

Department of Planning, Housing &
Infrastructure
Attention: Edwina Ross
edwina.ross@dpie.nsw.gov.au

Your Reference	SSD-72816207
Our Reference	NCA/7/2024
Contact	Kate Lafferty
Telephone	9806 5393
Email	klafferty@cityofparramatta.nsw.gov.au

3 June 2025

Dear Ms Ross

COUNCIL SUBMISSION – OBJECTION
9 Burroway Road, Wentworth Point - Mixed Use Development (SSD-72816207)
Response to Submissions

The below comments are provided following Council officer review of the *Response to Submissions* for the 9 Burroway Road, Wentworth Point Concept State Significant Development Application (SSDA).

Council maintains its **OBJECTION** to the proposal.

Council's key concerns are outlined below, with full commentary on the scheme is provided as Attachment A.

Restrictions on the land

The application has not appropriately considered all of the land affectations of the subject site.

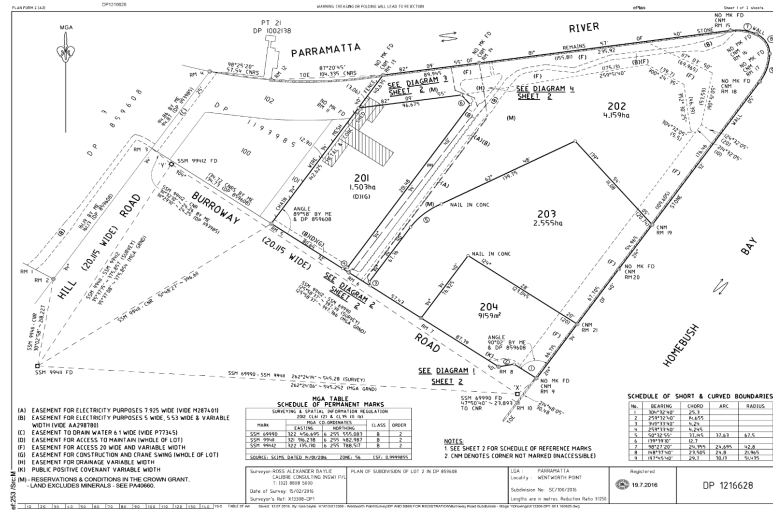
The subject site has a number of restrictions and covenants on the land which have been ignored in the EIS submitted.

It is noted that the application also seeks subdivision of the site. Any subdivision of the site will transfer the existing title requirements across to the relevant lots.

The proposed Lot 2 which is the subject of this application for the concept mixed use development falls within the former Lot 203 and Lot 204 of DP1216628. See image below.

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There are restrictions on this land detailed under the Section 88B instrument as follows:

- **Item 7 – Restriction on the Use of Land (former Lot 203)**
This restricts the number of units that can be occupied on the land to 350 until such time as the peninsula park has been completed.
- **Item 9 – Public Positive Covenant (former Lot 203)**
This restricts the number of units that can be occupied on the land to 400 until such time as a community facility (min 1000m²) and 10 car parking spaces has been completed and dedicated to Council.
- **Item 9 – Public Positive Covenant (former Lot 203)**
This includes the provision of the Burroway Road cul-de-sac to be constructed and dedicated to Council after practical completion of the works.

The applicant has not appropriately addressed these concerns within the *Response to Submissions*.

The applicant has advised that legal advice sought as part of the modification DA for the peninsula park advised that the existing covenants and restrictions were not lawfully imposed under the previous subdivision approval and are obsolete.

It is noted that the conditions of consent and subsequent registered covenants and restrictions have not been deemed invalid by the court and are currently legal restrictions on the land title. They are not obsolete. This cannot be ignored in the assessment of this application. The applicant has no authority to state that the covenants or deliverables are not required, or to pass the obligations of their covenants onto other developers (eg. the development of Block H). These are obligations on **their** land.

The applicant also states that an SSD for the high school has been approved which is also affected by the covenants. It is however noted that only stage 1 of the HS has been delivered as the proposed Stage 2 part of the site is also impacted by the restrictions and covenants.

This matter has not been appropriately addressed by the applicant and remains a key concern of Council.

Developer Contributions

No negotiations have been entered into between Council and Landcom regarding the offsetting of developer contributions.

No consideration to development contribution offsets should be considered as part of this concept application. It is currently Council's position that the park is a facility that needs to be delivered to the community independent of the mixed use development proposed.

At this point in time Council has no interest in entering into a voluntary planning agreement (VPA) for the delivery of the peninsula park.

Should approval be granted for this application, a condition of consent should be imposed that the future detailed applications will be subject to Council contributions.

Contamination

The 2015 Parsons Brinckerhoff (PB) RAP 2015 referenced in the *Response to Submissions* was approved by the former Auburn Council as part of the original park infrastructure works (now referenced under DA/875/2017/B). The 2015 PB RAP cannot be relied upon in the assessment of the current concept mixed use development on the following basis:

- The introduction (p2) clearly states that the RAP was developed for the "partial site" which does not include the residential components of the former Lot 203 (or potentially Lot 204 as noted in the RAP).

The 'partial site' - which comprises the relevant portions of the 'whole site' that relate to the infrastructure delivery component of the development (refer Figure 28, Appendix A) and includes:

- *Cut-to-fill areas.*
- *Lot 202 - proposed Peninsula Park and foreshore revetment.*
- *Part of Lots 203 and 204 (revetment east, adjacent to Homebush Bay).*
- *Lot 108 foreshore revetment and walk extension, new plantings and retention basins (wetlands).*
- *Construction of new roads (Burroway Road extension, Ridge Road, Circuit Road North and Circuit Road South as elevated roads and associated earth retaining walls)
Service trenches.*

Hence, the detailed RAP provided herein has been developed to outline the remediation and validation strategy for the partial site that relates to the infrastructure delivery component of the proposed Wentworth Point development (refer Figure 2B, Appendix A). Of note, a remediation and validation strategy for proposed buildings, car parks and court yards within the individual lots is not included within the scope of this detailed RAP and will be subject to separate detailed RAPs prior to commencing the building development works. Details on levels associated with the car parks and internal court yards of the proposed residential and/or mixed-use estates have been provided for information purposes only. In addition, the sensitive salt marsh area to the north of the site is excluded from this detailed RAP, as this area will remain fenced off and remain inaccessible to the public.

In addition, the assumptions made in the 2015 PB RAP regarding the potential future residential use of Lot 203 are no longer relevant. The RAP assumed the ground levels of Lot 203 would be raised 3m above existing GLs at the time of the RAP with internal courtyards located 6m above existing GLs at the time of the RAP. This is not currently being proposed. Lot 204 was identified as potentially being used as a dry boat store or residential to be raised 0.5m – although no classification of residential was provided.

- The 2015 PB RAP does not state that the site will be suitable for residential development.
- Notwithstanding that the 2015 PB RAP does not include a remediation or validation strategy for the residential component on the site, the RAP is over 10 years old now and considered to be outdated.

It is therefore considered that no evidence has been provided that the site is either suitable, or can be made suitable for the proposed mixed use development in accordance with Clause 4.6 of State Environmental Planning Policy (Resilience and Hazards) 2021. In this regard, Council's original comments regarding contamination remain the same and a detailed contamination report (Phase 2) and Remediation Action Plan should be required to be submitted for the proposed development. All aspects of potential contamination including hazardous ground gases needs to be investigated and assessed – and for the appropriate category (health investigation levels) for residential use. It is also recommended that these reports be accompanied with an independent site auditor review.

The detailed assessment of the remediation of the site should not be deferred to later in the detailed DA stage of development as the remediation of the site to make the site suitable may have significant design implications for the built form and landscaping opportunities. This needs to be considered at the concept design stage to not only ensure the site is suitable for development but also to ensure that future DAs are not inconsistent with any concept approval.

In the absence of a suitable RAP, the remediation requirements are unknown. Therefore a proper assessment of the impacts and suitability of the development cannot be undertaken. In this regard, it is unknown whether:

- the proposed levels will match adjoining areas (road, park, foreshore)
- suitable landscaping opportunities are available for the site (for example, if planting/adequate soil depths and volumes/WSUD can be achieved as it purely based on existing ground levels and often located below these levels)

- there are any specific building requirements (eg. impacts on potential penetration of capping, ground gas treatment etc).

Without this information, an assessment of whether the site is/or can be made suitable for the development cannot be carried out.

Conclusion

It is Council's view that the application cannot be approved in its current form unless the restrictions and covenants are dealt with and the delivery of important infrastructure is appropriately secured. For this reason, Council objects to the proposed development. Consideration and compliance with the terms of the restrictions and covenants must be included within the assessment of the application.

Council appreciates the opportunity to comment on the above application and looks forward to further consultation on this matter.

It should be noted that the above comments represent the views of Council officers and no formal endorsement of these comments has been provided by Council.

Should you wish to discuss the above matters, please contact Kate Lafferty (Executive Planner) on 9806 5535 or at klafferty@cityofparramatta.nsw.gov.au

Yours sincerely



Mark Leotta
Group Manager – Development and Traffic Services

ATTACHMENT ONE

ACCESS TO ROADS

It is noted that the development is reliant upon the construction of Ridge Road and the applicant has provided an estimated timing on the construction of Ridge Road, the park and the mixed use development. Following subdivision however the road and the mixed use development will be separate lots (and subject to potential separate ownership) and there is no certainty in timing of works.

It is essential that both legal and physical access be provided for access to this road. It is noted that applicant commits to providing legal and physical access to this road.

Clause 6.7(1)(e) of Parramatta LEP 2023 states that development consent must not be granted to development unless the consent authority is satisfied the following essential services are available, or that adequate arrangements have been made to make them available when required — (e) suitable road access.

In this regard, any consent granted should condition:

- The requirement for a public access easement over Ridge Road (and the entire park site); and
- The requirement that the access road (Ridge Road) is constructed, certified complete, operational and legally accessible before the occupation of any mixed use development on the site.

TRAFFIC AND PARKING

Parking Rates

- The applicant proposes to provide low parking rates and has not identified the non-residential parking rates for the development. Residential parking is to be provided in accordance with the **SEPP (Housing) 2021** where applicable and the **Wentworth Point Precinct DCP** where applicable (not Parramatta DCP2023). The parking rates under the Wentworth Point Precinct DCP are indicated below.

Dwelling Type	Minimum car parking rate
Studio	1.0
1 bedroom	1.0
2 bedroom	1.1
3 bedrooms or greater	2.0
Visitors	0.1

Wentworth Point Precinct DCP – Section 4.10 – Table 4

- Non-residential parking should be provided at the rates of Parramatta DCP 2023 (Part 6.2 – Table 6.2.1) as they are not covered within the Wentworth Point Precinct DCP.
- The Traffic Report comments that the proposed development is within 800m of a future light rail stop at Hill Road near Footbridge Boulevard. However, it should be noted that while Planning Approval has been given to stage 2 of the Parramatta Light Rail, it does not have final construction approval or funding. Accordingly, delivery of this infrastructure does not have certainty and should not be relied upon by the proposed development. Given this, the car parking rates as per the Apartment Design Guide are not applicable to this development and the proposed rates should be consistent with the SEPP (Housing) 2021 and Wentworth Point Precinct DCP. It should be noted that the availability of parking, particularly on-street parking, has been a common complaint that Council receives from residents in the suburb.

Internal Road Design

The concept scheme proposes a shared zone from Burroway Road to Ridge Road for emergency vehicles only. The need for this zone should be investigated as it does not provide for a desirable public domain outcome. Should this shared zone access be a requirement and the only option available, the final design would need to ensure there is no conflict with the proposed pedestrian crossing in Ridge Road.

Loading and Servicing

While it is noted that TfNSW have recommended the use of the Last Mile Toolkit which is supported by Council, it should be noted that the proposed development should cater for at least a 12.5m HRV as opposed to the MRV proposed by TfNSW noting that Council's waste collection vehicle is closer in terms of dimensions and manoeuvring to a 12.5m HRV vehicle. Furthermore, a HRV will allow for more freight options for the development for both residents and retail/commercial. It is acknowledged that the designs already include a dock for a 12.5m vehicle.

URBAN DESIGN

Council officers reiterate previous urban design advice given about tower layouts, setbacks and separation distances to achieve much improved urban design outcomes for the project. Whilst we acknowledge the applicant's response to our comments, Council officers strongly believe that our alternative proposed structure provides a better outcome, both for the public and potentially for the feasibility of the development (increased number of units with water views and overall better amenity). Council's proposed alternative Maritime Plaza configuration enhances a better relationship with the water, a more generous activation of the public space and, along with the lane can create a more effective structure.

The towers configuration at podium level as proposed by the applicant (which should not be considered towers as they are only 9 storeys) may be complying with ADG but does not create a meaningful communal open space for the residents and offers a poorer interface and relationship with the water.

Council officers recommend that the proposed scheme be amended.

Built Form

Council officers acknowledge the applicant's intent to align with the existing urban form and maximise solar access. However, Council officers maintain that the overall site layout requires further refinement to deliver a more cohesive and high-quality urban structure.

- The interface with the through-site link should be consistent across both the northern and southern blocks, with active frontages and clear spatial definition.
- The space between towers at podium level should be consolidated into a generous communal open space oriented to the water, improving amenity and reinforcing the site's relationship to the foreshore.
- Tower C should be reoriented to provide a continuous frontage to Burroway Road and improve views and open space for Building 1.
- Tower F should be adjusted to better frame the through-site link and enhance Building 2's communal space.
- Towers B and E exceed the recommended 64m length and should be reduced accordingly.
- The wrapping of Towers B and F around the Marine Plaza is not supported, as it compromises the openness and legibility of this key public space, and results in a poor built form outcome.

We recommend further refinement of the tower layout to improve the site's spatial hierarchy, public realm integration, and residential amenity.

Setbacks

Council's original comments regarding setbacks remain unchanged.

(a) Building Setback

A 9-storey building is not considered a podium/tower typology. Introducing a 3-storey podium in this context creates a hybrid and unnecessary typology that weakens the relationship between the upper-level setbacks and the public realm. This approach also reduces the opportunity to deliver a meaningful communal open space at podium level.

A more consistent street wall of up to 6 storeys, with recessed upper levels, would:

- Improve the built form's efficiency and reduce perceived bulk;
- Enhance the interface with the street and public domain;
- Create a clearer and more legible urban form;
- Allow the upper levels to read as a recessive element, making the overall height appear lower from the street.

We recommend reconsidering the typology to better align with these urban design principles.

(b) Foreshore Setback

Council officers reiterate a preference for a 30m setback. A 30m setback is consistent with the setback achieved for the remainder of the foreshore promenade to the south. The foreshore promenade is a significant ordering element of urban form fronting Homebush Bay. Council seeks to respect this legible precedent by establishing consistent setbacks for the remaining few developments on the peninsula. The DCP expresses a minimum setback requirement of 25m. It does not preclude a more generous setback. Further analysis of the spatial setting of this development reveals the more generous 30m setback has been ratified by 7 separate previous developments situated facing the Bay.

The applicant has not provided any reasons why a 30m setback is not an appropriate response in this urban/spatial context.

(c) Ridge Road Setback

The proposal has allowed for a 3m setback to the realigned Ridge Road. The proposal also demonstrates that an appropriate quantity of canopy cover can be provided.

The applicant contemplates no changes in response to Council's request for a 5m setback to Ridge Road and it relies on the neighbouring park site to offset obligations for tree canopy cover best practice targets.

Council reiterates preference for the 5m setback. A 5m setback allows for tree planting, a 3m setback does not. Tree planting will provide screening for ground floor residential use and supplement tree canopy cover for urban heat mitigation, temperature control and amenity for everyone.

Separation

Whilst it is acknowledged that the applicant is introducing upper-level setbacks to comply with the minimum separations (except for minor non compliances) it remains Council officers view that the overall structure plan should be amended. This to offer an improved outcome that creates a more legible and orderly built form, an improved public domain, still complying with the ADG.

PUBLIC DOMAIN

Key Public Domain Issues:

1. Foreshore promenade setback

The applicant contemplates no changes in response to this request.

We reiterate a preference for a 30m setback. A 30m setback is consistent with the setback achieved for the remainder of the foreshore promenade to the south. The foreshore promenade is a significant ordering element of urban form fronting Homebush Bay. Council seeks to respect this legible precedent by establishing consistent setbacks for the remaining few developments

on the peninsula. It does not preclude a more generous setback. Further analysis of the spatial setting of this development reveals the more generous 30m setback has been ratified by 7 separate previous developments situated facing the Bay and under the same DCP controls that apply for this development.

2. Ridge Road setback

The applicant contemplates no changes in response to Council's comment. It relies on the neighbouring park site to offset obligations for tree canopy cover best practice targets.

Council reiterates preference for the 5m setback. A 5m setback allows for tree planting, a 3m setback does not. Tree planting will provide screening for ground floor residential use and supplement tree canopy cover for urban heat mitigation, temperature control and amenity for all.

3. Wind Impact

A desk top wind report has been provided by the applicant. A full study is deferred to detailed design stage.

The SEARs suggest that wind tunnelling testing is required to inform optimum tower configuration to minimise wind impact at ground level. The applicant proposes this work as a detailed design activity following approval of the conceptual tower configurations. This potentially allows approval of tower configurations before optimal outcomes can be determined. The desk top wind study uncovers podium and public domain areas experiencing uncomfortable wind conditions suggesting the proposed tower configurations are not optimal. Council has suggested alternative tower configuration that the applicant declines to consider and that might deliver improved wind conditions. We suggest wind testing to inform optimal tower configuration prior to an approval is required.

We note also that wind mitigation recommendations in the desk top study are based on an understanding that there will be dense vegetation near the shoreline. This is not the case. There is little vegetation along the shoreline. Also, the ability of proposed tree species along the foreshore may have limited ability to mitigate wind impacts because:

- a. The density of proposed tree vegetation is sparse,
- b. The trees are relatively slow growing and have relatively open canopy habit, and
- c. The trees are also contending with contaminated soil conditions that may limit access to structural support/water at depth, and
- d. Limited soil volume is proposed for foreshore tree planting.

These conditions will constrain the vitality, health and long term viability of foreshore trees.

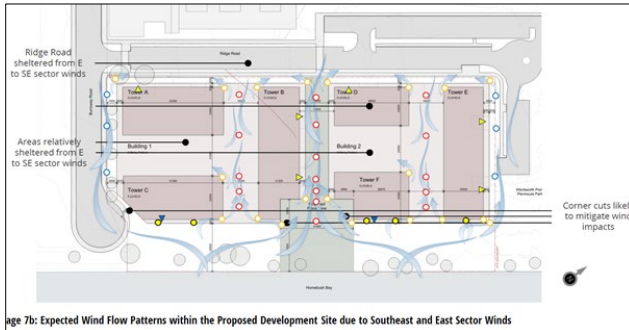


Image 7b: Expected Wind Flow Patterns within the Proposed Development Site due to Southeast and East Sector Winds

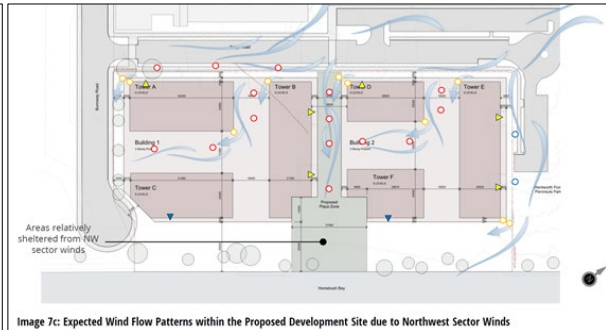


Image 7c: Expected Wind Flow Patterns within the Proposed Development Site due to Northwest Sector Winds

4. **Burroway Road Public Domain works**

The proponent proposes not to undertake public domain works in Burroway Road other than providing a new pedestrian footpath.

The rationale that the development has no impact on the intensity or nature of use in Burroway Road is not accepted. The proposal not to contribute to upgrade in Burroway Road is contrary to:

- an existing covenant on the land title requiring the work to be done, and
- Parramatta Public Domain Guideline requirements to upgrade adjacent public domain area to support proposed land use development (applies to all development of this nature).

We reiterate that upgrade work should be required for any realised development uplift on the site to achieve:

- foreshore promenade connection across the Burroway Road reservation to the southern section of promenade.
- upgraded pedestrian footpath and street trees in the verge fronting Burroway Road (acknowledge that the applicant has agreed to do this). This will require new kerb installation.
- confirmed and functional new kerb alignment in Burroway Road at the turnaround that does not transgress property boundary lines (as currently shown on the applicants plans.
- seamless integration of levels between the development and Burroway Road.

5. **Seawall**

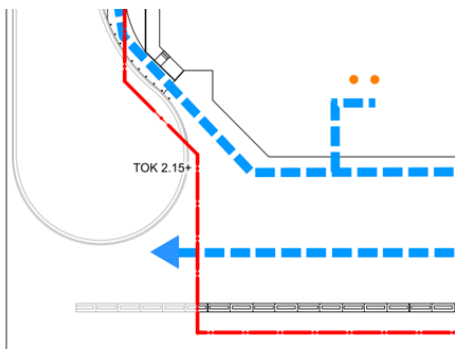
The proponent confirms that the seawall design will be confirmed and delivered as part of the development according to a design approved at S4.55 MOD 875/2017/B MOD (ref Seawall Arrangement 30105-0372-MA-DWG- 005 Rev. D – Advisian).

Council officers support the reconstruction of this seawall as it was meant to be carried out as part of the works for the peninsula park (which has since been deleted from construction). It is therefore imperative the works to the seawall are incorporated under this concept application. No documentation has been submitted to demonstrate seawall works. Details of the seawall (including a set of civil/structural seawall design drawings) should be included the SSD application document set.

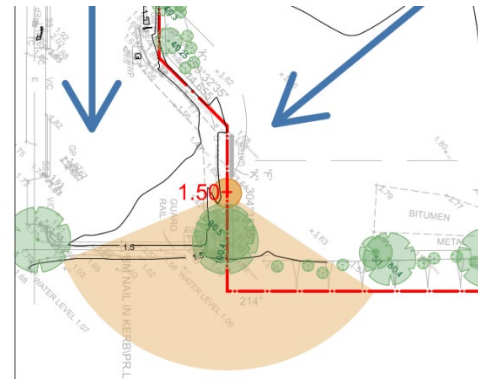
6. Promenade (levels and trees)

The proponent defers this work to detailed design phase.

- a. **Levels** - proposed levels shown on design plans will be approved with any concept DA consent. The documentation submitted provides very few proposed RLs. Coordination of finished levels with the seawall or Burroway Road is not assured. The promenade is raised approximately 0.5m - presumably to meet the proposed top of seawall – this needs to be confirmed. How does the elevated foreshore promenade level interface with Burroway Road which is at least 0.5m below? See below drawing excerpts.



Proposed TOK at Burroway Road RL2.15



Existing level at Burroway Road RL1.5

- b. **Trees** - proposed tree species for the promenade are acceptable in principle, although note that these trees are slow growing and have a relatively open canopy habit which may not be well suited to the proposed wind mitigation strategy. Further, confirmation is required that the trees will not be impacted by contaminated soils/capping layers to be confident they will thrive and be structurally sound in this environment. This information is required as part of the assessment process.

LANDSCAPING

Impacts of Contamination

As stated in Council's original submission and again in this submission, it is noted that no contamination report or Remediation Action Plan has been provided for this proposed development. Without knowing the proposed remediation strategy for the site, it is not possible to determine whether landscaping proposed is achievable or appropriate.

It is therefore considered imperative that the proposed landscape plan be coordinated with the remediation action plan to ensure planting is suitable. The soil depth, soil volume and finished levels need to be considered early on in the concept stage to ensure the proposed landscape design is achievable.

Should a capping layer be required as part of any remediation works (which is unknown at this stage) then it is recommended the ground level landscaped areas are treated the same as

planting on structure due to the restricted nature of the capping layer. A typical detail(s) is required to ensure the soil volume and depth, above the capping layer for example, is achieved as per prescribed standards of the Apartment Design Guide (ADG) – Part 4, 4P *Planting on Structures* -

- Typical tree planting on structure detail to show overall 800-1200mm soil depth.
- Typical shrub planting on structure detail to show minimum 500-600mm soil depth.

Without understanding the remediation requirements of the site, it is Council officers' opinion that the landscaping strategy cannot be endorsed.

Notwithstanding the potential impacts on landscaping due to any remediation strategies required on the site, the following comments are provided based upon the applicant's response to concerns raised in Council's original submission.

Landscape Plans – Treepits

- The treepit detail shown on 2.3 Water Sensitive Urban Design (WSUD) proposed along the promenade is not supported. It has adapted a citygreen standard detail to show a 300mm non-porous layer wrapping around the base of the treepit. This will create an anerobic condition, suppressing oxygen from the soil and preventing the root system to grow here. Water should not be held, stagnant, within the treepit. The tree should be watered regularly to keep it moist, free-draining and not saturated.
- This tree pit detail must be amended to delete the non-porous layer and replace it with a porous layer.
- The WSUD proposed treatment and re-use of the rainwater and stormwater run-off must consider other ways to retain water on the site.
- Note separately the treepit detail shows the rootball sunken below the finished level. The top of the tree rootball should be flush with the top of the soil level to stop moisture and debris build-up at the base of the trunk, which also leads to decline in the tree.

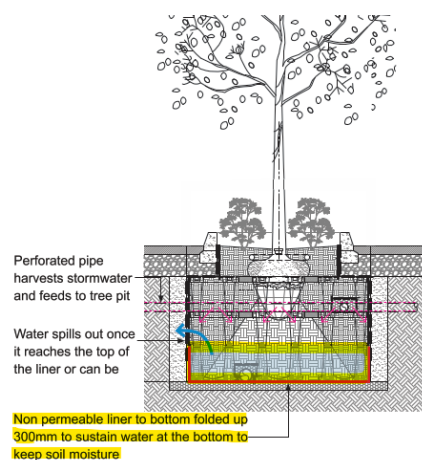


Figure 2.2: Wicking Bed system (Source: Adapted from Citygreen standard details)

In response to Council's comments above, the applicant has responded that the detail in the report is a typical 'City Green' detail and has not been altered.

Council officers disagree with this response and note the treepit detail (Figure 2.2) states it has been adapted (altered) from the original 'City Green' detail.

The non permeable liner at the base (now showing a 150mm high fold-up as opposed to the previously detailed 300mm high fold) is not typical and is not supported by Council. This liner will act like a pond or OSD and will hold water in the base of the treepit creating anerobic conditions which is detrimental to a trees' root development.

In addition, the adapted City Green treepit detail has restricted the extent of the strata vault system to the narrow landscape bed which is futile and not supported by Council. The strata vault system should be shown to extend under the surrounding paving to increase the uncompacted soil zone as per City Greens' design ethos and to ensure the trees have access to sufficient soil volume to thrive into maturity.

It is imperative the design and extent of the treepit is amended at the concept stage including the above requirements to ensure the success of the trees within the proposal.

Landscape Plans – Soil Coverage

- The 2.4 soil coverage (Fig 2.5) shows a series of disconnected, isolated planters and treepits across the development.
- To ensure the development meets, and preferably exceeds, the minimum soil volumes required to support the mature growth of the large to medium trees to thrive, it is advantageous for all isolated planting areas, including the treepits and island planters within the promenade, plaza and L3 podium courtyards', to be connected (contiguous) with the adjacent landscape areas to ensure each planting area will meet the prescribed soil volume as per the Part 4 ADG requirements. Potential measures to achieve this includes using structural soil and/or modular cells, below the paving levels to increase the soil volumes, and to introduce letterbox openings within the planter walls, for example, below paving levels, to ensure the plant root systems will have access to the adequate soil volumes across the development.

In response to Council's comments above, the applicant has responded that:

- The size of the individual gardens to the central through site link will yield around 32m³ which in its own right is in the range for a large sized tree
- Along the promenade the beds range between 30m³, 54m³ and 108m³.
- This can be further addressed through the detailed design as part of a future DA.

Council officers note that as per the ADG and industry best practice:

- a small tree requires 9m³ soil volume (3.5 x 3.5m)
- a medium-sized tree typically requires minimum 35m³ soil volume (6m x 6m)
- a large tree requires minimum 150m³ soil volume (10m x 10m)

The response states there will be 32m³ soil volume for each planter within the through-site-link which is inadequate for a large tree. This does not meet the minimum soil volume requirements as per the ADG.

This raises significant concern for the rest of the landscaped areas which show a similar size planter arrangement at ground level and within the podium L3 COS.

For example, the *Araucaria cunninghamii* (Hoop Pine) proposed along the promenade is a large tree and requires 150m³ soil volume yet the response states the beds along the promenade range between 30m³, 54m³ and 108m³, which is well below the minimum requirements.

The response also did not address Council's concern regarding the small, isolated planters on the podium L3 which show inadequate, disconnected soil volumes to support the mature growth of the proposed trees.

This is a critical element which needs to be addressed at the concept stage. It is recommended the planters are redesigned to show an increased and/or contiguous soil volume(s) to ensure the proposal meets the minimum soil volume requirements across the development.

Canopy Cover

To assist the proposal, deliver the canopy cover targets in the Greener Places Design Guide the above points regarding the landscape design address the critical ADG soil volume requirements to create a thriving landscape environment and encourage the trees to reach their full potential which in turn helps reach the tree canopy cover targets.

SOCIAL IMPACT COMMENTS

The documents submitted by the applicant do not indicate whether affordable housing will be provided in perpetuity or subject to time limits. References to the Housing SEPP 2021 density bonuses suggest that the affordable housing will be provided subject to a 15 year time limit.

The increased density permitted under the Housing SEPP has a permanent impact on demand for local infrastructure and services. However, the social benefit of affordable housing being included in the development is limited to 15 years, after which it is likely to be returned to the private market.

In Wentworth Point, 33.7% of households were paying more than 30% of their income on rent in 2021, compared to 31.1% of households across City of Parramatta.

Council's Affordable Housing Action Plan (AHAP) establishes that Council supports the provision of affordable housing in perpetuity, to increase the long-term supply of affordable housing.

Landcom should consider the provision of affordable housing in perpetuity, in line with its goal to demonstrate leadership in affordable housing.

Given the above, Council officers strongly recommend the following be provided for:

1. That affordable housing be provided in perpetuity, not subject to time limits. The increased density permitted under the Housing SEPP has a permanent impact on demand for local infrastructure and services. However, the social benefit of affordable housing being included in the development is limited to 15 years, after which it is likely to be returned to the private market. Landcom should consider the provision of affordable housing in perpetuity, in line with its goal to demonstrate leadership in affordable housing.
2. That, at the detailed DA stage, a diverse mix of unit sizes to meet the needs of different household types and consider Western Sydney Local Health District's (WSLHD) [Healthy Higher Density Living for Families and Children Guide](#) to support the design of a family-friendly development.

AMENITY IMPACTS

Protection of Safety and Privacy of the Wentworth Point High School students

The proposed development will overlook the adjoining high school and school facilities.

A balance needs to be achieved for views, outlook and surveillance of the public domain with the need for privacy. The internal layout of buildings and other elements such as balconies and decks should be designed to minimise the overlooking of adjoining sensitive uses such as the adjoining high school.

Increased visual and acoustic privacy could be achieved through the building design elements such as recessed balconies and/or vertical fins between adjacent balconies, oblique windows, fencing, vegetation, louvres and pergolas which limit overlooking of and adjoining school yards. Consideration should also be given to warning features at driveway entrances for pedestrian safety.

Whilst it is acknowledged that the details of this may be assessed at a detailed design stage, the applicant has not addressed how it can be achieved at the detailed DA stage. This is important to consider at the concept stage as the building envelopes will be approved as part of the concept which sets the basis for the detailed DA design. It is unknown whether such matters as landscaping and setbacks be achieved once building envelopes have been approved. The applicant should provide commentary on how this will be achieved to provide some certainty at the detailed DA stage.

CATCHMENT MANAGEMENT

Council officers had provided comments with respect to flooding and stormwater matters with the original submission. These matters related to:

- flood impacts and risk assessment
- site discharge locations
- riparian corridors.

Drawing No. DA-101 Rev1

Waste Collection

Council will be the authority to collect residential waste from this future development. Consideration of the design requirements for Council vehicle access and maneuverability on site should be undertaken now as increased head heights on driveways and within buildings needs to be catered for.

The applicant's response to the identification of general access arrangements is noted, however no plans demonstrating future compliance has been indicated. Vehicle heights and internal area required for waste vehicle access on both blocks would significantly impact the building design (particularly in terms of head height requirements and upon the streetscape appearance of Ridge Road). It would also impact car parking opportunities. Access for Council's waste vehicles along Ridge Road and into the loading areas should be demonstrated now. This will not be able to be resolved at detailed DA stage if access cannot be accommodated.

Sydney Water Sewer Restrictions

Clause 6.7(1)(c) of Parramatta LEP 2023 states that development consent must not be granted to development unless the consent authority is satisfied the following essential services are available, or that adequate arrangements have been made to make them available when required — (c) the disposal and management of sewage.

Council officers are aware of the current issues pertaining to the capacity loading of Sydney Water sewer assets and restricted connection being available. The applicant should be considering this utility issue early in the development process as this may impact upon the design of the building (for example, provision of on-site sewer tanks and access by waste collection vehicles).

The applicant has not adequately addressed this issue. Site servicing is a requirement for consideration at both concept and detailed DA stages of development. The arrangements for disposal and management of sewage has not been demonstrated. Potential alternative arrangements to Sydney Water connection could possibly include either trucking waste off site or having an on-site wastewater treatment plant. Both of these options have significant impacts on the design of the building and on the costs payable for future residents.

This is a critical access to infrastructure requirement that may have major impacts on design and affordability and needs to be addressed before any consent is granted.