



Schofields Precinct

Post-Exhibition Planning Report

8 May 2012



Planning &
Infrastructure

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1 Introduction

1.1 Overview

The Schofields Precinct in the North West Growth Centre was released by the former Minister for Planning on the 23 October 2009 allowing Precinct Planning to commence. The Minister for Planning and Infrastructure announced that a draft amendment to *State Environmental Planning Policy (Sydney Region Growth Centres) 2006* to rezone the Schofields Precinct would be publicly exhibited.

The package of exhibited documents included:

- An explanation of the proposed amendments to the Growth Centres SEPP to include statutory provisions for development in the Precinct;
- The draft SEPP maps;
- A Development Control Plan (DCP) to guide the assessment of subdivision and development applications.

A draft Section 94 Contributions Plan is in the process of being prepared by Blacktown City Council to support the planning package. This will be separately exhibited by Council once finalised.

When complete, the suite of documents will:

- Rezone and establish development standards for the Schofields Precinct;
- Include controls to meet residential density targets and improve design quality outcomes;
- Identify local and State infrastructure to support future residents.

Following public exhibition of the draft plan and associated planning documents, the Department of Planning and Infrastructure (DP&I), in collaboration with Blacktown City Council (BCC), has undertaken an extensive review process to finalise the documents.

This report documents the public consultation process, summarises the issues raised both in submissions and during further discussion with State agencies and other stakeholders, and reports on how they have been addressed in the finalisation of the Precinct Plan.

The key changes made to the exhibited Precinct Planning Package include:

- Land south of Schofields Road has been identified for a future transport corridor. This area will require referrals to Transport for NSW for any development proposals (Refer to Section 4.1).
- The proposed active sporting fields have been relocated to the western side of the Precinct (Refer to Section 4.3).
- Modifications have been made to the location of drainage infrastructure within the Precinct to ensure efficiencies in the use of flood prone land (Refer to Section 4.2).
- A reduction of residential densities in some locations to ensure development within the Precinct is feasible.
- Relocation of Schofields Station local centre to allow for the public transport corridor (Refer to Section 4.5).
- Blimp Hangar and Building 259 no longer listed as local heritage items (Refer to Section 4.10).

1.2 Summary of the Precinct Plan

The revised Indicative Layout Plan (ILP) for the Precinct is included at **Appendix A** of this report. Table 1-1 summarises the main planning outcomes for the final Precinct Plan.

Table 1-1 Summary of Planning Outcomes for the Schofields Precinct Plan

Development Parameters	Final ILP
Gross site area	464.8 Ha (100%)
Residential areas	196.9 Ha (42.4%)
Low density residential = 122.6 Ha = 1,839 dwellings	
Medium density residential = 22.5 Ha = 675 dwellings	
Medium to high density residential = 9.5 Ha = 427 dwellings	
Environmental living = 42.3 Ha = 13 dwellings	
Commercial / Retail	4.7 Ha (1%)
Schofields station local centre = 2.7 Ha	
Burdekin Road local centre = 1.6 Ha	
Grange Avenue neighbourhood centre = 0.4 Ha	
Educational Uses	77.7 Ha (16.7%)
Nirimba Education Precinct = 73.3 Ha	
Primary School = 4.4 Ha	
Community Uses	0.45 Ha (0.1%)
Open space	31.2 Ha (6.7%)
Infrastructure	92.7 Ha (19.9%)
Conservation land	61.3 Ha (13.2%)

2 Exhibition Details

2.1 Exhibited Materials

The following documentation was publicly exhibited as part of the draft Precinct Planning Package for the Schofields precinct:

- Explanation of intended effect of the proposed amendment to *State Environmental Planning Policy (Sydney Region Growth Centres) 2006 (SEPP)*;
- Draft SEPP Maps;
- Draft Development Control Plan (DCP);
- Draft Indicative Layout Plan (ILP);
- Precinct Planning Report;
- Background Technical Reports;
- Biodiversity Certification Consistency Report;
- Compliance with Statutory Directions, North West Growth Centre Structure Plan and Growth Centres Development Code.

A Section 94 Development Contributions Plan was not placed on exhibition and is presently being prepared by Blacktown City Council.

A Guide to the Exhibition brochure and Fact Sheet were also available to explain the exhibition material.

2.2 Exhibition Period

The draft Precinct Planning Package was publicly exhibited for 29 days from 31 August 2011 to 28 September 2011.

2.3 Exhibition Venues

The draft Precinct Planning Package was available to the public at the following locations:

- Department of Planning and Infrastructure, Level 5, 10 Valentine Avenue, Parramatta
- Department of Planning and Infrastructure, 23 - 33 Bridge St, Sydney
- Blacktown City Council, 62 Flushcombe Road, Blacktown
- Max Webber Library, Corner Alpha Street and Flushcombe Road, Blacktown
- Growth Centres website, www.gcc.nsw.gov.au
- Department of Planning and Infrastructure website, www.planning.nsw.gov.au
- Community Information Sessions, Nirimba Education Precinct.

2.4 Public Notice

Advertisements were placed in the following newspapers:

Media	Appearance Dates	Placement
Sydney Morning Herald	31/08/2011	Government Noticeboard
Daily Telegraph	31/08/2011	Government Noticeboard
Blacktown Sun	31/08/2011	Early General News
Blacktown Advocate	06/09/2011	Public Notices

2.1 Notification of Land Owners

The Department of Planning and Infrastructure wrote to 285 landowners within the Schofields Precinct in August 2011 advising of the public exhibition.

An acknowledgement letter was sent to each of the landowners that provided a submission following the exhibition period.

2.2 Notification of Key Stakeholders

The Department of Planning and Infrastructure wrote to 90 other key stakeholders prior to exhibition in August 2011 advising of the public exhibition. These stakeholders included the local councils, State government agencies, environmental and development industry interest groups.

2.1 Exhibition Information Sessions

The Department undertook information sessions located at the Nirimba Education Precinct (Building U1) at the beginning of the exhibition period on the following dates and times:

- Thursday 1 September, 12pm – 4pm
- Friday 2 September, 10am – 1pm and 3pm – 7pm
- Saturday 3 September, 10am – 2pm.

Landowners and the general community were given the opportunity to meet with staff of the Department to discuss the draft Plan for the Schofields Precinct. The information sessions were well received, with visits from more than 70 landowners and community members over the three days.

Departmental staff offered information such as electronic copies of exhibition documentation on CD, advice and help to landowners and guidance on the planning package.

3 Submissions Summary

3.1 Number of submissions

A total of 39 submissions were received relating to the Schofields Precinct draft plans. Submissions were accepted by mail, fax and email. All submissions are listed and summarised at Appendix B. A summary of submissions grouped into major stakeholder groups and issue raised is provided at Table 3-1.

Table 3-1 Summary of Submissions

Received From	No of Submissions
Local Government (Blacktown City Council)	1
State Government Agencies and Utility Providers ¹	9
Landowners and other community members	29
TOTAL	39

¹ Including final pre-exhibition consultation

Whilst the formal closing date for submissions was 28 September 2011, a small number of submissions were received late and have been considered.

3.1 Response to Submissions

All submissions were sent a letter of acknowledgment. Following gazettal of the Precinct Plan, further correspondence will be sent to all land owners to advise of the Minister's decision. This report provides more detail of how specific issues raised in submissions have been dealt with.

3.2 Issues raised in Submissions

All submissions received were read by Departmental staff and considered in detail. Individual submissions are summarised in **Appendix B**.

Prominent issues include:

- Improved utilisation of flood prone land
- Size and location of drainage infrastructure
- Location of low and medium density residential development
- Ownership of the riparian corridor and flood prone areas
- Location of key roads and connections to roads outside of the Precinct
- Proposed residential densities potentially too high and unviable
- Location and size of retail centres
- The future of Westminster Bridge
- Increased traffic on local streets
- Appropriateness of listing of local heritage items.

4 Consideration of Issues

This section identifies the issues raised in submissions and also those raised in ongoing discussions with Council, State agencies and key stakeholder groups. In responding to the issues raised, the Department has formed a position by balancing a range of competing views, in the context of State planning policies and guidelines, informed where necessary by additional specialist advice.

Where changes have been made to the Precinct Planning Package since exhibition, these are summarised below along with a discussion of key issues raised. Appendix B provides a summary of issues raised in individual submissions together with a cross-reference to the relevant section.

Reference should be made to the final ILP and associated documentation on how the post-exhibition changes to the plans affect individual properties. Refer to Appendix A.

4.1 Indicative Layout Plan

The design philosophy behind the ILP is to enhance and build on the existing social, environmental, landscape and cultural values of the Precinct. The current street and subdivision pattern, surrounding land uses and development area, the existing rural character and land ownership patterns have all influenced the urban design outcomes.

In reviewing the ILP as part of the post-exhibition work for the Precinct, all issues raised in submissions were investigated. Amendments were made taking into consideration the issues raised by individual land owners, however due to conflicting outcomes, it was not always possible to directly address and resolve individual issues. Where possible, changes respond to individual issues in the context of all competing priorities.

The review of open space, drainage and location of residential development has in some cases changed the location of roads to accommodate a better subdivision and development outcome. Where possible, new local roads have been aligned to follow existing property boundaries. It should be noted the proposed layout of local roads is indicative only and when more detailed subdivision occurs roads may be placed in alternative locations subject to Council approval. The key changes to the ILP were:

- Identifying an area south of Schofields Road as a Transport Corridor Investigation Area
- Relocation of sporting fields
- Modifications to drainage infrastructure
- Amendments to local centres location and design
- Changes to residential density

Further details about key changes to the ILP are provided below.

4.2 North West Transport Options

The State Government has committed to exploring options to extend the proposed North West Rail Link with a public transport corridor within the North West Growth Centre. A community consultation process has commenced in relation to the rail corridors, (refer to <http://northwestoptions.com.au/>)

In order to allow this process to continue, the proposed public transport investigation area has been shown on the zoning map and Indicative Layout Plan.

4.3 Drainage

Drainage lands in the Schofields Precinct have been identified to treat water flowing from the urban parts of the Precinct before it is discharged into Eastern Creek. Drainage land includes all land that is required to complement the water cycle management strategy across the Precinct, including bio-retention raingardens, stormwater channels and swales. Some drainage land also serves a passive open space function, such as where parks are co-located with raingardens, or where passive recreation facilities are to be provided adjacent to the Eastern Creek corridor.

In submissions on the draft Precinct Plan, a number of landowners raised concerns in relation to the location and extent of stormwater drainage on their land and the impact on developable area. Drainage land is required as part of any urban development, even if the land is not affected by flooding.

A number of submissions proposed alternative locations and sizes for drainage infrastructure which were supported by technical advice. Some of the key justifications for relocating and resizing the drainage infrastructure was to enable more land affected by the 1 in 100 year flood extent to be developed, better utilise land near the flood plain and that the exhibited drainage infrastructure was larger than required.

The proposed alternative drainage options were modelled and tested by J. Wyndam Prince under direction from the Department. The key changes to the exhibited Precinct Plan include:

Basin 6

Basin 6 was relocated west from the exhibited location to an area closer to Eastern Creek. The basin is located below the 100 year ARI flood extent, however the necessary storage volume required to restrict peak flows is contained above the 100 year flood level (as required).

Post-exhibition flood modelling identified that the location of Basin 6 and compensatory flood storage does not result in an adverse impact on land adjacent to the Precinct.

Southern drainage channel

The main drainage channel in the south of the Precinct has been reconfigured. This channel conveys flows that originate from two large upstream catchments located outside of the Precinct. The exhibited drainage channel was not designed to convey flows from the Nirimba Education Precinct as it was assumed current drainage arrangements within the Precinct would remain or be addressed separately at a later date.

This drainage channel has increased capacity to allow flows entering and generated from the Nirimba Education Precinct to be conveyed to Basin 6 and Eastern Creek. The channel straddles the boundary of the Defence and Nirimba Education Precinct sites.

Flooding in the northern section of the Precinct

The post-exhibition flood modelling amended the landform that was used for the Crownland site located in the northern section of the Precinct. The Crownland site has an approved Development Application from Blacktown Council which includes filling part of the flood plain for a seniors housing development.

The post-exhibition modelling incorporates the approved Development Application that includes areas of filling for development and excavation to provide compensatory storage. Whilst the flood modelling was updated, no changes to the ILP were made for this site.

Realignment of channel near Schofields Station

The drainage channel that flows diagonally through the DairyCorp site has been slightly realigned to better suit to landform and to fit within the revised ILP.

4.4 Flood Evacuation

A number of submissions received during exhibition raised a number of issues regarding flood evacuation in the Schofields Precinct. Following exhibition, further advice regarding flood evacuation has been provided by J Wyndam Prince.

A centralised flood evacuation point for the Precinct has been identified at the proposed community centre near Schofields Station. This land is located above the Possible Maximum Flood line and would provide a safe temporary assembly point.

Further details regarding flood evacuation are contained in Appendix C.

4.5 Sporting Fields

A number of submissions identified the potential for the sports fields to be relocated to the western side of the Precinct closer to the flood plain. The submissions considered that the location of the sports fields in the exhibited ILP was an inefficient use of developable land. It was suggested that relocating the sports field into flood affected land would create additional areas for residential development on non flood affected land.

Post-exhibition work involved the re-modelling of the Precinct based on submissions received (refer to Section 4.2) to test if the proposed amendments to the ILP identified in submissions would be suitable.

The Department consulted closely with Blacktown Council Close during the post-exhibition period for the re-modelling. Blacktown's serviceability criteria for the sports fields was that they were to be flood free in events up to the 50 year ARI if they were to be located on the western side of the Precinct. Due to the flat, wide nature of the floodplain within the Precinct, there is only a very small difference in the 50 and 100 year ARI levels. This analysis is detailed in Appendix C.

The active sports fields are now located above the 100 year ARI flood level on the western side of the Precinct (refer to ILP). This has enabled residential development where the sports fields were previously located during the exhibition.

Relocating the sports fields will require some filling. Compensatory storage areas are necessary to ensure there are no adverse impacts on landowners adjoining the Schofields Precinct.

Excavation in the flood plain adjacent to the relocated sports fields will need to be undertaken to provide compensatory storage. It is anticipated that the excavated area would have a dual use as a wetland. This will enhance biodiversity and provide additional water quality benefits.

Post-exhibition flood modelling concluded that the relocation of the sport fields and the associated compensatory storage will not result in adverse impacts on flood levels outside the Precinct boundary.

The sporting fields will be owned and managed by Blacktown City Council. The sports fields have been designed to accommodate two double playing fields plus six courts (four tennis, two netball courts). The area has also been designed to accommodate an amenities building, children's playground and associated car parking.

Figure 4-1 Schofields sports fields



4.6 Ownership of Riparian Corridors

A number of submissions requested that the riparian corridors along Eastern Creek and associated flood prone land be publicly owned to provide regional open space links within the Precinct.

Blacktown City Council has advised that they are unable to take ownership of the riparian corridor and therefore the riparian corridor will remain in private ownership. The riparian corridor will be zoned E2 Environmental Conservation as exhibited.

The Schofields Precinct Plan 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 located to the south of the Precinct.

4.7 Local Parks

A number of submissions identified the location and size of some local parks within the Precinct as not being suitable. The Growth Centres Development Code (2006) identifies a minimum area of open space that needs to be provided within Precinct to accommodate for the future population. As a result a number of local parks have been located throughout the Precincts to ensure all future residents are within walking distance (approximately 400 metres) to a local park or open space.

Based on submissions, minor modifications have been made to the size and location of some public and private open space areas. Refer to the ILP (Appendix A). These modifications generally reflect other changes that have been made to the ILP such as road layout or relocation of other facilities such as the sporting fields (refer to Section 4.3).

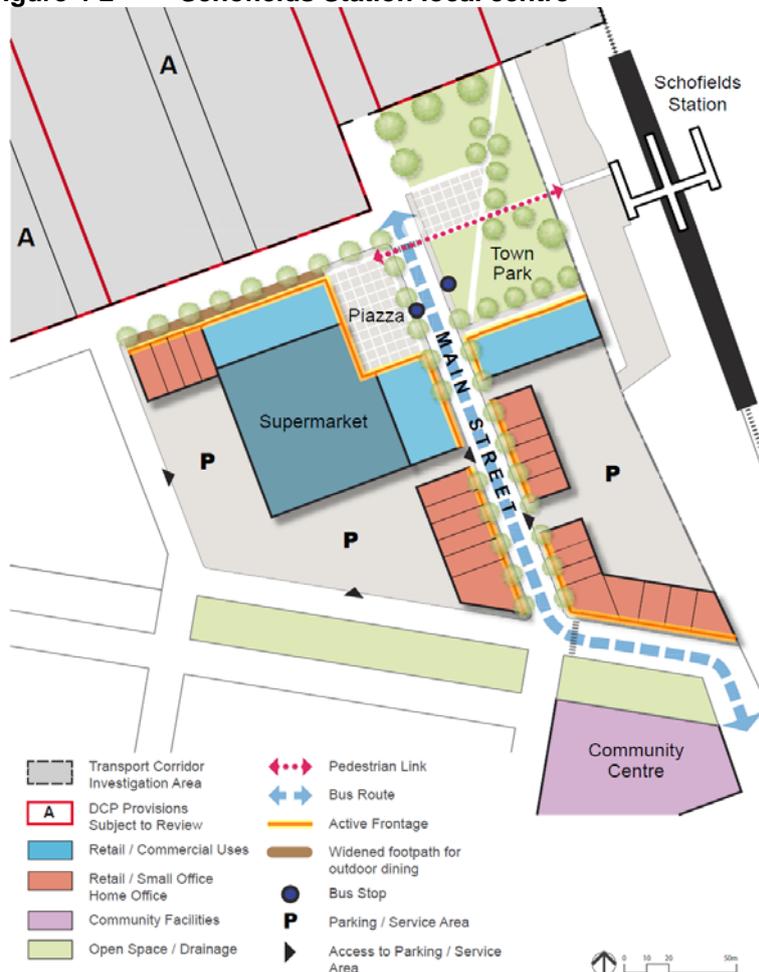
A total of 31.5 hectares of open space will be provided for the Schofields community. This is a minor increase in open space compared to the exhibited Precinct Plan.

4.8 Local Centres

The Schofields Station local centre will still remain the key local centre for the Schofields Precinct. The centre has been located further south, opposite the Schofields Station and adjacent to medium density residential development. The Schofields Local Centre will complement the Alex Avenue Town Centre.

The total area of the local centre has increased from 1.2 hectares to 3.0 hectares, with a total Gross Floor Area (GFA) of 13,600m² plus parking. The increased size would enable a supermarket and supporting retail uses to be located within the local centre. The Community Centre remains located adjacent to the local centre to utilise the commercial land uses and the benefits of proximity to Schofields Station. Pedestrian links to the station and existing Schofields village will be retained. Refer to Figure 4-2 below.

Figure 4-2 Schofields Station local centre



The location of the Burdekin Road local centre has been moved slightly to reflect changes to the surrounding land uses. The Burdekin Road local centre will provide a hub for the southern portion of the Precinct and will take advantage of the accessibility to the Primary School and playing fields. The Burdekin Road local centre covers an area of 1.6 hectares (a 0.2 hectare decrease) with a GLA of 5,600m² and allows for a small supermarket and supporting retail shops. Refer to Figure 4-3 below.

The Grange Avenue neighbourhood centre remains unchanged.

Figure 4-3 Burdekin Road local centre



4.9 Road Layout

A number of minor changes have been made to the ILP road layout in response to submissions received. They key changes were:

- An indicative road in the existing Schofields village was moved slightly to the west to avoid existing fragmented lots. This road is not zoned, and is identified on the ILP.
- The north-south sub-arterial road has been slightly relocated to align with the relocated active open space area.
- Indicative road patterns south of Burdekin Road have also been adjusted in response to changing land uses.
- A local road runs through the centre of the Burdekin Road Local Centre. Controls have been provided in the DCP to ensure there is an active street frontage to ensure good urban design principles are incorporated to promote pedestrian connectivity.

4.10 Heritage

A total of three local heritage items were identified on the Heritage SEPP Map during exhibition as being items of local heritage significance and of local historic importance for the Schofields area. The three listed items were:

- Hebe Farm
- Blimp Hangar and Blimp Mooring
- RAAF Building 259

Following submissions raised in relation to building condition, the Blimp Hangar and RAAF Building 259 have been removed from the draft heritage listing in the SEPP.

An additional item, was however been added to the Heritage SEPP Map, being a small section of the Former Runways in the flood plain.

The existing runways located on the western side of the north-south sub-arterial road have been identified as being of local heritage significance and should be interpreted in future development of the Precinct. This area is located within the 1 in 100 year flood extent and is generally unable to be developed and therefore creates an opportunity for the runways to be retained and interpreted in any future development of this area.

The retention of the runways on the eastern side of the north-south sub-arterial road is more difficult due to the footprint of future residential development and would be difficult to retain. The ILP seeks to promote a street pattern which reflects the former location of the main runways.

Figure 4-4 Historic photograph of runways (1970's)



Figure 4-5 Runways today



4.11 Primary School

The location of the Primary School has been moved slightly to reflect the relocation of the sporting fields to the western side of the north-south sub-arterial road. Refer to ILP (Appendix A). A 4.4 hectare site has been identified for the primary school which will also allow capacity for a Special Needs School to be co-located with the Primary School.

The Primary School is located adjacent to the Burdekin Road Local Centre and a short distance from the sporting fields which could be utilised by school children. A designated crossing providing safe pedestrian access from the school to the sporting fields will be required once the school is developed.

4.12 Rail Noise Buffer

The exhibited ILP showed the north-south collector road located in the strip of land located adjacent to the rail corridor. This land is currently owned by the Transport Construction Authority (TCA) and was sold by the Department of Defence to assist in providing a buffer for acoustic purposes once the Precinct is fully developed.

The Department of Defence has requested that this land be used for open space as an acoustic buffer. In response to this submission, the strip of land adjacent to the rail line has been zoned RE1 Public Open Space and will include pedestrian and cycleways whilst providing an acoustic buffer to the rail line for future residents (refer to Appendix A).

4.13 Westminster Bridge

A large number of submissions requested that Westminster Bridge remain open. The exhibited Precinct Planning documents did not propose to remove Westminster Bridge; however traffic modelling assessed the impacts of traffic with and without Westminster Bridge. The final ILP shows the Westminster Bridge remaining.

4.14 Biodiversity Certification

In accordance with Condition 35 of the Biodiversity Certification Order, the Department exhibited with the draft Precinct Plan, a Biodiversity Consistency Report assessing consistency with the relevant biodiversity measures under the Growth Centres Biodiversity Certification.

In order to meet the conditions of Biodiversity Certification, at least 2,000 hectares of ENV is to be retained across the Growth Centres Precincts. The Schofields Precinct will contribute 43.7 hectares of ENV towards this goal.

The majority of ENV proposed to be protected across the Schofields Precinct is located within land zoned as E2 Environmental Conservation and also RE1 Public Open Space. These zonings, along with the Native Vegetation clearing controls in the Growth Centre SEPP are strong controls which will ensure the long term protection of these elements.

4.15 Nirimba Education Precinct

Stormwater

The documents placed on exhibition excluded the Nirimba Education Precinct from the flood modelling based on a request received from Nirimba Education Precinct to allow their campus structure planning process to proceed. Based on submissions received during exhibition, alternative drainage options for the campus were modelled and tested by J. Wyndam Prince. One of the alternative options was to have a common drainage channel shared between the Nirimba Education Precinct the Defence site.

The ILP now identifies a potential stormwater corridor located on the northern boundary of the Nirimba Education Precinct (refer to Appendix A). The final location is subject to the more detailed Master Planning process currently being undertaken by the Nirimba Education Precinct Board.

By co-locating the drainage infrastructure, modelling has shown that this would significantly reduce the extent of flooding on the Nirimba Education Precinct and the Defence site (refer to Appendix C). The combined drainage channel would also result in less land take.

Access

An additional access point to the Nirimba Education Precinct has been identified on the ILP on Quakers Road. This would provide an alternative access point for students and staff to enter the site. Refer to Appendix A.

The submission received from the Nirimba Education Precinct also requested that the north-south sub-arterial road that passes through the Precinct be located further to the west. Due to the existing flooding constraints, the cost of relocating the road further into the flood plain would be difficult and cause down-stream and off-site flooding impacts. The road is therefore unable to be located further west. The location of the north-south sub-arterial road on the northern boundary of the in the Nirimba Education Precinct has been modified to allow for the relocated active open space.

Noise Modelling

Potential noise impacts from the north-south sub-arterial road on the educational buildings have been assessed. Additional noise modelling has been undertaken for these educational buildings and discussions have been undertaken with the Nirimba Education Precinct. As the location of the north-south sub-arterial road has not significantly changed, the results from the previous noise modelling remain. Noise mitigation measures for the Schofields Precinct are identified in the DCP.

The location of the north-south sub-arterial road is based on a strategic level concept design. Prior to construction detailed design of the road would be required and appropriate consultation and planning approvals will be needed before construction commences. Nirimba Education Precinct would be consulted as part of this process.

4.16 Infrastructure

No changes have been made to the location or timing of infrastructure in the Schofields Precinct following exhibition.

4.17 Section 94 Contributions

A draft Section 94 Contributions Plan is currently being prepared by Blacktown City Council based on the final ILP and zoning.

4.18 Planning Policy

The Schofields Precinct Plan is generally consistent with the North West Growth Centre Structure Plan, Growth Centres Development Code, Metropolitan Transport Plan, Sydney Metropolitan Plan 2036 and draft North West Sub-Regional Strategy as well as Blacktown City Council policies.

In some instances, variations from controls have been necessary to address particular site issues. Consistency with relevant policies and strategies is assessed in Section 5 below.

4.19 Development Control Plan

A number of changes were made to Schedule 5 (Schofields Precinct) of the Blacktown Council Growth Centre Precincts DCP. The changes reflect the amended ILP and addressed submissions received during exhibition.

4.20 SEPP Instrument Changes

The exhibited draft plan included a plain-English Explanation of Intended Effect (EIE) of the proposed *State Environmental Planning Policy (Sydney Region Growth Centres) Amendment (Schofields Precinct) 2011*. A number of changes were made to reflect and support alterations to the ILP.

The Land Use Table has been modified to be generally consistent with current practice and other changes have been made to minimise overlaps with the prescribed uses in the Infrastructure SEPP.

Other matters not specifically mentioned in the EIE, but regarded as standard clauses in preceding Precinct Plans and/or the Standard Instrument, have also been included.

A number of changes were made to the SEPP maps to reflect the changes to the ILP and proposed SEPP Amendment as identified in this report. A summary of the changes to the maps is provided in Table 4-1.

Table 4-1 Summary of SEPP Map Changes

SEPP Map	Summary of changes
Zoning Map	<ul style="list-style-type: none">• Cross hatching shown for Public Transport Corridor Investigation Area.• Special Area clause for the Residential R3 and R2 zones within the Public Transport Corridor Investigation Area.• RE2 Private Open Space (located near Nirimba Drive) changed to E2 Environmental Conservation• Changes to the location of areas zoned SP2 (for the purposes of drainage)

SEPP Map	Summary of changes
	<ul style="list-style-type: none"> • Changes to areas zoned RE1, as per the final ILP, particularly the relocation of the sporting fields. • Changes to location of residential areas to reflect new road layout • Strip of acoustic buffer land along rail corridor now zoned RE1 Public Open Space
Floor Space Ratio Map	<ul style="list-style-type: none"> • Map reflects final ILP layout
Height of Buildings Map	<ul style="list-style-type: none"> • No change, map reflects final ILP layout • Changed to reflect amended zoning
Land Reservation Acquisition Map	<ul style="list-style-type: none"> • Amended to reflect modifications in drainage layout • North-south collector road no longer included on Land Reservation Acquisition Map (to be developer funded)
Native Vegetation Protection Map	<ul style="list-style-type: none"> • Park on eastern side of Precinct adjacent to rail corridor no longer identified as ENV (as per OEH advice) • Areas within infrastructure corridors (Schofields Road, Burdekin Road and Grange Avenue) no longer included as ENV • Other minor changes to reflect ILP layout
Residential Density Map	<ul style="list-style-type: none"> • Majority of R2 Low Density Residential areas will have a density control of 15 dwellings per hectare • R2 Low Density Residential areas (shown with hatching as Medium Density on the ILP) will have a density control of 30 dwellings per hectare • R3 Medium Density Residential will retain the density control of 45 dwellings per hectare
Heritage Map	<ul style="list-style-type: none"> • Blimp Hangar (and blimp mooring) and Building 259 removed • Part of existing runways in the floodplain added to Heritage Map
Development Control Map	<ul style="list-style-type: none"> • The Development Control Map now shows the existing 1 in 100 year regional flood extent prior to development.
Precinct Boundary Map	No change, boundary review process finalised

5 Consistency with State Policies

5.1 Growth Centres Structure Plan

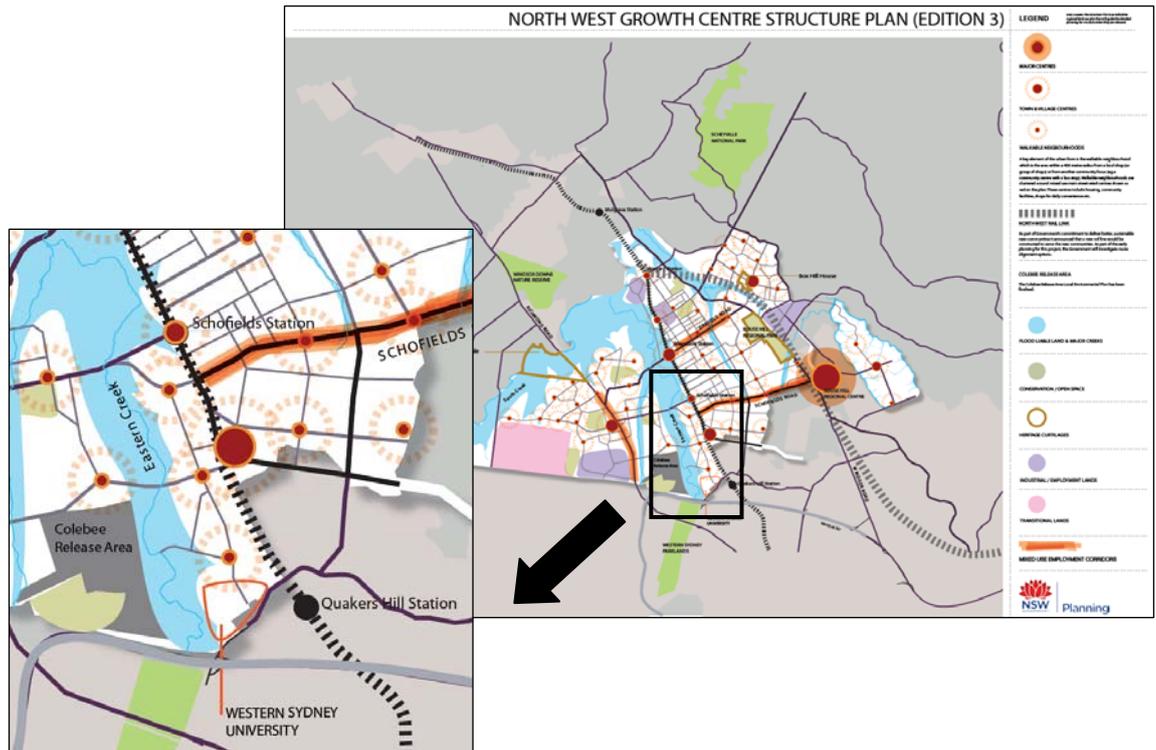
The proposed plan is consistent with the North West Growth Centres Structure Plan. The Structure Plan states that it is an 'indicative regional land use plan', to guide Precinct Planning. The Precinct Planning process for the Schofields Precinct has been guided by the Structure Plan. Table 5-1 summaries the consistency with the Structure Plan.

Table 5-1 Consistency with North West Growth Centre Structure Plan

Structure Plan	Draft ILP	Justification
Flood liable land along Eastern Creek	<p>The final Precinct Plan has identified the 1:100 year flood line along Eastern Creek. The riparian corridor along Eastern Creek is shown on the ILP and the majority will be zoned E2 Environmental Conservation. The riparian corridor will remain in private ownership.</p> <p>The remainder of the land within the 1:100 will be predominantly zoned either E4 Environmental Living, SP2 for drainage purposes or RE1 Public Open Space.</p>	<p>Eastern Creek is regionally important for its natural, passive open space and flooding aspects and is not suitable for urban development. The corridor will remain in private ownership.</p> <p>The flood liable we be zoned for either E2 Environmental Conservation and E4 Environmental Living or serve as a local drainage or open space function.</p>
Richmond Rail Line	<p>The ILP shows the location of the new Schofields Station</p> <p>Part of the Schofields Precinct now includes a future Transport Corridor investigation area to service the North West Growth Centre.</p>	<p>Construction of the new Schofields Station was complete in October 2011. The ILP has appropriately zoned land surrounding the station to utilise the proximity of a new public transport infrastructure.</p>
Key east-west road links through the Precinct	<p>The Structure Plan identified two key east-west links in the Schofields Precinct. The ILP shows the corridors for Schofields Road and Burdekin Road. The preferred alignment option for Schofields Road has been determined by the RMS.</p>	<p>Both Schofields Road and the extension of Burdekin Road have been incorporated in the final ILP and local road pattern. These two key east-west roads will provide an important regional function in the North West Growth Centre.</p>
Employment and Retail	<p>The Structure Plan identifies three neighbourhood centres within the Schofields Precinct. The final ILP identifies two local centres and one neighbourhood centre.</p>	<p>Smaller local and neighbourhood centres are required within the Schofields Precinct to support the daily needs of the anticipated population of 8,000 people. The local and neighbourhood centres have been located at accessible locations with good</p>

		<p>access to public transport. These centres will complement the larger town centre proposed at Alex Avenue.</p>
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Figure 5-1 North West Structure Plan



5.2 Growth Centres Development Code

The Growth Centres Development Code is a guide to the preparation of the Precinct Plans. The Development Code provides for consistent standards of development across the Growth Centres. The Schofields Precinct Plan has been prepared with reference to the Development Code and other development controls including those of Blacktown City Council, to enable controls to be consistent with surrounding areas. In some instances, variation of the design controls to the Development Code have been made to respond to particular site characteristics.

In summary, the Precinct Plan is consistent with the Development Code with the exception of matters where site specific controls are required, or where it has been determined that consistency with Blacktown City Council's current controls takes precedence. A summary of consistency with the Development Code is provided below.

Table 5-2 Consistency with the Growth Centres Development Code

Development Code Requirements	Precinct Planning Controls
A. Key Inputs	
Density Targets: <ul style="list-style-type: none"> - Low: 12.5-20 dwellings/ha - Medium: 20-40 dwellings/ha - High: 40 dwellings/ha 	Minimum density controls for the Schofields Precinct are: <ul style="list-style-type: none"> - Low (Zone R2): 15 dwellings/ha - Medium (Zone R2): 30 dwellings/ha - Medium/High (Zone R3): 45 dwellings/ha

	<p>Development to the minimum densities under the draft SEPP will achieve a yield of 2,763 dwellings in the Precinct. Development at higher densities than the minimums specified in the draft SEPP Amendment will be possible and will result in greater yields. Higher density development is expected within walking distance of the Schofields station.</p>
<p>Indicative lot sizes:</p> <ul style="list-style-type: none"> - Townhouses, semi-detached and detached small dwellings: up to 350m² - Detached medium: 350-450m² - Detached large: 450m² 	<p>Minimum lot sizes for the Schofields Precinct are:</p> <ul style="list-style-type: none"> - Multi-unit dwellings: 1,500m² - Attached dwellings: 375m² - Semi-detached dwellings: 400m² - Detached dwellings: 250m² - Dwellings within the E4 Environmental Living zone: 12,000m² <p>Additional controls for land zoned E4 Environmental Living are provided in the DCP.</p>
<p>Employment and retail</p> <p>Town and village centres contain services for a number of adjacent communities and contain secondary retail (supermarkets, specialist shops, mini-majors).</p> <p>Walkable communities are linked to a small scale mixed activity zone to encourage local community integration.</p>	<p>Two local centres are provided within the Schofields Precinct. The largest local centre is located at the Schofields Station and the other centre is located south of the Burdekin Road intersection. A smaller neighbourhood centre is located on Grange Avenue.</p> <p>Shops are also permitted with consent in the R2 and R3 zones under certain conditions. Other community facilities such as schools and open space, along with major bus stops have been positioned to form a focus for neighbourhood activity.</p>
<p>B. Urban Form Analysis</p>	
<p>B.9 Street pattern</p> <p>A hierarchy of town centre streets that include main streets, secondary streets and lanes.</p>	<p>The final ILP nominates a main street and secondary streets within the local centres and identifies access routes for circulation, parking access and service access.</p>
<p>B.10 Lot layout and orientation</p> <p>Optimal lot size and orientation is defined for solar access.</p>	<p>Blocks have been designed to maximise the north-south or east-west orientation of lots in accordance with the existing cadastral boundaries, to achieve appropriate solar access.</p>
<p>C. Mixed Use Town Centres, neighbourhood and Housing</p>	
<p>C.1 The DCP should set FSR controls, height and minimum landscape development controls for lots greater than 350m²</p>	<p>The draft Precinct Plan includes FSR controls for the R3, B1 and B2 zones. Building height, setback, minimum landscaped area controls included in the proposed SEPP amendment and draft DCP will achieve control over the scale and intensity of single dwelling housing types.</p>
<p>C.3 Streets</p> <p>Road cross sections and dimensions are identified for use in Precinct Plans</p>	<p>The road cross sections and dimensions developed for Schofields may vary slightly from the cross-sections in the Development Code. Cross-sections have been developed</p>

with reference to the Development Code and to the design of existing and proposed roads in adjoining areas.

5.3 Other Relevant SEPPs

Table 5-3 Consistency with Other SEPPs

Relevant Plan	Consistency
Draft SEPP 66 – Integrating Land Use and Transport	The proposed SEPP is consistent with these SEPPs to the extent they are relevant at this stage. Most relate to the statutory requirements and considerations at the Development Application stage. The impact of urban development has been considered at a strategic level to ensure that Development Applications will be capable of complying with these SEPPs.
SEPP 55 – Remediation	
SEPP 11 – Traffic Generating Development	
SEPP 19 – Bushland in Urban Areas	
SEPP 36 – Manufactured Home Estates	This SEPP does not apply to areas within the Sydney Region.

5.4 Section 117(2) Directions

A SEPP is not required to conform to s117(2) Directions, which are issued by the Minister under the *Environmental Planning and Assessment Act, 1979* as policy guidance for Local Environmental Plans (LEPs). However as the provisions relating to the Schofields Precinct Plan will ultimately be transferred from the SEPP to Blacktown City Council's comprehensive LEP, the SEPP has been assessed for consistency with the s117(2) Directions

Table 5-4 Consistency with Section 117 Directions

Section 117 Direction	Objectives	Compliance
1. Employment and Resources		
Direction 1.1 – Business and Industrial Zones	a) encourage employment growth in suitable locations b) protect employment land in business and industrial zones c) support the viability of identified strategic centres	The proposed SEPP Amendment will zone a small area of land for business uses in the proposed local and neighbourhood centres. These local and neighbourhood centres will provide a small amount of retail and commercial floor space. The SEPP Amendment will be consistent with this direction.
Direction 1.2 – Rural Zones	1) the objective of this direction is to protect the agricultural production value of rural land.	The Schofields Precinct is predominantly zoned 1(a) Rural under the Blacktown LEP 1988

Section 117 Direction	Objectives	Compliance
		and as such direction applies. The rezoning of the land for residential and business purposes is inconsistent with the direction. However, the inconsistency is justified as it is consistent with the North West Structure Plan, part of the Growth Centres SEPP, and with the draft North West Subregional Strategy.
Direction 1.3 – Mining, Petroleum Production and Extractive Industries	1) the objective of this direction is to ensure that the future extraction of State or regionally significant reserves of coal, other minerals, petroleum and extractive materials are not compromised by inappropriate development.	The direction is not applicable to the Schofields Precinct.
Direction 1.4 – Oyster Aquaculture		The direction is not applicable to the Schofields Precinct.
Direction 1.5 – Rural Lands	a) protect the agricultural production value of rural land b) facilitate the orderly and economic development of rural lands for rural and related purposes.	The Schofields Precinct is currently predominantly zoned 1(a) Rural under Blacktown LEP 1988 and as such the direction applies. The rezoning of land for residential and business purposes is inconsistent with the direction. However, the inconsistency is justified as it is consistent with the North West Structure Plan, part of the Growth Centres SEPP, and with the draft North West Subregional Strategy.
2. Environment and Heritage		
Direction 2.1 – Environment Protection Zones	1) The objective of this direction is to protect and conserve environmentally sensitive areas.	The plan zones the majority of the Eastern Creek riparian corridor E2 Environmental Conservation. The plan also includes provisions to facilitate the protection and conservation of environmentally sensitive areas through the RE1 and the SP2 zones, and specifically the provisions and mapping relating to protected existing native vegetation.
Direction 2.2 – Coastal	1) The objective of this direction	The direction is not applicable to

Section 117 Direction	Objectives	Compliance
Protection	is to implement the principles in the NSW Coastal Policy.	the Schofields Precinct.
Direction 2.3 – Heritage Conservation	1) The objective of this direction is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.	<p>Hebe Farm is listed as a heritage item under the Blacktown LEP 1988 and is located within the Schofields Precinct.</p> <p>A remnant section of WWII runway will be kept in the flood plain with the parts of the remainder of the runway interpreted in the new urban layout.</p> <p>An Aboriginal cultural heritage assessment of the Precinct identified numerous sites of high to moderate and low Aboriginal cultural heritage value. Areas of high to moderate value are protected in the DCP through further assessment and, in some cases, conservation in non development land.</p>
Direction 2.4 – Recreation Vehicle Areas	1) The objective of this direction is to protect sensitive land or land with significant conservation values from adverse impacts from recreation vehicles.	The direction is not applicable to the Schofields Precinct.
3. Housing, Infrastructure and Urban Development		
Direction 3.1 – Residential Zones	<ul style="list-style-type: none"> a) to encourage a variety and choice of housing types to provide for existing and future housing needs b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services c) to minimise the impact of residential development on the environment and resource lands. 	The plan is generally consistent with the direction as it implements the adopted North West Structure Plan and the Growth Centres Development Code. A range of housing types is encouraged and the development of the Precinct will utilise existing and/or planned utilities infrastructure. The SEPP Amendment and DCP include controls to ensure high quality design of residential development.
Direction 3.2 – Caravan Parks and Manufactured Home Estates	<ul style="list-style-type: none"> a) to provide for a variety of housing types and b) to provide opportunities for caravan parks and manufactured home estates. 	Caravan parks and manufactured home estates are not permissible uses within residential zones of the plan. However, the inconsistency is

Section 117 Direction	Objectives	Compliance
		justified by a strategy which considers the objective to provide for a variety of housing types and is approved by the Director-General, being the adopted North West Structure Plan.
Direction 3.3 – Home Occupations	1) The objective of this direction is to encourage the carrying out of low-impact small businesses in dwelling houses.	The plan is consistent with the direction as it permits home occupations in the R2 and R3 residential zones without consent.
Direction 3.4 – Integrating Land Use and Transport	<p>1) The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</p> <ul style="list-style-type: none"> a) improving access to housing, jobs and services by walking, cycling and public transport b) increasing the choice of available transport and reducing dependence on cars c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car d) supporting the efficient and viable operation of public transport services e) providing the efficient movement of freight. 	<p>The objective and requirements of the direction are achieved through implementation of the requirements of the Growth Centres Development Code, and consistency with the North West Structure Plan, Metropolitan Transport Plan and Metropolitan Plan. Specifically, the SEPP Amendment proposes to zone land for higher density residential development within the walking catchment of the Schofields Station, local centres and neighbourhood centres.</p> <p>In addition, a future Transport Corridor Investigation Area has been included which will service the North West Growth Centre.</p>
Direction 3.5 – Development Near Licence Aerodromes	<ul style="list-style-type: none"> a) to ensure the effective and safe operation of aerodromes b) ensure that their operation is not compromised by development that constitutes an obstruction, hazard or potential hazard to aircraft flying in the vicinity 	<p>The former Schofields Aerodrome forms part of the Schofields Precinct, however no longer operates as an aerodrome.</p> <p>This direction is not applicable to the Schofields Precinct.</p>
4. Hazards and Risk		
Direction 4.1 – Acid Sulphate Soils	1) The objective of this direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulphate soils.	The direction is not applicable to the Schofields Precinct

Section 117 Direction	Objectives	Compliance
Direction 4.2 – Mine Subsidence and Unstable Land	1) The objective of this direction is to prevent damage to life, property and the environment on land identified as unstable or potentially subject to mine subsidence.	The Schofields Precinct is not within a mine subsidence district. There are no significant issues with land stability in the Precinct.
Direction 4.3 – Flood Prone Land	a) ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and b) ensure that the provisions of an LEP on flood prone land are commensurate with flood hazard and include consideration of the potential flood impacts both on and off the subject land.	Flood modelling for the Schofields Precinct has been undertaken in accordance with the Flood Prone Land Policy. Extensive flood modelling was undertaken for the Precinct planning to ensure that there are no off site flooding impacts.
Direction 4.4 – Planning for Bushfire Protection	a) to protect life, property and the environment from bushfire hazards, by discouraging the establishment of incompatible land uses in bush fire prone areas, and b) to encourage sound management of bush fire prone areas	The potential bushfire impacts of the proposed development in the Schofields Precinct have been assessed. Appropriate Asset Protection Zones have been identified for the Precinct.
5. Regional Planning		
Direction 5.1 – Implementation of Regional Strategies Direction 5.2 – Sydney Drinking Water Catchments Direction 5.3 – Farmland of State and Regional Significance on the NSW Far North Coast Direction 5.4 – Commercial and Retail Development along the Pacific Highway, North Coast Direction 5.8 – Second Sydney Airport: Badgerys Creek		This direction is not applicable to the Schofields Precinct.
6. Local Plan Making		
Direction 6.1 – Approval and Referral Requirements	1) The objective of this direction is to ensure that LEP provision encourage the efficient and appropriate assessment of development.	The plan is consistent with the direction and does not contain provisions requiring concurrence, consultation or referral which have not been approved. The plan does not identify any development as

Section 117 Direction	Objectives	Compliance
		designated development.
Direction 6.2 – Reserving Land for Public Purposes	a) to facilitate the provision of public services and facilities by reserving land for public purposes, b) to facilitate the removal of reservations of land for public purposes where the land is no longer required for acquisition	The plan does not create, amend or reduce any existing reservations without approval.
Direction 6.3 – Site Specific Provisions	1) The objective of this direction is to discourage unnecessarily restrictive site specific planning controls.	The plan does not include provisions to permit particular development on specified lands. The inclusion of Schedule 1, which allows the specification of specific uses is consistent with the Standard Instrument and the direction.
7. Metropolitan Planning		
Direction 7.1 – Implementation of the Metropolitan Strategy	The objective of this direction is to give legal effect to the vision, land use strategy, policies, outcomes and actions contained in the Metropolitan Strategy.	The Schofields Precinct is located within the Blacktown LGA and as such, this direction applies. The plan is consistent with the direction as it implements the strategies set out in the Draft North West Subregional Strategy, North West Structure Plan and Metropolitan Plan.

Appendix A | Final Indicative Layout Plan

Appendix B | Summary of Submissions

Appendix C | Post-Exhibition Water Cycle Management Report