Consideration of planning policies and strategies

Department of Planning and Infrastructure
Appendix C – Consideration of planning policies and strategies

This appendix provides an assessment of the consistency of the proposal for the Wentworth Point Urban Activation Precinct with the aims and objectives of the relevant planning policies and strategies.

NSW 2021

*NSW 2021* is the government’s 10 year strategic business plan. The plan sets priorities within a framework of 32 goals and 180 targets to guide resource allocation in conjunction with the NSW budget. A key goal of NSW 2021 is ‘to build liveable centres’. The development of the precinct, which forms part of the broader Sydney Olympic Park Specialised Precinct, in accordance with the provisions contained within the site specific DCP, including the public domain and built form provisions and the allocation of a substantial part of the precinct for public open space, promotes the achievement of this goal and will ensure the delivery of a liveable, vibrant community.

Draft Metropolitan Strategy for Sydney to 2031

The *Draft Metropolitan Strategy for Sydney to 2031* (draft strategy) contains five aims, of which two focus on housing and are therefore of relevance to the precinct:

- balanced growth
- liveable city.

By focussing growth close to jobs, services and public transport, protecting and enhancing the natural environment, including through addressing land contamination, and completing the local pedestrian and cyclist network and strengthening the case for improved ferry and bus connections, development of the precinct is consistent with the other, following aims of the draft strategy:

- productivity and prosperity
- healthy and resilient environment
- accessibility and connectivity.

Balanced growth

**Objective 1: Develop a new Land Release Policy and make new areas available for housing and jobs**

Sydney needs and additional 545,000 homes between 2011 and 2031. To accommodate this growth, the draft strategy proposes a balanced approach that combines the release of greenfield land at the urban fringe, with increasing the number and density of housing units in established areas including undeveloped land within the existing urban footprint. It is
estimated that approximately 15 per cent of the existing urban footprint comprises such land. Development of this land could provide for over 200,000 additional dwellings, or more than one-third of the required 545,000 additional dwellings.

The Wentworth Point Urban Activation Precinct is one such parcel of undeveloped land within the existing urban footprint that has a number of features that present as opportunities for the provision of additional housing, including a central location near existing and emerging centres, highly desirable natural attributes and strong local market demand for high density housing. Furthermore, the proposal includes community infrastructure to support this growth, such as additional open space and a new primary school.

Enabling Wentworth Point to be developed for housing in accordance with the proposal is consistent with the following policies of the draft strategy:

- **more greenfield and urban renewal areas will be made available to support the balanced growth of Sydney**
- **growth will be encouraged within the metropolitan urban area to reflect market demand.**

**Objective 2:  Strengthen and grow Sydney’s centres**

Wentworth Point forms part of the broader Sydney Olympic Park Specialised Precinct. The provision of a significant amount of additional housing adjacent to this growing centre will consolidate and strengthen its role as a major location for housing, jobs and recreation for Sydney.

This is consistent with the following policies and actions of the draft strategy:

- **plan for housing growth in centres of all sizes**
- **encourage growth in all centres and Specialised Precincts within the Global Economic Corridor and extend its overall reach to Norwest and Parramatta.**

**Objective 3:  Make Sydney connected**

The delivery of a significant amount of new housing in a high density form in a location that will be accessible to high frequency, high capacity public transport promotes improved connectivity in a number of ways, including:

- integrating land use and transport
- strengthening the case for the upgrade of bus and ferry facilities
- providing local road network upgrades.

This is consistent with the following policy of the draft strategy:

- **Strategic Centres and Specialised Precincts will be the focus of improved transport services through cross-city connections.**

**Objective 4:  Deliver strategic outcomes - nine city shapers**

Under the draft strategy, the NSW Government will lead the planning for nine city shapers that will directly influence Sydney’s successful growth to 2031.

Wentworth Point contributes to two city shapers:

- Parramatta Road Corridor
- Sydney Harbour.

Development of the precinct will deliver a significant amount of new housing in a high density form supported by a high quality public domain and open space and movement networks.
This is consistent with the following priorities for Parramatta Road under the draft strategy:

- **focus on Sydney Olympic Park as a Specialised Precinct to be a major location for employment, high density housing, sports and entertainment**
- **use the planned regeneration (in Sydney Olympic Park Master Plan 2030) to better integrate Sydney Olympic Park into adjacent areas**
- **facilitate delivery of urban activation precincts at Carter Street and Wentworth Point as part of the wider regeneration of Sydney Olympic Park**
- **plan for well-designed housing including smaller dwellings and apartments to ensure the Corridor achieves a higher population density that can stimulate business and retail investment**
- **plan for a viable and frequent public transport service the length of the corridor.**

The precinct will deliver new, uninterrupted foreshore access for its entire boundary with the Parramatta River and Homebush Bay. In addition, the development of a significant amount of new housing will strengthen the case for the upgrade of improved ferry services connecting the precinct with the Sydney and Parramatta CBDs.

This is consistent with the following priorities for Sydney Harbour under the draft strategy:

- **increase opportunities for recreational access to the foreshore and waters, including those offered through harbourside property regeneration**
- **improve and expand ferry services throughout Sydney Harbour and along Parramatta River.**

**Liveable city**

**Objective 5: Delivered new housing to meet Sydney’s growth**

The accelerated delivery of a significant amount of new housing in Wentworth Point through the Urban Activation Precinct program will help achieve housing delivery targets within the existing urban footprint and will be supported by infrastructure upgrades such as the provision of new public open space, a new school and local road upgrades.

This is consistent with the following policy and actions of the draft strategy:

- **we will plan for at least 273,000 additional homes by 2021 and 545,000 by 2031 and set minimum housing targets for each subregion**
- **new housing will be encouraged in areas close to existing and planned infrastructure in both infill and greenfield areas**
- **new urban activation precincts will be facilitated and expedited around existing and planned public transport and infrastructure**
- **infrastructure will be delivered to support housing growth**
- **the supply of housing in established urban areas and zoned release areas will be fast-tracked.**

**Objective 6: Deliver a mix of well-designed housing that meets the needs of Sydney’s population**

Under the DCP, the precinct will provide additional high density housing to cater for the increased demand for smaller housing types and will achieve a range of design quality objectives and controls related to matters such as building design, solar access and visual and acoustic privacy.

This is consistent with the following policy and actions of the draft strategy:

- **We will plan for a range of housing types in Sydney to meet demand.**
**Objective 7:** Deliver well-designed and active centres that attract investment and growth

The precinct will consolidate and strengthen the Sydney Olympic Park Specialised Precinct, will include community infrastructure in the form of significant areas of new public open space and a new primary school and will be designed in accordance with best practice urban design principles. Furthermore, the DCP provides guidelines to ensure a high quality built form and public domain.

This is consistent with the following policy and actions of the draft strategy:

- existing centres will grow and change and new centres will be supported
- retail, employment, cultural and social infrastructure will be included in centres undergoing growth and renewal
- new centres will follow principles of good urban design.

**Objective 8:** Create socially inclusive places that promote social, cultural and recreational opportunities

The precinct will deliver a high density environmental supported by extensive areas of public open space a high quality public domain, including public art, which will provide opportunities for casual social interaction, passive and active recreation and cultural appreciation.

This is consistent with the following policy and actions of the draft strategy:

- health, education, cultural and social infrastructure will be planned for early in the growth and renewal process
- cultural, social and recreational infrastructure will be delivered across Sydney.

**Objective 9:** Deliver accessible and adaptable recreation and open space

The precinct will deliver a number of recreation and open space benefits, including:

- extensive area of new public open space, including unrestricted public access to the precinct's foreshore with the Parramatta River and Homebush Bay
- green space, pedestrian and cyclist connections with the Sydney Olympic Parklands.

This is consistent with the following policy and actions of the draft strategy:

- open space must meet the diverse needs of Sydney’s population
- regional open spaces will form a green space network throughout Sydney
- connectivity will be encouraged between open spaces, walking trails, cycle paths and streets
- public access to Sydney Harbour, its catchment and other waterways will be extended.

**Healthy and resilient environment**

**Objective 22:** Achieve a healthy water environment

The proposal incorporates a number of water sensitive urban design (WSUD) measures aimed at achieving a healthy water environment, including:

- creating large areas of open space which facilitates rainwater infiltration
- creating new artificial wetlands and bio-retention systems to capture and treat stormwater before its enters Parramatta River and Homebush Bay
- planting additional vegetation to reduce soil erosion
• setting development back from waterways by at least 20m
• controls requiring compliance with BASIX measures that reduce use of potable water.
This approach is consistent with the following policy of the draft strategy:
• WSUD will be promoted and encouraged in appropriate locations.

**Objective 23:**  Protect, enhance and rehabilitate our biodiversity
The site will connect and integrate with the existing Parramatta River and Homebush Bay foreshore parkland, and will extend the Sydney Olympic Parklands into the Hill Road site by the location and configuration of the pocket parks.
Largely due to the site having been reclaimed in the early 20th century from the Parramatta River and its lengthy use for industrial activities, the precinct does not contain large areas of vegetation that is of high conservation and biodiversity value. However, the precinct does contain pockets of significant vegetation, including a re-emerging saltmarsh community at the tip of Wentworth Point and a line of mangroves in the north-west of the Hill Road site. This vegetation will be protected in either parkland or as part of an environment buffer. Furthermore, significant landscape trees will be retained in the headland park, subject to ground conditions.
This approach is consistent with the following policy of the draft strategy:
• opportunities to maintain, rehabilitate and/or create new habitats will be encouraged.

**Accessibility and connectivity**

**Objective 24:**  Plan and deliver transport and land use that are integrated and promote sustainable transport choices
The precinct is accessible to a variety of public transport modes and will benefit from future investments in public transport. Specifically:
• the NSW Government has recently committed to future upgrades of existing ferry services that connect the precinct with the Sydney CBD and Parramatta, which will enhance the quality of this service
• buses currently connect the precinct with Burwood via Strathfield, with further connections to Rhodes and the Rhodes rail station possible with the construction of the Homebush Bay bridge
• completion of the Parramatta River and Homebush Bay pedestrian and cyclist network and construction of the permeable street network will facilitate convenient and safe pedestrian and cyclist movement to, from and throughout the precinct
• upgrades to the local road network, including signalising the intersection of Hill and Burroway Roads, and contributions to regional road intersection upgrades over time.
This approach is consistent with the following policies of the draft strategy:
• Sydney’s growth will be supported by current and future investment in transport, particularly public transport
• greater use of public transport, walking and cycling will be encouraged.

**Objective 26:**  Improve accessibility and connectivity for centres and for new urban areas
The design of the precinct, in particular its road network and extensive public open spaces, will facilitate walking and cycling.
In addition to the proposed suite of local road improvements, upgrades to regional road intersections will be approached strategically to ensure coordination with other road improvements, such as the WestConnex project, as well as growth generally on arterial corridors.

This approach is consistent with the following policies of the draft strategy:

- **transport capacity will be boosted in area prioritised for urban renewal**
- **urban design in centres will support sustainable transport choices.**

The draft strategy also provides further detail on implementation at the subregional level.

Development of the precinct will promote the following sub-regional implementation aims:

- **Rhodes** – create a focus for intense commercial and residential activity
- **Sydney Olympic Park** – broaden the Precinct’s role as a major employment, recreation and housing area
- **Parramatta Road Corridor** – facilitate delivery of urban activation precincts at Carter Street and Wentworth Point.

### State Infrastructure Strategy

Infrastructure NSW released the 20 year State Infrastructure Strategy in October 2012. The strategy identifies and prioritises the delivery of critical public infrastructure for NSW in sectors such as transport, water, electricity, health and telecommunications. It states that enabling residential development in those areas most accessible to employment is critical, and that new high density communities should be located in easy reach of the CBD. The precinct is accessible to an existing concentration of employment at Sydney Olympic Park, which is forecast to grow significantly in future years, and with concurrent transport improvements, including the completion of the bridge across Homebush Bay will be highly accessible to the concentration of employment in the Rhodes Peninsula and the Sydney CBD.

### NSW Long Term Transport Master Plan

The NSW Long Term Transport Master Plan acknowledges that transport planning is closely aligned to land use planning. In order to improve public transport and cut congestion to improve the liveability of greater Sydney, Transport for NSW supports transit-oriented development across the greater metropolitan area. This includes provision of higher density developments in centres to ensure the efficient use of public transport services. The development of the precinct, which forms part of the broader Sydney Olympic Park Specialised Precinct, is consistent with this key strategic policy direction.

### White Paper – A new planning system for NSW

In April 2013, the government released the White Paper which outlined ideas for the reform of the NSW planning system to focus on sustainable growth and deliver more housing and jobs.

Planning for the precinct has been undertaken in accordance with many of the key strategies contained in the white paper, including:

- a renewed focus on strategic planning
- supporting evidence based strategic planning through the undertaking of studies into relevant matters, including traffic, contamination, ecology and stormwater
- involving the community early in planning decisions that affect their local area through the formation of a community reference group.
Draft West Central Subregional Strategy 2007

In response to the former metropolitan plan, the NSW Government prepared draft subregional strategies to provide more specific guidance for growth. While the precinct is located within the West Central Subregion, it adjoins the boundary of the Inner West Subregion to the east. Consequently, although the precinct is covered by the draft West Central Subregional Strategy, the draft Inner West Subregional Strategy is also of relevance, in particular due to its proximity to the Rhodes Specialised Precinct.

The draft West Central Subregional Strategy sets a target of 95,500 additional dwellings for the subregion by 2031, of which 17,000 are to be provided in Auburn Local Government Area (LGA). The Inner West Subregion is to accommodate an additional 30,000 additional dwellings, of which 10,000 are to be provided in Canada Bay LGA.

In addition to housing, the draft strategies set a target of 18,000 additional jobs for the combined Sydney Olympic Park and Rhodes Specialised Precinct by 2031.

The subregional strategies confirm the key spatial directions of the metropolitan strategy of focussing growth in existing centres well served by public transport, including the Sydney Olympic Park and Rhodes Specialised Precincts.

With the finalisation of the current draft metropolitan strategy, it is expected that the draft subregional strategies will be reviewed and updated with new dwelling targets for key centres such as the Sydney Olympic Park Specialised Precinct. Nonetheless, the Wentworth Point Urban Activation Precinct will contribute to this total.

State Environmental Planning Policies

The following state environmental planning policies (SEPPs) are of relevance to the precinct:

- State Environmental Planning Policy No 55—Remediation of Land
- State Environmental Planning Policy No 64—Advertising and Signage
- State Environmental Planning Policy No 65—Design Quality of Residential Flat Development
- State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004
- State Environmental Planning Policy (Exempt and Complying Development Codes) 2008
- State Environmental Planning Policy (Infrastructure) 2007
- State Environmental Planning Policy (Major Development) 2005.

The proposal is consistent, or can be conditioned to be consistent as part of the development assessment process, with the key directions of these state planning policies.

Regional Environmental Plans

The following state planning policies are of relevance to the precinct:

- Sydney Regional Environmental Plan No 24 – Homebush Bay Area
- Sydney Regional Environmental Plan (Sydney Harbour Catchment).

Sydney Regional Environmental Plan No. 24 – Homebush Bay Area

The precinct and surrounding land at Wentworth Point is covered by Sydney Regional Environmental Plan No 24 – Homebush Bay Area (SREP 24), which is a deemed SEPP.

SREP 24 aims to encourage co-ordinated and environmentally sensitive development in the area, and sets out a simplified and flexible planning framework that is complemented by detailed planning controls in the form of master plans. SREP 24 identifies a range of objectives to support the achievement of this aim. Relevant objectives include to:
• promote a variety of types of development and land uses, including commercial, retail, industrial, residential, recreational, open space, institutional and tourism uses
• promote ecologically sustainable development
• preserve and improve views from and of the waterfront and to enhance public access to those waterways and waterfront areas, while protecting flora and fauna habitats
• protect sensitive natural environments, such as wetlands, woodlands and grasslands
• identify and protect heritage items, heritage conservation areas and potential historical archaeological sites and ensure that development is sympathetic to them.

The proposal will involve repealing the SREP as it applies to the site as its provisions will be superseded by the amendments to the Auburn LEP and the introduction of the new site specific DCP.

Sydney Regional Environmental Plan (Sydney Harbour Catchment)
The precinct is included in the Sydney Harbour Catchment, and is consequently covered by the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (Harbour REP). The Harbour REP has the following aims for the Sydney Harbour Catchment:

• to ensure that the catchment, foreshores, waterways and islands of Sydney Harbour are recognised, protected, enhanced and maintained:
  – as an outstanding natural asset
  – as a public asset of national and heritage significance for existing and future generations
• to ensure a healthy, sustainable environment on land and water
• to achieve a high quality and ecologically sustainable urban environment
• to ensure a prosperous working harbour and an effective transport corridor
• to encourage a culturally rich and vibrant place for people
• to ensure accessibility to and along Sydney Harbour and its foreshores
• to ensure the protection, maintenance and rehabilitation of watercourses, wetlands, riparian lands, remnant vegetation and ecological connectivity
• to provide a consolidated, simplified and updated legislative framework for future planning.

To achieve these aims, the SREP adopts the following principles:

• Sydney Harbour is to be recognised as a public resource, owned by the public, to be protected for the public good
• the public good has precedence over the private good whenever and whatever change is proposed for Sydney Harbour or its foreshores
• protection of the natural assets of Sydney Harbour has precedence over all other interests.

The Harbour REP includes a number of water based zones, with Homebush Bay adjacent to the site being zoned W1 Maritime Waters and W5 Water Recreation.

The Harbour REP sets a number of matters for consideration when assessing and determining development applications, including in relation to public access and use of foreshores and waterways and maintenance, protection and enhancement of views.

It also sets out a number of specific provisions, including maintenance of views and vistas to landmarks, access to commercial marinas and the Homebush Bay bridge.

The proposal is consistent with the key directions of the Harbour REP in particular opening up unrestricted public access to the precinct’s entire foreshore with the Parramatta River and Homebush Bay.
Local Planning Controls

Auburn LEP 2010

The Auburn Local Environmental Plan (LEP) 2010 is the principal planning instrument for the Auburn LGA. The precinct and surrounding land, including the balance of Wentworth Point, is a deferred matter under the LEP. However, given the aim of eventually including the precinct within the LEP, it is appropriate to ensure that where possible, the proposal furthers the aims of the LEP and is compatible with the aims for zoning, height and FSR.

An assessment of the proposal’s compliance with these aims is outlined below.

Table 1 – Compliance with aims of Auburn LEP

<table>
<thead>
<tr>
<th>Aim</th>
<th>Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>To establish planning standards that are clear, specific and flexible in their application</td>
<td>The DCP adopts a performance based planning approach that provides both certainty and flexibility, and addresses a broad range of relevant development matters</td>
</tr>
<tr>
<td>To foster integrated, sustainable development that contributes to Auburn’s environmental, social and physical well-being</td>
<td>The proposal integrates with surrounding development and provides for a range of community infrastructure, including a new school and extensive public open space, that will contribute to the well-being of the Auburn LGA</td>
</tr>
<tr>
<td>To protect areas from inappropriate development</td>
<td>Development of the precinct is in accordance with the planning framework and represents appropriate outcome when considered against all relevant NSW planning policy, including the Draft Metropolitan Strategy for Sydney to 2031. It results in the efficient use of underutilised land within the urban footprint that is accessible to jobs and public transport</td>
</tr>
<tr>
<td>To minimise risk to the community by restricting development in sensitive areas</td>
<td>The precinct does not contain areas of environmental significance and is not subject to high levels of risk from natural hazards. Mitigation strategies, including the capping of most of the precinct by basement car parking or clean fill can adequately address contamination issues</td>
</tr>
<tr>
<td>To integrate principles of ecologically sustainable development into land use controls</td>
<td>The proposal encourages development that is consistent with the principles of ecologically sustainable development by locating dwellings in a location that is accessible to centres and high quality public transport</td>
</tr>
<tr>
<td>To protect, maintain and enhance the natural ecosystems, including watercourses, wetlands and riparian land</td>
<td>The proposal incorporates a number of measures that address seek to protect, maintain and enhance the natural ecosystems, including:</td>
</tr>
<tr>
<td></td>
<td>• protecting all riparian areas along the Parramatta River and Homebush Bay foreshores in public open space</td>
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<td></td>
<td>• setting development back from the water and Sydney Olympic Parklands and associated wetland systems</td>
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<td></td>
<td>• protecting existing significant landscape trees, including mature figs and palms in the headland park, subject to ground conditions</td>
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<td></td>
<td>• protecting and enhancing existing endangered saltmarsh communities at Wentworth Point</td>
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<td></td>
<td>• incorporating water sensitive urban design measures throughout the precinct, including establishment of new artificial wetlands for stormwater quality purposes and bio-retention systems in roadways</td>
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<tr>
<td></td>
<td>• extensive tree planting, including within roadways</td>
</tr>
<tr>
<td>To facilitate economic growth and employment opportunities within Auburn</td>
<td>The provision of an additional 2,300 new dwellings in the precinct will:</td>
</tr>
</tbody>
</table>
The aims of the DCP are to:

- provide detailed controls which support the Auburn LEP 2010
- ensure high quality development across the LGA
- provide guidelines to applicants in formulating development proposals
- identify the criteria and process for assessing applications, and outline the responsibilities of both council and applicants
- provide development controls for council to assess the appropriateness of a development proposal.

An assessment of the proposal’s compliance with these aims is outlined below.

### Table 2 – Compliance with aims of Auburn DCP

<table>
<thead>
<tr>
<th>Aim</th>
<th>Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide detailed controls which support the Auburn LEP 2010</td>
<td>The DCP provides detailed controls that are consistent with and assist in the implementation of the Auburn DCP</td>
</tr>
<tr>
<td>Ensure high quality development across the LGA</td>
<td>The DCP facilitates a high quality development scenario that is based on rigorous urban design development and testing that seeks to balance environmental, social and economic considerations</td>
</tr>
</tbody>
</table>
Aim

Provide guidelines to applicants in formulating development proposals

Identify the criteria and process for assessing applications, and outline the responsibilities of both Council and applicants

Provide development controls for Council to assess the appropriateness of a development proposal

Compliance

The DCP refers to existing provisions of the Auburn DCP that assist applicants in this process

The DCP clearly outlines the criteria that will be used to assess and decide applications in the precinct, including a statement about the role of Council in adopting a flexible, performance based approach and refers to other section of the Auburn DCP that relate to roles and responsibilities, such as development application and public notification requirements

The DCP provides extensive and relevant development controls for the precinct

Where appropriate, the DCP also adopts relevant parts of the Auburn DCP, such as terms and definitions.

Other Development Control Plans

The precinct and Wentworth Point is covered by a range of other development control plans as noted in Section 2.2 of the planning report and as shown in Figure 8.

Homebush Bay West DCP 2004

The Homebush Bay West (HBW) DCP 2004 is the primary DCP for the precinct and the balance of Wentworth Point, It also underpins the Homebush Bay – Wentworth Point Master Plan 2005 and the No 1 Burroway Road (deemed) DCP 2006.

The aim of the DCP is to:

• to guide integrated development of the peninsula within an urban framework which is well connected and accessible, provides for a range of land uses and building forms, is clearly laid out and robust enough to support future change. Over time the precinct has the capacity to become a lively, well used and vibrant urban neighbourhood which benefits from and contributes to the high quality and amenity of its location and setting.

The HBW DCP provides an extensive set of objectives and design framework principles supported by a series of general controls and detailed design guidelines for matters such as built form and site amenity.

Key features include:

• maritime and commercial uses in the precinct, with residential uses in the balance of Wentworth Point
• a series of public parks, including the designation of a foreshore park at the north-east tip of Wentworth Point
• a grid based system of streets
• taller buildings aligned with major streets and tapering of height down to the waterfront
• perimeter blocks enclosing large communal open space and courtyards.

With the introduction of the proposal, this DCP will no longer apply to the site. However, the new planning regime will retain relevant requirements to ensure long term consistency with existing aims and objectives for the greater area.
Homebush Bay–Wentworth Point Master Plan 2005

The Homebush Bay-Wentworth Point Master Plan 2005 was prepared for the precinct and the adjoining SOPA site. The intent of the master plan was to enable the development of a recreational maritime precinct, a mixed use retail/commercial centre and parkland.

The following general objectives underlie the master plan:

- provide a boating centre for recreational craft comprising boat storage and repair, boat launching and limited casual berthing
- provide commercial and retail development that meets the needs and market provided by both maritime activities and eventual development of the Homebush Bay West area
- provide an attractive and integrated open space system that provides foreshore access, varied recreational opportunities and meets the needs and aspirations of future residents and regional users
- provide an efficient street and circulation system that provides high levels of accessibility for pedestrians, bicycles, public transport and private vehicles
- manage and reconcile potential conflicts between maritime uses and residential development planned for adjacent areas
- ensure that new development is of a high standard of urban design and achieves principles of environmentally sustainable development
- incorporate and implement the requirements of the relevant statutory planning framework.

The master plan does not facilitate the establishment of a significant new residential population in the precinct. Rather, the master plan focussed on the creation of a maritime precinct and supporting commercial uses. Concept level planning is not provided for the Hill Road site. The master plan confirms the intent to create a large headland park at the north-east of Wentworth Point.

With the introduction of the proposal, this DCP will no longer apply to the site. However, the new planning regime will retain relevant requirements to ensure long term consistency with existing aims and objectives for the greater area.

No 1 Burroway Road (deemed) DCP 2006

The No 1 Burroway Road (deemed) DCP 2006 was prepared to guide the future development of land to the immediate south of the Burroway Road parcel.

The aim of the master plan is to create a healthy and interesting community through a thoughtful balance of cultural, environmental and functional urban design ideas which are appropriate to the scale and density of the development.

The key elements of the master plan include:

- integrate the proposed bridge, linking the Rhodes Peninsula with Homebush Bay West, into the civic purposes of the site
- form a major east-west street that visually and physically link Rhodes, via the footbridge, with the site’s water’s edge, park, and the urban plaza through to Sydney Olympic Parklands
- create a central gathering place for the northern end of the Homebush Peninsula through the provision of a large park, urban plaza and a waterfront promenade
- form a large public park on the Homebush Bay foreshore, linked to the foreshore promenade
• form a legible civic domain in the form of an urban plaza and town centre, located at the intersection of the future north south bus route and the main pedestrian/cycle route linking Rhodes with Homebush Bay West
• form a major north south street as a main street that contains the civic centre
• create new ground levels that provide active street frontages and hide parking basements and rainwater storage and contain deep soil zones and services
• create a variety of ‘neighbourhoods’ that respond to the site conditions and are characterized by the articulation of building facades and public space
• design apartments which are innately sustainable by virtue of their typology and suitable solar orientation.

The proposal integrates with the layout and design of land covered under this DCP and is compatible with the major components of the DCP, including the Homebush Bay foreshore link and proposed streets.

Sydney Olympic Park Master Plan 2030
Sydney Olympic Park Master Plan 2030 was finalised in 2009 with an additional part adopted in 2011 to cover the SOPA land adjoining the precinct. The intent of the master plan is to guide the development of the site as a mixed residential and commercial community focussed around the ferry terminal public transport interchange. Key features include:
• a continuous foreshore park along the Parramatta River frontage of the site
• a public foreshore street extending and connecting Hill Road to future roads to the east separating the foreshore park from the development
• a wide, central pedestrian and cyclist link running north-west to south-east through the site
• building heights of 9 storeys, stepping down to 4–6 storeys adjoining the new foreshore street.

The proposal is compatible and integrates with the SOPA site. In particular, the proposal defers commercial and retail uses to this local centre to ensure that the SOPA site establishes as the key activity centre for the northern part of Wentworth Point.