1 Introduction

1.1 Overview

The NSW Long Term Transport Master Plan (LTTPM), published in December 2012, sets actions for the Government to plan for an integrated transport network for Sydney. An important part of this is the preservation of major transport corridors for Sydney’s future transport requirements. The extension to the Sydney Metro Northwest (formerly known as the North West Rail Link), from Cudgegong Road to Marsden Park via Schofields Precinct, is listed as one of these major transport corridors.

Amendments to State Environmental Planning Policy (Sydney Region Growth Centres) 2006 (Growth Centres SEPP) are necessary to implement this action and preserve this important transport corridor within rezoned Precincts in the North West Priority Growth Area. This report documents the identification of the transport corridor within the Alex Avenue and Riverstone Precincts and inclusion of a concurrence clause in Part 6 of the Precinct Plans to require all development applications within these areas to be referred to Transport for NSW (TfNSW).

This report documents the public consultation process, summarises the issues raised both in submissions and during further discussion with State agencies, and reports on how they have been addressed in the final Growth Centres SEPP amendment.

There have been no changes to the proposed amendments following exhibition.

1.2 Summary of the changes

The Department proposes to amend the Growth Centres SEPP to include a:

- hatched overlay on the Land Zoning Map for the Alex Avenue and Riverstone Precincts in the North West Priority Growth Area that identifies the transport corridor investigation area; and
- a corresponding concurrence clause in the Precinct Plan that requires all development applications within or adjacent to the transport corridor land to be referred to TfNSW.

The Land Zoning Map for the Schofields Precinct includes the hatched overlay: H – Transport Corridor Investigation Area – Appendix 7, Clause 6.9. However, the reference to Clause 6.9 is incorrect. The relevant clause in Part 6 of the Schofields Precinct Plan requiring referral of development applications within the transport corridor to Transport for NSW is clause 6.10. The legend on the Land Zoning Map for Schofields is therefore also proposed to be amended to refer to the correct clause.

There have been no changes to the exhibited zoning map and proposed clause. The final amended zoning map is included at Appendix A of this report.

2. Exhibition details

2.1 Exhibited materials

The following documentation was publicly exhibited as part of the Planning Package for the Transport Corridor Overlay amendment:

- an Explanation of Intended Effect of the proposed amendment to State Environmental Planning Policy (Sydney Region Growth Centres) 2006 to amend the Alex Avenue and Riverstone Precinct Plan; and
- a Planning Report explaining the proposed changes.

2.2 Exhibition period

The draft Planning Package was publicly exhibited for 28 days from 24 August 2015 – 22 September 2015.
2.3 Exhibition venues

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

- Department of Planning and Environment, Level 5, 10 Valentine Avenue, Parramatta
- Department of Planning and Environment, 23 - 33 Bridge Street, Sydney
- Blacktown City Council, 62 Flushcombe Road, Blacktown
- Priority Growth Areas website, www.growthcentres.nsw.gov.au
- Department of Planning and Environment website, www.planning.nsw.gov.au

2.4 Public notice

An advertisement was placed in the Blacktown Sun on 24 August 2015.

2.5 Notification of land owners

The Department of Planning and Environment wrote to 72 landowners within the proposed transport corridor in the Alex Avenue and Riverstone Precincts on 21 August 2015 advising of the public exhibition.

2.6 Notification of key stakeholders

The Department of Planning and Environment wrote to Blacktown City Council (Council), Roads and Maritime Services, and TfNSW on 21 August 2015 advising of the public exhibition. The Department also wrote to the Office of Environment and Heritage on 27 August 2015, advising that the proposal was on exhibition.

3 Submissions summary

3.1 Number of submissions

A small number of submissions were received during the exhibition period primarily from State agencies and Council. Submissions were accepted by mail and email. All submissions are listed and summarised at Appendix B | Summary of Submissions. A summary of the types of submissions received is provided in Table 1-1.

Table 1-1 Summary of submissions

<table>
<thead>
<tr>
<th>Received from</th>
<th>No of submissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roads and Maritime Services, Transport for NSW and Blacktown City Council</td>
<td>3</td>
</tr>
<tr>
<td>Landowners and other community members</td>
<td>1</td>
</tr>
<tr>
<td>TOTAL</td>
<td>4</td>
</tr>
</tbody>
</table>

3.2 Response to submissions

Following publication of the amended land zoning map for Alex Avenue and Riverstone Precincts under the Growth Centres SEPP, further correspondence will be sent to all submitters to advise of the Minister’s decision.
3.3 Issues raised in submissions

Individual submissions are summarised in Appendix B | Summary of Submissions together with a cross-reference to the relevant section in this report. The key issues include:

- reconfiguration of the local road layout in the Indicative Layout Plan for the Riverstone Precinct to accommodate the transport corridor; and
- the reduced developable area as a result of the mapped transport corridor.

4 Consideration of Issues

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

There have been no changes made to the proposed amendments following exhibition. Refer to Appendix A.

4.1 Reduced developable area

One submission raised concern with the reduced developable area that would result from the mapping of the transport corridor, and sought confirmation that the maximum permitted floor space ratio that would otherwise be achieved on land affected by the transport corridor could be utilised in the development of the balance of the site.

The floor space ratio control under the Growth Centres SEPP, as contained in Clause 4.5 of Appendix 2, applies to the site area of proposed development, where that development is permitted. The proposed transport corridor will not prohibit the currently permitted land uses, and the current development controls will continue to apply to properties affected by the transport corridor, which will be the subject of a merit-based assessment by the consent authority at the time a development application is lodged.

A proposed concurrence clause will require all development applications within or adjacent to the transport corridor to be referred to TfNSW, as described in Section 4.2 below. Land identified as the transport corridor will ultimately be acquired by TfNSW.

4.2 SEPP instrument changes

The exhibition package included a plain-English Explanation of Intended Effect (EIE) of the proposed amendment to State Environmental Planning Policy (Sydney Region Growth Centres) 2006. There were no changes made to the draft SEPP Instrument following exhibition. The proposed clause is as follows:

Development or land within or adjacent to public transport corridor

(1) Consent must not be granted to development in the area marked “Zone H” on the Land Zoning Map without the concurrence of Transport for NSW.

(2) In determining whether to provide concurrence, Transport for NSW is to take into account the likely effect of the development on:
(a) the practicability and cost of carrying out public transport projects on the land in the future, and
(b) without limiting paragraph (a), the structural integrity or safety of, or ability to operate, public transport projects on the land in the future, and
(c) without limiting paragraph (a), the land acquisition costs and the costs of construction, operation or maintenance of public transport projects on the land in the future.
5 Consistency with State policies

5.1 North West Land Use and Infrastructure Strategy

The proposed amendments are consistent with the North West Land Use and Infrastructure Strategy to be released in late 2015. The Land Use and Infrastructure Strategy replaces the current North West Structure Plan 2006 and is an indicative regional land use plan used to guide Precinct Planning and Infrastructure Planning for the next 20 years.

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 Priority Growth Areas. The proposed amendments will not impact on the Development Code.

5.3 Other Relevant SEPPs

Table 5-1 Consistency with Other SEPPs

<table>
<thead>
<tr>
<th>Relevant Plan</th>
<th>Consistency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Draft SEPP 66 – Integrating Land Use and Transport</td>
<td>The proposed amendments to the Land Zoning Map for the Alex Avenue and Riverstone Precincts under the Growth Centres SEPP include the identification of a transport corridor for the extension of the Sydney Metro Northwest and associated clauses. This will have no impact on these SEPPs, and therefore the amendments are considered to be consistent with these SEPPs.</td>
</tr>
<tr>
<td>SEPP 55 – Remediation</td>
<td></td>
</tr>
<tr>
<td>SEPP 11 – Traffic Generating Development</td>
<td></td>
</tr>
<tr>
<td>SEPP 19 – Bushland in Urban Areas</td>
<td></td>
</tr>
</tbody>
</table>

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 the SEPP has been assessed for consistency with the s117(2) Directions (as issued after 1 July 2009), and the amendments are consistent with these directions.
## Appendix B Summary of Submissions

<table>
<thead>
<tr>
<th>Name</th>
<th>Issue raised</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blacktown City Council</td>
<td>Requested a variation to the Indicative Layout Plan (ILP) for the Riverstone Precinct to reconfigure the local road layout to reflect the transport corridor alignment.</td>
<td>The Department will continue to work with Council to amend the Blacktown Growth Centre Development Control Plan 2010 to include a revised road layout for the Riverstone ILP.</td>
</tr>
<tr>
<td>Roads and Maritime Services</td>
<td>No issues raised</td>
<td>N/A</td>
</tr>
<tr>
<td>Transport for NSW</td>
<td>No issues raised</td>
<td>N/A</td>
</tr>
<tr>
<td>Urbis – on behalf of landowners</td>
<td>The transport corridor will reduce the developable land for properties 23-27 Schofields Road, Schofields. An amendment to the Height of Buildings Map is requested to provide certainty for future development proposals seeking to develop the site in accordance with the maximum FSR standards. Seek confirmation that local roads as proposed in the Masterplan provided with the submission will be permitted to enable access to Schofields Road, and detail of the landscaping treatments for the transport corridor.</td>
<td>Refer to Section 4 of the Post-Exhibition Report.</td>
</tr>
</tbody>
</table>