

Department of Planning and Environment

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Exhibition Planning Report

Proposed Homebush Bay West DCP Amendment No. 2 (Block H – Wentworth Point)

November 2023



Acknowledgement of Country

The Department of Planning and Environment acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the land, and we show our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

Published by NSW Department of Planning and Environment

dpie.nsw.gov.au

Exhibition Planning Report

First published: November 2023

Department reference number: SF23/134279

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1 Introduction

This planning report provides an overview of proposed changes to the existing planning controls for the site at 16 Burroway Road and part 5 Footbridge Boulevard, Wentworth Point, known as 'Block H'.

The current planning controls that apply to the site, such as public open space, building heights, car parking are contained within the State Environmental Planning Policy (Precincts – Central River City) 2021, the Homebush Bay West Development Control Plan (DCP) 2004 and Amendment No 1 to the DCP (2013).

A review of the Planning Secretary's delegations in relation to the Homebush Bay West DCP amendments occurred in March 2022. This review revoked previous delegations to the City of Parramatta City Council to amend the DCP. The new delegations mean the Department of planning and Environment (the Department) is responsible for carrying out any amendments to the DCP.

The Wentworth Point Precinct is made up of numerous sites which have been converted from industrial to primarily residential uses. The site known as Block H is one of the last remaining sites to be redeveloped.

The Department has prepared the draft DCP in response to a landowner request. It is proposed that the changes set out in the draft DCP will become 'Amendment No. 2' of the DCP.

The City of Parramatta Council (Council) is concurrently considering a draft Planning Agreement lodged by the landowner which accompanies the proposed DCP amendment. The draft Planning Agreement proposes the delivery of community benefits to the precinct such as public open space and community infrastructure, refer to **Section 1.4** of this report for further details. Should Council support a draft Planning Agreement progressing, its public exhibition will commence after this exhibition of the draft DCP Amendment No. 2. The draft Planning Agreement will be led by Council and is separate from the draft DCP exhibition process.

1.1 Role of the DCP

The DCP provides guidance for the assessment of future development proposals. The DCP and any proposed amendments to the DCP do not approve development. Consent for future development proposals will need to be assessed through a formal development application (DA) process. The consent authority (Council) for the DA needs to consider the DCP in assessing a development proposal.

1.2 The planning process

Public exhibition of this planning report and the proposed draft DCP is a key step in the planning process to make changes to the DCP.

The Department of Planning and Environment (the Department) is exhibiting the draft DCP to gather community and stakeholder feedback on proposed changes. The submissions and feedback received will be used to carry out post exhibition assessment of the proposed changes to the DCP. The assessment will also consider the need for more housing close to services, amenities, and public transport as well as any urban design, built form and traffic matters. The finalisation of the DCP amendment will be informed by submissions received from the public exhibition, together with consultation with state agencies and Council.

The Department will continue collaboration with Council to finalise the DCP and Planning Agreement concurrently, should Council support its progression.



Figure 1 | Draft DCP planning process

1.3 The intended outcome

The changes proposed in the draft DCP respond to a proposal made by the landowner. The proposal seeks to accommodate an increase in gross floor area (GFA) and changes to the built form envelopes and heights for the site. The proposal will allow for two approximately 40 storey residential towers above podiums containing retail and commercial uses, a main urban park,

foreshore promenade, and community infrastructure including an indoor sports centre and childcare centre.

The key changes proposed include the following:

- Increase in the total gross floor area (GFA) from 32,400m² to **98,619m²**, including community facilities. This includes an increase to the residential GFA from 30,000m² (approximately 350 dwellings) to **85,000m²** (approximately **997 dwellings**).
- Built form changes aligned to the increased GFA including:
 - Increase to the maximum building height from part 16 and part 25 storeys to approximately **40 storeys**. The tower closest to the foreshore is proposed to be 139.75 metres and the Tower closest to Wentworth Place is proposed to be 143.75 metres (excluding approximately 8.5 metres of architectural roof features);
 - Increase in the base building form from 8 storeys to 10 storeys; and
 - Refinements to setbacks, tower footprints, and arrangement of building forms.
- Increase in the minimum public open space from 10,973m² to **16,737m²** which is to include a main urban park of 10,044m².
- Changes to the layout and orientation of public open space.

Further details on the proposed changes are set out in **Section 3** of this report.

1.4 Draft Planning Agreement

The proposal is accompanied by a draft Planning Agreement prepared by the landowner (applicant) and is being assessed by Council. A Planning Agreement is the mechanism to provide community infrastructure that's needed to support the proposal.

Council is responsible for finalising the Planning Agreement. The draft Planning Agreement is currently under review by Council and is likely to be separately exhibited by Council for public exhibition in early 2024.

The draft Planning Agreement submitted by the applicant proposes approximately \$70 million of community benefit items, including:

- An urban park;
- Indoor recreation centre;
- Child care centre; and
- Continuation of the existing privately funded free shuttle bus between Wentworth Point and Rhodes Station until 2031.

Submissions and comments related to the Planning Agreement will be addressed by Council and will inform the final VPA should this proposal proceed.

Should there be changes to the proposal, changes to the Planning Agreement are likely to be required. This will be addressed by Council post-exhibition.

The Department will work closely with Council to support and finalise the VPA process.

2 Background and context

2.1 The site

The site is known as 'Block H', formally known as 16 Burroway Road and part 5 Footbridge Boulevard, and includes Lot 24 DP 270778, part of Lot 40 DP 270778, and part of Lot 1 DP 270778.

The site has an area of 31,566m² and is located in the north of Wentworth Point. The site is bordered by Burroway Road to the north, Wentworth Place to the west, Footbridge Boulevard to the south and Homebush Bay to the east, refer to **Figure 2**. The site is currently fenced off along most frontages with warehouses toward the foreshore being used as a depot. A small area of the warehouse rooftop at the southwest corner of the site has been opened to the public and is used for events and markets. Refer to **Figure 3** to **Figure 6**.

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

The site, together with the other land in Wentworth Point, was part of the NSW Government-led urban renewal area of former industrial lands on the Olympic Peninsula in 2004. Since 2004, Wentworth Point has been incrementally transitioning from a primarily industrial area into a thriving residential suburb. The immediate context of the site within the Wentworth Point skyline is shown in **Figure 7**.



Figure 2 | The site 'Block H' boundary - shown in red (source Nearmaps June 2023)



Figure 3 | Southwestern corner of the site

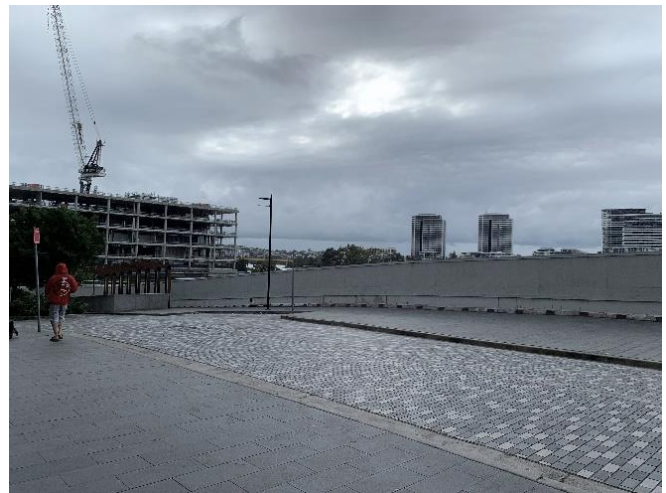


Figure 4 | Western boundary of the site along Wentworth Place looking north



Figure 5 | Northern edge of the site along Burroway Road



Figure 6 | Existing Interface of the site with the waterfront



Figure 7 | The site in the context of Wentworth Point – as viewed from the Rhodes waterfront

2.2 Existing planning controls

No Local Environmental Plan (LEP) applies to the site, meaning there are no Floor Space Ratio (FSR) or building height standards relating to Block H that would apply through a standard LEP. Instead, the *State Environmental Planning Policy (Precincts—Central River City) 2021* (SEPP) applies to the site. The SEPP requires compliance with the Homebush Bay West DCP (DCP).

The DCP sets out development controls for building envelopes, and any changes to height or floor area controls requires an amendment to the DCP.

The Homebush Bay West DCP applying to the site and broader precinct was adopted in 2004 with an amendment to the DCP, known as Amendment 1, adopted in 2013.

The site is located within a wider area known as Precinct B under the DCP. The total allowable gross floor area (GFA) for Precinct B is 200,649m². Previous development approvals have resulted in the majority of the allowable residential GFA already being utilised, with approximately 30,000m² residual residential GFA remaining for the site. This equates to approximately 350 dwellings. The

existing controls also provides for 2,400m² of non-residential floorspace and 10,973m² of public open space.

The existing DCP also establishes the maximum shape and size of future buildings on the site, setting out a maximum three dimensional zone in which these can be built. The existing DCP includes building zones that can accommodate a tower of 16 storeys and a tower of 25 storeys. The maximum building zones of the existing DCP can accommodate approximately 48,960m² GFA on the site (approximately 575 dwellings). Refer to Section 3.2 for further details.

2.3 Previous community consultation

Council publicly exhibited a previous draft DCP and draft Planning Agreement for the site from 19 October 2020 to 16 November 2020.

In September 2022, a report to the City of Parramatta Council provided details of the outcome of the public exhibition. A total of 763 submissions and 4 public agency submissions were received.

On the 12 September 202, Councillors resolved to request further information through a revised scheme that addressed matters raised in submissions.

The Department has since assumed responsibility for progression of this DCP amendment.

3 Proposed changes

The draft DCP updates Amendment No. 1, as approved in 2013, to accommodate additional floor space and an alternative building form for the site. As part of the proposed changes, a new section 5.5 *Site Specific Controls – Opportunity Site* has been added into the draft DCP for the site.

Key changes are proposed in relation to:









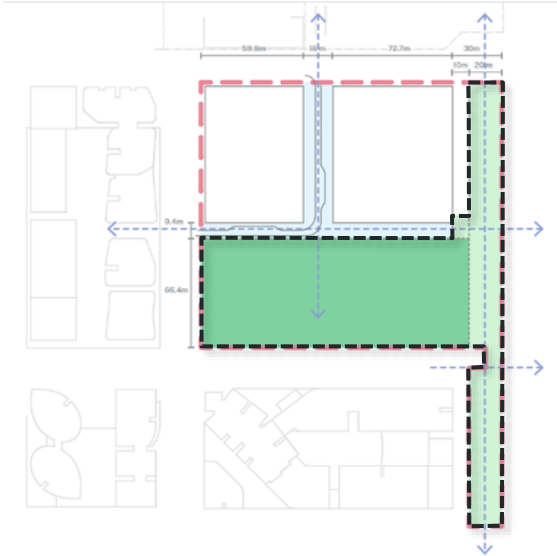






- public open space,
- gross floor area,
- built form,
- transport and parking, and
- general controls.

3.1 Public open space

The draft DCP proposes changes to the quantity and layout of public open space and publicly accessible open space. This includes an overall increase of public open space and changes to the shape and orientation of the main urban park. A summary of these changes is set out in Table 1.

Table 1 | Existing and proposed changes to public open space controls

Control	Existing DCP controls	Proposed draft DCP controls
Public open space - quantum	10,973 m ² of public open space Including a 20m wide foreshore promenade	16,737m ² minimum including a: <ul style="list-style-type: none">- 10,044m² minimum urban park- 6,000m² foreshore promenade- 693m² town centre – foreshore link 20m wide foreshore promenade (no change)

Control	Existing DCP controls	Proposed draft DCP controls
Public open space layout - indicative	 <p>Legend</p> <ul style="list-style-type: none">  Indicative open space  Tower  9 storeys  8 storeys  6 storeys  4 storeys  Roads 	 <p>Legend</p> <ul style="list-style-type: none">  Opportunity site boundary  Indicative open space  Main urban park  Foreshore promenade  New public access ways and streets  Public access and view corridors

3.2 Gross floor area

The draft DCP proposes increases to the gross floor area for residential and non-residential floor space and the addition of community facilities and infrastructure floor space. A summary of these proposed changes is set out in Table 2 below.

Table 2 | Existing and proposed gross floor area (GFA)

	Description	Total allowable floor space maximum (m ²)	Non-residential floor space maximum (m ²)	Residential floor space maximum (m ²)	Community facilities / infrastructure (m ²)
Existing	Based on GFA capacity limits and residual GFA	32,400	2,400	30,000	Nil
Existing	Potential under the current DCP maximum building envelopes	51,380*	2,420*	48,960*	Nil
Proposed	Under the draft DCP	98,619	9,400	85,000	4,219 ^

* Indicative potential GFA based on the maximum building envelopes included in the existing DCP.








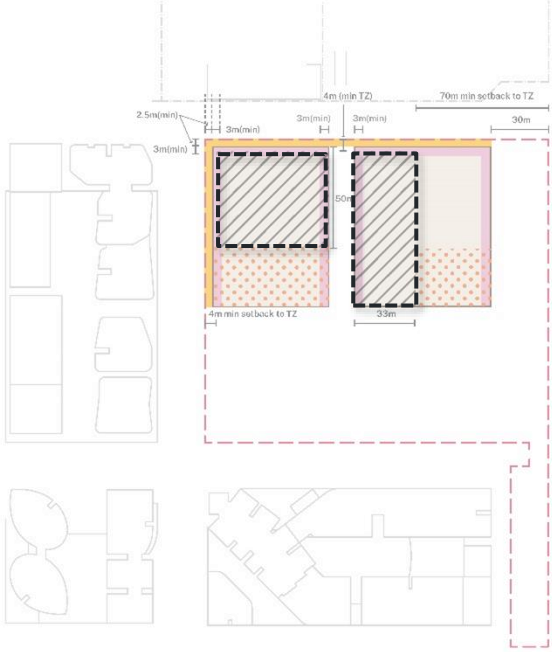




^ Gross floor area noted for community facilities is indicative. This is subject to council approval and alignment with the Planning Agreement.

3.3 Built form

The draft DCP proposes changes to the built form controls for the site including increasing the building heights, together with changes to building setbacks, massing, and tower controls. A summary of key built form changes is set out in **Table 3** below.

Table 3 | Existing and proposed built form controls.

Control	Existing DCP controls	Proposed draft DCP controls
Building height	<p>1 x tower up to 16 storeys</p> <p>1 x tower up to 25 storeys</p> <p>Architectural features may exceed the maximum height by up to 4 metres providing they do not exceed 10% of the gross floor area of the top building level.</p>	<p>1 x tower up to 40 storeys (139.75 metres) plus up to 8.5m architectural roof features.</p> <p>1 x tower up to 40 storeys (143.75 metres) plus up to 8.5m architectural roof features.</p>
Building setbacks	<p>Foreshore – 30 metres building setback from the foreshore.</p> <p>Burroway Road - 2.5 metres street setback</p> <p>Wentworth Place –DCP (2004) nominates a minimum 4 metres setback. In practice, this setback has not been consistently delivered, with some developments utilising the flexibility of the controls to provide a zero setback on ground floor and up to 4 storeys in association with retail, commercial or community uses</p> <p>Towers – no specific tower setback included, This is guided by the indicative built form massing diagrams set out in the DCP</p>	<p>Foreshore – 30 metres building setback from the foreshore</p> <p>Burroway Road – 2.5 metres street setback</p> <p>Wentworth Place - 2.5 metres street setback</p> <p>Towers:</p> <ul style="list-style-type: none"> • Street setback 4 metres minimum • Foreshore setback 70 metres minimum
Massing	<p>Burroway Road - 9 storeys</p> <p>Major North-South Street (i.e., Wentworth Place) – 8 storeys</p>	<p>Burroway Road – 10 storeys as follows:</p> <ul style="list-style-type: none"> • 8 storey street wall height, plus • storeys setback above by 3 metres. <p>Wentworth Place –10 storeys as follows:</p> <ul style="list-style-type: none"> • 8 storey street wall height, plus • storeys setback above by 3 metres.

Control	Existing DCP controls	Proposed draft DCP controls
	<p>Foreshore edge fronting the Foreshore Promenade (adjoining Burroway Road) - 6 storeys</p> <p>Fronting the main urban park - 8 storeys</p>	<p>Foreshore edge fronting the Foreshore Promenade</p> <p>To the north - 10 storeys as follows:</p> <ul style="list-style-type: none"> • 8 storey street wall height, plus • 2 storeys setback above by 3 metres. <p>To the south - Decreasing built form transition southward towards the main urban park.</p> <p>Fronting the main urban park - Decreasing built form transition southward towards the main urban park.</p>
Tower locations	<p>Defined tower location and forms, as shown below.</p>  <p>Legend</p> <ul style="list-style-type: none">  Tower  9 storeys  8 storeys  6 storeys  4 storeys  Roads 	<p>Tower zones as shown below.</p>  <p>Legend</p> <ul style="list-style-type: none">  Opportunity site boundary  Tower Zone - maximum one tower per zone  Maximum building zone (max 10 storeys)  Setback zone for built form  Setback zone above 8 storeys  Built form transition zone

Control	Existing DCP controls	Proposed draft DCP controls
Tower size	950m ² maximum floor plate	1,150m ² maximum tower footprint

3.4 Transport and parking

Transport is a key consideration in the region. A range of planned and committed transport improvements in the area will alleviate future road network conditions including:

- Bennelong Parkway / Hill Road intersection upgrade.
- Parramatta Road / Hill Road intersection upgrades.
- Various upgrade works along Hill Road between Parramatta Road and Old Hill Link, including:
 - Widening Hill Road between M4 and Old Link Road.
 - Prohibiting the right turn onto Carter Street from Hill Road (left-in, left-out only).
 - Widening and signalling the M4 eastbound exit ramp.
- Supporting signal optimisation across a range of intersections.

The additional GFA and residential yield sought through the draft DCP amendment is proposed to be supported by the delivery of Sydney Metro West and Parramatta Light Rail (PLR) Stage 2 (or equivalent bus service). Substantial mitigation works at Australia Avenue and Homebush Bay Drive roundabout are also likely to be required to support traffic growth in the area and the proposed draft DCP.

The draft DCP also proposes a range of changes to parking provisions as summarised in Table 4 below.

Table 4 | Existing and proposed car parking rates

Control	Existing DCP controls	Proposed draft DCP
Car parking rates – residential uses	Generally, provide a minimum of 1 space per dwelling. Rates as follows: <ul style="list-style-type: none"> • Studio – None • 1 bedroom – 1.0 • 2 bedrooms – 1.2 • 3 bedrooms – 1.5 • visitor 1 per 12 dwellings • car share 1 per 200 dwellings 	No change from rates adopted in Amendment 1 (2013)
Car parking rates - other	No specific car parking rates provide for childcare centres or indoor sports centres	New car parking rates introduced as follows: <ul style="list-style-type: none"> • 0.1 car parking spaces per child for childcare centre parking.

Control	Existing DCP controls	Proposed draft DCP
Car parking - location	<p>Give preference to underground parking, whenever possible.</p> <p>Where above ground enclosed parking cannot be avoided, ensure the design of the development mitigates any negative impact on streetscape and street amenity</p>	<ul style="list-style-type: none"> • 1.4 car parking spaces per court for the indoor sports centre • Car Parking must be located in basements while above ground car parking must not be higher than the level of the main park and be sleeved by apartments, other uses, the false terrain or other suitable means. • Visitor parking requirements must be satisfied within basements
Bicycle parking – rates	<p>Minimum bicycle spaces per dwelling</p> <ul style="list-style-type: none"> • Studio- none • 1 bedroom - none • 2 bedroom - 0.5 • 3 bedroom - 0.5 • visitors 1 per 15 dwellings <p>Commercial:</p> <ul style="list-style-type: none"> • 1 bicycle space per 300m² gross leasable floor area • 1 visitor space per 2,500m² of gross leasable floor area 	<p>Minimum bicycle spaces per dwelling</p> <ul style="list-style-type: none"> • 1 resident space per dwelling • 1 visitor space for every 10 units <p>Commercial:</p> <ul style="list-style-type: none"> • 1 employee space per 150m² of commercial floor space • 1 visitor space per 400m² of commercial floor space.
Bicycle parking – facilities	<p>Provide bicycle parking which is easily accessible from ground level and from apartments.</p> <p>Provide a combination of secured and chained bicycle storage</p>	<p>Bicycle storage facilities are to be provided with 10% with access to 10A power outlets</p>

3.5 General controls

As part of the proposed changes the draft DCP includes updates the content in Amendment 1 to reflect the delivery of the Bennelong bridge and current street naming, and establishes a range of new general controls including the following:

- **Wind:** These provisions set out the need for wind studies and set performance criteria to ensure safety and comfort.
- **Design Excellence:** This section sets out a series of considerations to deliver high quality architectural, urban and landscape design for the site.
- **Ecologically Sustainable Development:** These provisions provide guidance on energy and water targets, provision of photo voltaic cells, water management systems, wintergardens and electric vehicle charging.
- **Urban Heat:** This section sets out controls to reduce and minimise urban heat, maximise comfort and minimise solar reflection of heat.
- **Water Sensitive Urban Design (WSUD):** This section provides controls on the integration of WSUD principles and elements, and the management of the quantity and quality of stormwater including the requirement for a Site Stormwater Management Plan.

3.6 What could the proposed draft DCP mean for a future development proposal?

An indicative development concept has been included in this planning report to illustrate how the proposed DCP may guide a future development proposal for the site. This potential development outcome illustrates a scheme that is compliant with the proposed draft DCP and has been included to assist in visualising how the development control may guide future development of the site, refer to Figure 8, Figure 9 and Figure 10. These images have been included to aid the understanding of overall layout and potential built form permissible under the proposed draft DCP changes. As noted in Section 1.1 the proposed changes to the DCP do not constitute approval of a proposed development on the site.

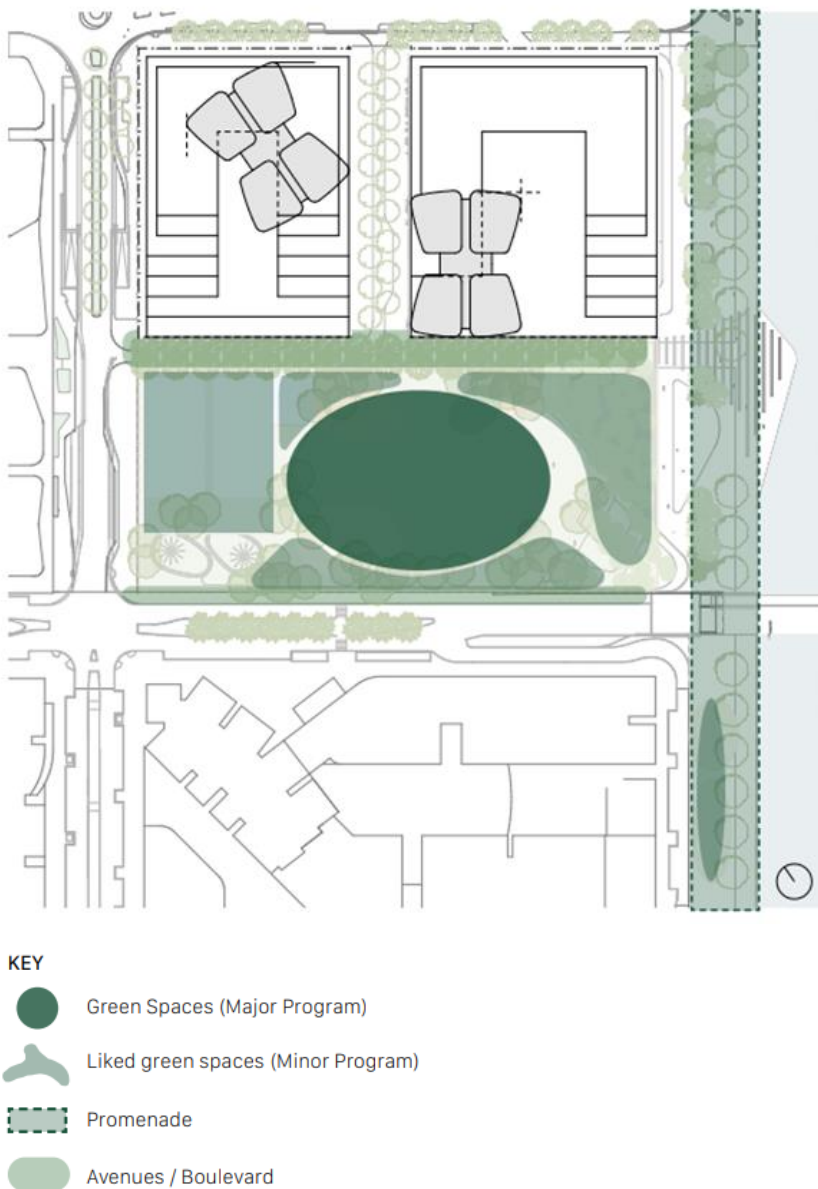


Figure 8 | Indicative development concept (source: FJMT)



Figure 9 | Indicative development concept - elevated view looking North (source: FJMT)



Figure 10 | Indicative development concept - elevated view looking west (source FJMT)

4 Have your say

Community consultation is an important part of the planning process. The Department wants to make sure any impacts on the community are considered and can be properly addressed in finalisation of the proposed DCP amendment.

We encourage the community to review the proposed changes and share their valuable input by making a submission during the public exhibition period that is now open until Friday 2 February 2024.



View the exhibition package and make a submission at:

<https://www.planningportal.nsw.gov.au/draftplans/exhibition/draft-homebush-bay-west-development-control-plan-amendment-2>

Do you have any questions: Please reach out to the planning team at:



Email | metrocentralnorth@dpie.nsw.gov.au.

Phone | 1300 420 596

5 Next steps

After the public exhibition period has closed, the Department will assess the feedback and submissions received. Finalisation of the DCP will be informed by submissions and further consultation with local and state agencies.

The Department will continue to work closely with Council on the Planning Agreement, and alignment of finalisation of the DCP and execution of the Planning Agreement.