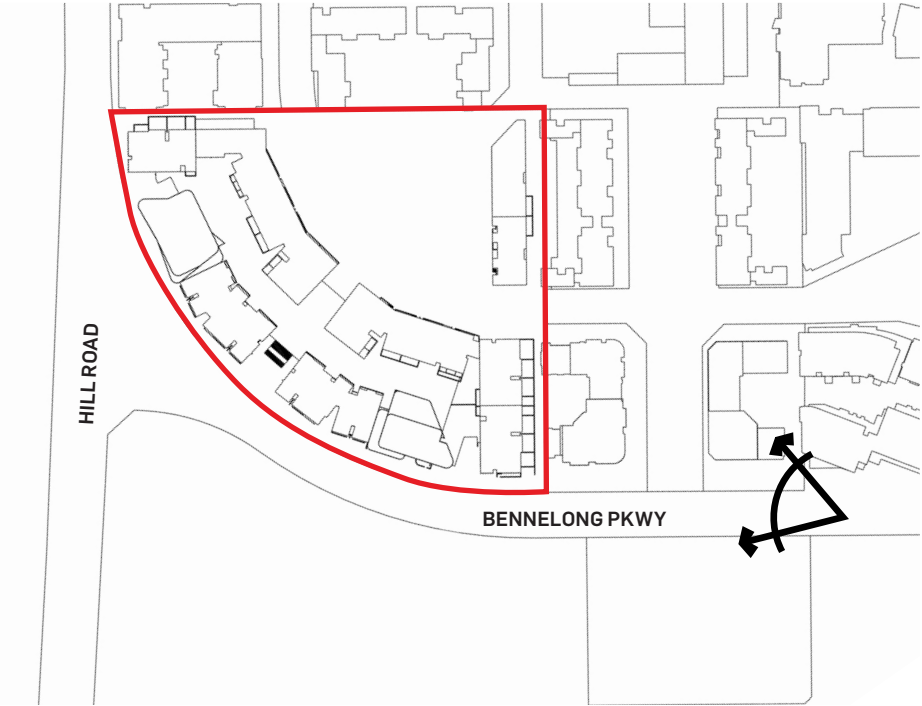


Figure 28 Visual change analysis: Bennelong Parkway facing east towards the site

