



FREQUENTLY ASKED QUESTIONS

What is a Development Control Plan?

A development control plan, or DCP, gives guidance to development and normally supports the aims and objectives of a Local Environmental Plan (LEP). They provide detailed controls and standards for addressing development issues at a local level and cover various development types, including residential, commercial and industrial.

A consent authority, such as a Council, is required to take a DCP into consideration when determining a development application.

Under the current planning framework, the planning controls for the “Block H” site enforced by the *Homebush Bay West DCP*. Usually, a DCP is complementary to an LEP which provides the legislative planning controls such as building heights. However, the *Homebush Bay West DCP* is unique in that the planning controls are linked to *Sydney Regional Environmental Plan No.24 – Homebush Bay Area* (SREP 24).

What is a Sydney Regional Environmental Plan (SREP) and what makes it different from an LEP?

The *Sydney Regional Environmental Plan* (SREP) is a State government endorsed plan which gives effect to planning controls within certain precincts. They are commonly known as a *State Environmental Planning Policy*, or SEPP. The relevant SREP for the “Block H” site is still in force so whilst it has the status of a SEPP, it is still referred to as SREP 24.

A *Local Environmental Plan* (LEP) is a local government endorsed plan which gives effect to planning controls within a particular local government area.

Both SREPs/SEPPs and LEPs have legislative weight, however, SREPs and SEPPs override LEPs.. In the case of “Block H”, because SREP 24 applies to this part of the precinct, it replaces the need for an LEP and also gives greater legislative control to the DCP. This is why the proposed changes to the planning controls are being made as part of a DCP amendment and not an LEP amendment via Planning Proposal, which is more common.

What is the Wentworth Point “Block H” DCP and what does it do?

The Wentworth Point “Block H” DCP seeks to make amendments to the current *Homebush Bay West DCP* to allow a different built form on the site than what is currently permitted. The amendments being sought include proposed increases to the overall gross floor area (GFA) and increases to the maximum height of building (HOB) control permissible on the site. It also includes site specific controls for parking rates, wind management, public domain, open space, and environmentally sustainable development. The amendments are informed by the outcomes of the Phase 2 Design Excellence Competition that was undertaken on the site in late 2018.

If the proposed DCP amendments are approved, then an application to develop the site in accordance with the new controls would be able to be lodged. Council would need to consider the new controls for any future development application (DA) that may be lodged for the site. Any future DA lodged for the site would need to be consistent with these controls and any other relevant planning legislation.

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Why are there different scenarios?

Under the existing controls in the DCP, the site can achieve a maximum GFA of 29,743m² and 25 storeys in height. In May 2018, Council resolved to endorse an increase in the maximum GFA on the site to 85,000m² providing the State government commits to funding Sydney Metro West and Parramatta Light Rail (PLR) Stage 2 (or equivalent bus service) and that appropriate community infrastructure is provided. If these commitments are not made, then this GFA cannot be achieved.

As a result, there are two different development scenarios proposed to be included in the DCP. Both Scenarios comprise of two towers.

Scenario 1 – the ‘lower’ option consists of a maximum GFA of 54,356m² and 1 tower of up to 25 storeys (102m) and 1 tower of up to 40 storeys (165.45m)

Scenario 2 – the ‘higher’ option consists of 1 tower up to 40 storeys (165.45m) and 1 tower up to 50 storeys (190.65m)

Both scenarios include additional height for the purposes of architectural articulation (detail) which will not contain any residential floor space.

The State Government has committed to delivering Sydney Metro West, but what if there is no funding commitment to Parramatta Light Rail (Stage 2)?

At this stage, the State Government has committed to delivering a Sydney Metro West station at Olympic Park but not the connecting Parramatta Light Rail (PLR) Stage 2 or equivalent bus service. Should no commitment be made to delivering PLR Stage 2 or an equivalent bus service then the maximum GFA for the “Block H” site would be limited to the ‘lower’ development option under Scenario 1. The ‘higher’ development option of Scenario 2 can only be achieved if Sydney Metro West *and* PLR Stage 2 or equivalent bus services can be delivered.

What is a Voluntary Planning Agreement?

A voluntary planning agreement, or VPA, are legal documents created under the *Environmental Planning & Assessment Act 1979* between developers and government agencies for the provision of infrastructure or other public amenities. A VPA enables the opportunity for councils to negotiate much needed community facilities and infrastructure which could not be obtained through a development contributions plan. In this regard, VPAs are a more flexible mechanism to fund or deliver infrastructure in a timely manner.

What is the Voluntary Planning Agreement being exhibited?

The voluntary planning agreement is valued at over \$70 million and includes the following community benefits:

- Road infrastructure and intersection upgrades
- Shuttle bus service
- Child care centres
- Funding for the library and community centre fit-out
- Public open space and developed parklands
- Delivery of either an indoor sports facility or water recreation facility

For more information on these items and when they will be delivered, refer to the exhibition material for the draft Planning Agreement and associated documentation.

What is Council doing about the traffic issues associated with the proposed amendments?

Council, the developer and State Government acknowledge that traffic concerns are a key issue for the Wentworth Point community. Any final decision in relation to the proposed redevelopment on the Block H site must be supported by a transport strategy that is workable for the local community. This will be a key consideration of Council following the public exhibition and before a final decision on the proposed DCP changes is made.

Is an aquatic facility proposed for Wentworth Point?

As part of the public exhibition, Council is seeking specific feedback on whether the community would prefer an aquatic facility in Homebush Bay, indoor multipurpose courts or other recreation facility to be provided in the precinct. You can have your say by completing the quick survey on this page. The responses will be used to inform Council's decision on which facility will be included in the Planning Agreement.

Was there a Design Excellence Competition?

Yes. A Design Excellence Competition was conducted for this site and the outcomes have been used to inform the proposed changes to the DCP. Further background information on the Competition process can be found in the *Design Excellence Competition Jury Report* which is available to view within the Supporting Material section on this page.