

# Scoping Report

Bennelong Cove, Wentworth Point  
Mixed-Use Development and Public Open Space

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# 1.0 Introduction

This Scoping Report has been prepared by Planning & Co on behalf of WP Block H Pty Ltd (Billbergia) for a State significant development application (SSDA) for ‘Bennelong Cove’; a proposed development comprising high density residential (including affordable housing), retail and commercial, community sports centre, childcare, waterfront club and public open space including a large new urban park and foreshore promenade. The proposed development is located on the land at 5 Footbridge Boulevard and 16 Burroway Road, Wentworth Point.

On 21 October 2025, the Minister for Planning and Public Spaces signed a State Significant Development Declaration Order under section 4.63(3) of the *Environmental Planning and Assessment Act 1979* (EP&A Act) declaring that ‘development for the purpose of residential flat buildings with commercial premises and centre-based childcare facility with provision of affordable housing’ is State significant development.

This application seeks consent for the detailed design and construction of the development.

## 1.1 Applicant’s Details

Table 1: Applicant’s Details

Details	
Applicant	WP Block H Pty Ltd
Postal Address	25 Angas Street, Meadowbank NSW 211
ABN	45 606 790 872

## 1.2 Site Details

Table 2: Site Details

Street Address	Title Reference	Site Area
5 Footbridge Boulevard, Wentworth Point	Part Lot 40 DP 270778	5,645sqm (approx.)
16 Burroway Road, Wentworth Point	Lot 24 DP 270778	23,755sqm (approx.)



Figure 1: Site Boundary

### 1.3 Project Overview & Description

The project involves an SSDA to facilitate the construction of a landmark development accommodating high density residential, retail and commercial, community sports centre, childcare, waterfront club and public open space including a large new urban park and foreshore promenade along Homebush Bay.

Key features of the project include:

- 2 x 50 storey towers set above podiums accommodating:
  - 1,200 new homes in a mix of 1,2 and 3+ bedroom apartments. Approximately 5-6% of the dwellings will be operated by a Community Housing Provider as affordable housing for a minimum of 10 years.
  - 3,392sqm Council operated multi-purpose sports centre
  - 1,549sqm Council operated childcare centre
  - 4,000sqm waterfront club

- 5,400sqm commercial/retail
- 16,700sqm of public open space including a 10,044sqm urban park, separate foreshore promenade and through site link.

### 1.3.1 Voluntary Planning Agreement

The proposal is accompanied by a Voluntary Planning Agreement (VPA) to Parramatta City Council to provide the following:

- Construction, warm shell, and dedication of a 90 place Council operated childcare centre comprising 1,549sqm internal and external space.
- Construction, warm shell and dedication of a Council sports centre of 3,392sqm incorporating:
  - Multipurpose courts.
  - Flexible activity spaces.
  - Multipurpose rooms.
  - Café.
- Construction, embellishment and dedication of 16,700sqm of public open space, including:
  - 10,044sqm urban park with a diverse range of active and passive recreation areas.
  - 6,000sqm Homebush Bay public foreshore.
  - 693sqm pedestrian town centre - foreshore link.
- Dedication of land for the childcare, sports centre and approx. 20 associated basement car parking spaces.
- Continued provision of the Baylink Shuttle free community bus service to a value of \$18 million until 1 January 2031.

The VPA was negotiated previously with Council for a development with 997 dwellings that did not include affordable housing. The Applicant is progressing discussions with Parramatta City Council regarding the VPA.

## 1.4 Background to the Project

The project is the final stage of the redevelopment of Billbergia’s landholdings in Wentworth Point. Billbergia is the parent company of WP Block H Pty Ltd, and one of Australia’s leading property groups, developing and delivering transformative residential, commercial, retail and hospitality projects across Australia. They have a substantial portfolio of successful residential and mixed-use developments across Sydney; and they have created a legacy at Wentworth Point by delivering high quality residential apartments with services and amenities that foster vibrant and lasting communities.

The project has been subject to substantial planning and design analysis that commenced in 2016 and is the culmination of a comprehensive design excellence process that began with a two-stage international Architectural Design Competition (2017-2018) which was won by FJMT (now FJC). The Competition Jury comprised Kim Crestani (Parramatta Council City Architect), Peter Poulet (NSW Government Architect) and Bob Nation AM (Design Advisor, Barangaroo Delivery Authority). The Jury reconvened in 2023 to review design development and unanimously agreed that the project still exhibited design excellence.

The project vision statement is the following:

*“Located at the doorstep of the future Light Rail and connected by the precinct’s north-south spine, Bennelong Cove will become the civic and cultural focal point of Wentworth Point. Through the delivery of a generous urban park and open space to the bay and appropriately scaled built form to the surrounding streets, the site will provide the remaining pieces of significant social infrastructure for the precinct.*

*To ensure the continued success of the Wentworth Point Centre, a complementary set of lifestyle, residential and recreational uses will be developed at street level to increase the intensity of use. This will also be supported by new roads and active transport links which integrate into the existing network and provide easy to navigate, walkable, green connections to the Bay Promenade.”*

The proposed development aims to:

- Facilitate the delivery of high-quality housing, including affordable options, at a strategically located site to meet Commonwealth and NSW Government targets.
- Deliver architecture and design that is innovative and positively impacts the community with site through-site links and significant, high quality, public open spaces.
- Leverage the site's Homebush Bay interface to provide waterfront views, foreshore access
- Provide employment floor space to contribute to the achievement of jobs targets and facilitate retail and commercial uses to support the community.

FJC have been retained as the architect for the project.

Concepts for the site have been publicly exhibited twice previously. The design competition winning concept was exhibited by the Parramatta City Council as a draft Homebush Bay West Development Control Plan (HBW DCP) amendment in late 2022, and following the project delegation to the Department of Planning, Housing and Infrastructure (DPHI), a revised concept was publicly exhibited by the DPHI as a draft HBW DCP amendment from late November 2023 – early February 2024.

## 2.0 Strategic Context

This section identifies the key strategic issues that are likely to be relevant to the justification and evaluation of the project and will be investigated in more detail in the EIS.

### 2.1 National Housing Accord

The National Housing Accord included an initial target to build 1.2 million new well-located homes over 5 years from mid-2024. The Applicant is seeking to bring forward the delivery of 1,200 homes, which will contribute to meeting the National Housing Accord target for well-located homes.

### 2.2 NSW Housing Targets

The NSW Government has released 5-year housing completion targets that respond to the NSW Government's commitment under the National Housing Accord to deliver 377,000 new well-located homes across the state by 2029. Parramatta LGA has a 5-year target of 19,500 new homes by 2029. The provision of 1,200 new homes supports the aims of meeting the NSW and Parramatta housing targets.

### 2.3 Housing Delivery Authority

On 10 October 2025, the Housing Delivery Authority (HDA) recommend that this project be declared SSD under section 4.36(3) of the EP&A Act. The HDA *'formed the view the development proposal is of state significance as it satisfies the HDA SSD criteria'*.

On 21 October 2025, the Minister for Planning and Public Spaces signed a State Significant Development Declaration Order under section 4.63(3) of the EP&A Act declaring that *'development for the purpose of residential flat buildings with commercial premises and centre-based childcare facility with provision of affordable housing'* is State significant development.

### 2.4 Greater Sydney Regional Plan

The Greater Sydney Region Plan (2018) provides the overarching strategy for growing and shaping the Greater Sydney region. The Plan takes a longer-term view of changes in policy, trends, directions, and actions that will inform development until 2056.

The Plan seeks to reposition Sydney as a metropolis of three cities and encourage land use planning and infrastructure integration to deliver a 30-minute city, enhancing liveability, productivity and sustainability. This will also be supported through greater infrastructure provision and collaboration throughout the region.

Objectives 1-5 in the Regional Plan address collaboration and infrastructure development in Greater Sydney, a key part in the delivery of the objectives is the growth infrastructure compact model. This model provides an opportunity to establish priority locations within Sydney that can align growth with infrastructure. Along with this the Greater Sydney Commission introduced the concept of Collaboration Areas, places built to be centres of economic productivity by the collaborative effort of all three levels of government.

In 2016, the Greater Sydney Commission commenced work on its first Collaboration Area, the Greater Parramatta and the Olympic Peninsula (GPOP) which pilots the growth infrastructure compact model and forms a corridor from Westmead to Sydney Olympic Park which has since guided development in surrounding areas including Wentworth Point. The GPOP is described as *'the unifying heart'* of the Central City.

In addition, to the GPOP, the Rhodes East Precinct, adjacent to Wentworth Point, was programmed as a collaboration area and wider Strategic Centre. Both these areas have contributed to developing transport infrastructure around Wentworth Point and the amenity that comes along with it.

An increase in demand is a key driver for the Regional Plan, creating capacity for new housing in the right locations is a priority. The Plan establishes a locational criterion for housing opportunities and investments, generally stating that homes need to be linked with local infrastructure - new and existing. The criteria include areas of significant infrastructure investment such as the Sydney Metro West and Parramatta Light Rail.

In addition to housing, the Plan states that these investments create an opportunity to upgrade schools, open spaces and other social infrastructure.

In response:

- Wentworth Point is located in an ideal position to support strategies for growth set out by the Regional Plan.
- Bennelong Cove is located between two Collaboration Areas (the Greater Parramatta and the Olympic Peninsula and the Rhodes East Precinct) that will experience significant investment and growth in the long term.
- The site will be within the catchment of future major transport infrastructure such as the Parramatta Light Rail and Sydney Metro West which gives it a perfect opportunity to provide housing and social infrastructure linked to improved amenity and accessibility from local transport infrastructure.

The SSD will facilitate a development outcome that is consistent with the following strategic objectives:

- Objective 2 - Infrastructure aligns with forecast growth.
- Objective 5 - Benefits of growth realised by collaboration of governments, community, and business.
- Objective 7 - Communities are healthy, resilient and socially connected.
- Objective 8 - Greater Sydney's communities are culturally rich with diverse neighbourhoods.
- Objective 10 – Greater housing supply.
- Objective 11 – Housing is more diverse and affordable.
- Objective 12 - Great places that bring people together.
- Objective 14 - Integrated land use and transport creates walkable and 30-minute cities.
- Objective 15 - The Eastern, GPOP and Western Economic Corridors are better connected and more competitive.
- Objective 17 - Regional connectivity is enhanced.
- Objective 19 - Greater Parramatta is stronger and better connected.
- Objective 25 - The coast and waterways are protected and healthier.
- Objective 30 - Urban tree canopy cover is increased.
- Objective 31 - Public open space is accessible, protected and enhanced.
- Objective 33 - A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change.

## 2.5 Central City District Plan

The Central City District Plan is a 20-year plan to manage growth in the context of environmental, social and economic matters to achieve the 40-year vision for Greater Sydney. It is also a guide for implementing the Greater Sydney Region Plan at a district level and is a bridge between regional and local planning. The District Plan informs local strategic planning statements (LSPS) and local environmental plans (LEP) including the Parramatta Local LSPS and Parramatta LEP that are relevant to the Wentworth Point site.

The vision for the Central City District is to be a 30-minute city meaning residents in the Central City District will have quicker and easier access to a wider range of jobs, housing types and activities as part of the transformation of their District.

Place-based planning is used to develop the Regional and District plans for Greater Sydney. The process focuses on places through collaboration and a shared vision, and the Plan follows the same structure as the Regional Plan with a place-based set of actions relevant to regionally shared objectives.

In response:

- Bennelong Cove will deliver additional housing as part of Wentworth Point which is 1 of 12 precincts within the Greater Parramatta Growth Area.
- The District Plan aims to deliver great places including riverside neighbourhoods like Wentworth Point. Achieving this includes improving liveability by delivering a mix of high-quality places that engage and connect communities.
- Bennelong Cove is integrated within the precinct-wide plans to ensure the delivery of high quality, community specific, place-based outcomes.
- The District Plan explores streets as places, which aligns with the development of Wentworth Place as a high street. Connectivity between the site and streets will help deliver a high-quality place.
- Increased access to Wentworth Point through Stage 2 of the Parramatta Light Rail will provide opportunities to improve overall accessibility like walking and cycling.

- The Plan encourages plans to adopt joint use and shared use where infrastructure can be adapted for multiple uses, like schools, open spaces and other facilities. The community facilities to be delivered as part of Bennelong Cove will provide multiple shared use opportunities.
- The District Plan aims to deliver a more connected and competitive GOP Economic Corridor, which Wentworth Point is a part of. The delivery of approximately 997 new dwellings adjacent to the Parramatta Stage 2 Light Rail provides connectivity to Sydney Metro West which will make Wentworth Point an attractive location for residents and business.

The project will facilitate a development outcome that is consistent with the following planning priorities:

- Planning Priority C1 - Planning for a city supported by infrastructure.
- Planning Priority C3 - Providing services and social infrastructure to meet people’s changing needs.
- Planning Priority C4 - Fostering healthy, creative, culturally rich and socially connected communities.
- Planning Priority C5 - Providing housing supply, choice and affordability with access to jobs, services and public transport.
- Planning Priority C6 - Creating and renewing great places and local centres and respecting the District’s heritage.
- Planning Priority C9 - Delivering integrated land use and transport planning and a 30-minute city.
- Planning Priority C7 - Growing a stronger and more competitive Greater Parramatta.
- Planning Priority C8 - Delivering a more connected and competitive GOP economic corridor.
- Planning Priority C13 - Protecting and improving the health and enjoyment of the District’s waterways.

## 2.6 Parramatta Local Strategic Planning Statement City Plan 2036 (LSPS)

The Parramatta Local Strategic Planning Statement (LSPS) known as City Plan 2036 was adopted by Council in March 2020 and sets out the land use planning vision of the Parramatta LGA for the next 20 years.

The LSPS aims to set clear planning priorities about what will be needed, such as jobs, homes, services and parks, where these should be best located and when they will be delivered. The LSPS sets short, medium and long-term actions to deliver the priorities for the community’s future. It is used to inform changes to planning rules and is often used to assess the strategic merit of planning proposals.

The LSPS identifies that 73% of Parramatta’s housing growth to 2036 is proposed to occur in the GOP and 9,000 to be delivered in Wentworth Point to 2036.

Wentworth Point is identified as an ‘Additional Housing (Growth Precinct)’. The project will facilitate an outcome that is consistent with the LSPS objective to locate additional housing at Wentworth Point.

## 2.7 Better Placed

The State Government has established seven distinct objectives have to define the key design considerations. Achievement of these objectives from this early stage of the project, through to the detailed design and construction stage will ensure the development will be healthy, responsive, integrated, equitable, and resilient. Table 7 demonstrates how the proposal is consistent with the objectives of the policy.

Table 3: Consistency with the Objectives of GANSW’s Better Placed

Objective	Response
Objective 1: Better fit	Of its Place: The project has been shaped in response to local context and is the result of a competitive design excellence process.
	Local / Contextual: The project will respond to its location at the focal point of the Wentworth Point town centre. The proposed density is appropriate for a site within walking distance of future high frequency public transport with connectivity to the future Sydney Metro West station at Sydney Olympic Park, when also considering the significant amount of open space and public benefits that will be delivered with the future proposal.
Objective 2: Better performance	Sustainable: The SSD will ensure the future buildings will perform in a highly sustainable manner.
	Durable and adaptable: The future buildings and public domain will be durable and adaptable.

Objective	Response
Objective 3: Better for community	Inclusive / Diverse: Bennelong Cove will include a range of public open and indoor spaces that will promote inclusivity and diversity.
Objective 4: Better for people	<p>Safe: The SSD will facilitate the delivery of well-designed, defined and legible spaces that will encourage pedestrian activity throughout the day.</p> <p>Comfortable: The park, foreshore, sports centre, retail and club facilities will encourage people to stay and enjoy each other's company within the site.</p> <p>Liveable: The site context encourages active and public transport, and the proposed open space and other amenities will ensure that residents can meet their day-to-day needs with ease.</p>
Objective 5: Better working	<p>Functional: Access points will be well defined and convenient, with new streets/lanes providing connections to the surrounding precinct.</p> <p>Efficient / Functional: The development will be energy efficient and positive environmental performance will be fundamental to the development.</p>
Objective 6: Better value	Bennelong Cove will deliver value for the community through the provision of significant public benefits, and better value for the State by placing residential density in a high amenity location close to high frequency public transport, thereby maximising patronage of state-owned assets.
Objective 7: Better look and feel	The SSD will facilitate a development proposal that has been subject to a competitive design excellence process and will be subject to an ongoing design integrity process. The buildings, public domain, and open spaces will be attractive and welcoming.

## **3.0 The Site & Surrounds**

### **3.1 Site Context**

Bennelong Cove is in Wentworth Point, within the City of Parramatta LGA. Wentworth Point is a growing centre that is part of the Greater Parramatta and the Olympic Peninsula, a rapidly growing precinct. Bennelong Cove is bounded by Wentworth Place to the west, Footbridge Boulevard to the south and Burroway Road to the north. The site is currently fenced off on all its frontages with warehouses toward the foreshore being used as a depot.

Wentworth Place is the suburb's high street that faces the Marina Square Shopping Mall and is the primary public interface for Bennelong Cove. The high street intersects with Footbridge Boulevard - the primary active transport connection to Rhodes across Bennelong Bridge. Burroway Road is a direct link to the waters of Homebush Bay.

Bennelong Cove has a total area of approximately 29,400sqm. The site spans 183m on Burroway Road and 161m along Wentworth Place. The site has a foreshore of 161m along Homebush Bay.

### **3.2 Location and topography**

Bennelong Cove is strategically located close to geographic centre of Metropolitan Sydney approximately 12km west of the Sydney CBD and 6km east of Parramatta. Wentworth Point is bounded by the Parramatta River to the north, the Sydney Olympic Parklands to the west and Homebush Bay to the east. Sydney Olympic Park is to the south.

The site is flat and constitutes reclaimed land from Homebush Bay with restrictive geotechnical conditions that preclude the economic excavation of deep basements.

### **3.3 Historical and current uses**

Wentworth Point is part of the traditional lands of the Wangal. These lands stretch along the southern shore of the Burramatta (Parramatta) River. The neighbouring groups are the Gadigal to the east, the Burramattagal to the west and the Wullumattagal to the north of the river.

Wangal Country extends from Darling Harbour in the east, around Balmain Peninsula including Me-mel (Goat Island), and almost to Parramatta in the west. The Parramatta River forms the northern boundary of Wangal Country, although it is uncertain how far south their land extended. The Wangal people are thought to have occupied this area for over 20,000 years.

Following European arrival, Wentworth Point originally formed part of the Homebush Park in the early 1900's. Dredging and land reclamation of Homebush Bay began in 1949 to enable deep water access for shipping purposes to the upper Parramatta River region.

Wentworth Point had a variety of industrial uses including Ralph Symonds plywood factory and the De Havilland Marine (Large Craft). The Ralph Symonds factory was one of the largest industrial buildings to be located in the southern hemisphere. Ralph Symonds was an innovator in regard to timber and collaborated with Utzon on the Opera House interior prototyping. The factory was particularly specialised in producing 15m long plywood, that were suitable for the Opera House design.

De Havilland Marine manufactured aluminium crafts for the local and international market.

McPhee Transport depot, former head office for Hyundai Australia and a transmission tower for Sydney radio station 2GB were some of the other industries that were located at Wentworth Point.

Wentworth Point, Rhodes Peninsula and Sydney Olympic Park have undergone and are still undergoing comprehensive high-rise redevelopment and transformation from former industrial areas to new residential communities with local retail, office, community facilities, open space and employment opportunities.

### 3.4 Surrounding Development

The site is surrounded by an evolving high density residential environment.

- **North:** The land immediately north across Burroway Road accommodates the Landcom site which has recently received approval for a concept proposal for 2 x 9 storey buildings accommodating 40,300sqm of residential and 2,500sqm of retail/commercial. The concept includes a minimum of 15% of GFA as affordable housing. The future Wentworth Point High School is also immediately north of Burroway Road. Further north is land proposed for the Wentworth Point peninsula public park.
- **South:** There are towers up to 29 storeys within the town centre to the south within the precinct bounded by Footbridge Boulevard, Verona Drive, Foreshore Place and Hill Road. The residential precinct's further south generally has a lower scale character of 8-10 storeys. Further south, Sydney Olympic Park accommodates residential buildings over 40 storeys. The draft Sydney Olympic Park Master Plan 2050 proposes heights up to 55 storeys.
- **East:** Across Homebush Bay, the Rhodes Peninsula accommodates residential buildings over 50 storeys within the town centre.
- **West:** Residential buildings within the Wentworth Point town centre focal point at Wentworth Place and Footbridge Boulevard are up to 29 storeys. Further west of Hill Street, the Sekisui Sanctuary development is under construction and includes residential buildings up to 40 storeys above 2 storey podiums setback a minimum of 30m from the Parramatta River. The Millennium Parklands (Newington Nature Reserve) lie beyond.



Figure 2: Site and immediate surrounds



Figure 3: Indicative conceptual envelope and surrounding context  
 (source: fjc)

### 3.5 Public Transport

The site well located to benefit from a broad interconnected public transport network linking key destinations as outlined below.

- Parramatta Light Rail Stage 2:** The NSW State Government have begun the detailed planning process on Stage 2 of the Parramatta Light Rail project which will connect Parramatta CBD to the Carter Street precinct in Lidcombe. Construction has commenced and the light rail is anticipated to be operational in 2032. Services are planned to operate every 7.5 minutes between 7.00am and 7.00pm. The route includes a stop on Footbridge Boulevard in Wentworth Point which is a short walk from the site. The indicative travel time from Wentworth Point to the Sydney Olympic Park metro station interchanges is expected to be approx. 10 minutes.

- **Sydney Metro West:** Sydney Metro West is a new 24-kilometre metro line with stations confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and Hunter Street in the Sydney CBD. Construction started on Sydney Metro West in 2020 and the metro is anticipated to be operational by 2030. Services are proposed to run every 2 minutes with short travel times to the Parramatta and Sydney CBDs.
- **Sydney Trains Network and Free Baylink Shuttle:** The site is within walking distance of Rhodes Railway Station which provides connections to Hornsby and the Sydney CBD via the T9 Northern Line. Travel times to the CBD are approximately 30 minutes. The Baylink Shuttle provides shuttle bus services to Rhodes Station.
- **Ferry:** Ferry services operate from the Sydney Olympic Park Wharf which is 5 minute walk from the site that provide connections to Darling Harbour and Circular Quay.

## 4.0 The Project

The project is seeking consent for a State significant development application for the following:

- Demolition of existing structures
- 2 x 50 storey towers set above podiums accommodating:
  - 1,200 new homes in a mix of 1,2 and 3+ bedroom apartments. Approximately 5-6% of the dwellings will be operated by a Community Housing Provider as affordable housing for a minimum of 10 years.
  - 3,392sqm Council operated multi-purpose sports centre
  - 1,549sqm Council operated childcare centre
  - 4,000sqm waterfront club
  - 5,400sqm commercial/retail
- 16,700sqm of public open space including a 10,044sqm urban park, separate foreshore promenade and through site link.

### 4.1 Built form and layout

It is proposed to have two 50 storey residential towers set on podiums in a perimeter block formation aligned to the Wentworth Point orthogonal street grid, and the urban park and foreshore promenade.

The towers have been offset and setback from the east and west to maximise separation from the existing residential to the west and the Homebush Bay foreshore to the east. The proposed siting also allows views for existing and future residents. Both towers are proposed to be highly articulated into several parts to form slender, landscaped forms that will contribute to the varied and visually interesting skyline. Each tower is proposed to accommodate an architectural roof feature equivalent to five storeys which will sit above the 50 storey residential towers.

The podiums are proposed to create an eight-storey street wall to Burroway Road with a further two storeys setback above. The podiums terrace down towards the park to maximise solar access. The proposed built form layout is illustrated in plan at Figure 3.

Residential apartments are proposed in the towers and podiums with street level retail frontage proposed to Burroway Road and street level non-residential and live/work typologies proposed to Wentworth Place. A waterfront club facility is proposed within the podium with frontage to the foreshore promenade. A Council sports centre and childcare centre are indicatively proposed within the podium adjacent to the park and a commercial pool and gym is proposed in the eastern podium adjacent to the park edge. A privately operated childcare centre is indicatively proposed in the eastern podium above the privately operated pool and gym facilities. The final location of specific components will be determined prior to lodgement.

### 4.2 Public Benefit

Bennelong Cove will deliver significant public benefits including:

- Construction, warm shell, and dedication of a 90 place Council operated childcare centre of 1,549sqm internal and external space.
- Construction, warm shell and dedication of a Council sports centre of 3,392sqm incorporating:
  - Multipurpose courts.
  - Flexible activity spaces.
  - Multipurpose rooms.
  - Café.
- Construction, embellishment and dedication of 16,700sqm of public open space, including:
  - 10,044sqm urban park with a diverse range of active and passive recreation areas.

- 6,000sqm Homebush Bay public foreshore.
- 693sqm pedestrian town centre - foreshore link.
- Dedication of land for the childcare, sports centre and associated basement parking.
- Continued provision of the Baylink Shuttle free community bus service to a value of \$18 million until 1 January 2031.

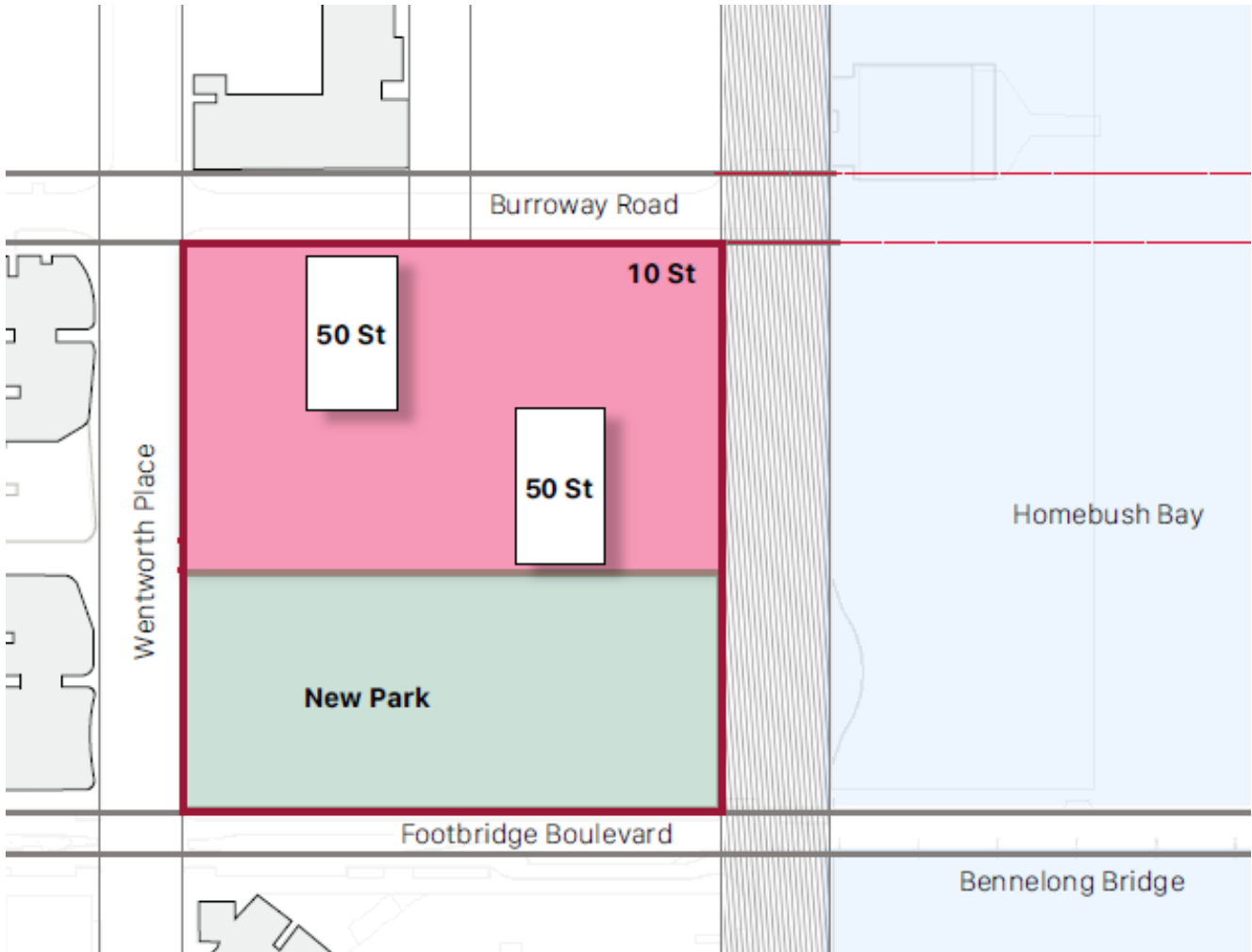


Figure 4: Site layout

## 5.0 Statutory Context

A summary of the relevant statutory requirements for the project is identified in Table 4 below.

Table 4: Statutory requirements

Matter	Response
Power to Grant Approval	<p>Development consent will be sought under ‘Division 4.7 - Stage Significant Development’ of the EP&amp;A Act. Section 4.36(3) of the EP&amp;A Act states that:</p> <p style="text-align: center;"><i>(3) The Minister may, by a Ministerial planning order, declare specified development on specified land to be State significant development, but only if the Minister has obtained and made publicly available advice from the Independent Planning Commission about the State or regional planning significance of the development.</i></p> <p>The HDA order establishes the HDA as a panel under section 2.3(2) of the EP&amp;A Act in which they have the delegated authority from the Independent Planning Commission to recommend the declaration of projects which meet the specific requirements for the HDA assessment pathway as SSD.</p> <p>On 21 October 2025, the Minister for Planning and Public Spaces signed a State Significant Development Declaration Order under section 4.63(3) of the Environmental Planning and Assessment Act 1979 declaring that ‘<i>development for the purpose of residential flat buildings with commercial premises and centre-based childcare facility with provision of affordable housing</i>’ is Sate significant development.</p> <p>Section 4.5 of the EP&amp;A Act and Section 2.7 of <i>State Environmental Planning Policy (Planning Systems) 2021</i> stipulate that the consent authority is the Minister for Planning and Public Spaces (or the HDA as their delegate) unless the development triggers the matter set out in Section 2.7(1) in which case the consent authority will be the Independent Planning Commission.</p>
Permissibility	<p>Section 4.9(1) of the Central River City SEPP states that development may be carried out for any purpose the consent authority considers to be consistent with any one or more of the Homebush Bay Area planning objectives.</p> <p>The project is consistent with planning objective 4.10(c) as it will promote a variety of development and land uses (commercial, retail, residential, recreational, open space) without preventing the use or reducing the attractiveness or suitability of the Homebush Bay Area, and Sydney Olympic Park in particular from hosting significant events.</p>
Other approvals	<p>As noted above, section 4.13(c) of the Central River City SEPP requires the development to be consistent with a master plan. This SSDA will seek a master plan waiver under section 4.13(2) of the Central River City SEPP.</p> <p>There are no other approvals that are would be otherwise required were the project not SSD.</p>

## 5.1 Pre-Conditions

Table 5 below outlines the pre-conditions to exercising the power to grant approval which are relevant to the project.

Table 5: Pre-conditions

Statutory Reference	Pre-condition	Discussion
<i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>	Section 4.6 of the SEPP provides a State-wide approach to the remediation of contaminated land. It requires a consent authority to assess the potential for land to be contaminated, and the works required to remediate the land to ensure it is suitable for its intended use.	A Detailed Site Investigation is to be prepared. The DSI is to investigate soil and groundwater contamination and recommend any necessary mitigation measures to make the site suitable for the proposed land use including the preparation of a Remediation Action Plan and Hazmat Survey. A DSI will accompany the EIS confirming the suitability of the site from a contamination standpoint (subject to any remediation works).
<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>	Section 2.122: Traffic-generating development: A public authority, or person acting on behalf of a public authority, must not approve traffic-generating development without written notice of the intention to carry out the development to Transport for NSW (TfNSW) in relation to the development, and taken into consideration any response to the notice that is received from TfNSW within 21 days after the notice is given.	The proposal is seeking more than 200 parking spaces. The proposed development is therefore considered traffic-generating under the Traffic and Infrastructure SEPP. The application will be required to be referred to TfNSW for a response.
<i>State Environmental Planning Policy (Precincts – Central River City) 2021</i>	<p>4.11 Matters for consideration in determining development applications</p> <p>In determining a development application, the consent authority must (in addition to considering the other matters required to be considered by section 79C of the Act) consider such of the following matters as are of relevance to the development the subject of the application—</p> <p>(a) any relevant master plan prepared for the Homebush Bay Area,</p> <p>(b) any development control plans prepared for the land to which the application relates,</p> <p>(c) to the extent to which it applies to land within Sydney Olympic Park, the “Environmental Guidelines” within the meaning of the Sydney Olympic Park Authority Act 2001 and any plan of management referred to in section 34 of that Act,</p> <p>(d) the appearance, from the waterway and the foreshores, of the development,</p> <p>(e) the impact of the development on significant views,</p>	<p>The SSDA will include an assessment against the relevant matters.</p> <p>It is noted that:</p> <ul style="list-style-type: none"> <li>Section 2.10 of <i>State Environmental Planning Policy (Planning Systems) 2021</i> confirms that development control plans do not apply to SSD. Therefore, the Homebush Bay West Development Control Plan is not applicable to the project.</li> <li>The site is located within an environmental conservation area or will affect the habitat of migratory birds.</li> <li>The site is not a heritage item or located within a heritage conservation area or a potential archaeological site.</li> </ul> <p>Therefore, those matters for consideration are not required to be addressed by the SSD.</p>

**Statutory  
Reference**

**Pre-condition**

**Discussion**

(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,

(h) the impact of carrying out the development on environmental conservation areas and the natural environment, including flora and fauna and the habitats of the species identified in international agreements for the protection of migratory birds,

(i) the impact of carrying out the development on heritage items, heritage conservation areas and potential historical archaeological sites,

(j) the views of the public and other authorities which have been consulted by the consent authority under this Chapter,

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4.13 Master plans

(1) Development consent must not be granted for development on land edged red on the map marked “Sydney Regional Environmental Plan No 24—Homebush Bay Area—Amendment No 2—Map 4” unless—

(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,

(2) The Minister may waive compliance with the requirements of this section 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

Under the provisions of section 4.13(2) it is requested that the requirements of section 4.13 are waived as the detailed development will adequately address all the relevant matters required by a master plan that are listed at section 4.14 (refer below).

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4.14 Preparation, adoption and amendment of master plans

(1) A draft master plan for the land referred to in section 4.13, or any part of that land, may be prepared by or on behalf of the owner or

The SSDA will illustrate and explain the appropriate considerations namely 4.14(2)(a), (b), (c), (d), (e), (f), (g), (h), (j), (k), and (l). Therefore, it is requested that the requirement for a master plan is waived.

Statutory Reference	Pre-condition	Discussion
	<p>lessee of the land concerned or the Director-General.</p> <p>(2) A draft master plan prepared by an owner or lessee is to illustrate and explain, where appropriate in relation to the land, proposals for the following—</p> <p>(a) design principles drawn from an analysis of the site and its context,</p> <p>(b) phasing of development,</p> <p>(c) distribution of land uses including foreshore public access and open space,</p> <p>(d) pedestrian, cycle and road access and circulation networks,</p> <p>(e) parking provision,</p> <p>(f) subdivision pattern,</p> <p>(g) infrastructure provision,</p> <p>(h) building envelopes and built form controls,</p> <p>(i) heritage conservation, implementing the guidelines set out in any applicable conservation policy, and protection of archaeological relics,</p> <p>(j) remediation of the site,</p> <p>(k) provision of public facilities,</p> <p>(l) provision of open space, its function and landscaping,</p> <p>(m) the protection of the environment, in particular as regards such part of the site as is or forms part of—</p> <p>(i) a reserve under the National Parks and Wildlife Act 1974, or</p> <p>(ii) an aquatic reserve or critical habitat under Part 7 or 7A of the Fisheries Management Act 1994, or</p> <p>(iii) critical habitat under the Threatened Species Conservation Act 1995, or</p> <p>(iv) an item of the environmental heritage or conservation area</p>	

Statutory Reference	Pre-condition	Discussion
	<p>(however described) under any environmental planning instrument, or</p> <p>(v) a heritage item under the Heritage Act 1977.</p>	
4.17 Services	<p>Before granting consent, the consent authority must be satisfied that development will not commence until arrangements, which are satisfactory to servicing agencies it considers relevant, have been made for the supply of services such as water, sewerage, gas, electricity and drainage.</p>	The SSD will outline how the proposed development will be serviced.
4.19 Contaminated land	<p>Before granting consent to the carrying out of development within the Homebush Bay Area, the consent authority must be satisfied that—</p> <p>(a) adequate steps have been taken to identify whether the land the subject of the development is contaminated and, if so, whether remedial action needs to be taken, and</p> <p>(b) where land to be remediated contains or adjoins land which contains remnants of the natural vegetation, consideration has been given to reinstatement on the land of vegetation of the same kind in a way which will enhance the remaining natural vegetation.</p>	The SSD will include a Site Investigation Report.
4.20 Acid sulfate soils	<p>(1) Despite clause 35 of, and Schedule 1 to, the <i>Environmental Planning and Assessment Model Provisions 1980</i> adopted by this Chapter, development (not being exempt development or complying development) that is likely to result in the disturbance of more than one tonne of soil, or to lower the water table, on land on which acid sulfate soils are present may be carried out only with development consent.</p> <p>(2) Before granting a consent required by this section, the consent authority must consider—</p> <p>(a) the adequacy of an acid sulfate soils management plan prepared for the proposed development in accordance with the Acid Sulfate Soils Assessment Guidelines, as</p>	The SSD will include an Acid Sulfate Soils management plan if it is deemed to be required.

Statutory Reference	Pre-condition	Discussion
	<p>published by the NSW Acid Sulfate Soils Management Advisory Committee and adopted for the time being by the Director, and</p> <p>(b) the likelihood of the proposed development resulting in the discharge of acid waters.</p> <p>(3) Consent for development referred to in this section is required despite clause 10 of <i>State Environmental Planning Policy No 4—Development Without Consent and Miscellaneous Complying Development</i>.</p>	
<i>State Environmental Planning Policy (Housing) 2021</i>	<p>147 Determination of development applications and modification applications for residential apartment development</p> <p>(1) Development consent must not be granted to residential apartment development, and a development consent for residential apartment development must not be modified, unless the consent authority has considered the following—</p> <p>(a) the quality of the design of the development, evaluated in accordance with the design principles for residential apartment development set out in Schedule 9,</p> <p>(b) the Apartment Design Guide,</p> <p>(c) any advice received from a design review panel within 14 days after the consent authority referred the development application or modification application to the panel.</p>	<p>The SSD will include an evaluation of the project against Schedule 9 and the Apartment Design Guide.</p> <p>As noted above, the site has been subject to a comprehensive two stage international design competition and subsequent design excellence review process.</p> <p>The project will be informed by fundamental e principles that were established through the design excellence process. This will be explained in the Design Report submitted with SSD.</p>

## 5.2 Mandatory matters for consideration

The following sections of the relevant legislation are expected to be relevant to the proposed assessment

Table 6: Mandatory Considerations

Statutory Reference	Mandatory Consideration
<b>EP&amp;A Act</b>	
Section 1.3	Relevant objects of the EP&A Act
Section 1.4	<p>In determining a development application, a consent authority is to take into consideration such matters that are of relevance to the development subject of the development application, as stipulated in section 4.15. These include:</p> <ul style="list-style-type: none"> <li>• Relevant environmental planning instruments</li> <li>• Relevant draft environmental planning instruments</li> </ul>

<b>Statutory Reference</b>	<b>Mandatory Consideration</b>
	<ul style="list-style-type: none"> <li>• Relevant planning agreement or draft planning agreement</li> <li>• The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality</li> <li>• The suitability of the site for the development</li> <li>• The public interest</li> </ul>
Section 4.38	Section 4.38 contains the provisions for determining a State significant development.
<b>Mandatory considerations under EPIs</b>	
<i>State Environmental Planning Policy (Sustainable Buildings) 2022</i>	The SSD will address the requirements of Chapter 2 Standards for residential development – BASIX
<b>Other legislation</b>	
<i>Biodiversity Conservation Act 2016</i>	<p>Section 7.9 requires SSD to be accompanied by a Biodiversity Development Assessment Report (BDAR), unless the Planning Agency Head and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values.</p> <p>The site is a former industrial site. Subject to analysis, it is anticipated that the SSD will include a BDAR waiver.</p>
<b>Development Control Plans</b>	
Homebush Bay West Development Control Plan 2004 (HBW DCP)	As noted above, Section 2.10 of the Planning Systems SEPP states that development control plans do not apply to SSD. Therefore, there is no requirement to consider the HBW DCP.
<b>Development Contributions</b>	
City of Parramatta (Outside CBD) Development Contributions Plan 2021 (Amendment No. 1)	The project will be subject to the applicable monetary contribution rates that apply at the time of determination excluding development that is exempted (i.e. affordable housing), as well as accounting for works undertaken on behalf of Council.
Housing and Productivity Contributions	The project will be subject to the applicable monetary contribution rates. The HPC does not apply to affordable housing managed by a registered community housing provider.

## 5.2.1 Connecting with Country

In July 2023, the NSW Government released the Connecting with Country Framework (CwC), building on the draft framework released in 2020. This is a framework for developing connections with Country that can inform the planning, design, and delivery of built environment projects in NSW. This framework applies to State Significant Development and will need to be implemented in the design of the proposal.

Billbergia are progressing several projects that have been informed by the CwC framework. Engagement with First Nations Knowledge Holders and Traditional Owners is an important aspect of the CwC framework, which will help inform the design strategy and direction for the project, which will commence with the issuing of the SEARs and rezoning requirements.



## 6.0 Community Engagement

This section of the report describes the engagement activities that have already been carried out for the project, including preliminary community views, and the engagement to be carried out during the preparation of the EIS.

The following sections of the report describe the engagement activities that have been undertaken during the preparation of the EIS and the community engagement which will be carried out if the project is approved.

### 6.1 Engagement Carried out

Concepts for the site have been publicly exhibited twice previously. The design competition winning concept was exhibited by the Parramatta City Council as a draft HBW DCP amendment in late 2022, and following the project delegation to the DPHI, a revised concept was publicly exhibited by the DPHI as a draft HBW DCP amendment from late November 2023 – early February 2024.

From these engagement exercises, the Applicant has a clear understanding of the views of the community, Council, and government agencies.

The Applicant is proceeding with the formal consultation process as part of preparing the Environmental Impact Statement (EIS), as detailed in Section 6.2 below.

### 6.2 Engagement to be Carried out by the Applicant

Further community and stakeholder consultation will be undertaken in the preparation and assessment of the EIS, including:

- **Key Stakeholders:** it is proposed to consult with the following stakeholders during the preparation of the EIS:
  - Parramatta City Council
  - Agencies, including TfNSW.
  - The Housing Delivery Team (Department of Planning, Housing and Infrastructure)
  - The Wentworth Point community and local businesses
- **Key Actions:** the following actions will be undertaken to keep the community informed regarding the project, obtain feedback from the community on the project and engaged with stakeholders on the detailed assessment of key matters:
  - A dedicated engagement strategy will be prepared following the issue of SEARs.
  - Additional consultation actions may be identified following further engagement with key stakeholders and DPE.
  - The EIS and supporting documentation will be placed on public exhibition, providing stakeholders with an additional opportunity to review the Project, including the final development plans and the detailed specialist studies and assessment reports accompanying the final EIS.

The proposed actions are consistent with the community participation objectives in the *Undertaking Engagement Guidelines for State Significant Projects*. An engagement consultant will be responsible for monitoring, reviewing and adapting the effectiveness of the engagement strategy to encourage community participation in the Project.

## 7.0 Proposed Assessment of Impacts

This section identifies the key impacts which will be further investigated and assessed within the EIS, including the proposed approach to assessing each of these matters. This section identifies the detailed assessment matters that are anticipated. It also identifies matters addressed in the scoping phase that are unlikely to result in significant impacts and do not warrant further consideration in the EIS

### 7.1 Matters requiring further assessment in the EIS

The following section of the report provides a description of the relevant matters and impacts which will be addressed in detail within the EIS. It outlines the matters and impacts of particular concern to the community and other stakeholders.

#### 7.1.1 Assessment against all relevant statutory considerations

The EIS will include a detailed assessment of the proposed development against the relevant strategic and statutory provisions previously identified.

#### 7.1.2 Design Quality

While there are no design excellence provisions in the Central City River SEPP. The project is committed to achieving design excellence. As noted above, the Applicant has previously undertaken a two-stage international design competition for the site. The competition brief was endorsed by the Parramatta City Council, and the Jury of highly experienced design experts noted at **Section 1.4** selected FJMT (now FJC) as the winning architect. The winning design has been refined and developed in the intervening period while retaining core elements of the winning design. A Design Excellence Review report will be submitted with the SSD.

#### 7.1.3 Urban Design, Built Form and Public Domain

The EIS will include a design report that includes site and contextual analysis to demonstrate that the scale and location of the proposed towers, relative to each and the foreshore, is appropriate. The EIS will also include an ADG assessment that outlines how the proposal will deliver an exemplary built form outcome that responds to the site and the surrounding environmental constraints. The assessment of the approach to urban design and residential amenity will ensure that residential accommodation delivers a high level of amenity for its future occupants and the existing community living in the surrounding buildings.

#### 7.1.4 Transport and Accessibility

The proposed development will be required to consider the relationship between the increase in density at the site and the surrounding transport infrastructure. Specifically, the capacity of the regional and local roads as well as public transport to accommodate the increased residential development.

The EIS will be informed by a Transport Impact Assessment and Green Travel Plan, which will be carried out to demonstrate traffic on the existing and future road network.

#### 7.1.5 Overshadowing and Solar Access

The site has several sensitive receivers in the surrounding area and within the development, including existing and new dwellings, the urban park and foreshore promenade. Given the tower nature of the proposal, an analysis and assessment of the overshadowing impacts and solar impacts will be undertaken to ensure that reasonable solar access is achieved in mid-winter to the urban park, the neighbouring dwellings and foreshore.

#### 7.1.6 View Sharing and View Impact

The SSDA will be accompanied by a View and Visual Impact Assessment (VVIA), which will assess the visual effects of the proposed built form on nearby sensitive receivers and public domain views from key locations surrounding the site. The VVIA will assess the cumulative impacts of the proposal alongside the other developments proposed in the

surrounding area. The nature of the impact is both direct and cumulative and as such consideration will be assessed utilising a detailed level of assessment within the EIS.

### **7.1.7 Wind**

Given the location and arrangement of the buildings, the suitability of the pedestrian wind environment needs to be considered. A Wind Assessment will be prepared as part of the EIS to assess the impact of the proposal on pedestrians and surrounding areas. If required, mitigation measures will be incorporated within the detailed design of the building to ameliorate impacts. The proposal will be assessed against the Australasian Wind Engineering Society Quality Assurance Manual (AWES\_QAM-2019).

### **7.1.8 Noise and Vibration**

The project proposes, and is adjacent to, a number of different land uses. A Noise and Vibration Assessment will be undertaken to determine the current and future noise environment (resulting from the proposed development).

### **7.1.9 Waste Management**

The proposal will generate several waste streams that will require management in accordance with relevant legislation and guidelines. It is expected that during demolition and construction, the primary waste generated would consist of excess building products and onsite material.

Operational waste is likely to be constrained to waste associated with human use such as general solid waste and sewerage. A Waste Management Plan is to be prepared to support the proposal. The plan is to address both the construction and operational phases of the development and indicates the collection points and method of removal from the site, include the various waste streams from the different uses proposed.

### **7.1.10 Infrastructure Servicing**

The site is within an area which has established infrastructure and services. The site would be cleared of all existing buildings prior to the commencement of the earthworks. Remaining infrastructure at the site would primarily consist of utility infrastructure connections including water and electricity. The EIS will detail the infrastructure requirements and will include information about anticipated supply of utility services.

### **7.1.11 Water Management and Flooding**

The site is not located in an identified flood prone area. The EIS will outline the proposed water management plan for project and include an assessment of the stormwater, flooding and water quality measures proposed to minimise environmental impacts.

### **7.1.12 Economic and Social Impacts**

The site is surrounded primarily by residential and town centre uses. It is anticipated that the mixed-use development would deliver social and economic benefits associated with the delivery of landmark mixed-use residential and significant public park in a town centre location. The SSD will be accompanied by a social impact assessment and an economic impact assessment.

### **7.1.13 Environmentally Sustainable Design**

An Ecologically Sustainable Development ('ESD') Report will be provided as part of the EIS and include details on how ESD principles will be incorporated within the design and ongoing operational phases of the proposed development.

This assessment will identify potential measures to be implemented into the building design and construction to minimise the environmental footprint of the development, including opportunities to avoid or minimise the demand for water and electricity. The EIS will be accompanied by an ESD report.

### **7.1.14 Biodiversity**

The site is former industrial and has low, if any, biodiversity value. It is not located within an environmental area. Subject to preliminary assessment, it is likely that a BDAR Waiver request will be submitted prior to SSD lodgement.

The project will significantly improve biodiversity on site through the provisions of the large urban park which will include a high-quality landscape design.

### **7.1.15 Aviation**

The proposal will be assessed against the OLS / PANS-OPS for both Bankstown Airport and Sydney Kingsford Smith Airport. Any temporary or permanent structures that protrude into the OLS / PANS-OPS will require approval from the Civil Aviation Safety Authority (CASA).

### **7.1.16 Indigenous Heritage**

Wentworth Point is part of the traditional lands of the Wangal. These lands stretch along the southern shore of the Burramatta (Parramatta) River. The neighbouring groups are the Gadigal to the east, the Burramattagal to the west and the Wullumattagal to the north of the river.

Wangal Country extends from Darling Harbour in the east, around Balmain Peninsula including Me-mel (Goat Island), and almost to Parramatta in the west. The Parramatta River forms the northern boundary of Wangal Country, although it is uncertain how far south their land extended. The Wangal people are thought to have occupied this area for over 20,000 years.

An initial assessment will be undertaken to determine if the project will have any impacts on Aboriginal cultural heritage. If required, an Aboriginal Cultural Heritage Assessment Report will be prepared.

## **7.2 Matters Requiring no Further Assessment in the EIS**

This section of the report identifies the matters that do not require further assessment in the EIS. Each of these matters was considered within the scoping phase but considered unlikely to result in significant impacts that warrant further assessment.

### **7.2.1 European Heritage**

The site is not an environmental heritage item or located in a heritage conservation area, nor is it located nearby any heritage items or heritage conservation areas.

### **7.2.2 Bushfire**

The site is not mapped within a bushfire prone area of a buffer zone to a bushfire prone area. As such a bushfire assessment is not considered necessary for this project due to its setting in a highly urbanised and developed area, devoid of remnant bushland and not within a mapped 'bushfire prone area'.

### **7.2.3 Air Quality and Odour**

The project will not generate any consequential air quality impacts related to atmospheric emissions, gases or particulate matter, or any ongoing odour sources.

## 8.0 Conclusion

This Scoping Report has been prepared on behalf of Billbergia (WP Block H Pty Ltd) in support of the proposed development of mixed-use development including two residential flat buildings located on land at Wentworth Place and Burroway Road, Wentworth Point.

The SSD will facilitate a positive design outcome for the site as well deliver significant and meaningful material public benefits for Wentworth Point community. It will result in a landmark high density mixed-use residential development. The EIS will include an assessment of the development's environmental performance and its impacts on the existing dwellings, the public domain and transport network in the surrounding area.

This Report informs the HDA of the details of the project and the matters that require further assessment to enable the preparation of project-specific SEARs to enable the preparation of an EIS that will accompany a SSDA. It has outlined preliminary information regarding project including the site, the proposed development, the relevant strategic and statutory context and planned stakeholder engagement. The scoping of the proposed assessment of impacts within the EIS for the proposed development will enable the HDA with input from other government agencies to prepare and issue project-specific SEARs for project.