

## APPENDIX B – SUMMARY OF SUBMISSIONS

LAND OWNER SUBMISSIONS			
LAND OWNER	ADDRESS	ISSUE	RESPONSE
<b>I Takac</b>	Grange Ave, Schofields	<ul style="list-style-type: none"> <li>• Supports E4 Environmental Living zoning.</li> <li>• Planning to continue land uses permissible within the E4 zone</li> </ul>	Noted.
<b>K Linley and L Sulley</b>	Voysey Close, Quakers Hill	<ul style="list-style-type: none"> <li>• When was the land certified?</li> <li>• Fill could be used on the property and have virtually no resulting change in flood levels</li> <li>• Flood modelling does not deal with impacts of M7.</li> <li>• Area between Voysey Close and M7 would cause no problems if filled and opened to development</li> <li>• Proposed residential development is too small and would benefit from the addition of more houses</li> <li>• Why is the rear of the property zoned as E2 Environmental Conservation, discrepancies with ILP?</li> </ul>	<p>Certification for the North West and South West Growth Centres commenced in December 2007 under the <i>State Environmental Planning Policy (Sydney Region Growth Centres) 2006</i>.</p> <p>Flood assessments and modelling prepared for the Schofields Precinct demonstrate that filling of the flood plain would have downstream impacts on Eastern Creek. Exhibited and post-exhibition flood modelling addresses the impacts of all existing and proposed infrastructure such as the M7. Refer to Section Appendix C for further flood modelling details.</p> <p>Areas for proposed residential development have been determined based on the constraints for each parcel of land. Land located within the 1 in 100 year flood extent is determined not suitable for residential development. The majority of this property is located within the 1 in 100 year flood extent. Refer to development Control SEPP Map.</p> <p>The exhibited Schofields Biodiversity Assessment identified areas of Moderate and High Conservation Significance on this property. The E2 Environmental Conservation zone is considered the most appropriate zone to ensure the protection of this vegetation.</p>
<b>J and E Vella</b>	Argowan Road, Schofields	<ul style="list-style-type: none"> <li>• Review the proposal to locate public park on property</li> <li>• More suitable locations for a park are available within Precinct (i.e.) closer to higher density housing and railway</li> <li>• Land is very steep and not suited for park</li> <li>• Consider the site adjacent owned by major developer.</li> </ul>	<p>A comprehensive review was undertaken to identify the most appropriate location for open space in the Schofields Precinct to accommodate for the future community.</p> <p>The suggestion to relocate proposed parks within the Precinct has been considered. However, it was determined that a large public park is still required within the existing Schofields Village area to accommodate the proposed medium density development and this was determined to be the most appropriate location.</p>

<b>J and A Brady</b>	Argowan Road, Schofields	<ul style="list-style-type: none"> <li>• Object to large portion of property being zoned E2 Environmental Conservation. Only a small area is zoned E4 Environmental Living</li> <li>• 50% of the property should be zoned either Low Density Residential or Environmental Living</li> <li>• Should be zoned similar to adjoining properties</li> <li>• Propose to build sheds, stables and swimming pool</li> <li>• Object to changing of name of Argowan Road Schofields</li> </ul>	<p>The majority of this property is located within the 1 in 100 year flood extent and is not suitable for residential development. Refer to Development Control SEPP Map.</p> <p>The E2 Environmental Conservation zone is considered the most appropriate zone for areas not suitable for residential development and where existing vegetation is located. In addition, the exhibited Schofields Biodiversity Assessment showed areas of Existing Native Vegetation that were of conservation significance that would require protection through Precinct planning.</p> <p>The property can continue any activity on the property that has been approved.</p> <p>The existing name of Argowan Road is not proposed to be changed.</p>
<b>A Mills</b>	Voysey Close, Schofields	<ul style="list-style-type: none"> <li>• Low density zoning not suitable – should be maximised to the full as walking distance from shops and bus routes</li> </ul>	<p>The option of increasing densities along Voysey Close and Quakers Road was considered following exhibition. However, low density development was considered a more appropriate form of residential development for this location.</p> <p>Areas zoned for R3 Medium Density Residential have been restricted to areas within approximately 200 metres of the Schofields and Quakers Hill Railway Station.</p>
<b>R Godbehere</b>	Elgin Street, Schofields	<ul style="list-style-type: none"> <li>• Does not want Elgin Street (a current cul-de-sac) to become a through road as increase to traffic</li> <li>• Not wide enough to accommodate vehicle traffic</li> <li>• Existing through road 100m adjacent</li> <li>• Road may increase flood impacts as already in 1 in 100 flood zone</li> </ul>	<p>The option to retain Elgin Street as a cul-de-sac has been considered following exhibition. However, the potential for Elgin Street to become a through road has been retained on the ILP. The road will only be developed if development in the area warrants an additional through road. It is envisaged that this road extension would not be required in the immediate future.</p>
<b>F Phillpott</b>	Princes Road, Schofields	<ul style="list-style-type: none"> <li>• Request Westminster overbridge remains in place.</li> </ul>	<p>Westminster Bridge is not proposed to be removed as part of the Schofields Precinct Planning process.</p>
<b>D Castaneda</b>	Grange Avenue, Schofields	<ul style="list-style-type: none"> <li>• Land zoned Environmental Conservation, requests that it is zoned Environmental Living to allow residential development</li> <li>• To allow building to be elevated similar to a Queenslander house as a precaution to flooding</li> <li>• Why are lots on Argowan Road zoned Environmental Living and Grange Avenue not</li> <li>• Allow a small proportion of Environmental Living on the lot</li> <li>• Zoning has not occurred in the West Schofields</li> </ul>	<p>Due to flooding constraints associated with Eastern Creek, the lot is not suitable for residential development. The opportunity to allow residential development on the lot has been investigated by the DP&amp;I's drainage engineers.</p> <p>Areas that fall within the 1 in 100 year flood extent are not suitable for residential development. This is a consistent approach for all flood affected areas within the Schofields Precinct.</p> <p>A dwelling house is not permitted within the E2 Environmental Conservation zone. The property also contains significant existing native vegetation that is required to</p>

		Precinct	<p>be protected. Refer to Development Control and Native Vegetation Protection SEPP Maps.</p> <p>The West Schofields Precinct has not been released for urban development by the Minister for Planning and Infrastructure and therefore planning has not commenced in this Precinct.</p>
<b>B Kubiak</b>	Bridge Street, Schofields	<ul style="list-style-type: none"> <li>• Schofields residents will be disadvantaged if the Westminster bridge is closed. Bridge should remain open.</li> <li>• Land should be left for infrastructure in the vicinity of the overbridge</li> <li>• Did not measure additional carbon dioxide emissions from traffic generation</li> <li>• Collector road should be diverted to Veron Road</li> <li>• A separate bicycle footpath should be built for cyclists only</li> </ul>	<p>Westminster Bridge is not proposed to be closed as part of the Schofields Precinct Planning process.</p> <p>Speed limits on the residential streets within the existing Schofields Village will remain the same. The Roads and Maritime Services (RMS) is responsible for any changes to speed limits.</p> <p>Veron Road is proposed to be a sub-arterial road. This road will be the main north-south road in the Schofields Precinct. Bridge Street and will be an important road for accommodating future development in the Precinct.</p> <p>Off road cycle paths are proposed within the Schofields Precinct where possible. Refer to the Development Control Plan.</p>
<b>S Boleslawski</b>	Bridge Street, Schofields	<ul style="list-style-type: none"> <li>• Concern over removal of Westminster overbridge</li> <li>• No provision for the extension of Westminster overbridge</li> <li>• Request current traffic volume figures</li> <li>• Concern regarding bridge street becoming a collector road with a 60km/h speed limit</li> <li>• Suggestions for proposed north-south collector road</li> </ul>	<p>Westminster Bridge is not proposed to be closed as part of the Schofields Precinct Planning process.</p> <p>An analysis of the existing traffic conditions has been undertaken and modelled. Refer to exhibited Traffic and Access Report.</p> <p>Bridge Street will ultimately become a collector road to accommodate future development in the Precinct and provide appropriate access to Schofields station.</p>
<b>M Szombath</b>	Bridge Street, Schofields	<ul style="list-style-type: none"> <li>• How do we know what is planned on the other side of the tracks?</li> <li>• Concern regarding the removal of Westminster Bridge</li> <li>• Why are neighbourhood services located on Grange Avenue?</li> <li>• Delay housing until infrastructure is finished.</li> </ul>	<p>The Schofields Precinct only includes land to the west of the Richmond Rail Line. Refer to the ILP for location. Land to the east of the Richmond Rail Line forms part of the Riverstone and Alex Avenue Precincts. These Precincts were both rezoned for urban development in May 2010.</p> <p>Westminster Bridge is not proposed to be closed as part of the Schofields Precinct Planning process.</p> <p>Urban design analysis and guiding policy documents including the South West Structure Plan indicate three neighbourhood centres are required to support the</p>

			<p>proposed population in the Schofields Precinct. The proposed neighbourhood centre on Grange Avenue will support future development in the areas surrounding Grange Avenue and the existing Schofields Village.</p> <p>Development Applications for new development within the Schofields Precinct are unable to be approved until appropriate infrastructure services such as water and sewer are provided. This ensures infrastructure will be provided for any new development within the Growth Centres.</p>
<b>J Micallef</b>	Voysey Close, Quakers Hill	<ul style="list-style-type: none"> <li>• Front of property will be resumed for residential properties</li> <li>• How will we have access to the rear of the property?</li> <li>• Are we liable for infrastructure such as roads, power, sewer, electricity</li> <li>• Impacted by the M7 development</li> <li>• Concern that may need to find another residence.</li> </ul>	<p>Areas that are zoned for residential development will not be resumed; landowners will not need to find another residence. Once land has been rezoned, it does not have to be developed. Landowners can choose to develop, not develop or develop only part of their property.</p> <p>Landowners can continue with current uses provided the use is already lawfully commenced.</p> <p>Development Applications for new development within the Schofields Precinct are unable to be approved until appropriate infrastructure services such as water and sewer are provided. Sydney Water is proposing to service the Schofields Precinct. Refer to the exhibited Infrastructure Strategy for indicative servicing timeframes.</p>
<b>B Mackenzie</b>	Grange Avenue, Schofields	<ul style="list-style-type: none"> <li>• Inaccuracies in the Executive Summary</li> <li>• Naming of suburbs</li> </ul>	<p>The Precincts are named for administrative purposes to enable Precinct Planning to occur. In some instances, the Precinct names do not reflect the existing suburb names. The suburb names are not proposed to be changed through the Precinct Planning process.</p> <p>Any inaccuracies in the exhibited material have been amended.</p>
<b>Schofields Flying Club</b>	-	<ul style="list-style-type: none"> <li>• Possibility of including the existing aerodrome into the local community (i.e. aviation technology park)</li> <li>• Only piece of general aviation infrastructure left in Sydney.</li> <li>• Suggests an aviation technology airfield</li> <li>• Non-aviation critical areas could be uses for sporting, recreational and horticultural pursuits.</li> <li>• No real noise issue for adjacent housing if all aircraft are noise compliant with standards.</li> <li>• Stop the destruction of an existing facility.</li> </ul>	<p>It is acknowledged that the former Schofields Aerodrome is one of the last general aviation areas left in Sydney. However, the Schofields Precinct was released for urban development by the Minister for Planning to help housing shortages within Metropolitan Sydney.</p> <p>The possibility of using the existing aerodrome as an aviation technology park has been considered, however it can not be accommodated as part of this Precinct Plan. The Precinct has been planned for residential development to achieve residential targets identified in the North West Growth centre Structure Plan.</p> <p>Where possible, the runways of the former Schofields Aerodrome have been</p>

			identified in the ILP for interpretation in the street pattern.
<b>A Meduri</b>	(on behalf of Quakers Road, Quakers Hill)	<ul style="list-style-type: none"> <li>• Land to be made exclusively for residential development</li> <li>• Realising the purpose of the M7 which is located adjacent</li> <li>• More suitable alternatives available.</li> </ul>	<p>Due to flooding constraints associated with Eastern Creek, the lot is not suitable for residential development.</p> <p>Areas that fall within the 1 in 100 year flood extent are not suitable for residential development. This is a consistent approach for the entire Schofields Precinct. Refer to Development Control SEPP Map.</p>
<b>A Currenti</b>	Westminster Street, Schofields	<ul style="list-style-type: none"> <li>• Objection to removal of Westminster bridge as additional driving distance</li> <li>• Inconvenience of rail station which has been moved</li> </ul>	<p>Westminster Bridge is not proposed to be closed as part of the Schofields Precinct Planning process.</p> <p>The relocation of Schofields Rail Station and any inconvenience is noted however, the station relocation was not part of the Precinct Planning process.</p>
<b>Winten Property Group</b>	(Not in Precinct)	<ul style="list-style-type: none"> <li>• Landowner and developer in the Marsden Park and Marsden Park Industrial Precinct</li> <li>• Support the rezoning of Schofields Precinct</li> <li>• Minimal discussion on the future direction of a rail network</li> <li>• Investigate options into the extension of the North West Rail Line to Marsden Park</li> </ul>	<p>Support for Precinct Planning noted.</p> <p>The NSW Government has committed to further investigate options for a future transport corridor to Marsden Park. Refer to Section 4.1.</p>
<b>L Williams</b>	(Not in Precinct)	<ul style="list-style-type: none"> <li>• Westminster Bridge should remain open, need to maintain flood free crossings.</li> <li>• Alternatives for flood free routes</li> <li>• Concern regarding Garfield Road</li> </ul>	<p>Westminster Bridge is not proposed to be closed as part of the Schofields Precinct Planning process.</p> <p>A flood evacuation strategy has been prepared as part of the Schofields Precinct Plan to determine appropriate flood evacuation routes for the area. Refer to Appendix C.</p> <p>Garfield Road is located in the Riverstone Precinct and was subject to a separate planning investigation.</p>
<b>Marsden Park Developments</b>	(Not in Precinct)	<ul style="list-style-type: none"> <li>• Support the rezoning</li> <li>• Investigate options for the extension of the North West Rail line through to stabling yards at Marsden Park</li> <li>• Preliminary commercial and technical analysis provided for the extension</li> </ul>	<p>Support for Precinct Planning noted.</p> <p>The NSW Government has committed to further investigate options to extend the approved North West Rail Link to Marsden Park. Refer to Section 4.1.</p>

<b>K Hippe</b>	Schofields	<ul style="list-style-type: none"> <li>• Objection to new station and pedestrian footbridge</li> </ul>	<p>Objection to the relocation of Schofields Rail Station and pedestrian footbridge has been noted, however, this project was not part of the Precinct Planning process.</p>
<b>S Gundes</b>	Grange Avenue	<ul style="list-style-type: none"> <li>• Purchased property as a hobby farm</li> <li>• Intend to keep bees and grow fruit trees</li> <li>• Proposes to build a shed and place a caravan on the property.</li> </ul>	<p>Landowners can continue with current uses provided the use is already lawfully commenced.</p> <p>Any new development or activity on the property is subject to approval from Council or the relevant authority.</p>
<b>Australia Alevi Cultural Centre</b>	Quakers Road, Quakers Hill	<ul style="list-style-type: none"> <li>• Satisfied with Low Density Zoning</li> <li>• Concern with extent of land zoned E4 Environmental Living</li> <li>• Concern with access via a service road as no direct access permitted</li> <li>• Request housing for older people and places for public worship be permitted in the E4 Environmental Living zone</li> <li>• Opportunity for keeping of animals on site to be made available</li> </ul>	<p>The proposed E4 Environmental Living zone generally reflects the 1 in 100 year flood extent whilst still allowing for minimal residential development.</p> <p>Due to flooding constraints associated with Eastern Creek, the entire lot is not proposed for residential development. Areas that fall within the 1 in 100 year flood extent are not suitable for residential development. This is a consistent approach for the entire Schofields Precinct. Refer to Development Control SEPP Map.</p> <p>Individual direct access from Quakers Road has been prohibited as creating multiple driveway entrances along Quakers Road would create safety and traffic concerns. Quakers Road will be a sub-arterial road and is anticipated to be the key north-south road in the Schofields Precinct creating a large volume of traffic. Access would need to be provided via a service road. The proposed indicative road layout could be further refined at the Development Application stage.</p> <p>Due to the nature of flood prone land, the permissibility of housing for older people and places of public worship is not considered appropriate.</p>
<b>Darug Custodian Aboriginal Corporation</b>	-	<ul style="list-style-type: none"> <li>• Would like to be consulted on any impacts to Darug sites within the Schofields Precinct</li> </ul>	<p>Appropriate consultation will be made with Aboriginal Stakeholder Groups for development within the Schofields Precinct.</p>
<b>Kevin Conolly MP</b>	-	<ul style="list-style-type: none"> <li>• No reason to remove Westminster Bridge</li> <li>• Replacement of Riverstone Crossing</li> <li>• No specific provision for non-government community organisations such as churches and non-government schools</li> <li>• It would be prudent to straighten the road and avoid a detour around the park which will cause traffic delay</li> <li>• Request that Quakers Road be moved further into the flood plain to avoid coming too close to the</li> </ul>	<p>Westminster Bridge is not proposed to be closed as part of the Schofields Precinct Planning process.</p> <p>The Riverstone Crossing does not form part of the Schofields Precinct. Garfield Road forms part of the Riverstone Precinct and is subject to a separate ongoing investigation.</p> <p>Non-government uses such as community organisations and places of public workshop are permissible within residential zones.</p>

		<ul style="list-style-type: none"> <li>Western Sydney Green Skills Hub</li> <li>Attention paid to street tree planting</li> </ul>	<p>Traffic modelling has demonstrated that the detour of the north-south railway road around the park will not create traffic delays. The road has been designed to ensure high speeds are not reached therefore reducing safety concerns for future residents.</p> <p>The Quakers Road extension has been located to avoid the severing of a number of individually owned properties located along the road. The costs of the construction significantly exponentially increase the further the road is located into the flood extent. Ongoing discussions have been occurring between Nirimba Education Precinct and the Department regarding this issue.</p> <p>All street tree plantings will be in accordance with Blacktown City Council requirements.</p>
<b>Crownland</b>	Grange Avenue, Schofields	<ul style="list-style-type: none"> <li>Has an existing DA approval for Seniors Living including 80 2-storey dwellings</li> <li>Cut and fill forms part of the approved DA allowing the site to be developed</li> <li>The DA approved in 2008 is currently being acted upon</li> </ul>	<p>Noted.</p> <p>The Crownland site is subject to an existing approved DA. It is understood that the DA will soon commence.</p>
<b>Crownland</b>	Grange Avenue	<ul style="list-style-type: none"> <li>The commencement of the DA has implications on the ILP</li> </ul>	Noted.
<b>Crownland</b>	Grange Avenue	<ul style="list-style-type: none"> <li>DA was not taken into consideration for precinct planning</li> </ul>	The DA was considered during the Precinct Planning process and flood modelling data for the DA has been included in post-exhibition flooding investigations. Refer to Appendix C.
<b>Crownland</b>	Grange Avenue	<ul style="list-style-type: none"> <li>Subject site is unfairly constrained by the ILP in comparison to other land holdings</li> <li>Other land holdings have gained an improvement in their development footprint.</li> </ul>	A consistent approach for the location of residential development has been taken for all development in the Schofields Precinct. Areas for proposed residential development have been determined based on the constraints for each parcel of land. Land located within the 1 in 100 year flood extent is determined not suitable for residential development.
<b>Crownland</b>	Grange Avenue	<ul style="list-style-type: none"> <li>Crownland land site needs to be considered differently as it has an approved DA.</li> </ul>	Flood modelling for the approved DA has been taken into consideration is the post-exhibition flooding investigations. Refer to Appendix C.
<b>Crownland</b>	Grange Avenue	<ul style="list-style-type: none"> <li>ILP results in a reduction of developable area identified in approved DA</li> </ul>	The ILP may differ to the DA; however Precinct Planning has determined this to be the most appropriate development footprint based on the existing opportunity and constraints for the site.

<b>Crownland</b>	Grange Avenue	<ul style="list-style-type: none"> <li>Landowner willing to compromise on a balance between ILP and DA to balance the potential yield to meet flood management objectives</li> </ul>	Noted.
<b>Crownland</b>	Grange Avenue	<ul style="list-style-type: none"> <li>No allowance is made for access across Schofield's tributary as approved in the DA</li> </ul>	The ILP does not prevent the approved DA from being developed. The design of drainage corridor and crossing is subject to a future Planning Proposal to be submitted by landowner.
<b>Crownland</b>	Grange Avenue	<ul style="list-style-type: none"> <li>ILP unfairly necessitates arduous rezoning applications for the landowner</li> </ul>	DP&I have tried to ensure a fair and equitable approach for the zoning of flood impacted land throughout the Precinct.
<b>Defence Housing Australia (DHA)</b>		<ul style="list-style-type: none"> <li>Draft ILP will not ensure the sustainable and efficient use of land and is potentially unviable.</li> <li>Lot sizes do not match true market needs</li> </ul>	<p>Noted. Amendments to the ILP have been made to address issues raised during exhibition.</p> <p>Refer to ILP (Appendix A).</p>
<b>Defence Housing Australia (DHA)</b>		<ul style="list-style-type: none"> <li>Modify ILP to reflect DHA's alternative ILP</li> </ul>	<p>Amendments to the ILP have been made to address issues raised during exhibition.</p> <p>Refer to ILP (Appendix A).</p>
<b>Defence Housing Australia (DHA)</b>		<ul style="list-style-type: none"> <li>Modify zoning map so that all R2 zoned land shown as red hatched 'multi-dwelling housing'</li> </ul>	<p>The zoning map has been amended to reflect the final ILP.</p> <p>Areas shown on the ILP as 'Medium Density Residential' will show the Multi-dwelling Housing hatching as a permissible use on the Zoning SEPP Map.</p> <p>Refer to Zoning SEPP Map.</p>
<b>Defence Housing Australia (DHA)</b>		<ul style="list-style-type: none"> <li>Replace density map with an indicative lot yield/average density map (average density of 17.4 dwellings/ha)</li> </ul>	<p>The density map has been amended to reflect the final ILP and provides lower densities to ensure the viability of residential development in the Precinct.</p> <p>Refer to Density SEPP Map.</p>
<b>Defence Housing Australia (DHA)</b>		<ul style="list-style-type: none"> <li>Modify ILP to reflect the short term open space management alternative plan.</li> </ul>	<p>Amendments have been made to the open space network. The key change was the relocation of the playing fields to the western side of the north-south sub-arterial road.</p> <p>Refer to the ILP (Appendix A) for further detail.</p>
<b>Defence Housing</b>		<ul style="list-style-type: none"> <li>Identify the acoustic buffer sold by DoD to TIDC</li> </ul>	The 'acoustic buffer' corridor is now identified as RE1 Public Open Space and meets

<b>Australia (DHA)</b>		(TCA) as local open space so it may be retained for this purpose	the Department of Defence's contractual arrangements to use this land for acoustic purposes only.  Refer to ILP (Appendix A).
<b>Defence Housing Australia (DHA)</b>		<ul style="list-style-type: none"> <li>Modify Growth Centres boundary to incorporate Quakers Inn and include on the Land Acquisition Map.</li> </ul>	The Growth Centres boundary identified in the <i>State Environmental Planning Policy (Growth Centres) 2006</i> is unable to be modified as part of the Schofields Precinct Planning process.
<b>Defence Housing Australia (DHA)</b>		<ul style="list-style-type: none"> <li>Issue a direction to Blacktown City Council to prepare an amending LEP to rezone the Quakers Inn site and include the site in the draft Section 94 Contributions Plan for the Schofields Precinct.</li> </ul>	The Department is not proposing to issue a direction to Blacktown City Council.  The draft Section 94 Contributions Plan for the Schofields Precinct is currently being prepared by Blacktown City Council.
<b>Defence Housing Australia (DHA)</b>		<ul style="list-style-type: none"> <li>Prepare a draft contributions plan for the Schofields Precinct.</li> </ul>	The draft Section 94 Contributions Plan for the Schofields Precinct is currently being prepared by Blacktown City Council.
<b>Defence Housing Australia (DHA)</b>		<ul style="list-style-type: none"> <li>Re-exhibit the revised draft Schofields Precinct Planning package so that stakeholders may provide further feedback on the future development of the Precinct</li> </ul>	Re-exhibition of the Schofields Precinct is not considered necessary.
<b>Defence Housing Australia (DHA)</b>		<ul style="list-style-type: none"> <li>The available area of flood free land has not been maximised for urban purposes</li> </ul>	Significant changes have been made to the utilisation of flood prone land within the Defence site. The playing fields and drainage basins have been located west of the north-south sub-arterial road and have been designed to be outside of the flood extent  Refer to ILP (Appendix A).
<b>Defence Housing Australia (DHA)</b>		<ul style="list-style-type: none"> <li>The ILP is not consistent with the Structure Plan</li> </ul>	The Schofields Precinct plan is generally consistent with the North West Structure Plan.
<b>Defence Housing Australia (DHA)</b>		<ul style="list-style-type: none"> <li>Privatisation of flood plain with Environmental Living lots is not considered to be the most appropriate way to manage open space</li> </ul>	Noted.  Refer to Section 4.3.
<b>Defence Housing Australia (DHA)</b>		<ul style="list-style-type: none"> <li>Nirimba Education Precinct should be included in the current master planning process in order to facilitate integrated urban design outcomes.</li> </ul>	The flooding and drainage needs of the Nirimba Education Precinct have been re-modelled as part of the post exhibition process. This has led to a common boundary approach which has resulted in urban design improvements for both the Defence site and the Nirimba Education Precinct.

<b>Defence Housing Australia (DHA)</b>		<ul style="list-style-type: none"> <li>Lot sizes considered too small and densities are too high</li> </ul>	<p>The area for residential development has been increased within the Precinct and the Density Control SEPP Map has been amended. This will enable larger lot sizes than the exhibited ILP.</p> <p>Refer to ILP (Appendix A) and Density Control SEPP Map.</p>
<b>Defence Housing Australia (DHA)</b>		<ul style="list-style-type: none"> <li>Locate active reserves within the flood plain</li> </ul>	<p>The sporting fields have been relocated to the western side of the Precinct in response to submissions received and further urban design analysis. The sporting fields have been designed to be above the 1 in 100 year flood extent.</p> <p>Refer to ILP (Appendix A).</p>
<b>Defence Housing Australia (DHA)</b>		<ul style="list-style-type: none"> <li>Management of potential regional open space along the riparian corridor should be managed by either Blacktown Council or the Western Sydney Parklands Trust</li> </ul>	<p>The sporting fields and local parks will be owned and managed by Blacktown City Council.</p> <p>A regional open space corridor along the riparian corridor is not proposed as part of the final ILP. The ILP however, does not preclude this option from occurring in the future.</p>
<b>Defence Housing Australia (DHA)</b>		<ul style="list-style-type: none"> <li>Concerns regarding road network</li> </ul>	<p>Concerns regarding the road network have been addressed and amendments have been made to the road network.</p> <p>Refer to ILP (Appendix A).</p>
<b>Defence Housing Australia (DHA)</b>		<ul style="list-style-type: none"> <li>The traffic distribution date differs from that developed as part of the Structure Plan</li> </ul>	<p>All traffic modelling was undertaken using the most recent traffic data. Consultation has been undertaken with RMS (formerly RTA) during the Precinct Planning process to determine traffic modelling methodologies and requirements.</p>
<b>Defence Housing Australia (DHA)</b>		<ul style="list-style-type: none"> <li>Concern regarding alignment of north-south collector road, may become a rat run</li> </ul>	<p>The north-south sub-arterial road will be the key north-south road within the Precinct. The north-south collector road will accommodate local traffic and has been designed to enable buses to utilise the road during track work.</p>
<b>Defence Housing Australia (DHA)</b>		<ul style="list-style-type: none"> <li>DP&amp;I have confirmed Quakers Road is listed on the SIC, however the land acquisition map implies the relevant acquisition authority is Blacktown City Council.</li> </ul>	<p>Quakers Road is identified on the SIC Practice Note. Part of this road will be funded through the SIC and is likely to be constructed by Council as a local road. Blacktown City Council is correctly identified as the acquisition authority for part of the road.</p>
<b>Defence Housing Australia (DHA)</b>		<ul style="list-style-type: none"> <li>Provide a centrally located north-south sub-arterial road</li> </ul>	<p>The north-south sub-arterial road has been slightly relocated to reflect changes to the ILP. Refer to ILP (Appendix A).</p>

<b>Defence Housing Australia (DHA)</b>		<ul style="list-style-type: none"> <li>Provide a future link to the Nirimba Education Precinct</li> </ul>	A future link has been identified on the ILP showing an additional access point to the Nirimba Education Precinct from Quakers Road. Refer to ILP (Appendix A).
<b>Defence Housing Australia (DHA)</b>		<ul style="list-style-type: none"> <li>To design collector roads to have direct driveway access</li> </ul>	The DCP provides controls to restrict access from certain roads for both safety and traffic reasons.  Refer to DCP.
<b>Defence Housing Australia (DHA)</b>		<ul style="list-style-type: none"> <li>Delivery of Nirimba Drive access through Quakers Inn site</li> </ul>	The ILP shows the north-south collector road as a continuation of the existing Nirimba Drive. This will be one of the two key southern access points to the Schofields Precinct. The north-south collector road is likely to be a developer funded road. The Department has facilitated discussions between all the key stakeholders at this location. This will assist with the acquisition and dedication to Council of the right of way in front of the Inn.
<b>Department of Defence</b>		<ul style="list-style-type: none"> <li>Defence intends to dispose of the site during the 2011/12 financial year</li> </ul>	Noted.
<b>Department of Defence</b>		<ul style="list-style-type: none"> <li>Requests section 94 plan be placed on exhibition should the ILP be re-exhibited</li> </ul>	The draft Section 94 Contributions Plan is currently being prepared by Blacktown City Council.
<b>Department of Defence</b>		<ul style="list-style-type: none"> <li>Objects to the low dwelling yields and should be increased by moving infrastructure to the floodplain</li> </ul>	Amendments to the ILP have been made following exhibition including the relocation of the sporting fields and drainage detention basins the western side of the north-south sub-arterial road. The sporting fields will be above the 1 in 100 year flood extent. Refer to the ILP (Appendix A) for further detail.
<b>Department of Defence</b>		<ul style="list-style-type: none"> <li>Suggests areas below 1:20 flood line should be publicly owned through section 94 contributions</li> </ul>	The majority of flood prone land will remain in private ownership. Blacktown City Council have advised DP&I that they are unable to purchase the riparian corridor and therefore will remain in private ownership.
<b>Department of Defence</b>		<ul style="list-style-type: none"> <li>Objects to the private ownership of eastern Creek, should be owned by a Government agency</li> </ul>	Noted.
<b>Department of Defence</b>		<ul style="list-style-type: none"> <li>Objects to active open space being located on developable land</li> </ul>	The sporting fields have been relocated to the western side of the north-south sub-arterial road which will create the potential for additional residential development.
<b>Department of Defence</b>		<ul style="list-style-type: none"> <li>Objects to Basin 6 being located above the 1:100 year flood line</li> </ul>	The location of Basins 5 and 6 have been modified following exhibition and are both located on the western side of the north-south sub-arterial road. Refer to the ILP (Appendix A) and Appendix C for further detail.

<b>Department of Defence</b>		<ul style="list-style-type: none"> <li>Objects to the listing of the two remaining buildings on the local heritage list because of lack of adaptive re-uses and financial viability.</li> </ul>	The buildings are no longer included on the SEPP Heritage listing.
<b>Department of Defence</b>		<ul style="list-style-type: none"> <li>Runways are more suitable form of heritage identification</li> </ul>	<p>The Department supports this submission and subsequently parts of the existing runways (within the flood extent) have been identified as an item of local heritage of the Heritage SEPP map.</p> <p>Refer to Heritage SEPP Map.</p>
<b>Department of Defence</b>		<ul style="list-style-type: none"> <li>Objects to private land on Nirimba Drive being omitted for acquisition by state or local agencies</li> </ul>	The area of Nirimba Drive located south of Quakers Hill Parkway is not located in the Schofields Precinct or within the Growth Centres boundary therefore cannot be acquired through this precinct planning process.
<b>Department of Defence</b>		<ul style="list-style-type: none"> <li>Burdekin local centre would be better located in an alternative location to improve economic viability</li> </ul>	<p>The location of the Burdekin Road local centre has been modified to reflect changes to the location of playing fields, drainage detention basins and the primary school. The location of the local centre on the north-south sub-arterial road will provide high visibility for the centre.</p> <p>Refer to ILP (Appendix A).</p>
<b>Department of Defence</b>		<ul style="list-style-type: none"> <li>Objects to excessive delay of essential infrastructure to the southern part of the Precinct</li> </ul>	Sydney Water has advised the indicative timing for servicing the Schofields Precinct. Further discussions with Sydney Water and the landowner would be required to discuss the timing of infrastructure for a particular site.
<b>Department of Defence</b>		<ul style="list-style-type: none"> <li>Consider the 1:2, 1:100 and PMF to include 1:20 and 1:50 scenarios</li> </ul>	Flood modelling has been re-modelled based on the submissions received. Refer to Appendix C for further details.
<b>Department of Defence</b>		<ul style="list-style-type: none"> <li>Potential to develop the E4 Environmental Living zone more intensively as R2 Low Density</li> </ul>	The Department does not propose to locate Low Density Residential development in flood prone land. This is the consistent approach taken across the North West Growth Centre.
<b>Department of Defence</b>		<ul style="list-style-type: none"> <li>Seek a reduction in drainage corridors and detention basins</li> </ul>	Modifications have been made to the size and location of drainage detention basins and corridors across the Precinct. Refer to Appendix C for further details on flooding and stormwater detention.
<b>Department of Defence</b>		<ul style="list-style-type: none"> <li>Remove home based child care from the E4 Environmental Living zone</li> </ul>	Home based child care is considered an appropriate use for any residential development. Any proposed facilities would need to be approved by the relevant

			authority.
<b>Department of Defence</b>		<ul style="list-style-type: none"> <li>Wording for E4 land should be amended to say dwelling in E4 land would need to be positioned above the 1:100 flood level</li> </ul>	The DCP has been amended to reflect the suggested wording. Refer to DCP.
<b>Department of Defence</b>		<ul style="list-style-type: none"> <li>Difficulties in managing creek and riparian corridor if in private ownership</li> </ul>	It is acknowledged that there can be difficulties associated with the management of riparian corridors if in private ownership. However, at the current time, public authorities are unable to acquire the riparian corridor.
<b>Department of Defence</b>		<ul style="list-style-type: none"> <li>Possibility of bio-banking parts of the conservation area to secure a funding source should be investigated</li> </ul>	The areas of Existing Native Vegetation (ENV) will be protected through the Growth Centres SEPP, therefore bio-banking has not been further investigated in this Precinct. The Precinct Plan does not preclude landowners from further investigating bio-banking arrangements.
<b>Department of Defence</b>		<ul style="list-style-type: none"> <li>Suggests park behind basin 5 be located to flatter cleared areas that do not contain existing native vegetation (ENV)</li> </ul>	The exhibited park behind Basin 5 no longer exists. Refer to ILP (Appendix A).
<b>Department of Defence</b>		<ul style="list-style-type: none"> <li>Defence objects to unresolved drainage channel issues with the Nirimba Education precinct as Defence is adversely affected by surplus flows.</li> </ul>	Following exhibition further discussions between the Department and Nirimba Education Precinct have been ongoing. Additional flood modelling has been undertaken to assess alternative drainage designs. A potential stormwater corridor is identified on the Nirimba Education Precinct. Refer to Appendix C.
<b>Villawood Properties</b>		<ul style="list-style-type: none"> <li>Insufficient justification of the E4 Environmental Living zone as private land as opposed to public land</li> </ul>	Refer to Section 4.3 for discussion regarding ownership of riparian corridors.
<b>Villawood Properties</b>		<ul style="list-style-type: none"> <li>Non-certified land and flood liable land should be in public ownership</li> </ul>	The majority of the riparian corridor will remain in private ownership. Blacktown Council have advised that they are unable to acquire this land.  Refer to Section 4.3.
<b>Villawood Properties</b>		<ul style="list-style-type: none"> <li>Dwelling density map should be amended to 16 dwellings/ha compared as opposed to 17.5 dwellings/ha for low density and also medium density (28d/ha)</li> </ul>	Minor amendments have been made to the dwelling density requirements in the Schofields Precinct.  Refer to Dwelling Density SEPP Map.
<b>Villawood</b>		<ul style="list-style-type: none"> <li>Drainage basins are considered excessive</li> </ul>	The location and size of drainage basins has been modified in the final ILP.

<b>Properties</b>			Refer to the ILP (Appendix A) and Appendix C.
<b>Villawood Properties</b>		<ul style="list-style-type: none"> <li>Difficult for railway terrace collector road to connect to Quakers Hill</li> </ul>	The connection of the north-south collector road with Quakers Hill is located outside the Precinct and is unable to be rezoned as part of the Schofields Precinct Planning process.
<b>Villawood Properties</b>		<ul style="list-style-type: none"> <li>No attempt to re-energise commercial centre on eastern side of rail line</li> </ul>	The commercial centre located on the eastern side of the rail line is not located in the Schofields Precinct. This commercial centre is located in the Riverstone Precinct and was rezoned in May 2010.
<b>Villawood Properties</b>		<ul style="list-style-type: none"> <li>Land use zones are rigid, should allow for flexibility</li> </ul>	Land zoning reflects the final ILP to ensure in particular the appropriate location of essential infrastructure. A flexibility clause exists in the Growth Centres DCP that allows for flexibility in some zones.  Refer to SEPP maps and SEPP Amendment.
<b>Villawood Properties</b>		<ul style="list-style-type: none"> <li>Increase size of local centre by 0.5ha</li> </ul>	The local centre has been increased from 1.2 hectares to 3.0 hectares and covers and has a GFA of 13,617m <sup>2</sup> .  Refer to ILP (Appendix A).
<b>Villawood Properties</b>		<ul style="list-style-type: none"> <li>Average lot size of 400m<sup>2</sup> is small compared to 440m<sup>2</sup> at The Ponds. Reducing density to 16d/ha will create a lot size of approx 437m<sup>2</sup>.</li> </ul>	The Dwelling Density Map has been modified to include lower densities in the Precinct.  Refer to Dwelling Density SEPP Map.
<b>Villawood Properties</b>		<ul style="list-style-type: none"> <li>E2 land should be acquired</li> </ul>	The majority of the riparian corridor will remain in private ownership. Blacktown Council have advised that they are unable to acquire this land.  Refer to Section 4.3.
<b>Villawood Properties</b>		<ul style="list-style-type: none"> <li>The preservation of the riparian corridor along Eastern Creek should be treated as a regional open space corridor connecting to the Western Sydney Parklands</li> </ul>	The ILP for the Schofields Precinct does not preclude the option of the riparian corridor being used as a regional open space corridor which could potentially connect to the Western Sydney Parklands.
<b>Villawood Properties</b>		<ul style="list-style-type: none"> <li>Suggested an alternative water management strategy for drainage corridor through the precinct. Green corridor width of 30m.</li> </ul>	The alternatives for stormwater management were modelled by the Department as part of post-exhibition work. Where flooding and drainage requirements were met, the alternatives have been adopted to reduce the area and cost of drainage infrastructure.

			Refer to Appendix C.
<b>Villawood Properties</b>		<ul style="list-style-type: none"> <li>Knoll Park is considered excessive in size. Suggests reduction in size.</li> </ul>	<p>The location and size of knoll park has been modified to reflect changes to the ILP. Due to its location on one of the highest points in the Precinct, Knoll Park will be an important open space area and community asset for the Schofields Precinct.</p> <p>Refer to ILP (Appendix A).</p>
<b>Villawood Properties</b>		<ul style="list-style-type: none"> <li>Alternative location for local centre, size considered inadequate for local centre. Propose GLA of 7,500m<sup>2</sup>.</li> </ul>	<p>The size and location of the Schofields Station local centre has been modified due to an area of the Precinct being deferred. The local centre comprises of a GFA of 13,600m<sup>2</sup>. The local centre will enable the location of a small supermarket.</p> <p>Refer to ILP (Appendix A) and DCP.</p>
<b>Villawood Properties</b>		<ul style="list-style-type: none"> <li>Bus routes required on western side of rail line.</li> </ul>	<p>A bus route is proposed to service the western side of the rail line. However, the main bus stop/bus interchange is located on the eastern side of the rail line adjacent to the Schofields Station. Refer to DCP.</p> <p>In October 2011, a new bus route (T74) was introduced running from Riverstone Station to Blacktown via Schofields village and the station, 7 days a week.</p>
<b>Villawood Properties</b>		<ul style="list-style-type: none"> <li>Public authorities should resolve access to Quakers Hill town centre</li> </ul>	<p>The ILP has identified a north-south collector road in the Schofields Precinct that would provide an extension of Nirimba Drive. This is likely to be a developer funded road. Post exhibition discussions have been progressing with the key stakeholders at this site.</p>
<b>Villawood Properties</b>		<ul style="list-style-type: none"> <li>Regional cycleway that connects with Western Sydney Parklands</li> </ul>	<p>The DCP identifies potential pedestrian and cycleway connections from the Precinct to Western Sydney Parklands to the south of the Precinct.</p> <p>Refer to DCP.</p>
<b>Villawood Properties</b>		<ul style="list-style-type: none"> <li>Opportunity for development incursions into the floodplain</li> </ul>	<p>Additional flood modelling has been undertaken following exhibition based on submissions received. The relocation of the sporting fields to the western side of the north-south sub-arterial road was a key land use change associated with the additional flood modelling.</p> <p>Refer to Appendix C.</p>
<b>Villawood</b>		<ul style="list-style-type: none"> <li>Sensitively aligned north south 'spine' boulevard</li> </ul>	<p>The location of the north-south sub-arterial road has been modified to reflect</p>

<b>Properties</b>			changes to the ILP.  Refer to the ILP (Appendix A).
<b>Villawood Properties</b>		<ul style="list-style-type: none"> <li>Amendment of street cross sections</li> </ul>	A number of cross-sections have been amended to reflect changes to the ILP. The north-south sub-arterial road is now proposed to be 2 lanes in each direction to accommodate anticipated traffic volumes.  Refer to DCP.
<b>Nirimba Education Precinct</b>	Eastern Road, Quakers Hill	<ul style="list-style-type: none"> <li>Alignment of Quakers Road will impact on multiple services infrastructure . Relocation of services would be required.</li> <li>Request relocation be undertaken with consultation with Precinct.</li> </ul>	The relocation of services required for the Quakers Road extension will be included in the construction cost for the road. Appropriate consultation would be undertaken for the relocation of the road during the detailed design phase.
<b>Nirimba Education Precinct</b>	Eastern Road, Quakers Hill	<ul style="list-style-type: none"> <li>Alignment of Quakers road will impact on buildings within Nirimba Precinct.</li> </ul>	The impacts on existing education buildings have been noted.  The site impacts will be required to be specifically addressed when Quakers Road is designed at the detailed design stage. Appropriate consultation will be undertaken will all impacted landowners.  The DCP contains controls to minimise impacts, however more detailed mitigation measures may be required during detailed design.
<b>Nirimba Education Precinct</b>	Eastern Road, Quakers Hill	<ul style="list-style-type: none"> <li>Noise modelling and mitigation measures to be amended. Request the design of noise mitigation measures developed in consultation with the Precinct.</li> <li>The use of any barrier to mitigate noise will have a detrimental effect on the Green Skills Building and is unacceptable.</li> </ul>	A strategic level noise impact assessment was undertaken for the Quakers Road extension identifying impacts on the Precinct.  More detailed modelling would be required when the road is at the detailed design stage prior to construction. Appropriate consultation would be undertaken with the Precinct to determine appropriate noise mitigation measures that are suitable for the site.
<b>Nirimba Education Precinct</b>	Eastern Road, Quakers Hill	<ul style="list-style-type: none"> <li>The design profile of Quakers Road will impact on the visual amenity of the Precinct.</li> <li>Requested that a heavy vehicle weight limit be placed on Quakers Road to minimise truck traffic.</li> </ul>	Detailed designs for Quakers Road have not been undertaken. They will be required to be undertaken prior to construction.  Strategic level designs indicate the road would be required to be located above the 1 in 100 year flood extent therefore resulting in the road being at a more elevated level. This is in accordance with the required Council and RMS guidelines.

			Restrictions on vehicles travelling on Quakers Road would be subject to RMS advice and guidelines.
<b>Nirimba Education Precinct</b>	Eastern Road, Quakers Hill	<ul style="list-style-type: none"> <li>• Quakers Road will isolate a parcel of land</li> <li>• Request the land be acquired and the Precinct be compensated.</li> </ul>	The Minister for Education and Training (current landowner) will remain as the owner of this land. The land will remain in public ownership.
<b>Nirimba Education Precinct</b>	Eastern Road, Quakers Hill	<ul style="list-style-type: none"> <li>• New road alignment will interrupt water flow.</li> </ul>	The strategic level designs for Quakers Road were included in all flood modelling for the Schofields Precinct. Any impacts have been appropriately addressed in the exhibited Water Cycle Management Strategy. Refer to Appendix C.
<b>Nirimba Education Precinct</b>	Eastern Road, Quakers Hill	<ul style="list-style-type: none"> <li>• Flood modelling has not included the Nirimba Education Precincts in certain aspects.</li> <li>• Requests that the flood modelling be revised to include the Precinct.</li> </ul>	Post-exhibition flood modelling incorporates the Nirimba Education Precinct, refer to Appendix C.
<b>Nirimba Education Precinct</b>	Eastern Road, Quakers Hill	<ul style="list-style-type: none"> <li>• Unclear if flood modelling includes Quakers Road.</li> </ul>	The flood modelling incorporates the Quakers Road extension.
<b>Nirimba Education Precinct</b>	Eastern Road, Quakers Hill	<ul style="list-style-type: none"> <li>• Nirimba Education Precinct state that there should be no flooding impact on the Precinct.</li> </ul>	<p>Flooding impacts as a result of proposed development are addressed through drainage infrastructure such as basins and channels that are located outside of the Nirimba Education Precinct.</p> <p>Nirimba is currently subject to flooding, this remains unchanged. There are no additional impacts as a result of the proposed development. As indicated by the Nirimba Education Precinct, the Precinct will be responsible for managing its own stormwater and flooding impacts. Potential locations have been identified on the ILP (refer to Appendix A).</p>
<b>Nirimba Education Precinct</b>	Eastern Road, Quakers Hill	<ul style="list-style-type: none"> <li>• Unclear if flood modelling takes into consideration reinstated Nirimba Structure Plan 2011.</li> </ul>	Post-exhibition flood modelling incorporates the Nirimba Education Precinct, refer to Appendix C.
<b>Nirimba Education Precinct</b>	Eastern Road, Quakers Hill	<ul style="list-style-type: none"> <li>• The Precinct is open to considering locating the Landcom drainage proposal located on boundary of Defence and Nirimba land.</li> <li>• Nirimba will not bear any of the costs for the related studies</li> <li>• Confirmation that the channel will be owned and maintained by Council</li> </ul>	<p>J Wyndam Prince undertook post-exhibition flood modelling that addressed the submissions received. One of options modelled was for the drainage channel to be located on the boundary of the Defence and Nirimba land.</p> <p>Results of the modelling are discussed in Section 4.2 and Appendix C.</p> <p>The Land Reservation Acquisition Map shows areas proposed to be acquired by Blacktown City Council.</p>

<b>Nirimba Education Precinct</b>	Eastern Road, Quakers Hill	<ul style="list-style-type: none"> <li>Support SP2 zoning</li> </ul>	Noted.
<b>Nirimba Education Precinct</b>	Eastern Road, Quakers Hill	<ul style="list-style-type: none"> <li>Appropriate boundary fencing and landscape screening be provided by developer along perimeter of Nirimba Precinct.</li> </ul>	This is a matter discussion with the adjoining landowners.
<b>Nirimba Education Precinct</b>	Eastern Road, Quakers Hill	<ul style="list-style-type: none"> <li>Requested proposed future access point be considered to Nirimba Precinct.</li> </ul>	<p>An additional access point to the Nirimba Education Precinct from Quakers Road has been identified on the ILP.</p> <p>Refer to the ILP (Appendix A).</p>
<b>Nirimba Education Precinct</b>	Eastern Road, Quakers Hill	<ul style="list-style-type: none"> <li>Consultation with the Nirimba Board regarding the acquisition of isolated land.</li> </ul>	The isolated land is not proposed to be acquired. The Minister for Education and Training will retain ownership for this land.

**GOVERNMENT AGENCIES & LOCAL GOVERNMENT SUBMISSIONS**

LANDOWNER	ISSUE	REESPONSE
State Emergency Service	<ul style="list-style-type: none"> <li>A valley-wide assessment of the impact of the cumulative growth targets on flood emergency management capability is needed.</li> </ul>	Flood evacuation has been taken into account as part of the revised Water Cycle Management Report. Refer to Appendix C for further detail.
State Emergency Service	<ul style="list-style-type: none"> <li>Insert an objective stating the a robust road network should be provided, with steadily rising roads (generally north to south) link to the east-west regional routes to enable evacuation during floods.</li> </ul>	The DCP includes a requirement for continuously rising roads.
State Emergency Service	<ul style="list-style-type: none"> <li>Design considerations should be provided for flood evacuation routes</li> </ul>	Flood evacuation has been a key consideration in the ILP.
State Emergency Service	<ul style="list-style-type: none"> <li>Update flood evacuation strategy to take into account flooding up to PMF and need for flood evacuation routes</li> </ul>	Recommendations for an updated flood evacuation strategy have been made.,
State Emergency Service	<ul style="list-style-type: none"> <li>The details of existing and future roads (including Schofields Road) would need to be analysed in more detail to reach any firm conclusions regarding flood management issues.</li> </ul>	Detailed flood management is included in the future environmental assessment of individual roads.
Housing NSW	<ul style="list-style-type: none"> <li>Similar provisions to Clauses 4.1(b) regarding residential density and minimum subdivision size should be applied to the Schofields Precinct Plan.</li> <li>This would assist in housing delivery.</li> </ul>	The provisions relating to density are the same as the other Precincts located in the Blacktown LGA.
Housing NSW	<ul style="list-style-type: none"> <li>Requests that DP&amp;I consider the inclusion of a provision for affordable housing.</li> </ul>	The inclusion of this provision is not possible at this stage.
Sydney Water	<ul style="list-style-type: none"> <li>SWC is the certifying authority for all drinking water and wastewater mains proposed in the Schofields Precinct.</li> </ul>	Noted.
Sydney Water	<ul style="list-style-type: none"> <li>SWC will deliver infrastructure in Packages 2, 3 and 4 with target dates of 2014, 2020 and 2025 respectively</li> <li>Package 1 was complete in mid 2011.</li> </ul>	Noted.
Rural Fire Service	<ul style="list-style-type: none"> <li>NSW RFS supports the draft Precinct Plan provided the recommendations relating to bush fire protection measures are incorporated.</li> </ul>	Noted.

<b>NSW Health</b>	<ul style="list-style-type: none"> <li>The Precinct plan incorporates many key principles of healthy urban planning including; walkable neighbourhoods, transit oriented development and a safe and permeable street network</li> </ul>	Noted.
<b>NSW Health</b>	<ul style="list-style-type: none"> <li>Noise exposure to residents during the construction phase requires additional consideration</li> </ul>	<p>Noise mitigation measures for the Precinct are detailed in the DCP. Refer to the DCP.</p> <p>Site specific noise mitigation measures will be required to be assessed at the DA stage.</p>
<b>NSW Health</b>	<ul style="list-style-type: none"> <li>A comprehensive Flood Evacuation Strategy should be developed</li> </ul>	Flood Evacuation is a key consideration for the Schofields Precinct. Refer to 4.3 for further detail.
<b>NSW Health</b>	<ul style="list-style-type: none"> <li>Use appropriate zonings around Schofields station to allow for the re-establishment of businesses</li> </ul>	<p>Commercial development has been centred around the Schofields Station to optimise the proximity of public transport facilities and to complement the future Alex Avenue Town Centre.</p> <p>Refer to ILP (Appendix A).</p>
<b>NSW Health</b>	<ul style="list-style-type: none"> <li>Conduct regional level study to assess community facility needs</li> </ul>	A Open Space and Social Infrastructure Assessment was prepared for the Schofields Precinct that considered both local and regional facilities and requirements.
<b>NSW Health</b>	<ul style="list-style-type: none"> <li>Incorporate shade planning and design principles into planning approvals</li> </ul>	The Public Domain Manual provides guidance for the design of parks within the Precinct including provisions for shade. Details for shade planning however, would be determined at the DA stage.
<b>NSW Health</b>	<ul style="list-style-type: none"> <li>Address the needs to older people with respect to housing design</li> </ul>	Provisions for housing design within the Precinct are contained in the DCP.
<b>NSW Health</b>	<ul style="list-style-type: none"> <li>Declares publicly managed places as being smoke-free</li> </ul>	Declaring publicly managed places as smoke-free does not form part of Precinct Planning. This issue is addressed at the local level by Council.
<b>NSW Health</b>	<ul style="list-style-type: none"> <li>Incorporate a model of social sustainability into the Precinct</li> </ul>	A Open Space and Social Infrastructure Report was prepared for the Precinct investigating both local and regional social infrastructure requirements.
<b>Transport NSW</b>	<ul style="list-style-type: none"> <li>TNSW is investigating opportunities for a future strategic transport corridor beyond the North West Rail Link</li> </ul>	Refer for Section 4.1 for further discussion on the North West Rail Link.
<b>Transport NSW</b>	<ul style="list-style-type: none"> <li>Consultation required regarding the implications for the retention or replacement of the Westminster Bridge</li> </ul>	Westminster Bridge is not proposed to be closed as part of the Schofields Precinct Planning process.
<b>Transport NSW</b>	<ul style="list-style-type: none"> <li>Direct vehicular access onto the new Schofields Road should be</li> </ul>	Access points to the Schofields Precinct from Schofields Road will be in accordance

	limited to designated major intersections	with the RMS (formerly RTA) detailed design once approved.
<b>Transport NSW</b>	<ul style="list-style-type: none"> <li>Retaining Westminster Bridge and its approach will improve local connectivity and accessibility between Precincts</li> </ul>	Westminster Bridge is not proposed to be closed as part of the Schofields Precinct Planning process.
<b>Transport NSW</b>	<ul style="list-style-type: none"> <li>Suggests noise walls are avoided along Schofields, Burdekin and Quakers/Veron Roads. All land within 100m of higher order roads should be acoustically designed.</li> </ul>	The DCP contains noise mitigation measures for the Schofields Precinct. Noise walls are not a supported mitigation measure in the Growth Centres and should be avoided where possible.
<b>Transport NSW</b>	<ul style="list-style-type: none"> <li>Requests child care centres are effectively prohibited where properties from existing or future arterial roads</li> </ul>	Throughout the Growth Centres, child care centres are prohibited on arterial roads.
<b>Transport NSW</b>	<ul style="list-style-type: none"> <li>The new Schofields Station was operational from 31 October 2011.</li> </ul>	Noted.
<b>Transport NSW</b>	<ul style="list-style-type: none"> <li>A new bus route, T74 was introduced on 29 October 2011 to the Schofields village and station.</li> </ul>	DCP diagrams have been amended to reflect the new bus route.
<b>Transport NSW</b>	<ul style="list-style-type: none"> <li>Any proposed roundabouts should be designed with bus movements in mind</li> </ul>	The main north-south roads in the Precinct as well as designed bus routes have been designed to accommodate bus movements.
<b>Transport NSW</b>	<ul style="list-style-type: none"> <li>Pedestrian maps updated to show connection between new station and village and also pedestrian footbridge at Schofields</li> </ul>	DCP diagrams have been amended to reflect the new pedestrian connections.  Refer to DCP.
<b>Office of Water</b>	<ul style="list-style-type: none"> <li>Commends the Riparian Protection Map as it covers the whole of Eastern Creek</li> </ul>	Noted.
<b>Office of Water</b>	<ul style="list-style-type: none"> <li>All watercourses must also have the protection of being mapped as a Riparian Protection area</li> </ul>	Eastern Creek has been identified as a Riparian Protection Area. The Department has considered identifying the Category 2 corridors on the Riparian Protection Map, however as these channels will be man-made, the exact location and shape will need to be determined at the DA stage. Therefore as the location and size is likely to be refined, it is not considered appropriate to identify them as riparian corridors.
<b>Office of Water</b>	<ul style="list-style-type: none"> <li>NoW seeks to relocate passive recreation parks outside of the CRZ and VB. A distinction needs to be made between passive and active parks.</li> </ul>	All parks located in the CRZ and VB will be passive parks and will provide public ownership for small portions of Eastern Creek.
<b>Office of Water</b>	<ul style="list-style-type: none"> <li>Does not object to the realignment of the Category 2 creek provided certain issues are addressed: emulate a natural system in</li> </ul>	The alignment of the Category 2 creeks are subject to change at the DA stage therefore it is not considered appropriate to identify these creeks on the Riparian

	both form and function, equivalent CRZ and VB, fish passage not compromised, to be mapped on Riparian Protection Area map.	Protection Area Map. It is envisaged that these creeks will re-create a natural system.
<b>Office of Water</b>	<ul style="list-style-type: none"> <li>References to dry basins in Eastern Creek and Riparian Protection Area should be removed as there are no basins in this area.</li> </ul>	References to drainage basins in the Riparian Protection Area have been removed.
<b>Office of Environment and Heritage</b>	<ul style="list-style-type: none"> <li>Inconsistencies in area of ENV to be protected within Report</li> </ul>	The Biodiversity Consistency Report has been amended based on the final ILP and zoning.
<b>Office of Environment and Heritage</b>	<ul style="list-style-type: none"> <li>Preference for E2 Environmental Conservation zones to be in public ownership. Reference to OEH hierarchy for protection should be considered.</li> </ul>	<p>DP&amp;I has considered the OEH hierarchy in regards to the protection of ENV and riparian corridors. DP&amp;I acknowledge the preference for E2 Environmental Conservation Land to be in public ownership. Blacktown City Council have identified that they are unable to acquire this land. The land will therefore will remain in private ownership.</p> <p>Parts of the riparian corridor are identified as passive parks and can be in public ownership. This will provide access to Eastern Creek in some areas.</p>
<b>Office of Environment and Heritage</b>	<ul style="list-style-type: none"> <li>OEH will only recognise areas of ENV as being retained and protected if measures sufficient to ensure long term conservation in place.</li> </ul>	DP&I has identified the highest possible environmental protection of ENV within the Precinct where possible. The majority of ENV will be zoned E2 Environmental Conservation.
<b>Office of Environment and Heritage</b>	<ul style="list-style-type: none"> <li>Consistency report does not adequately explain why the E2 zone can not be achieved or how perpetuity security will be achieved.</li> </ul>	The Biodiversity Consistency Report has been amended based on the final ILP and zoning.
<b>Office of Environment and Heritage</b>	<ul style="list-style-type: none"> <li>Private ownership of E2 is least desirable option</li> </ul>	Noted.
<b>Office of Environment and Heritage</b>	<ul style="list-style-type: none"> <li>Concern with SP2 and RE1 zones in areas identified with ENV</li> </ul>	<p>Areas identified as SP2 that contain non-certified ENV have not been included in ENV calculations. These areas are required for regional transport infrastructure and it is likely that the ENV may not be able to be retained.</p> <p>Non-certified ENV within areas zoned RE1 are proposed to be retained. These areas will be used for passive recreation and the ENV will be able to be retained. These areas have been included in the ENV calculations.</p> <p>Refer to Native Vegetation Retention SEPP Map.</p>
<b>Office of Environment and Heritage</b>	<ul style="list-style-type: none"> <li>Update consistency report to state that RE1 land containing non-certified ENV the protection of biodiversity values is a priority and</li> </ul>	The Biodiversity Consistency Report has been amended based on the final ILP and zoning.

	will be reflected in PoM. Should also state clause 6.5 does not apply to Part 5 Activities.	
<b>Office of Environment and Heritage</b>	<ul style="list-style-type: none"> <li>Amend the design of parks in the Public Domain Strategy to ensure protection of non-certified ENV along Eastern Creek.</li> </ul>	The public domain strategy emphasises the protection of native vegetation at this location.
<b>Office of Environment and Heritage</b>	<ul style="list-style-type: none"> <li>No reference to protection of ENV in E4 zone</li> </ul>	The Biodiversity Consistency Report has been amended based on the final ILP and zoning.
<b>Office of Environment and Heritage</b>	<ul style="list-style-type: none"> <li>Vegetation Protection Maps to be consistent with existing SEPP maps</li> </ul>	The SEPP Maps have been updated to ensure consistency with other Precincts in the North West Growth Centre.
<b>Office of Environment and Heritage</b>	<ul style="list-style-type: none"> <li>OEH supports management recommendations for Aboriginal cultural heritage</li> </ul>	Noted.
<b>Blacktown City Council</b>	<ul style="list-style-type: none"> <li>In general supports the proposed rezoning of the Schofields Precinct.</li> </ul>	Noted.
<b>Blacktown City Council</b>	<ul style="list-style-type: none"> <li>Area in south east corner of Precinct (fronting Quakers Hill Parkway) should be zoned E2 Environmental Conservation to reflect new city-wide LEP.</li> </ul>	The ILP and zoning maps have been updated to show this area as E2 Environmental Conservation.
<b>Blacktown City Council</b>	<ul style="list-style-type: none"> <li>Native Vegetation Protection Map should use same terminology as new LEPs, Inconsistencies could create difficulties when merged into LEP.</li> </ul>	The SEPP maps have been updated to ensure consistency with other Precincts in the North West Growth Centre.
<b>Blacktown City Council</b>	<ul style="list-style-type: none"> <li>More areas of vegetation should be identified on SEPP Native Vegetation Map.</li> </ul>	A total of 43.7ha is identified as ENV to be protected within the Schofields Precinct as required by the Certification Order 2006. The protection of any additional vegetation would be encouraged within the Precinct where it is consistent with other objectives.
<b>Blacktown City Council</b>	<ul style="list-style-type: none"> <li>Land uses to reflect Standard Instrument LEP for consistency</li> </ul>	Where possible, the land uses have been updated to reflect the Standard Instrument, however some inconsistencies still remain.
<b>Blacktown City Council</b>	<ul style="list-style-type: none"> <li>Amend SP2 and RE1 zones to reflect land uses under the SEPP (Infrastructure) 2007 that are permitted without consent or are exempt.</li> </ul>	The controls in the Growth Centres SEPP and Infrastructure SEPP operate consistently.
<b>Blacktown City Council</b>	<ul style="list-style-type: none"> <li>Stand alone rain-gardens should be zoned as drainage.</li> </ul>	Rain gardens have been identified in the ILP and Flooding and Drainage Report, however are not separately zoned as the locations of these are subject to change at the Development Application stage.

<b>Blacktown City Council</b>	<ul style="list-style-type: none"> <li>Flood prone map is based on ultimate development conditions. Should be based on existing flood conditions.</li> </ul>	The Development Control SEPP map has been amended to reflect the existing flood conditions.
<b>Blacktown City Council</b>	<ul style="list-style-type: none"> <li>Label all SP2 zones</li> </ul>	The Land Acquisition SEPP Map has been amended.
<b>Blacktown City Council</b>	<ul style="list-style-type: none"> <li>North-south road along rail line should be removed from Land Acquisition Map. It will be a developer funded road.</li> </ul>	The Land Acquisition SEPP Map has been amended. The north-south collector road will be a developer funded road and not included in the Section 94 Contributions Plan for the Precinct.
<b>Blacktown City Council</b>	<ul style="list-style-type: none"> <li>No public road connection from the north-south collector road to Nirimba Drive. Land acquisition map excludes this section and needs to be resolved. Alternative road connections should be considered.</li> </ul>	The section of the road is not located in the Growth Centres and can not be rezoned as part of this Precinct Planning Process. Post exhibition discussions have brought the key stakeholders together at this location to assist with the acquisition of the private right of way in front of the Inn and the dedication of this land to Council.
<b>Blacktown City Council</b>	<ul style="list-style-type: none"> <li>Quakers Road – the ILP shows the residue area as School, BCC preference is to consolidate this area into the Nirimba site, not as local road.</li> </ul>	<p>The ILP has been amended and residue area will remain part of the Nirimba Education Precinct.</p> <p>Refer to ILP.</p>
<b>Blacktown City Council</b>	<ul style="list-style-type: none"> <li>Legend of Native Vegetation Map should reflect all other native vegetation SEPP maps to avoid confusion.</li> </ul>	The Native Vegetation SEPP map has been updated to ensure consistency with other Precincts in the North West Growth Centre.
<b>Blacktown City Council</b>	<ul style="list-style-type: none"> <li>The Grange Avenue Neighbourhood Centre has an impact on the existing Schofields village as they are in overlapping catchments and should be removed. Centre is also located on flood prone land.</li> </ul>	The neighbourhood centre located on Grange Avenue is warranted. The population and density of the existing Schofields village will increase in the long term and an additional convenience centre is likely to be required. The location on Grange Avenue would provide high visibility and accessibility for passing traffic.
<b>Blacktown City Council</b>	<ul style="list-style-type: none"> <li>All local streets should be the same standard.</li> </ul>	Council standards can be adopted at the DA stage.
<b>Blacktown City Council</b>	<ul style="list-style-type: none"> <li>Green strips along drainage channels not supported as part of the open space calculation.</li> </ul>	<p>The linear open space corridors (green strips) along the drainage channels have been removed.</p> <p>Refer to ILP.</p>
<b>Blacktown City Council</b>	<ul style="list-style-type: none"> <li>Drainage corridor downstream of Basin 2 does not reflect existing creek and drainage path.</li> </ul>	Drainage corridor design subject to existing DA and future Planning Proposal to be submitted by landowner.
<b>Blacktown City Council</b>	<ul style="list-style-type: none"> <li>ILP needs to take into account existing DA consent for Crownland.</li> </ul>	DP&I have considered the approved DA and the revised flood modelling has taken the DA into account.

<b>Blacktown City Council</b>	<ul style="list-style-type: none"> <li>Some E4 land does not have development potential unless consolidated with adjoining land.</li> </ul>	It is acknowledged that some areas zoned E4 Environmental Living will need to be consolidated before development may occur. The minimum lot size control encourages this. This is to ensure development in this area which is subject to flood inundation remains at a very low density.
<b>Blacktown City Council</b>	<ul style="list-style-type: none"> <li>East-west road between Basin 3 and public road should be moved to the north side of the reserve to align with an existing drainage flow path.</li> </ul>	The relocation of the road would create irregular shaped development parcels in the existing village and therefore has not been moved.  Refer to ILP.
<b>Blacktown City Council</b>	<ul style="list-style-type: none"> <li>Length of proposed drainage channel into basin 4 could be reduced by half.</li> </ul>	This drainage channel has been modified to reflect changes to the ILP. Refer to Appendix C for further detail.
<b>Blacktown City Council</b>	<ul style="list-style-type: none"> <li>No design levels provided on proposed trunk drainage channels</li> </ul>	The Water Cycle Management Report has been amended to reflect the final ILP.  Refer to Appendix C.
<b>Blacktown City Council</b>	<ul style="list-style-type: none"> <li>Channel 6 could be narrowed</li> </ul>	This drainage channel has been modified to reflect changes to the ILP. Refer to Appendix C for further detail.
<b>Blacktown City Council</b>	<ul style="list-style-type: none"> <li>All sharp corners on channels need to be replaced with curved bends</li> </ul>	The detailed design and engineering at the DA stage will provide more detail on the shape of the channel.
<b>Blacktown City Council</b>	<ul style="list-style-type: none"> <li>Area of drainage near school does not serve a purpose</li> </ul>	Noted.  Refer to final ILP for further detail.