



Planning &
Infrastructure

Wentworth Point

Urban Activation Precinct

Finalisation Report



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Executive summary

This Finalisation Report has been prepared in support of the rezoning of approximately 18.6 hectares of land known as the Wentworth Point Urban Activation Precinct.

The NSW Government endorsed this area as an Urban Activation Precinct as part of the 2012-13 Budget.

The Wentworth Point Urban Activation Precinct was endorsed on the basis of its location as part of the broader Sydney Olympic Park Specialised Precinct which is designated to accommodate significant jobs and housing growth, and that it is:

- strategically located close to the geographic centre of metropolitan Sydney approximately 12km west of the Sydney CBD and 6km east of the Parramatta CBD
- a large consolidated area in government ownership that is currently underutilised
- adjacent to the Sydney Olympic Park, Parklands, the Parramatta River and Homebush Bay, which offer a high level of amenity to residents
- in an area with strong market demand for additional housing.

The proposal

The proposal involves a rezoning process to establish specific planning controls for the precinct, by amending *Auburn Local Environmental Plan 2010*. A draft development control plan has also been prepared to guide future development.

The Precinct is proposed to be zoned for high density residential, commercial, and recreation uses across the two separate neighbourhoods. More than 3.9 hectares of land along the Parramatta River foreshore will be provided as open space.

Building heights will range across the site with heights of 4-5 storeys at the foreshore and parkland edges, rising to 6-7 storeys in the centre of the site. Six apartment buildings of up to 25 storeys will also be permitted across the precinct set well back from the foreshore to reduce their visual impact when viewed from Parramatta River. It is estimated that approximately 2,300 dwellings could be accommodated within the precinct.

The proposal includes a site for a new school, which is envisaged to comprise 18 classrooms and is scheduled to open at the start of 2017. The proposal also makes provision for future maritime facilities that may include dry boat storage and a rowing/kayaking facility.

Assessment

The following key issues were assessed to inform the rezoning proposal.

Traffic, transport, parking and access

A traffic assessment identified a series of road upgrades, improved pedestrian and cycling facilities, and car parking controls, to accommodate the proposed development. The assessment also made recommendations on potential improvements to bus networks to better integrate the precinct with the surrounding area and the wider public transport network.

Urban design and built form

Urban design and built form controls were developed to ensure that the proposal would maximise residential amenity and provide high quality streetscapes and open space. Potential visual and overshadowing impacts have been assessed, and associated development controls established, to ensure views from the Parramatta River, existing and proposed residential areas and open space are not adversely affected and high levels of solar access can be achieved.

Social impacts

An assessment of existing social infrastructure in the area was undertaken. The proposal will accommodate a community facility, primary school, substantial public open space and maritime facilities.

Environmental impacts

An assessment of the environmental characteristics of the site identified the need for small areas of vegetation to be protected, rehabilitated and regenerated. Existing vegetation will be complemented by new plantings, such as the proposed wetlands within the peninsula park and new street trees.

The site is subject to flooding and potential acid sulphate soils. The proposed amendment to Auburn LEP ensures that flooding and acid sulphate soils provisions under Auburn LEP would apply to relevant areas within the precinct.

Environmental investigations have identified contamination at the site, including soil contamination and the presence of ground gases including methane and carbon dioxide. Concept remediation action plans have been prepared for both the eastern and western neighbourhoods to identify how contamination will be managed across the precinct. Site audit statements have also been issued against the concept remediation action plans. Detailed remediation action plans, consistent with the relevant concept remediation action plan will need to be prepared for future development.

Exhibition

The precinct proposal was publicly exhibited from 16 July 2013 to 16 August 2013. Notification cards were sent to 7,250 surrounding properties. Sydney Olympic Park Authority, Transport for NSW, Department of Education & Communities, and Auburn Council were also notified of the exhibition.

40 submissions were received during the exhibition period, resulting in a response rate of less than 1%. Of the 40 submissions received, 43% were form letters.

The key issues raised in submissions relate to:

- parking
- traffic
- public transport
- pedestrian and cycle access

- community facilities
- open space
- maritime facilities
- planning process
- height and density of buildings
- independent living / affordable housing
- retail needs.

Section 34A consultation

The department also consulted with the Department of Primary Industries and the Office of Environment and Heritage under the provisions of Section 34A of the *Environmental Planning & Assessment Act 1979* which relate to critical habitat or threatened species, populations or ecological communities, or their habitats. Responses were received from both agencies. Neither submission raised significant issues regarding the proposal.

Key changes

The department's assessment of issues raised in submissions, and the recommended changes to the exhibited maps and controls for the precinct, are detailed in this Finalisation Report.

The key recommended changes to the exhibited maps and controls comprise:

- changing the zoning of the maritime precinct from R4 High Density Residential to B1 Neighbourhood Centre
- amendment of the proposed additional permitted uses for the maritime precinct to exclude uses which are permissible with consent in the B1 Neighbourhood Centre zone, being business premises, food and drink premises, and shops
- including acid sulphate soils mapping for the precinct

This Finalisation Report forms the basis of a recommendation to the Minister for Planning and Environment for the endorsement of the rezoning and planning controls for the Wentworth Point Urban Activation Precinct.

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Appendix D Advice on Sydney Olympic Park event traffic and parking

Glossary

Auburn Council	Auburn City Council
Auburn DCP	Auburn Development Control Plan 2010
Auburn LEP	Auburn Local Environmental Plan 2010
Canada Bay Council	City of Canada Bay
CBD	central business district
Contributions Plan	Section 94 Development Contributions Plan
DCP	development control plan
DEC	Department of Education & Communities
department, the	Department of Planning & Infrastructure
draft DCP	Wentworth Point Draft Development Control Plan
Draft Metro Strategy	Draft Metropolitan Strategy for Sydney 2031
EEC	endangered ecological community
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
Finalisation Report	Wentworth Point UAP Finalisation Report, January 2014
FSR	floor space ratio
GFA	gross floor area
LEP	local environmental plan
LGA	local government area
Planning Report	Wentworth Point UAP Planning Report, July 2013
precinct, the	The Wentworth Point Urban Activation Precinct
RFDC	Residential Flat Design Code
RMS	Roads and Maritime Services
SOPA	Sydney Olympic Park Authority
TfNSW	Transport for NSW
TMAP	Traffic Management and Accessibility Plan

1 Introduction

On 16 March 2013 the NSW Premier announced the Urban Activation Precincts program as an important component of a package of wider housing delivery and jobs initiatives. Through consultation with local communities and councils, Urban Activation Precincts aim to deliver more homes in places with access to infrastructure, transport, services and jobs. The benefits to the community will include greater housing choices, increased amenities, services and improved public spaces.

The NSW Government endorsed Wentworth Point as an Urban Activation Precinct (UAP) on the basis of its location as part of the broader Sydney Olympic Park Specialised Precinct which is designated to accommodate significant jobs and housing growth, and that it is:

- strategically located close to the geographic centre of metropolitan Sydney approximately 12km west of the Sydney CBD and 6km east of the Parramatta CBD
- a large consolidated area in government ownership that is currently underutilised
- adjacent to the Sydney Olympic Park, Parklands, the Parramatta River and Homebush Bay, which offer a high level of amenity to residents
- in an area with strong market demand for additional housing.

The Wentworth Point UAP comprises approximately 18.6 hectares of land which is largely vacant and in the ownership of Roads and Maritime Services. The Department of Planning & Infrastructure prepared a proposal to redevelop the precinct for:

- high density residential uses
- a new school with 18 classrooms
- community facilities
- maritime facilities that may include dry boat storage and a rowing/kayaking facility on the western side of Homebush Bay
- small scale supporting retail and commercial uses
- open space comprising including a 3.9 hectare peninsula park with foreshore paths along both the river and the bay, a network of pocket parks and a new maritime plaza.

The proposal was supported by recommended zones and controls to be incorporated in Auburn LEP, and a draft development control plan (DCP). The proposal was publicly exhibited from 16 July 2013 until 16 August 2013.

This Finalisation Report provides an assessment of the rezoning proposal, and considers issues raised in the submissions received in response to the exhibition.

2 Consultation summary

2.1 Community consultation

The Department of Planning & Infrastructure engaged in an extensive program of consultation throughout the design and development of the project. The consultation process is described in Section 4 of the Planning Report and in further detail below.

Community Reference Group

A Community Reference Group was established in April 2013 to play an advisory role in planning for the precinct. The group consisted of nine participants from the community, including five local residents/business owners, three maritime organisations, and one Sydney Olympic Park Authority representative. The group met three times between April 2013 and June 2013. Observers from Auburn City Council, Canada Bay City Council and Parramatta City Council also attended.

The members represented a range of issues and interests in the local and regional community. They were selected through a combination of an openly-advertised expression of interest process and direct appointment of representatives of relevant interest groups.

Public exhibition

Postcards notifying the community of the public exhibition of the precinct proposal were distributed to 7,250 surrounding properties. Advertisements were placed in local and metropolitan newspapers and a notice posted on the Wentworth Point Community Central's website and Facebook page. Sydney Olympic Park Authority, Transport for NSW, Department of Education & Communities, and Auburn Council were also notified of the exhibition. The exhibition material was made available for 32 days, from 16 July 2013 until 16 August 2013.

The Department of Planning & Infrastructure organised two information sessions at the Waterfront Function Centre, Wentworth Point, with an additional three sessions organised in response to the level of community interest. Over 240 people registered to attend the five sessions.

Exhibition material was available from a dedicated Urban Activation Precinct page on the Department of Planning & Infrastructure's website, with additional hard copies made available for loan at Auburn Council, Ryde Council, Canada Bay Council and the Newington library.

Survey

A total of 51 residents also completed an online survey in response to the proposal. The survey could be completed online from 25 July 2013 until 16 August 2013 and included ten questions about various aspects of the proposal.

Section 34A consultation

The department also consulted with the Department of Primary Industries and the Office of Environment and Heritage under the provisions of Section 34A of the *Environmental Planning & Assessment Act 1979* which relate to critical habitat or threatened species, populations or ecological

communities, or their habitats. Both agencies provided a response, with details discussed in Section 6.

2.2 Submissions overview

A total of 40 submissions were received during the exhibition period, resulting in a response rate of less than 1% of the local community. Two submissions were from residents of Rhodes, one each from residents of Silverwater and Concord West, and the remainder of submissions received from current residents of Wentworth Point.

Submissions were made from 31 individual residents. Four submissions were received from the following community interest groups or other organisations:

- Newington Soccer Club Company
- Canada Bay Bicycle User Group
- Council of Social Service of NSW
- Urban Taskforce NSW

A further three submissions were made by government agencies including the Sydney Olympic Park Authority, Canada Bay Council and Auburn Council. A submission was received from Urbis on behalf of Payce Consolidated Limited which has entered into a service delivery arrangement with SOPA for the adjacent ferry wharf site. A further submission was received from Scott Carver on behalf of Fairmead Business Pty Ltd which owns the land that adjoins the precinct to the south.

Two people made more than one submission which have been collated and considered as single submissions.

Of the 37 public submissions received, 43% were a form letter produced by Wentworth Point Community Central which is a community organisation comprised of residents of the area.

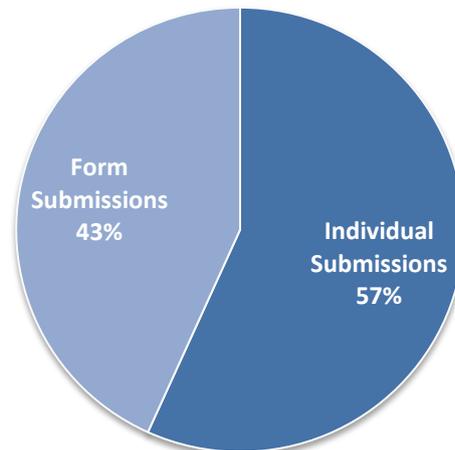


Figure 1 Individual and form submissions

2.3 Submitter views

The views represented in the submissions were varied. Figure 2 identifies the key issues and the frequency with which each of these issues was raised. As 16 of the submissions were in a form letter, the issues raised in that form letter appear in Figure 2 as the most frequently raised issues.

Parking and traffic concerns were the predominant issue with 22 and 20 submissions (55% and 50%) respectively raising this concern. This was followed by public transport and cycling, each with 19 submissions (48%), the provision of additional community facilities and open space each with 17 submissions (43%), the planning process with 13 submissions (32%) and scale of buildings with 10 (25%). The remainder of the issues each received three submissions or less.

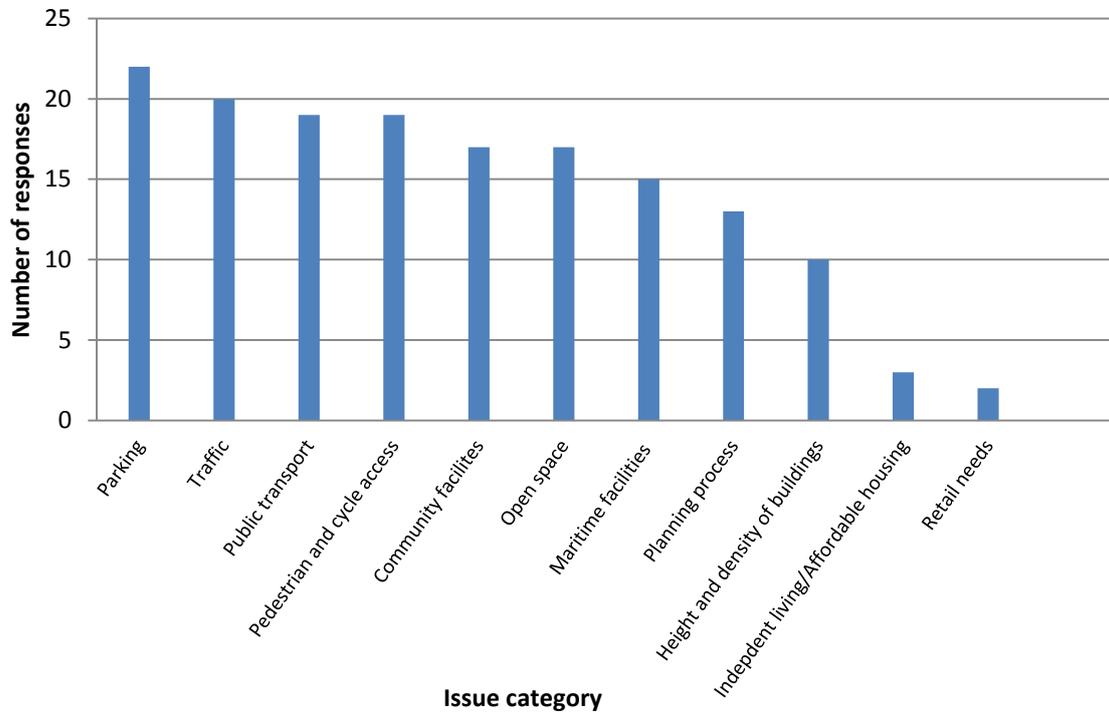


Figure 2 Frequency of issues raised in submissions

Survey

Survey participants were asked to identify their top three issues to be considered in the planning of Wentworth Point. The results shown in Figure 3 are mostly consistent with the comments received through the submissions. The main difference is that the issue of parking was a lower priority when compared to the submissions.

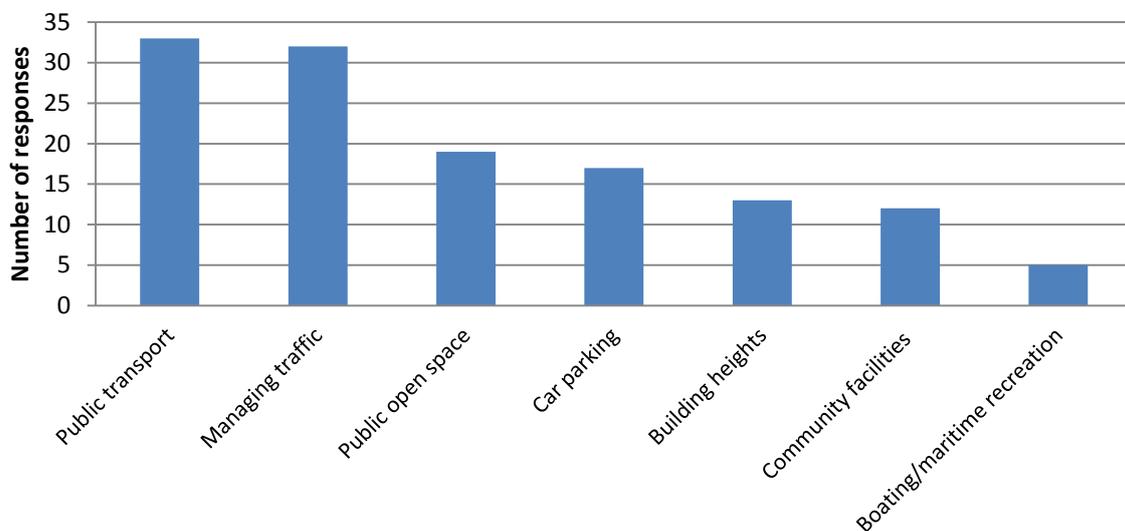


Figure 3 Issues raised through the survey

A question was also included in the survey asking the participants for their overall view of the exhibited plan. Figure 4 below shows the responses, with 55% in support of the proposal, 23% opposed and 22% neutral.

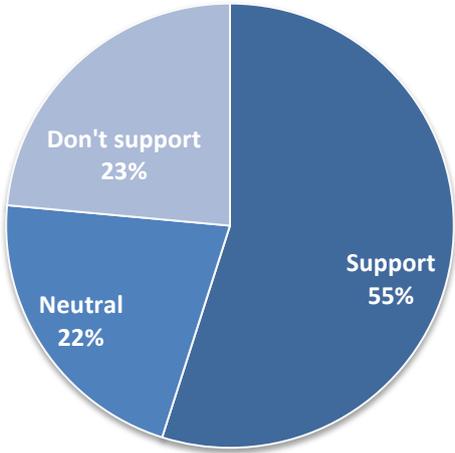


Figure 4 Overall view of proposal from the survey

3 Issues raised in public submissions

The issues raised most frequently in the submissions were:

- parking
- traffic
- public transport
- pedestrian and cycle access
- community facilities
- open space
- maritime facilities
- planning process
- height and density of buildings
- independent living / affordable housing
- retail needs.

In addition, the following issues were raised in only one submission each:

- flexibility of development controls
- implications for the adjoining SOPA development site.

The department's consideration of these issues is provided below.

3.1 Parking

Issues raised

The issue of parking within the precinct was a primary concern for those making a submission. Residents consider that current parking is inadequate and additional street parking along Bennelong Parkway and Hill Road, as well as at the ferry wharf, is required.

Furthermore, there are concerns that visitors to the area, in particular those attending events at Sydney Olympic Park, will increase these parking concerns.

Response

The proposal includes minimum parking space ratios rather than restrictions on the maximum number of spaces permitted. This will allow developers flexibility in the provision of parking spaces for the development. Street parking is limited only by the number and length of the streets themselves, and every local road within the proposal is to have parking on each side.

There are no additional commuter parking spaces proposed for the ferry wharf at this stage since it is intended to be mainly used by local passengers and not as a destination interchange. Access to the ferry wharf for existing residents would improve over time as bus services are expanded to support the development of the precinct.

It is the responsibility of SOPA to accommodate event car parking. However, it is considered that a resident parking permit scheme could assist in mitigating impacts of events on parking within Wentworth Point. Any such scheme, which could be imposed as a condition of development consent, would be subject to further consideration by Auburn Council.

3.2 Traffic

Issues raised

A common concern raised in the form letter was the impact on traffic flows on Hill Road and Bennelong Parkway especially congestion during weekends and peak hour. In particular, there are concerns regarding the timing of the upgrades and the need for delivery to occur before additional development takes place.

Concerns were also raised about constraints within the regional road network and the need to carry out a more detailed assessment of the existing traffic situation and impacts of the proposed development. It was suggested that the Australia Avenue roundabout be upgraded to provide traffic lights and that eastbound access be provided onto the M4 Motorway from Hill Road to reduce traffic on the Australia Avenue roundabout. It was also suggested that the Holker Street busway be widened and opened to private vehicles to alleviate congestion on Bennelong Parkway.

The issue of traffic increase during events at Sydney Olympic Park was also raised and concerns expressed that no modelling has been completed in relation to this matter. It was requested that event related traffic be routed away from Wentworth Park and Bennelong Parkway.

Response

It is recognised that Wentworth Point has limited road access points and limited public transport requiring residents to rely on private vehicles, placing additional pressure on the existing road network.

Auburn Council has investigated options to alleviate traffic congestion by widening Hill Road for an additional lane. The department understands that these plans have been delayed pending the outcome of development within the precinct. There is also a proposal, as part of the Fairmead development, for a north-south spine road to help alleviate pressure on Hill Road.

As part of the Wentworth Point proposal upgrades would be provided to the Bennelong Parkway/Hill Road intersection, including the installation of traffic lights.

The Australia Avenue roundabout, and the M4 Motorway / Hill Road intersection have been identified as gateways between the Wentworth Point local road network and the wider strategic road network. Upgrades to intersections in the wider road network, will be approached strategically to ensure coordination with other road improvements. It is expected that developments such as Wentworth Point would make contributions to fund necessary regional road upgrades over time. It is noted that the NSW Government recently announced that a new eastbound access will be provided from Sydney Olympic Park to the M4 Motorway at Hill Road as part of a \$50 million package of works to support WestConnex.

Further advice, which is summarised below, was sought from Traffix Traffic and Transport Planners regarding the modelling of traffic associated with events at Sydney Olympic Park (Appendix D).

In accordance with RMS guidelines the traffic analysis carried out to support the proposal focuses on traffic impacts on the local road network during the standard morning and evening commuter peaks. It is not standard practice to design the road network infrastructure to accommodate event traffic, other than provision of localised infrastructure, usually at direct access points. Typically traffic

management planning would be used on a case by case basis to develop and implement temporary measures to cater for event traffic.

With regard to the impacts of event traffic on Wentworth Point, it is understood that there are a number of planned upgrades within Sydney Olympic Park which could increase capacity for event traffic and draw traffic away from Bennelong Parkway and Wentworth Point.

3.3 Public transport

Issues raised

Public transport was one of the main areas of concern within the submissions. Key issues raised included:

- there are inadequate ferry and bus services which finish too early, especially on Sundays
- there is currently no coordination between the bus and ferry services
- access to train stations is difficult
- there is uncertainty regarding the construction and timing of the Homebush Bay bridge
- train services from Sydney Olympic Park require a changeover at Lidcombe
- there is limited access to Parramatta CBD for work.

Response

The Planning Report for the proposal highlighted that in May 2013 the Government announced ferry improvements involving upgrade of the existing Sydney Olympic Park ferry wharf and introduction of 25 new Parramatta River ferry services. Further the Planning Report identified potential bus service improvements including a direct service to Parramatta, faster services to Burwood and Strathfield, and extended hours of operation. Whilst not part of this proposal, the Homebush Bay bridge proposed by the adjacent landowners would further improve bus access to the Rhodes train station.

The issue of the Lidcombe changeover is noted but is outside the scope of this assessment.

3.4 Pedestrian and cycle access

Issues raised

Issues concerning the provision of cycling infrastructure were included in a large proportion of the submissions received from Wentworth Point residents. This issue was also raised by the Canada Bay Bicycle User Group. Key points included:

- it is not clear what will happen with the current cycleway along Hill Road and Bennelong Parkway
- buildings should provide secure undercover bicycle parking
- secure bicycle facilities are required, particularly near the maritime precinct and community facilities
- off-road separated footpaths and cycleways are required on each side of the main roads, including Hill Road, Burroway Road and Ridge Road
- there is a need to enhance the Haslams Creek road crossing by providing a cycle lane on both sides of the road
- safe connections should be provided to the proposed school via off-road cycleways.

Response

The proposal sets out indicative on-road and off-road cycleways to facilitate convenient movement, with safe and direct connections between key locations in and around the site, including the proposed school. The existing Hill Road off-road cycle path will be retained. No cycleway is proposed along Burroway Road, however there is a proposed cycleway around the foreshore to extend the east – west link and potentially connect to the proposed Homebush Bay bridge. The provision of an off-road cycleway on Ridge Road is not considered necessary given that there is an existing off-road cycleway along Hill Road which provides a north – south connection through the precinct to the foreshore reserve.

The issue of Haslams Creek road crossing is noted and it is understood that this matter is addressed in Auburn Council's contributions plan.

3.5 Community facilities

Issues raised

The Newington Soccer Club considers that more community playing fields are required in the area, and should be incorporated within the proposal to cater for the existing and future community. Whilst there are plenty of premium grounds in the area, there are inadequate facilities for community use.

Other key community facility related issues raised in the submissions included:

- there is currently no community facility at Wentworth Point and no land allocated
- provision must be made for all types of community facilities such as a library and rooms for use by community organisations.

Response

Both the Department of Planning & Infrastructure and Department of Education & Communities are discussing the potential for shared school/community use of the school playing field outside of school hours. This would help alleviate the pressure on surrounding fields.

Based on Auburn Council's 2007 *Community Facility Needs Assessment and Development Study* the proposal would require 240sqm of community space. However Auburn Council has indicated that a much larger facility, including a local library, is required to service the wider Wentworth Point catchment and is seeking a site within the proposed development to accommodate this facility. This is currently the subject of negotiations including the preparation of a voluntary planning agreement to make arrangements for local infrastructure contributions.

3.6 Open space

Issues raised

In regard to open space, key issues raised in submissions included:

- the peninsula park needs to be prioritised due to its importance as a community resource
- the proposed promenade should be upgraded to Auburn Council standards, so that it can be dedicated to Council
- the proposed width along the promenade may not meet the needs of the likely recreational demands

- the Waterfront and Harbourside Community Associations should not be responsible for maintaining the seawall due to the high volume of public use
- Precinct Support Scheme funding should be used to upgrade the seawall to allow Auburn Council to assume responsibility.

Response

It is agreed that the peninsula park is a key project for the area and its delivery should be prioritised. It is envisaged that the park would receive funding from the Precinct Support Scheme, which the Department of Planning & Infrastructure is currently considering further. The peninsula park would be built to the required standard to allow subsequent dedication to Auburn Council.

The repair of the seawall forms an integral component of the peninsula park, reflected in the draft DCP.

The promenade could be dedicated to Auburn Council, subject to Council's agreement. This can be considered at the subdivision stage, depending on future ownership arrangements.

The proposed 20 metre wide foreshore promenade is considered adequate to accommodate future recreational demands.

3.7 Maritime facilities

Issues raised

In regard to maritime facilities, key issues raised in submissions included:

- the maritime facilities will be used by non-residents, causing parking issues and disregard of the objective for the peninsula park to be a local park not a destination
- adequate off-street parking should be provided for non-residents using the maritime facilities
- residents should be encouraged to walk or cycle to the facility
- the local kayak club has been limited due to the demolition of wharves on Homebush Bay.

Response

No additional parking is proposed for the maritime facilities to minimise the number of potential visitors driving to the area and to encourage residents to walk and cycle. Increased bus services to the precinct will also help reduce the need for additional parking spaces.

The issue of kayak launching facilities is noted. A pontoon where light craft could be launched can form part of the maritime uses for the precinct.

3.8 Planning process

Issues raised

Concern was raised that there have been several occasions where the development rules for Wentworth Point have been changed by the State government and Auburn Council.

Response

At various stages the government has had different planning controls reflective of the time, including the maritime industrial use proposed in the Homebush Bay West DCP. Further investigations revealed that there was insufficient demand for maritime uses on the site. Consequently, the new proposal includes a more appropriate balance of maritime as well as residential, commercial and recreational uses.

3.9 Height and density of buildings

Issues raised

A small number of submissions raised concern about the density of the proposed development on the basis that:

- the site is not within close proximity to major centres or rail transport
- the site has constrained road access
- the proposal would result in over development of the Wentworth Point peninsula when considered in the context of other existing and approved development.

A small number of submissions also raised concern about the building heights, and that the 25 storey height limit would result in unacceptable visual impacts.

Response

The proposed heights and density are considered to be appropriate, particularly in the context of approved development on adjoining land, and existing nearby development. A range of detailed built form provisions covering matters such as building bulk and scale are set out in the draft DCP to ensure a high quality, attractive and comfortable urban environment. The six apartment buildings of up to 25 storeys are to be set well back from the foreshore to reduce their visual impact when viewed from Parramatta River. Having some tall, slender buildings can provide a varied and visually interesting skyline and free up space for parks and the school.

3.10 Independent living/affordable housing

Issues raised

Two submissions considered that affordable housing should be accommodated within the precinct and one submission considered that Housing NSW should be involved in the project to ensure that it provides housing for people with a disability.

Response

It is a policy of the draft Metro Strategy to provide a mix of affordable housing for very low, low and moderate income earners across Sydney. Increasing the supply of housing will apply downward pressure on housing prices. The mechanisms to deliver affordable housing will be considered through the preparation of Subregional Delivery Plans.

3.11 Retail needs

Issues raised

A small number of submissions raised the need to accommodate additional retail facilities, including a full size supermarket, within the site to meet the needs of residents within the proposed development and within the wider Wentworth Point peninsula.

Response

Under the proposed amendment to the Auburn LEP, retail facilities, including supermarkets, will be permissible with consent within the maritime precinct. The extent of retail development would be resolved through the detailed design process, at which time further assessment of any associated impacts on the road network would be undertaken. The zoning of the proposed maritime precinct is discussed further in Section 4.7 of this Finalisation Report.

There are also opportunities for retail facilities within the adjoining SOPA development site, with small supermarkets being permissible with consent in this location.

3.12 Flexibility of development controls

Issues raised

Urban Taskforce NSW made a submission which was mostly supportive of the proposal. It did, however, raise the issue of flexibility of the planning controls. It was suggested that the draft DCP is overly prescriptive especially in regard to the identification of sites where increased height will be permitted. Urban Taskforce NSW believe it is better to apply a maximum building envelope across a broader area and then permit the market to select the most appropriate sites for development when feasible.

Response

It is considered that the controls outlined in the draft DCP are not overly prescriptive and allow for flexibility in the positioning of the taller buildings. Flexibility needs to be limited to some extent to ensure the visual amenity of the area can be maintained and to mitigate potential impacts such as overshadowing.

3.13 Implications for the Sydney Olympic Park Authority site

Issues raised

A submission was received from Urbis on behalf of Payce who have a Project Delivery Agreement for the adjoining SOPA site. The submission raised concern about possible impacts on their site from modifying the topography of the Wentworth Point UAP site. They also suggest that the SOPA site will be significantly downgraded as a result of the increased building heights on the adjoining and nearby properties. The neighbourhood centre will no longer be clearly '*visible*' from the River. The submission requests the planning controls for the SOPA site be reconsidered to retain the site's role as a major gateway and transport hub. It is also considered that additional retail space should be permitted within the SOPA site to support the increased population.

Response

The concerns about impacts of modifying the topography of the precinct are acknowledged. Consideration will need to be given to how the reformed topography of the site integrates with the surrounding area including the SOPA site, Burroway Road and the Fairmead development. Consideration will also need to be given to associated impacts such as stormwater runoff during subsequent development. The draft DCP will be amended to include provisions relating to these matters.

Any amendments to the planning controls for the SOPA site would need to be initiated by the Sydney Olympic Park Authority, and are outside the scope of this proposal.

4 Comments by Auburn Council

Auburn Council raised a number of issues in their response to the exhibition. A copy of their submission is at Appendix A. These issues are discussed below.

4.1 Acid sulphate soils

Issues raised

Auburn Council raised a number of concerns regarding acid sulphate soils, including:

- the proposal does not include specific measures to address the acid sulphate soils present within the precinct
- the Auburn LEP map needs to be amended to include mapped acid sulphate soils within the precinct
- acid sulphate soils should be considered in an integrated way along with flooding, climate change and contamination through the preparation of an environmental management plan across the site, rather than relying on this to be addressed through each separate development application.

Response

The rezoning proposal has been amended to include acid sulphate soil mapping for the precinct.

A separate subdivision DA will be required for each neighbourhood to create the roads and development lots. The overarching approach to managing acid sulphate soils and flooding would be addressed through these DAs. The approach to managing contamination across the site is discussed in further detail in Section 4.2.

4.2 Contamination

Issues raised

Issues concerning contamination that were raised by Auburn Council included:

- the draft DCP should be amended to specifically detail the requirements for capping to manage contamination, as well as to identify appropriate materials to use as fill
- the contamination report does not consider the potential impact of a rising water table in line with sea level rise
- the consideration of contamination and the potential measures to address the issue are not considered in an integrated way with the SOPA site.

Response

Environmental investigations have identified contamination at the site, including soil contamination and the presence of ground gases including methane and carbon dioxide.

Concept remediation action plans have been prepared for both the eastern and western neighbourhoods to identify the approach to managing contamination across the precinct. Site audit statements have also been issued against each of the concept remediation action plans.

The concept remediation action plans identify that ground contamination can be managed by capping of the site through a combination of clean fill and concrete slabs. Ground gas would be dealt with by a combination of ventilated underground or undercroft car parking and use of concrete foundations with limited service penetrations cast into the slab. For the school buildings, ground gas would be dealt with through passive sub-floor ventilation, suspended concrete slabs with minimal service penetrations, and use of a gas resistant membrane. Figure 5 illustrates the proposed approach to management of ground gases.

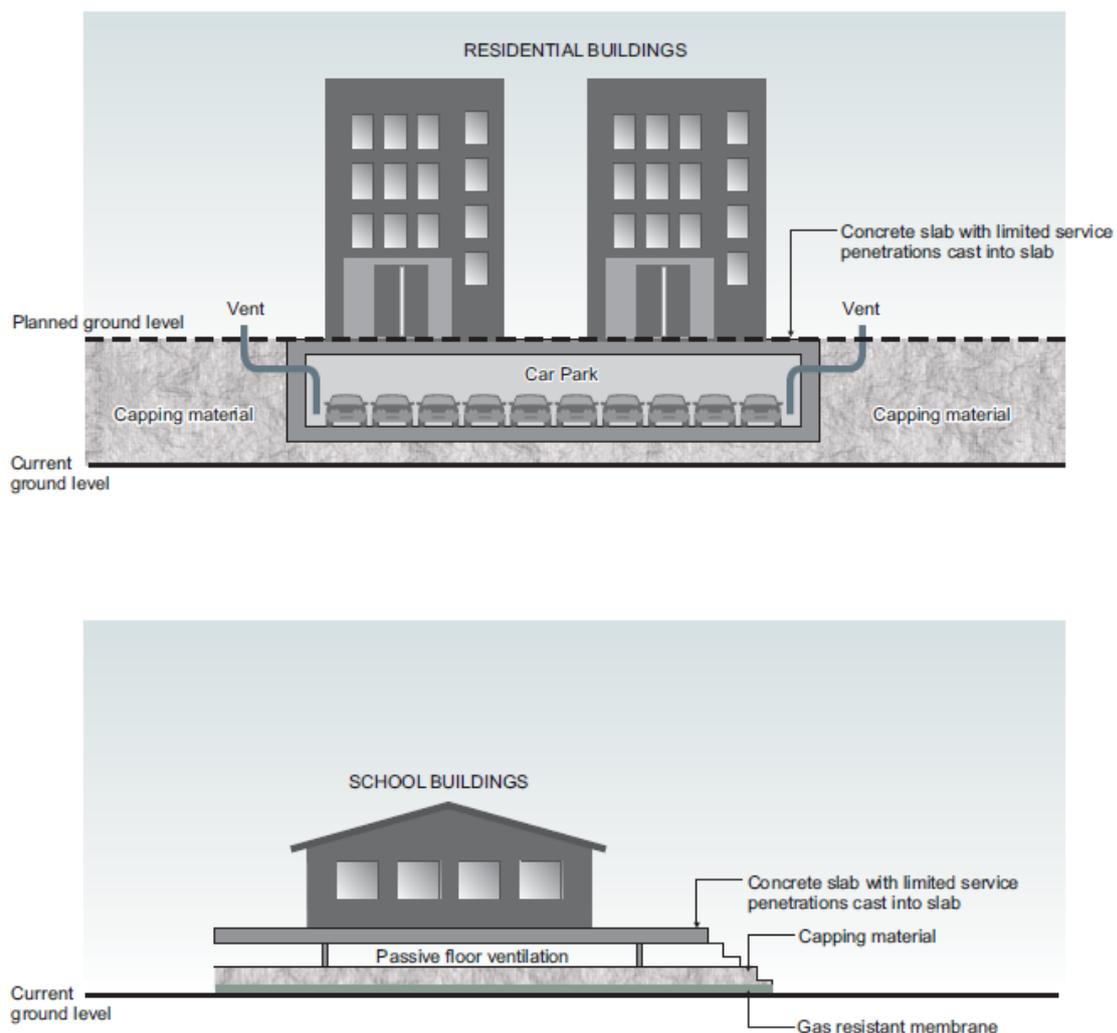


Figure 5 Ground gas management approach

Detailed remediation action plans, consistent with the relevant concept remediation action plan will need to be prepared for future development.

The amendment of the draft DCP to include specific requirements for remediation is not considered necessary or appropriate, as this is addressed through the concept remediation action plans. However, the DCP is proposed to be amended to include a preamble that explains the above approach to managing contamination.

The water table at Wentworth Point has been recorded at depths of one to four metres below ground level, and is generally shallower adjacent to Homebush Bay and Parramatta River. The depth of clean fill above the current ground level required to cap contamination varies from 300 cm under development to 30 cm on the foreshore adjacent to the sea wall.

The state government's NSW Sea Level Rise Policy Statement (2009) projected a sea level rise along the NSW coast of 40 cm by 2050 and 90 cm by 2100, relative to 1990 mean sea levels. This Statement is no longer NSW Government policy, and the state government will not recommend state-wide sea level rise projections due to local variation in sea level changes and their effect. Instead, councils are encouraged to adopt local sea level rise projections. As Auburn Council does not have a policy on sea level rise the 2009 state government sea level projections have been adopted as a benchmark, and it is considered that the rising water table would not impact on the layer of clean fill.

With regard to the adjoining SOPA site, RMS has advised that it is establishing an infrastructure working group with Auburn Council to ensure an integrated approach. RMS further advises that remediation works have already been carried out for the SOPA site.

4.3 Flooding

Issues raised

In relation to flooding, the following issues were raised by Auburn Council:

- flooding maps in the Auburn LEP should be amended to show the flood planning area for the precinct
- the proposal states that the areas proposed for filling are not flood effected, however this is not the case as almost the entire Eastern Neighbourhood is subject of low flood risk and part of the eastern edge is a floodway. Council has concerns about the impacts of fill on flood behaviour
- the draft DCP should be amended to include specific requirements relating flood impacts on below ground car parking areas
- the Planning Report fails to take into consideration the potential impact of climate change on sea level rises.

Response

The department has identified that the Auburn LEP maps the flood planning area for areas adjacent to the precinct as land below the probable maximum flood level. As this approach is inconsistent with NSW Government policy, until this is resolved it is not considered appropriate to map the flood prone areas within Wentworth Point. However, under the LEP the flood provisions apply to areas shown on the flood maps, as well as all land below the flood planning level (1:100 year flood plus 0.5 metre freeboard). Accordingly, the provisions would apply to flood prone land within the precinct, ensuring that flooding is appropriately considered through the development assessment process.

The department considers that the proposed fill associated with the proposal would not have significant impacts on flood behaviour as the 100 year flood level is largely outside of the areas of the

precinct which are proposed for filling, and the areas of the precinct which are below the flood planning level are largely within the peninsula park which would only be subject of minor filling. Under the proposed amendment to the Auburn LEP, impacts on flood behaviour associated with development within the precinct would be required to be considered for land below the flood planning level. Accordingly, this matter would be further addressed through the development assessment process.

Flood impacts on below ground parking areas would be assessed in subsequent development applications in accordance with the provisions of Auburn LEP, and relevant policies.

The Planning Report included an assessment on the impacts of climate change in accordance with State Government policy on sea level rise which concluded that roads and habitable rooms will be resilient to climate change.

4.4 Floor space ratio

Issues raised

The map showing the proposed floor space ratios shows a strip of land in the western neighbourhood facing the foreshore with a FSR of 1.25:1, while the rest of this area is 2.6:1. Unless subdivision is proposed to align lot boundaries along the boundary between these two different FSR rates, this will result in the need to amend the Auburn LEP to support any proposed subdivision.

Response

The proposed FSR controls establish the overall floor space permissible across the eastern and western neighbourhoods. For the western neighbourhood a lower FSR has been applied to the land along the foreshore to reflect the lower building height and density in that location.

A separate subdivision application will be required for each neighbourhood to create the roads and development lots. These applications would also distribute the overall floor space permissible within that neighbourhood under the Auburn LEP, to the individual development parcels. Subsequent development applications for the detailed design of buildings will need to comply with the floor space allocation for that parcel as approved in the subdivision DA.

To facilitate this approach, it is proposed that, through the finalisation of the draft DCP a provision is included relating to the preparation of the subdivision DAs. It is further considered that following the approval of the subdivision DAs, that the DCP could be amended by Auburn Council to include the approved subdivision layout and the floor space which is permissible within each parcel. This would ensure that information regarding the distribution of floor space is easily accessible to the public.

4.5 Community facilities

Issues raised

The proposal needs to provide for a 2,000 sqm library and 1000 sqm community facility. Auburn Council is open to discussions with RMS as to how a facility of this size can be achieved, and wishes to enter into a Voluntary Planning Agreement (VPA) to progress this.

The Department of Planning & Infrastructure needs to liaise with the Department of Education & Communities and provide commentary on planning for a new public high school in the area.

Response

Based on Auburn Council's 2007 *Community Facility Needs Assessment and Development Study* the precinct would require 240sqm of community space. However RMS is supportive of allocating 3,000

sqm of floor space within the precinct for a larger community facility, including a library to service to wider Wentworth Point catchment. This is currently the subject of negotiations with Auburn Council including the preparation of a VPA to make arrangements for local infrastructure contributions.

A primary school with 18 classrooms and playing fields is proposed in Wentworth Point. The department and the Department of Education & Communities are in ongoing discussions on how best to accommodate schools in urban activation precincts, including nearby Carter Street, to service the projected population growth and to ensure a co-ordinated approach.

4.6 Building height

Issues raised

Due to the definition of building height in Auburn LEP (and the standard LEP) it is unclear what ground level is to be used as the base for the future buildings, the current existing ground level, or the ground level after filling.

The verification of the photomontages does not state whether building height was taken from the filled levels or from existing levels. Accordingly it is not possible to determine the accuracy of the montages and the impacts cannot be properly assessed.

Response

Under the Standard LEP height is measured from the existing ground level prior to the completion of any earthworks to support the development. The proposed height limits for the precinct include an allowance for raised ground levels.

The photomontages provide an indicative illustration of the potential future appearance of the precinct, and they are not intended to be an impact assessment tool. As stated above the maximum proposed height limits include an allowance for raised ground levels, and the maximum height variation attributable to fill is 300 cm. This is roughly equivalent to one storey, and insignificant within the context of the size of the site and the proposed height of buildings.

The detailed layout, height and design of buildings and any impacts will be assessed under future applications.

4.7 Zoning

Issues raised

A B1 Neighbourhood Centre zoning for the maritime plaza area is considered more appropriate than the proposed residential zone. This would clearly mark the area for small scale commercial/retail use and limit the land uses required to be added as additional permitted uses under schedule 1.

The zoning of the school site as SP2 (educational establishment) should be considered to be consistent with the Department of Planning & Infrastructure's PN 10-001 and to follow precedents set in other LEPs.

Response

The exhibited proposal sought to zone the maritime precinct as R4 High Density Residential, and include a number of retail/commercial and maritime uses as additional uses permissible with consent. Auburn Council's suggestion to zone the maritime precinct as B1 Neighbourhood Centre is supported. Under the B1 Neighbourhood Centre zone business premises, food and drink premises and shops would be permissible with consent. However the maritime uses (boat building and repair facility, boat launching ramp, boat sheds and marinas) would be prohibited under the zone, and

accordingly are still proposed to be included as additional permitted uses within Schedule 1 of the Auburn LEP.

The zoning of the school site as R4 High Density residential is consistent with the department's LEP Practice Note PN10-001. This is on the basis that schools are permitted within residential and business zones under the *State Environmental Planning Policy (Infrastructure) 2007*.

4.8 Site permeability and accessibility

Issues raised

It is recommended that through negotiations with SOPA, a new road, capable of accommodating a bus, is incorporated between the SOPA site and the school site. This should be provided without any reduction in the size of the school, the main park or the foreshore area.

Response

This road forms part of the master plan for the SOPA land, however 3 metres of the overall width of this road reserve is accommodated within the Wentworth Point UAP. This component which comprises a footpath and verge would be constructed as part of the UAP proposal.

4.9 Shadow diagrams

Issues raised

There is no indication of the method used to calculate building height to generate the shadow diagrams. With areas of fill to 3m, the difference in shadow impacts would be significant. The location and orientation of some of the towers is not consistent with the indicative plans at Figure 17 in the draft DCP. Further, the shadow diagrams are too small to read properly.

The shadow diagrams should be displayed at a larger scale and they should be revised to check that they are accurate for the 9am and 3pm shadows. The ground level used to calculate the diagrams should also be clarified. If the current ground levels are used, revise the shadow diagrams using the fill levels as the ground level and review the appropriateness of the controls.

Response

The overshadowing diagrams were prepared at a precinct-wide level to give an indication of the potential impacts on existing and proposed open space, and have demonstrated that the six towers could be appropriately accommodated.

Of particular importance are the potential overshadowing impacts on the ecological values of the Newington Nature Reserve. As discussed in Section 6.1, the ecological assessment carried out concludes that any shadow impacts would be negligible.

A maximum 3 m height variation from fill would have a minor effect on the length of shadows, noting too the proposed maximum height limits include allowance for raised ground levels.

The location, orientation and height of individual buildings will be the subject of future development applications, supported by overshadowing diagrams that will allow for a detailed impact assessment. In addition, individual buildings will need to be designed in accordance with the solar access provisions of the Residential Flat Design Code, which seeks acceptable levels of solar access to dwellings and their private open space.

4.10 Housing diversity and affordability

Issues raised

The proposal does not increase housing diversity. Despite the high number of dwellings proposed, there are no provisions for affordable housing, accessible or adaptable dwellings or a mix of dwelling sizes.

Response

Affordable housing is addressed in Section 3.10.

Provision of accessible or adaptable housing is addressed within the Residential Flat Design Code which would apply to residential development on the site under the provisions of *State Environmental Planning Policy 65 – Design Quality of Residential Flat Development*.

The proposal does not include a requirement for a mix of dwelling sizes. It is considered that an appropriate mix of dwellings would be developed to respond to market demand at the time of development. The high density development proposed will contribute to the overall diversity of housing within Auburn local government area.

4.11 Development control plan

Auburn Council also highlighted a number of detailed issues relating to the draft DCP. It is envisaged that following the rezoning of the site, the draft DCP would be made by the Director General. The issues raised by Auburn Council in relation to the draft DCP do not affect the zoning and controls proposed to be included in the Auburn LEP, and as such these matters have not been addressed in detail in this Finalisation Report. The department is currently working with Auburn Council to resolve these matters through the finalisation of the draft DCP.

5 Comments from Canada Bay Council

Canada Bay Council raised a number of issues in their response to the exhibition. A copy of their submission is at Appendix A. These issues are discussed below.

5.1 Impact on the bus-rail interchange

Issues raised

Acknowledgement should be given to the impact of an increased population at Wentworth Point on the needs of a future bus-rail interchange at Rhodes station. Canada Bay Council requests that a contribution be made to this work, estimated to cost around \$5m, from the allocated Precinct Support Scheme fund.

Response

It is noted that the potential construction of the Homebush Bay bridge would have reciprocal benefit to the two communities. However, a condition of the Precinct Support Scheme is that the funds are spent on projects located within the UAP area. In certain circumstances funds may be permitted to be allocated to partly fund a project outside the area where a clear nexus between the project and the UAP growth can be demonstrated. Taking into account that the potential construction of the bridge is part of a proposal which is entirely separate from the Wentworth Point UAP proposal and that the precinct does not rely on its construction to function, it is not considered that a clear nexus exists between the precinct proposal and the Rhodes Station upgrade. There is a more direct nexus between the proposal and internal projects, such as the peninsula park.

5.2 Uses associated with the marina

Issues raised

There are concerns that the marina will develop into a significant tourist destination. The ancillary retail/commercial component of 2,500 sqm is quite substantial and could involve a significant number of restaurants and cafes which generate higher levels of traffic than other types of commercial development. It is important to have an estimated size of the proposed marina, and number of food outlets, to incorporate the total traffic generation and parking requirements into the current planning proposal.

Response

The marina is proposed to include a dry-stack boat storage facility for approximately 200 vessels which was reflected in the traffic studies which supported the proposal. This method of boat storage helps to alleviate congestion caused by long-term boat trailer parking on residential streets. A potential wet-berth marina could provide holdover berths for the dry-stack boat store, however this is located outside the precinct and would be assessed separately under the provisions of *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005*.

The proposal does not specify a quantity of retail / commercial development, however these uses would be permissible with consent within the maritime precinct. The extent of retail / commercial development, including food and drink premises, would be resolved through the detailed design process. Any such development would need to be assessed in the context of associated impacts on the road network.

5.3 Traffic study

Issues raised

Consideration should be given to the cumulative impact of the proposed development and surrounding developments on Pomeroy Street, Allen Street and George Street, North Strathfield. This should take into account that there will be a new school on Victoria Road, Concord West.

Response

Any such assessment would need to be carried out as a broader strategic traffic study, and is beyond the scope of this proposal. Consistent with the new planning system outlined in the White Paper, it is expected that developments such as these would make contributions to fund necessary regional road upgrades over time as part of future processes including Subregional Delivery Plans and Growth Infrastructure Plans.

5.4 Parking

Issues raised

Canada Bay Council has a history of restricting car parking spaces in the area since 2007 to promote transit oriented development and sustainable living. The minimum parking spaces requirement is therefore not supported as this will depict a message of inconsistency between local government and state government strategies.

Response

The traffic study prepared to support the proposal made an assessment of the car parking needs of the site based on a review of Auburn DCP, the Homebush Bay West DCP, recent approvals and precedents, State Government policies and market expectations. The assessment recommended that minimum parking rates should be applied, rather than the maximum rates which apply in the abovementioned existing DCPs. This was on the basis the site is not well serviced by public transport at present. Whilst public transport accessibility will improve over time, it is considered that car spaces would be necessary to accommodate trips during times when public transport services are limited such as on weekends and evenings. Further, it was considered that the provision of a car space would not in itself result in increased car usage for peak hour journeys to work. Accordingly, a compromise has been made in order to balance the parking needs of the residents with Canada Bay Council's strategy of reducing car dependency.

5.5 Remediation

Issues raised

Canada Bay Council is concerned about the delay to the finalisation of the Homebush Bay Environmental Management Plan (EMP) which needs to inform any components of the UAP which will involve a marina. Additional information about any residual soil contamination is also requested so that people are fully informed of any limitations to excavation works.

Response

The remediation of the precinct is discussed in detail in Section 4.2.

5.6 Community facilities

Issues raised

A multi-purpose community centre should be provided in a central location within the precinct. It would also be beneficial for Canada Bay Council and Auburn Council to liaise to ensure any future centre complements community facilities within Rhodes to avoid unnecessary duplication.

Response

This issue is addressed in Section 4.5 Community facilities. Canada Bay Council should liaise directly with Auburn Council regarding the details of the proposed community facility.

6 Comments by government agencies

The Department of Planning & Infrastructure notified Sydney Olympic Park Authority (SOPA), Transport for NSW, and Department of Education & Communities about the exhibition of the proposal. In response, a submission was received from SOPA.

The department also consulted with the Department of Primary Industries and the Office of Environment & Heritage under the provisions of Section 34A of the *Environmental Planning & Assessment Act 1979* which relate to critical habitat or threatened species, populations or ecological communities, or their habitats. Both agencies provided a response.

The government agency submissions are considered below. A copy of the submissions is included at Appendix B.

6.1 Sydney Olympic Park Authority

Issues raised

SOPA raised the following issues in their submission:

- additional funding should be provided to the Authority to facilitate the development of land within the Sydney Olympic Park, Parklands adjacent to Wentworth Point since the population will require additional open space to what is currently proposed
- provisions should be included to allow unimpeded public access to the portion of the waterfront included in the R4 zoning
- the traffic study needs to be amended to account for major event traffic at Sydney Olympic Park
- further cumulative traffic studies are required to consider the impacts of the Wentworth Point and Carter Street UAPs
- a maximum car parking rate should be incorporated that is consistent with the existing rates which apply to the wider Wentworth Point area and to Sydney Olympic Park
- concern was raised about the impacts of overshadowing on the ecology of the Newington Nature Reserve.

Response

Open space

A substantial area of open space is being provided as part of the proposal which represents over 25% of the total site area. Accordingly, further funding of open space within the Sydney Olympic Park, Parklands is not supported.

The portion of land along the foreshore which is proposed to be zoned R4 High Density Residential zone comprises the foreshore promenade. Unimpeded public access along the foreshore promenade would be required under the DCP.

Traffic and parking

The issues raised relating to event traffic impacts and cumulative impacts are discussed in Section 3.2.

The issues raised relating to parking rates are addressed in Section 3.1 and 5.4 of this report.

Newington Nature Reserve

An assessment of the shadows of the indicative plan show that most shadows quickly move across the adjoining Sydney Olympic Park, Parklands. This will result in no large area being in constant shadow on the winter solstice. In particular, Newington Nature Reserve, which is the most ecologically sensitive part of the adjoining parklands will be only partially shaded before noon and completely free of shadow from midday onwards.

Clarification was obtained from Biosis that there would be no impact from shadowing on the ecology of the Newington Nature Reserve (Appendix C). This involved an analysis of predicted solar radiation retention post construction. The analysis showed that a small area of native vegetation, comprising a mangrove, a tidal channel and area of planted native vegetation, would receive between 3 – 9% less total solar radiation across the year, with the impact occurring during the mornings only.

Biosis concluded that there are no likely impacts to species or communities listed under the NSW *Threatened Species Conservation Act 1995* or Commonwealth *Environmental Protection and Biodiversity Conservation Act 1999*. In relation to the state and federally listed Green and Golden Bell Frog, this conclusion was drawn on the basis that the development would not result in shading of breeding habitat, and would only result in partial shading (3-9%) of marginal dispersal habitat.

6.2 Department of Primary Industries

Issues raised

The response from Department of Primary Industries (DPI) is summarised below.

- The proposal will not significantly impact upon nearby saltmarsh or mangrove communities.
- The proposed water sensitive urban design and vegetated riparian buffer zones are supported.
- DPI recommended that riparian buffer zones be vegetated with native species and if possible that the area of this riparian zone be increased along Homebush Bay.
- If hard surfaces are required to be used in the riparian zone some level of permeability should be maintained to treat stormwater runoff before it enters the bay.

Response

The department does not support the widening of the riparian zone and considers that the proposed 20 metre setback to development is adequate. Further DPI did not give any justification for expanding the riparian zone, nor identify what width would be suitable as an alternative.

The department notes DPI's comments in relation to vegetation and surface permeability and considers that this can be addressed through the finalisation of the draft DCP and subsequent development applications.

6.3 Office of Environment & Heritage

Issues raised

The response from Office of Environment & Heritage is summarised below.

- The *Guidelines for Developments Adjoining Department of Environment and Climate Change Land* should be considered in identifying development controls for the site.
- Concern was raised that the shadow diagrams in the Planning Report differ from those used by Biosis to determine whether overshadowing would impact on Biodiversity within the Newington Nature Reserve.
- Concern was raised about the increased runoff on the adjoining saltmarsh and mangroves within the Newington Nature Reserve resulting from the proposed raised ground levels and increased urban development.
- Controls should be placed on development to ensure that there are no construction impacts on the Newington Nature Reserve.

Response

The ecological impacts on Newington Nature Reserve are considered in Section 6.1 of this finalisation report. However, it is noted that the diagrams in the Biosis report analyse predicted solar radiation retention post construction, whereas the shadow diagrams in the Planning Report looked at shadowing at specific times of the day and year. The Biosis report concluded that the solar radiation loss would not impact on the ecological values of the nature reserve.

The department notes that the solar radiation analysis has been based on the indicative layout. The distribution of the floor space and the location of the taller buildings would be finalised through subsequent development applications. Accordingly, confirmation will be required with relevant development applications that overshadowing will not impact on the ecological values of Newington Nature Reserve. The draft Wentworth Point DCP is to be amended to include this requirement.

The stormwater concept for Wentworth Point envisages that stormwater would be directed to Parramatta River, rather than onto adjoining land. Further details of the stormwater management would be developed through subsequent development applications.

7 Recommended changes

Table 1 Summary of recommended changes to the exhibited maps and controls

	Recommended change	Comment
1	Change zoning of the maritime precinct from R4 High Density Residential to B1 Neighbourhood Centre.	This will clearly mark the area for small scale commercial and retail use and limit the land uses required to be added as additional permitted uses.
2	Changes to proposed additional permitted uses for the maritime precinct to remove business premises, food and drink premises, and shops.	These uses are permissible with consent in the B1 Neighbourhood Centre zone. Maritime uses (boat building and repair facility, boat launching ramp, boat sheds and marinas) would still be included as additional permitted uses.
2	Inclusion of an acid sulphate soils map.	To ensure that acid sulphate soil provisions in the Auburn LEP apply to the relevant parts of the site.

Appendix A Council submissions

Appendix B State government agency submissions

Appendix C Assessment of ecological impacts on Newington Nature Reserve

Appendix D Advice on Sydney Olympic Park event traffic and parking