

beam

Scoping Report

Amending Concept State Significant Development Application
In-fill Affordable Housing
37-39 Hill Road, Wentworth Point (Blocks A-B)

Prepared for Homebush Bay Properties Pty Limited

Beam Planning acknowledge that Aboriginal and Torres Strait Islander peoples are the First Peoples and Traditional Custodians of Australia. We pay respect to Elders past and present and commit to respecting the lands we walk on, and the communities we work with.

Authors:

Michael Rowe
Director

mrowe@beamplanning.com.au
0403 043 345



Matthew Norman
Principal Planner

mnorman@beamplanning.com.au



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1.0 Introduction

This Scoping Report has been prepared by Beam Planning on behalf of Homebush Bay Properties Pty Limited to request the Secretary's Environmental Assessment Requirements (SEARs) for an Amending State Significant Development (SSD) Concept Application at 37-39 Hill Road, Wentworth Point (the site).

Concept DA 999/2017 (as amended) granted approval for building envelopes across four development blocks, known as Blocks A-D, comprising approximately 97,000m² of residential floor space, approximately 200m² of retail floor space, above ground parking, new north south roads, a public park and landscaping and public domain works.

Consistent with the principles of the Infill Affordable Housing provisions of State Environmental Planning Policy (Housing) 2021 (Housing SEPP), this proposal seeks to amend the Concept DA to facilitate a 30% increase in residential floor space and the provision of 15% affordable housing in Blocks A and B which will be managed by a community housing provider (CHP) for a minimum 15 years. The proposal achieves the additional floor space by increasing the height of existing buildings (predominantly within the existing tower building) and the provision of a new tower. A detailed description of the proposal is provided in **Section 3**.

An "Amending DA" is a DA that grants consent to a new development whilst concurrently using the power under Section 4.57 of the EP&A Act to impose a condition that modifies another existing development consent. In effect, it utilises the existing consent (DA 999/2017), whilst amending components of that approval as a separate consent. Whilst this might ordinarily be done via Section 4.56 Modification, the nature of the changes proposed would in this case not be considered 'substantially the same development' as required to satisfy the specific requirements of Section 4.56 of the EP&A Act and therefore the Amending DA is a more appropriate pathway.

The proposed development is classified as SSD pursuant to clause 26A(1)(a)(i), Schedule 1 of the *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP), as it is located within the Six Cities Region, has an EDC of over \$75 million (see EDC Report at **Attachment A**) and no part of the proposed development is prohibited. The proposed affordable housing is to be managed by a registered CHP for a minimum of 15 years.

This Scoping Report has been prepared with consideration of the Department of Planning, Housing and Infrastructure's (the Department) *State Significant Development Guidelines* (March 2024). It provides an overview of the project, sets out the statutory context, and identifies the key likely environmental and planning impacts that will be considered as part application.

The Applicant

Applicant	Homebush Bay Properties Pty Limited
ABN	84 000 360 538
Address	37-39 Hill Road, Wentworth Point, NSW 2127

1.1 Addressing Sydney's Housing Crisis and the Origin of this Proposal

Housing is the biggest single cost of living pressure, with mortgage payments or rent the largest expense for most households in NSW. Evidence shows that housing supply isn't keeping up with demand. Despite NSW having the largest population, the largest expected increase in population, the highest rents and the highest medium house prices, in 2023 NSW recorded fewer overall completions than Victoria – despite NSW's higher population, producing about 6 homes for every 1000 people each year, compared to 8 in Victoria and 9 in Queensland.

A key priority for the NSW Government is tackling the housing crisis by facilitating the increased supply of social and affordable housing for low-income households and essential workers. On 14 December 2023 the NSW Government implemented in-fill affordable housing reforms to encourage private developers to boost affordable housing and deliver more market housing. The reforms included a FSR bonus of 20–30% and a height bonus of 20–30% for projects that include at least 10-15% of gross floor area (GFA) as affordable housing.

In the context of Sydney's housing crisis and the recent NSW Government reforms, this proposal seeks to amend the original DA approval to apply the principle of providing 15% affordable housing in return for an increase in FSR and height of approximately 30%.

As outlined within **Section 4**, due to the historical planning regime in Wentworth Point, the site is not subject to a Local Environmental Plan and is technically not eligible for the building height or FSR bonuses for in-fill affordable housing under the Housing SEPP. Notwithstanding this, the proposed amending SSDA seeks to rely on a merit based approach that applies the 30% building height and floor space bonus otherwise available under the Housing SEPP.

1.2 The Approved Concept DA

On 16 March 2016, DA/19/2015 for a staged concept proposal to establish building locations and envelopes on Blocks A, B, C and D was approved by the then Sydney West Joint Regional Planning Panel. The Concept DA included building heights, setbacks, parking, new roads and landscaping. Specifically, the Concept DA granted approval for the following:

- The layout of building envelopes across Blocks A - D, including heights, setbacks and illustrative layouts;
- A maximum floor space of 97,087m² across Blocks A - D comprising:
 - a maximum total residential floor space across Blocks A - D of 96,482m²;
 - a minimum amount of commercial floor space (405m²) adjacent to the proposed public open space within Block B;
 - 200m² of retail space in Block D adjacent to the foreshore;
- Provision of up to five levels (totalling approximately 77,500m²) of above ground parking flanked by residential uses;
- Provision of three new north-south roads within the site, and one new east-west road along the site's northern boundary providing an access point to Hill Road;
- Realignment of Marine Parade; and
- Landscaping and public domain works.

Modification to the Concept Approval (DA/999/2017)

The Concept DA was modified by the Sydney Central City Planning Panel on 5 December 2018. The modifications included:

- Redistribution and realignment of built form;
- Revised location and height of residential towers;
- Repositioning of the public park;
- Reduction in extent of podium car parking; and
- Separation of development blocks and confirmation of car parking numbers.

Current Status under the Concept Approval

The status of the four development blocks is as follows:

- Blocks A and B – The subject site. These blocks are subject to the Concept Consent however have not yet progressed to detailed development applications;

- Block C - Has an approved detailed development consent (DA904/2022) and is subject to a proposed modification application with Parramatta City Council however has not yet commenced construction; and
- Block D - Is subject to a development consent (DA DA/1040/2017) which has been completed and is now occupied.

The approved Concept DA is illustrated in **Figure 1** below.

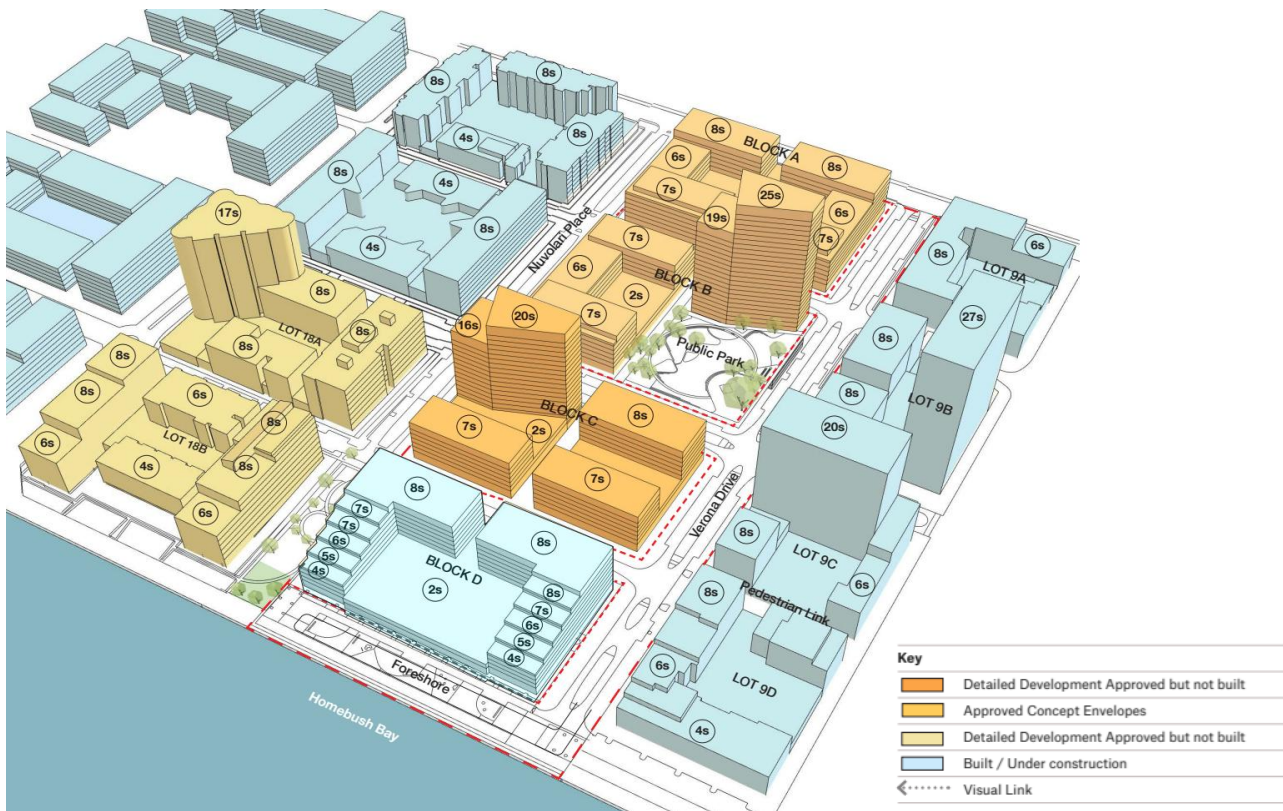


Figure 1 37-39 Hill Road, Wentworth Point – Concept DA envelopes, as amended

1.3 The Site

The 37-39 Hill Road, Wentworth Point site is located on the Wentworth Point peninsula, approximately 6km to the east of the Parramatta CBD, within the City of Parramatta Local Government Area (LGA). The broader site is approximately 62,360m² in area and has street frontages to Hill Road to the north-west of approximately 170m, Verona Drive to the north, Nuvolari Place to the south and Homebush Bay to the east. The Amending SSDA site only relates to Blocks A and B below.

The site is located within the Wentworth Point Precinct and as such has access to high capacity public transport in Rhodes. The locality includes a ferry terminal with access from Burroway Road and a bus, pedestrian and cycle bridge connecting the Wentworth Point and Rhodes peninsulas. The future Stage 2 Parramatta Light Rail project is also anticipated to provide two stations within Wentworth Point.

Figures 2 and **3** below provide a regional context and aerial image for the site respectively.

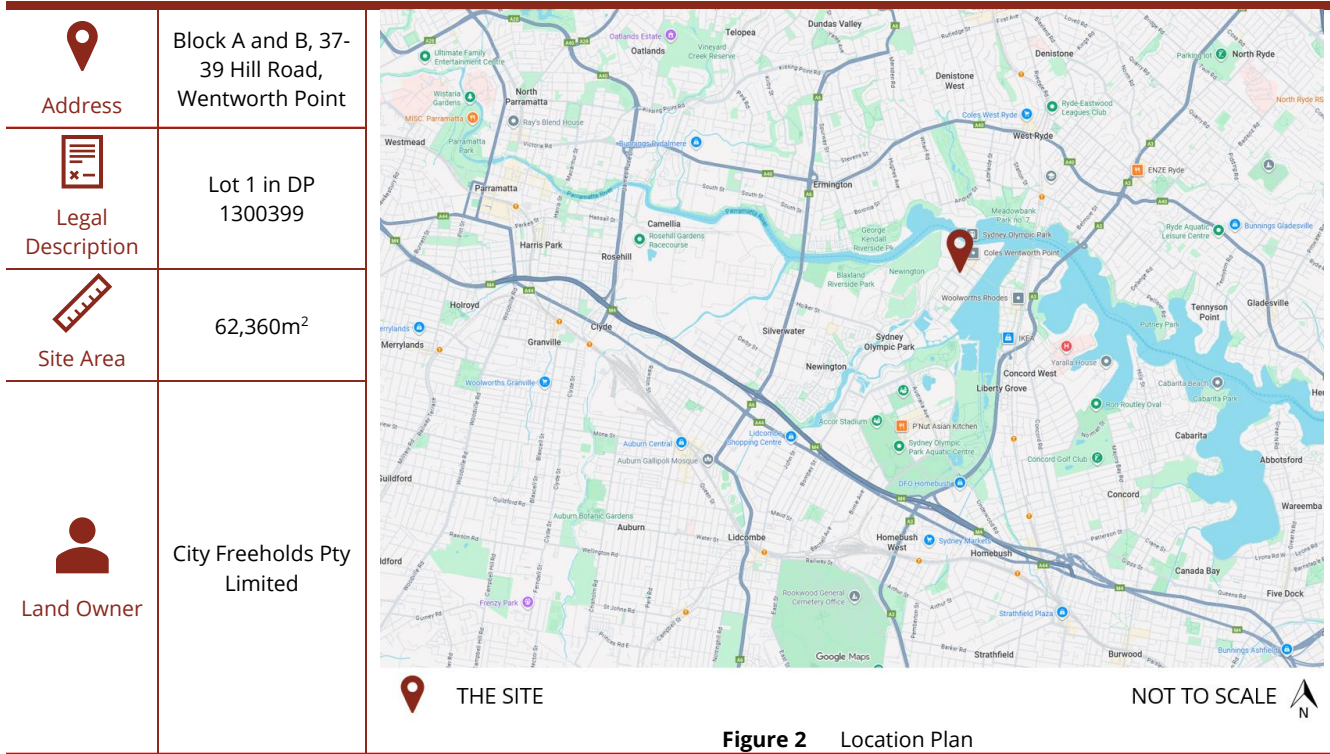


Figure 2 Location Plan



 **THE SITE**

NOT TO SCALE







Figure 3 Aerial Photo

Surrounding Development

The Wentworth Point precinct comprises a mix of land uses including, residential, educational and small scale commercial and retail uses. Development surrounding the site generally comprises a series of large scale residential buildings generally with street wall heights of 8 storeys and larger residential towers up to 25 storeys in height. It is noted that there is also a Housing Delivery Authority (HDA) proposal currently being considered for two 50 storey towers.

A description of surrounding development is provided in **Table 1** below.

Table 1 Existing Surrounding Development




 North	<p>Land immediately to the north of the site between Verona Drive and Half Street consists of an existing 19-storey residential tower at 13 Verona Drive and a 25 storey tower at 46 Savona Drive. Development along Verona drive generally comprises residential dwellings with an 8-storey street wall height.</p> <p>Further to the north is the Wentworth Point Public School, Ferry terminal, Peninsula Park and a range of residential, commercial and retail uses. The area is generally characterised as high density residential and includes high quality public domain elements such as pedestrian infrastructure, street planting and lighting as well as parks and open spaces.</p>
 South	<p>To the south of the site is Nuvolari Place with development to the south comprising residential buildings, generally with an 8-storey street wall height. The eastern part of the site (closest to the waterfront) is yet to be redeveloped and still contains industrial / warehouse buildings, however is anticipated to be redeveloped for residential purposes in the future.</p>
 East	<p>To the east of the site is Block C which is subject to Development Consent DA/904/2022 for a 300 dwelling residential development across 4 buildings with heights ranging from 7 storeys to 20 storeys. The development consent is subject to a proposed modification to Parramatta City Council that seeks design alterations and an increase in the total number of dwellings to 322.</p> <p>Further to the east is Block D an approved and constructed residential development adjacent to the waterfront comprising approximately 200 dwellings. Blocks C and D are retained within the City Freehold ownership.</p> <p>Further to the east, is Homebush Bay and the Rhodes Peninsula. Rhodes has undergone significant urban changes, being developed for high density residential uses in the northern part and along Homebush Bay and for retail and commercial uses in the south-east. Rhodes train station provides convenient access to the Sydney CBD.</p>
 West	<p>To the west of the site is Hill Road. On the western side of Hill Road lies Millennium Park and Millennium Hill, part of the wider Sydney Olympic Park.</p>



2.0 Strategic Context

This section identifies the key strategic matters for consideration that are likely to be relevant to the justification and evaluation of the project and will be investigated in more detail in the EIS. **Table 2** below outlines at a high level how the proposal is consistent with the relevant strategic plans and strategies.

Table 2 Consistency of the project with relevant strategic plans

Strategic Plan	Strategic Context
National Housing Accord 2022	<p>The National Housing Accord (the Accord) brings together all levels of government, investors, and the residential development, building and construction sector to unlock quality, affordable housing supply over the medium term. It includes an initial aspirational target agreed by all parties to build one million new well-located homes across Australia over 5 years from mid-2024. As part of the Accord, the Commonwealth has committed \$350 million over 5 years from 2024-25 to support the delivery of 10,000 affordable homes. State and territory governments have agreed to build on this commitment to support the delivery of up to an additional 10,000 affordable homes. This enables delivery of a combined total of up to 20,000 affordable homes under the Accord. NSW has committed to delivering 3,100 well-located affordable homes between 2024-2029. Desirable thresholds for 'convenient accesses are 30 minutes' commute to jobs, and 15/20 minutes' walk or cycle to other amenities.</p> <p>The proposal is directly aligned with the National Housing Accord in that it will deliver approximately 15,520m² of additional residential floor space, of which 15% will be dedicated as affordable housing and managed by a CHP for a minimum of 15 years. Its strategic location in Wentworth Point in close proximity to major transport, jobs, education and community facilities ensures that the affordable housing delivered will be both well-located and highly accessible, consistent with the objectives of the Accord.</p>
Housing 2041 – NSW Housing Strategy	<p>The proposed development aligns strategically with the NSW Government's <i>Housing 2041</i> strategy, reflecting key policies and objectives aimed at addressing housing challenges across the state. <i>Housing 2041</i> outlines a comprehensive vision for housing over the next two decades, encompassing housing diversity, affordability, and resilience, supported by four key pillars: supply, diversity, affordability, and resilience.</p> <ul style="list-style-type: none"> • Supply: Under <i>Housing 2041</i>, strategic housing supply is crucial, ensuring development is in suitable locations and timed appropriately to meet population demands. The proposal will deliver approximately 15,520m² of additional residential floor space, of which 15% will be affordable housing within Wentworth Point, a centre designated for increased growth due to its location proximate to high capacity public transport and essential services. • Diversity: Diversity in housing typologies is a key aim of the proposal. The development will provide a range of apartment types, layouts and sizes along with affordable housing, promoting housing diversity. The proposal will also feature high quality communal and private open spaces, aimed at creating a range of different spaces for a diverse community. Accordingly, the development will support a demographically diverse resident base, aligning with <i>Housing 2041</i>'s focus on housing diversity and community integration. • Affordability: Not only will the project assist in alleviating housing affordability concerns by delivering more housing supply, but it will also provide a minimum of 15% of total GFA as affordable housing (approximately for 15 years). This directly supports the Strategy's focus on improving access to housing for lower-income households in locations that offer access to transport, employment, and services. • Resilience: The proposal will be delivered in accordance with sustainability principles, including compliance with minimum energy efficiency standards and high-quality landscaped open spaces. These features support climate resilience, long-term housing quality, and enhanced liveability outcomes for future residents
NSW Government Housing Targets	<p>The NSW Government has released 5-year housing completion targets to help address the housing crisis. Under the recently released targets, 19,500 new dwellings are required to be delivered in the Parramatta LGA by 2029. The project contributes to the achievement of these targets by providing approximately 15,520m² of additional residential floor space, of which 15% will be affordable housing on a well-located site. The proposal supports the timely delivery of new housing stock in an area identified for growth and urban consolidation.</p>
NSW State Infrastructure Strategy (SIS) 2022-2042 (2022)	<p>The <i>SIS 2022</i> sets out Infrastructure NSW's advice on the infrastructure needs and priorities of the State for the next twenty years. Infrastructure NSW recommends the State prioritises a combination of smaller and medium-sized projects, in many cases delivered in stages over multi-year programs, as the focus moves away from megaprojects. The main 2022 SIS objectives and strategic directions are achieved by the proposed development:</p> <ul style="list-style-type: none"> • Boost economy-wide productivity and competitiveness: By delivering increased housing (including affordable housing) in a transit-orientated location, the development supports economic growth by enabling a diverse workforce to access employment opportunities in Greater Sydney. The proposal will also result in substantial construction jobs and will facilitate homes in a location close to jobs. • Service growing communities: NSW must deliver quality infrastructure to match population growth and the evolving needs of its citizens. This includes better access to essential services for vulnerable and disadvantaged

Strategic Plan	Strategic Context
	<p>communities, and delivering secure, affordable and diverse housing. The proposed development enhances housing support and affordability by providing affordable housing in a well-located area with access to services and public transport.</p> <ul style="list-style-type: none"> • Embed reliability and resilience: The development incorporates design features and infrastructure compatible with resilience objectives that ensure long-term durability and community safety. • Integrate infrastructure, land use and service planning: The proposed development achieves this goal by integrating diverse housing types, amenities and essential services close to existing public transport. This approach optimises infrastructure capacity while coordinating land use and service planning to meet comprehensive community needs in a sustainable manner.
<p>Net Zero Plan Stage 1: 2020-2030</p>	<p>The NSW Government has set an objective to achieve net zero emissions by 2050 by creating new jobs, cutting household costs and attracting investment. Hence, the adoption of the Net Zero Plan Stage 1: 2020-2030, which is the foundation for NSW's action on climate change and goal to reach net zero emissions. Through the implementation of a number ecologically sustainable development initiatives, the proposed development will contribute to the NSW Government to achieve net zero by 2050.</p>
<p>Greater Sydney Region Plan – A Metropolis of Three Cities and Central City District Plan.</p>	<p>The project supports the Greater Sydney Region Plan's vision of a metropolis of three interconnected cities, where residents live within 30 minutes of jobs, education, and services. By offering increased housing diversity and affordable options close to public transport infrastructure and amenities, the project promotes the plan's goal of improving housing supply, diversity, and affordability. Additionally, the inclusion of communal open space and environmentally conscious design contributes to the region's liveability and sustainability objectives.</p> <p>Infrastructure supporting new developments</p>  <p>Objective 1 – Infrastructure supports the three cities The proposal aligns with Objective 1 by integrating land use and infrastructure to support a 30-minute city vision. Situated in close proximity to Rhodes train station and the future Stage 2 of the Parramatta Light Rail, it promotes efficient connectivity and equitable access to jobs, housing, and services.</p> <p>Objective 2 – Infrastructure aligns with forecast growth – growth infrastructure compact The proposal aligns with Objective 2 by leveraging the recently amended Housing SEPP provisions to incorporate a significant proportion of affordable housing helping to meet the forecast growth needed in Parramatta. The development also supports infrastructure adaption by intensifying land use in a well-connected urban precinct, ensuring housing supply aligns with population increases without overburdening existing infrastructure.</p> <p>Objective 4 – Infrastructure use is optimised The development optimises infrastructure use by locating additional homes (including affordable housing) within a transit-orientated location within close proximity to high capacity public transport.</p> <p>A city for people</p>  <p>Objective 6 - Services and infrastructure meet communities' changing needs The project addresses Parramatta's growing population and housing stress by introducing additional and affordable housing into an existing planned community that provides for high quality communal spaces. These features are designed to meet the diverse and evolving needs of the community, particularly low-income households and key workers.</p> <p>Objective 7 - Communities are healthy, resilient and socially connected The inclusion of affordable housing and communal amenities fosters social resilience and connectedness. The project enhances Parramatta and Wentworth Point's urban fabric, creating opportunities for diverse social interactions and promoting healthy, sustainable living.</p> <p>Housing in the city</p>  <p>Objective 10 - Greater housing supply The proposal significantly contributes to housing supply by delivering approximately new dwellings in a well-located centre, supporting Sydney's housing targets and directly responding to growth forecasts for the Central River City.</p> <p>Objective 11 - Housing is more diverse and affordable The development will deliver a mix of dwelling types and tenures, including affordable housing units managed by a registered CHP for a minimum of 15 years. This ensures long-term affordability outcomes, provides housing choice for a range of households, and addresses the pressing need for affordable housing.</p> <p>A well-connected city</p> <p>Objective 14 - A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities The proposal creates a transit-oriented development, located within Wentworth Point, supports the 30-minute city objective by improving residents' access to jobs, services, and</p>

Strategic Plan	Strategic Context
	<p>amenities within a short commute. This fosters connectivity and liveability within the Central River City.</p> <p> An efficient city</p> <p>Objective 33 - A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change</p> <p>The proposal integrates ESD initiatives, including energy-efficient systems, passive design principles, and reduced car dependency through its walkable and transit-connected location. Together, these measures contribute to reducing carbon emissions and advancing the State's net-zero emissions target.</p> <p>Objective 34 - Energy and water flows are captured, used and re-used</p> <p>Sustainability is central to the design, with features aimed at optimising energy and water efficiency.</p> <p>Objective 35 - More waste is re-used and recycled to support the development of a circular economy</p> <p>The project supports circular economy principles by incorporating infrastructure for waste management and storage facilities that promote effective recycling practices.</p> <p> A resilient city</p> <p>Objective 36 - People and places adapt to climate change and future shocks and stresses</p> <p>The development's sustainable design, energy efficiency and resilience-focussed approach prepare it to withstand future challenges related to climate change and urban stresses, ensuring long-term adaptability.</p> <p>Objective 37 - Exposure to natural and urban hazards is reduced</p> <p>The proposal addresses urban hazards by incorporating design features that enhance safety and minimise environmental risks.</p>
<p>Our Greater Sydney 2056: Central City District Plan</p>	<p>The Central City District Plan is a 20-year plan to manage growth and change across the district. The District Plan contains strategic directions, planning priorities and actions that support the implementation of the Greater Sydney Region Plan at a district-level, as well as inform local strategic planning statements, environmental plans and other strategic documents. The proposal will help deliver a number of the planning priorities of the Central City District Plan, including:</p> <ul style="list-style-type: none"> • Planning Priority N5 - Providing housing supply, choice and affordability, with access to jobs, services and public transport: the proposal will facilitate the delivery of new dwellings of varying types and sizes and including affordable housing, located close to public transport and with access to the Parramatta and Sydney CBDs. • Planning Priority N7 - Growing a stronger and more competitive Greater Parramatta: the proposal will locate additional housing in close proximity to the Parramatta and Sydney CBDs in a location that is well serviced by public transport. • Planning Priority N9 - Delivering integrated land use and transport planning and a 30-minute city: the proposal will support the delivery of '30-minute cities', by delivering a mix of uses and active transport infrastructure.
<p>The Sydney Plan (draft)</p>	<p>The Sydney Plan was placed on public exhibition in December 2025. The Sydney Plan will replace the 2018 Greater Sydney Region Plan and provide a statewide planning policy that sits within the State Land Use Plan. The Draft Sydney Plan provides a 20 year strategic land use and growth plan for the Sydney region through to 2045.</p> <p>The site is located in close proximity to the Parramatta CBD. The plan emphasises the need to provide well located houses. The site provides the opportunity to provide additional diverse and well located housing including affordable housing in an existing residential community and in close proximity to a CBD and high capacity public transport.</p>
<p>Parramatta Local Strategic Planning Statement</p>	<p>The project is consistent with the Parramatta Local Strategic Planning Statement (LSPS) which identifies Wentworth Point as a Local Centre and identifies that the precinct will accommodate an additional 8,980 dwellings to 2036.</p> <p>The proposal provides diverse housing options located in close proximity to transport and as such achieves planning priority 7 to provide diverse housing types and sizes to meet community needs into the future. The provision of affordable housing supports planning priority 8, to incentivise affordable rental housing delivery and provide for permanent affordable housing.</p>
<p>Parramatta Local Housing Strategy</p>	<p>The proposed development aligns with the Parramatta Local Housing Strategy's priorities including:</p> <ul style="list-style-type: none"> • Planning Priority C3 - Providing services and community infrastructure to meet people's changing needs by providing housing in an established residential precinct with existing high quality services and infrastructure.

Strategic Plan	Strategic Context
	<ul style="list-style-type: none"> • Planning Priority C5 - Providing housing supply, choice and affordability, with access to jobs, services and public transport by providing a diverse range of housing including affordable housing in close proximity to public transport. • Planning Priority C9 - Delivering integrated land use and transport planning and a 30-minute city by locating additional housing in an area well served by public transport and in close proximity to jobs.
Future Transport 2056	Future Transport 2056 outlines a 40-year vision for the transport system in NSW, focusing on connectivity, accessibility, sustainability and integration of land use and transport planning. This project aligns with the vision and principles of Future Transport 2056 by providing housing (including affordable housing) close to existing transport infrastructure.

2.1 Potential Cumulative Impacts

The site is located in Wentworth Point which is a well established high density residential precinct and a local centre under the Parramatta LSPS. In this regard, the precinct is characterised by high rise residential developments and has access to a range of high quality community and transport services.

The proposal has been designed to have regard to the existing and future redevelopment of surrounding properties and will consider cumulative impacts as part of the Environmental Impact Statement (EIS). These considerations will inform the assessment of built form impacts, traffic generation, infrastructure servicing, overshadowing, privacy and amenity to ensure a coordinated outcome for the local area.

3.0 The Proposal

An overview of the proposal is provided below.

Overview of the Project



Project Area



 THE SITE (BLOCK A AND B)

NOT TO SCALE



Figure 4 Location of the Project (Block A and B)

The purpose of the Amending SSDA is to provide for an increase in residential floor space within Blocks A and B and provide affordable housing in line with the provisions under Part 2, Division 1, In-fill affordable housing of the Housing SEPP. Specifically, the proposed amending SSDA seeks to amend the existing Concept DA (DA/999/2017) to provide:



Uses

- An increase in the approved building envelope heights of 1-13 storeys on Block A including a new tower form;
- An increase in the approved building height envelopes of 1-8 storeys on Block B; and
- A total increase in floor space of approximately 30% being approximately 15,520m² of residential floor space, including 10,142m² of affordable housing floor space; and
- An increase in of car parking spaces within the existing basement.

The Amending SSDA will retain the minimum commercial floor space (405m²), consistent with the Approved Concept DA.

Indicative drawings illustrating the proposed increase in the height of the tower forms and the street wall heights are included at **Figures 5** and **6** below. The final heights and distribution of massing will continue to be refined as part of the SSD process.



Figure 5 Proposed increased height to tower forms

Source: Bates Smart



Figure 6 Proposed increased in street wall heights

Source: Bates Smart

3.1 Consideration of Alternatives

A range of development options have been considered during the planning process to determine the most appropriate outcome for the site. These options were evaluated in terms of feasibility, merit, urban design outcomes and broader community benefit.

The following alternatives were considered as part of the process leading to this proposal.

Option 1: Do Nothing

Under this option, the site would either remain in its current form as light industrial uses. Leaving the site undeveloped would also be inconsistent with the long term planning for Wentworth Point as well as the objectives of the Greater Sydney Region Plan, the Central City District Plan, and the Parramatta LSPS, all of which identify land in close proximity to transport, services and jobs as a focus area for growth and renewal. In this context, the “do nothing” option is not considered to be a reasonable or an appropriate outcome.

Option 2: Develop the site in accordance with the Homebush Bay West Development Control Plan

Under this option, the site would be developed under the existing approval for residential accommodation. Given its location within close proximity to the Parramatta CBD, Rhodes Train Station, future Stage 2 of the Parramatta Light Rail stations as well as the significant public infrastructure available in Wentworth Point, this outcome would represent an underutilisation of strategically important land and not contribute to housing supply within the site’s potential. Importantly it would fail to provide affordable housing, noting the current approval has no requirement to deliver any affordable housing on site.

Option 2: The Proposal

The proposal represents the most balanced and beneficial option for the site, granted its location. It facilitates the delivery of much needed housing, including affordable housing, in a location identified for additional housing. The development facilitates the delivery of higher density residential accommodation in an area zoned for residential uses and in close proximity to major transport and services. The development will support surrounding mixed use centres through the delivery of 15,520m² of additional residential floor space with 15% of dwellings to be provided as affordable housing for 15 years.

In summary, the proposed development is the most appropriate and strategic outcome for the site as it directly responds to community need and planning priorities across all levels of government.

4.0 Statutory Context

This section provides an overview of the key statutory requirements for the project.

Matter	Comments
Power to Grant Consent	<p>The proposal is an amending SSDA for the purpose of a residential development which will comprise a residential market and an in-fill affordable housing component.</p> <p>In accordance with Schedule 1, Clause 26A, of the Planning Systems SEPP, the development qualifies as SSDA, as it is located within the Six Cities Region, has an EDC of over \$75 million (see EDC Report at Attachment A) and no part of the proposed development is prohibited. The proposed affordable housing is to be managed by a registered CHP for a minimum of 15 years.</p>
Permissibility	<p>State Environmental Planning Policy (Precincts—Central River City) 2021 (Central River City SEPP). The site is within the Homebush Bay Area for the purposes of Chapter 4 of the Central River City SEPP. Pursuant to section 4.9(1) of the Central River City SEPP Development of land within the Homebush Bay Area may be carried out for any purpose that the consent authority considers to be consistent with any one or more of the planning objectives for the Homebush Bay Area.</p> <p>Section 4.10 of the Central River City SEPP provides planning objectives including 4.10(c) <i>to promote a variety of types of development and land uses other than those referred to in paragraph (a) (for example, commercial, retail, industrial, residential, recreational, open space, institutional and tourism uses), but only if the type and scale of those uses do not prevent the use or reduce the attractiveness or suitability of the Homebush Bay Area, and Sydney Olympic Park in particular, for development referred to in paragraph (a), (emphasis added)</i></p> <p>The proposed amending SSDA continues to provide residential uses and does not seek to change the approved land use on the site. As such it continues to support and achieve the planning objective set out in section 4.10(c) and is permissible on the site.</p> <p>State Environmental Planning Policy (Housing) 2021 (Housing SEPP) Chapter 2, Part 2, Division 1 in-fill affordable housing of the Housing SEPP applies to the development because it is permitted with consent, provides at least 10% affordable housing and is carried out in an accessible area within the six-cities region. The site is located in an accessible area because it is located within 800m of a public entrance to a wharf from which a Sydney Ferries ferry service operate. The site is also located within 400m of a bus stop with a regular bus service.</p> <p>While the proposal is subject to the in-fill affordable housing provisions in Part 2 of the Housing SEPP, it is however unable to rely on the bonus building height and FSR provisions under section 16 and 18 as there is no maximum permissible building height or FSR controls for the site by virtue of the site being a deferred matter under the <i>Parramatta Local Environmental Plan 2023</i> (Parramatta LEP) and is subject to the building height and floor space controls in the Homebush Bay West Development Control Plan (Amendment No. 1) 2013 (Homebush Bay West DCP).</p> <p>Section 16 and 18 of the Housing SEPP operate by providing a bonus to be applied in addition to the maximum permissible building height or FSR control that applies to the site. As the building height and floor space provisions relevant to the site are contained within the Homebush Bay West DCP, these are not considered to be 'maximum permissible' standards and as such are not able to be applied for the purposes of the bonus in sections 16 or 18 (refer to legal advice provided under separate cover). Notwithstanding this, the proposal seeks to deliver the same affordable housing incentive provisions on the site through a variation to the DCP controls. In this regard, the proposal will deliver:</p> <ul style="list-style-type: none"> • Approximately 30% increase in total floor space on Blocks A and B and provision of 15% of the total floor space as affordable housing, to be managed by a CHP for a period of 15 years; and • A varying increase to building heights established around an urban design review of the site and the precinct rather than a blanket 30% increase. This approach maintains the established 8 storey street wall height within the precinct and focuses additional building height on existing and new residential tower forms that are commensurate in scale with the existing development approved on the site and in the precinct, refer to Figures 5 and 6 above.

Matter	Comments
Key Development controls	<p>Floor Space and Density The floor space and public open space requirements are contained within section 5.3.1 of the Homebush Bay West DCP. The precinct (comprising Blocks A-D) has a maximum allowable floor space of 97,087m². The proposal will seek to increase the total allowable floor space on Blocks A and B.</p>
	<p>Building Height The building height controls for the site are contained within section 5.3.2 of the Homebush Bay West DCP.</p> <p>The maximum overall height for any building is 25 storeys and otherwise as shown on the revised Building Height Diagram and Tower Height Diagram. The proposal will seek an increase in the height of buildings as well as the location of towers on the site.</p>
Other Approvals	<ul style="list-style-type: none"> • Biodiversity Conservation Act 2016 – Due to the nature of the site being cleared of any contiguous vegetation and the development being an addition to existing built forms, a waiver to the requirement for a Biodiversity Development Assessment Report will be sought. • Sydney Water Act 1994 - Section 78 of the <i>Sydney Water Act 1994</i> requires consent authorities to notify Sydney Water where an application for development could affect Sydney Water services. Accordingly, the Applicant will consult with Sydney Water during the preparation of the EIS if deemed necessary. <p><u>Approvals not applicable:</u></p> <ul style="list-style-type: none"> • An approval under Part 4, or an excavation permit under section 139, of the Heritage Act 1977; and • An Aboriginal heritage impact permit under section 90 of the National Parks and Wildlife Act 1974 (to be confirmed).
Pre-conditions to exercising the power to grant consent	<p>State Environmental Planning Policy (Precincts—Central River City) 2021 (Central River City SEPP). Section 4.11 – Matters for consideration in determining development applications of the Central River City SEPP contains provisions that the consent authority must consider including —</p> <ul style="list-style-type: none"> (a) any relevant master plan prepared for the Homebush Bay Area, (b) any development control plans prepared for the land to which the application relates (d) the appearance, from the waterway and the foreshores, of the development, (e) the impact of the development on significant views, (f) the effect of the development on drainage patterns, ground water, flood patterns and wetland viability, (g) the extent to which the development encompasses the principles of ecologically sustainable development, (j) the views of the public and other authorities which have been consulted by the consent authority under this Chapter, (k) the issues listed in Schedule 7. <p>These matters will be addressed in the EIS.</p> <p>Section 4.13 – Master plans provides that development consent must not be granted unless</p> <ul style="list-style-type: none"> (a) there is a master plan for the subject land, and (b) the consent authority has taken the master plan into consideration, and (c) the development is consistent with the master plan, except as provided by this clause. <p>(2) The Minister may waive compliance with the requirements of this clause because of the minor nature of the development concerned, the adequacy of the planning controls that apply to the proposed development or for such other reason as the Minister considers sufficient.</p> <p>The proposal will remain consistent with the approved masterplan and these matters will be addressed in the EIS.</p> <hr/> <p>Biodiversity Conservation Act 2016 (BC Act) and State Environmental Planning Policy (Biodiversity and Conversation) 2021 (Biodiversity SEPP) A BDAR waiver will be requested from the Department to satisfy Section 7.9(2) of the BC Act.</p> <hr/> <p>National Parks and Wildlife Act 1974 (NPW Act) The NPW Act aims to prevent the unnecessary or unwarranted destruction of relics and the active protection and conservation of relics of high cultural significance. Given the disturbed nature of the site, a full Aboriginal Cultural Heritage Assessment Report (ACHAR) is not considered necessary due to the nature of the site and the development. Therefore, an Aboriginal Cultural Due Diligence Report will be prepared instead to accompany the application.</p>

Matter	Comments
	<p>State Environmental Planning Policy (Transport and Infrastructure) 2021 (T&I SEPP)</p> <p><u>Section 2.122 Traffic-generating development</u></p> <p>Development consent must not be granted to certain traffic-generating development unless the consent authority has given written notice of the application to TfNSW and taken into consideration any submission made in response to that notification, and the accessibility of the site concerned, and the potential traffic safety, road congestion or parking implications of the development.</p> <p><u>Section 2.48 Determination of development applications—other development</u></p> <p>Prior to the grant of consent the consent authority must refer the application to the electricity supply authority</p> <hr/> <p>State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazard SEPP)</p> <p>Chapter 4 of the Resilience and Hazards SEPP aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment. Specifically, Section 4.6(1)(b) requires the consent authority to be satisfied that the land is suitable in its contaminated state, or will be suitable after remediation, for the purpose for which the development is proposed to be carried out.</p> <p>The site is considered to be suitable for the development based on the existing approved use and development consent.</p>
<p>Mandatory matters for consideration</p>	<p>Environmental Planning and Assessment Act 1979 (EP&A Act)</p> <p>The future application will take into consideration the following sections of the EP&A Act:</p> <ul style="list-style-type: none"> • Section 1.3 Objects of Act • Section 4.15 Evaluation • Section 4.24 Status of Concept development applications <hr/> <p>State Environmental Planning Policy (Housing) 2021 (Housing SEPP)</p> <p>The future application will provide an assessment against the following chapters of the Housing SEPP:</p> <ul style="list-style-type: none"> • Chapter 2 – Development for Affordable Housing – as outlined above; and • Chapter 4. As required by Section 147, an assessment against the design quality principles will be prepared, along with an assessment against the ability of the building envelopes to comply with the Apartment Design Guide (ADG). <hr/> <p>State Environmental Planning Policy (Sustainable Buildings) 2021 (Sustainable Building SEPP)</p> <p>The future application will implement a range of environmentally sustainable development initiatives to meet industry benchmarks and standards, as well as reduce emissions and consumption of energy in accordance with Chapter 2 and 3 of the Sustainable Building SEPP.</p>

5.0 Community Engagement

The Applicant will be undertaking future engagement to inform the EIS in accordance with the expected SEARs and the Department's *Undertaking Engagement Guidelines for State Significant Projects (2021)*.

Early consultation on the proposal undertaken to date is summarised below:

- Parramatta Council: The Applicant met with the Department on 8 October 2025. The key considerations raised by Council regarding the potential changes to Blocks A and B were:
 - Whether the built form on the site is appropriate. Noting that Council generally supported the concept of adding height in towers rather than to the lower scale street buildings.
 - What impacts the additional height would have, particularly in terms of additional overshadowing of the adjoining southern residential properties and to the public domain (particularly the park proposed on Block B).
 - The impacts of the provision of additional car parking on site.
- Department of Planning, Housing and Infrastructure: The Applicant met with the Department on 17 December 2025. The following matters were discussed at the meeting:
 - The Applicant presented an indicative scheme and outlined the proposed planning pathway of an Amending SSDA to the existing Concept Approval on the site;
 - The application of the building height and FSR bonuses under the Housing SEPP to the controls under the Homebush Bay West DCP. The Department identified that there was a need to obtain legal advice on this issue and the application of section 16 and 18 of the Housing SEPP to the application; and
 - The urban design principle of maintaining the 8 storey street wall height and increasing the building heights on existing and new towers, and the need for the future assessment to consider the potential impacts.

Consultation is anticipated with the following government and industry stakeholders:

- Department of Planning, Housing and Infrastructure;
- Parramatta City Council;
- Transport for NSW (TfNSW);
- Community Housing Provider partner;
- Neighbouring Landowners;
- Surrounding Residents and Businesses;
- Local Indigenous Community;
- Local Community Groups and Members; and
- Relevant Service Providers – Endeavour Energy, Ausgrid, Jemena, Sydney Water.

The EIS will be publicly exhibited after the Department has completed its review to confirm all issues outlined in the SEARs have been adequately addressed. Key stakeholders will have another opportunity to examine the project, including finalised development plans and the accompanying consultant reports and assessments, within the final EIS.

6.0 Proposed Assessment of Impacts

This Section identifies the matters requiring further assessment in the EIS and the proposed approach to assessing each of these matters.

Key Assessment Matters

Assessment Matter	Proposed Approach
Built Form & Urban Design	The EIS will be supported by an Architectural Design Report which will demonstrate the proposed built form is appropriate for the site and that it has been designed in accordance with the design principles for residential apartment development. This assessment will consider the increased floor space, as well as the proposed height, bulk and massing, setbacks, streetscape amenity, and the impacts on the surrounding residential uses such as overshadowing.
Landscape	The EIS will be accompanied by Concept Landscape Plans to assess and demonstrate how the proposal will provide new or amended landscape treatments within the built form.
Traffic and Parking	A Traffic, Transport and Accessibility Impact Assessment will accompany the EIS, providing an assessment of the traffic and parking impacts of the development.
Residential Amenity	While a design verification statement and assessment against the design principles for residential apartment development is not required for Concept Applications pursuant to section 33 of the <i>Environmental Planning and Assessment Regulations 2021</i> , the application will assess the capacity of the building envelopes to provide a high level of residential amenity is capable of being achieved. Guiding this assessment will be the design principles for residential apartment developments under Schedule 9 of the Housing SEPP and the ADG.
Site Suitability and Public Interest	The EIS will address how the proposed development is suitable for the site, and that the proposed development is in the public interest. Where any adverse impacts resulting from the proposed development are anticipated, the EIS will include mitigation measures required to ensure the impacts are reasonable and appropriate.
Other Technical Reports	<p>The EIS is also proposed to be supported by:</p> <ul style="list-style-type: none"> • Biodiversity Waiver; • EDC Report; • A letter from the Community Housing Provider is to be submitted with the EIS stating they agree to manage the affordable housing units for a minimum of 15 years from the date of issue of an Occupation Certificate; • Site survey plan; • Utilities and Services Infrastructure Assessment; • Engagement Report; • Social Impact Assessment; • Aboriginal Cultural Due Diligence Report; • Visual Impact Assessment; and • Wind Report. <p>Given the nature of the application as an Amending Concept SSDA the typical requirements listed in the Housing - Industry Specific SEARs are not considered appropriate and should not be included in the SEARs. These include but are not limited to:</p> <ul style="list-style-type: none"> • Waste Management Plan; • Contamination Assessment; • Geotechnical Assessment; • CPTED Report • Noise and Vibration Assessment; • Flood Impact and Risk Assessment; • Arborist Impact Assessment; • Construction Management Plan; • Ecological Sustainability Assessment, Section J Assessment and BASIX Certificate; and • Stormwater plans and assessment.