



Schedule 5 Schofields Precinct

Blacktown City Council

April 2020



Published by NSW Department of Planning, Industry and Environment

dpie.nsw.gov.au

Title: Schedule 5 Schofields Precinct

Subtitle: Blacktown City Council

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Attachment A: Public Domain and Landscape Strategy

Amendments to Schedule 5

February 2013	Replace Figure 2-1 with the amended Indicative Layout Plan to reflect <i>State Environmental Planning Policy (Sydney Region Growth Centres) Amendment (Schofields Precinct) 2013</i>
April 2020	Replace Figures 2-1, 2-3, 2-6, 3-1, 3-2, 3-3, 5-1, 6-1 and 6-3 and amend section 2.7

1 Introduction

1.1 Name and application of this Schedule

This Schedule forms part of the Blacktown City Council Growth Centre Precincts Development Control Plan 2010 (referred to as BCC Growth Centre DCP 2010).

This Schedule was originally adopted by the Deputy Director General of the Department of Planning and Infrastructure under delegation on 9 May 2012 and came into force on 15 May 2012. This Schedule applies to all development on land shown in **Figure 1-1**. This schedule and related amendments to the BCC Growth Centres DCP give effect to the provisions of the BCC Growth Centres DCP for land within the Schofields Precinct.

1.2 Structure of this Schedule

This Schedule should be read in conjunction with, and is in addition to the main body of the DCP (Part A). In the event of an inconsistency between this Schedule and the main body of this DCP, this Schedule takes precedence. **Table 1-1** summarises the structure of Schedule 5 – Schofields Precinct.

Table 1-1: Structure of this Schedule.

Part	Summary
1 – Introduction	Identifies the land to which the Schedule applies.
2 – Subdivision Planning and Design	Establishes an overall vision and Indicative Layout Plan for the Schofields Precinct. Provides precinct specific figures and establishes additional objectives and controls that support the controls in Part 2 of the main body of the DCP.
3 – Neighbourhood and Subdivision Design	Provides Precinct specific figures that support the controls in Part 3 of the main body of the DCP.
4 – Development in Residential Zones	Establishes additional objectives and controls for the residential areas of the Precinct.
5 – Development in Environmental Living Zone	Establishes additional objectives and controls for the Environmental Living zone in the Precinct.
6 – Centre Development Controls	Establishes additional objectives, controls and design principles for the local and neighbourhood centres within the Precinct.
7 – Transport Corridor Investigation Area	Additional referrals and DCP requirements for development in the proposed Transport Corridor Investigation Area.

*Additional notes to readers are provided throughout this document. These notes are not part of the formal provisions of the DCP, but are intended to provide additional guidance and explanation of the provisions.

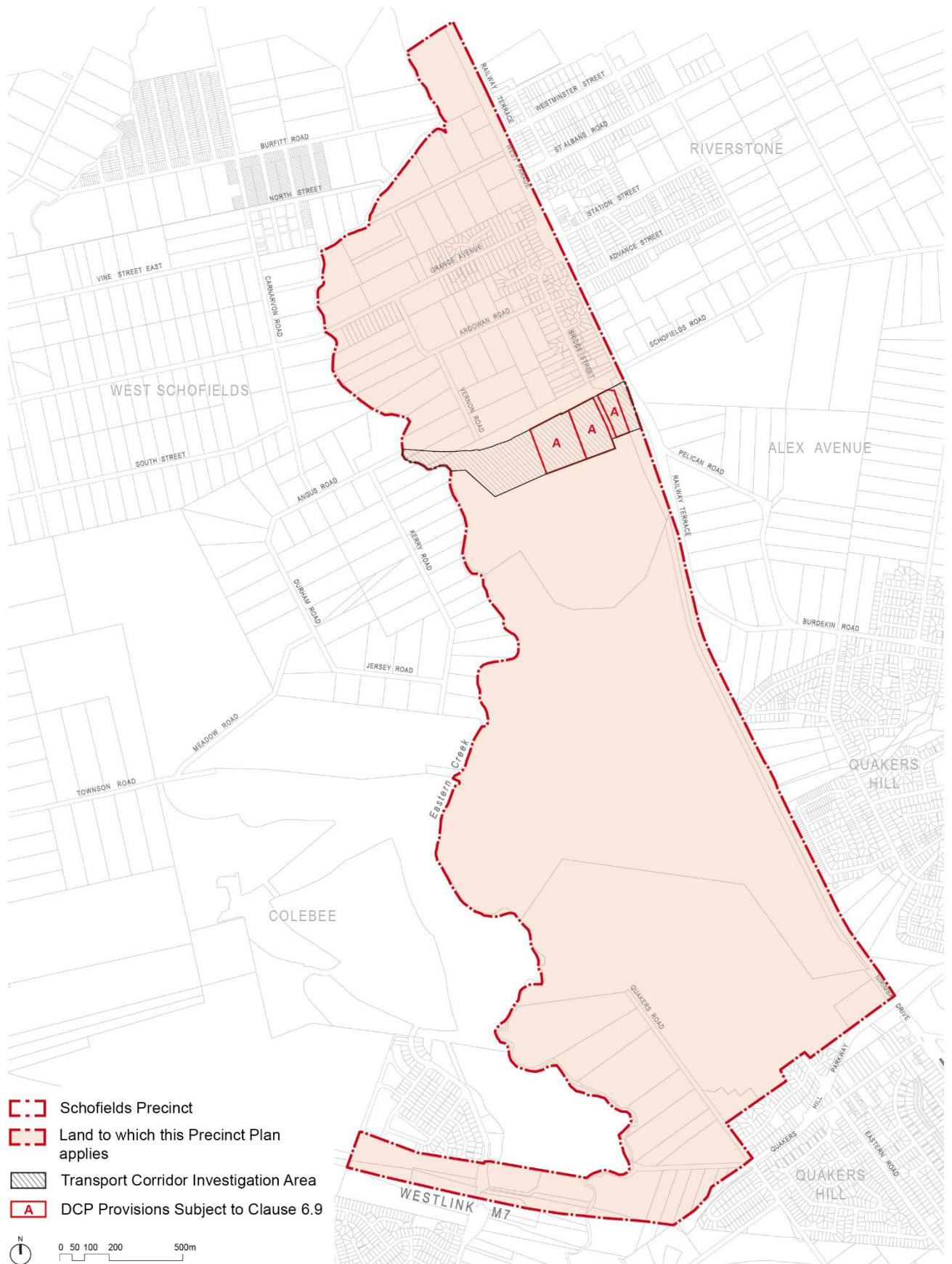


Figure 1-1: Land Application Map

2 Subdivision planning and design

2.1 The Schofields Precinct - Precinct Planning vision

The vision for the Schofields Precinct is to create a series of new walkable residential neighbourhoods supported by local retail, community, open space and recreational opportunities. Development surrounding transport nodes, local centres and high amenity areas will be in medium density forms, such as semi-detached and townhouses. The Precinct will provide for a range of densities, dwelling types and affordability options including larger lots and standard detached houses. Detached housing will comprise the majority of residential development within the Precinct.

The duplication of the Richmond Rail Line has introduced opportunities for a local centre at Schofields Station. This local centre will offer residents local retail and commercial opportunities as well as providing for community interaction and delivering services to meet the needs of residents. This centre will support the Alex Avenue Town Centre located on the eastern side of the rail line. Another local centre will be located near Burdekin Road adjacent to the Precinct's sporting fields and primary school. A smaller neighbourhood centre will be located on Grange Avenue.

New development within the Precinct will incorporate principles of ecological sustainability and measures to ensure that the important historic, environmental and visual elements are recognised and protected for future generations.

Public domain opportunities will respect and interpret the cultural heritage of the Precinct and its relationship to the previous Defence and aviation uses of the Precinct, as well as conserve significant stands of remnant vegetation along Eastern Creek. This will preserve biodiversity and contribute to a strong woodland character along the creek.

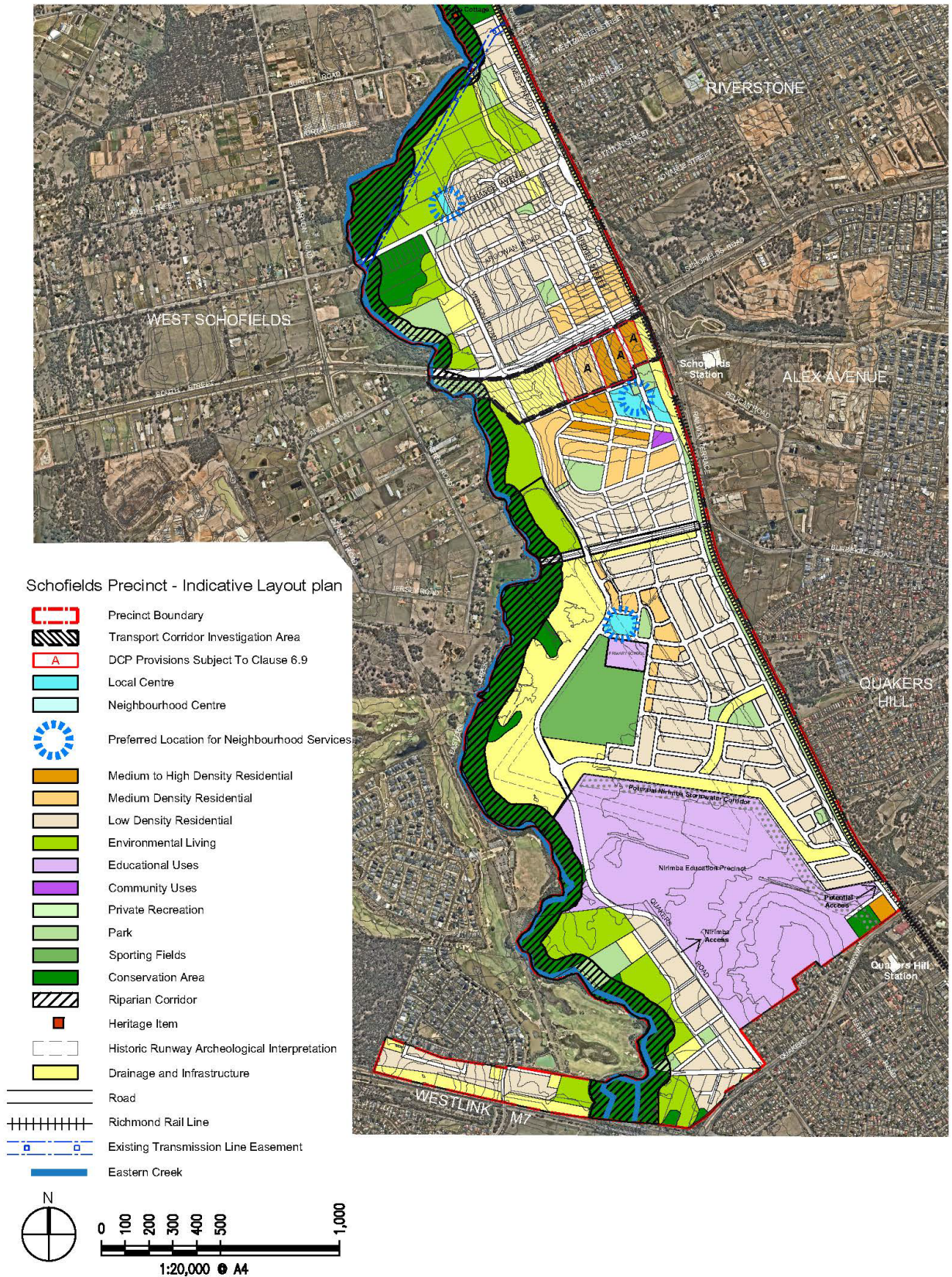


Figure 2-1: Indicative Layout Plan

2.2 Aboriginal Cultural Heritage

Objective

- To identify areas of archaeological sensitivity and cultural significance within the Schofields Precinct
- To allow for retention of these areas, where possible as part of the development of the Precinct.

Control

1. Reference is to be made to areas of cultural significance (**Figure 2-2**) at the Development Application stage to ensure development has minimal impact.

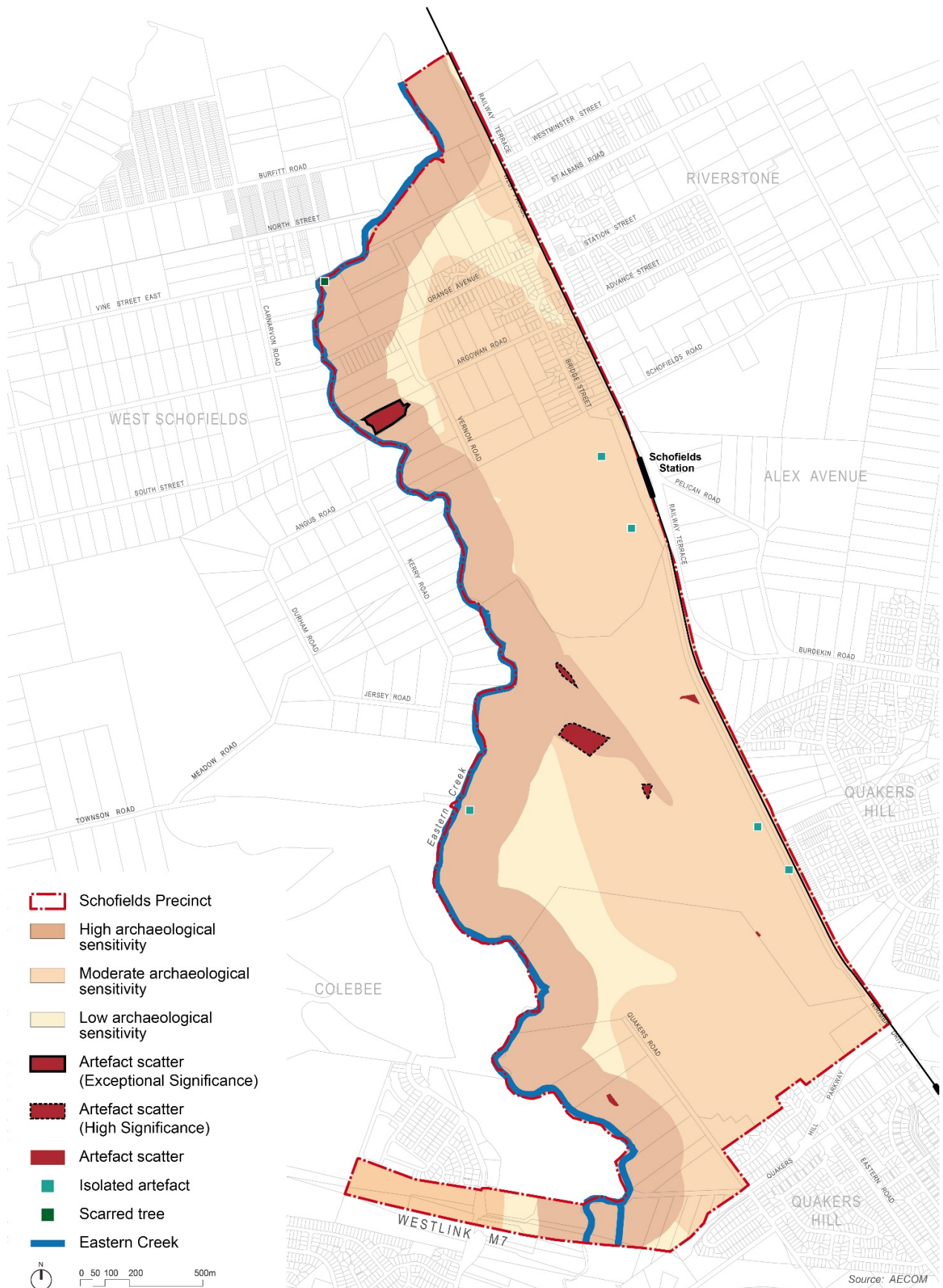


Figure 2-2: Aboriginal cultural heritage

2.3 Bushfire Risk

Objective

- To identify areas within the Schofields Precinct that would require an Asset Protection Zone (APZ) to minimise bushfire risk.

Control

1. APZ within the Schofields Precinct should be provided in accordance with **Figure 2-3**.
2. Site specific bushfire assessments will be required at the Development Application stage for development near the Asset Protection Zones.

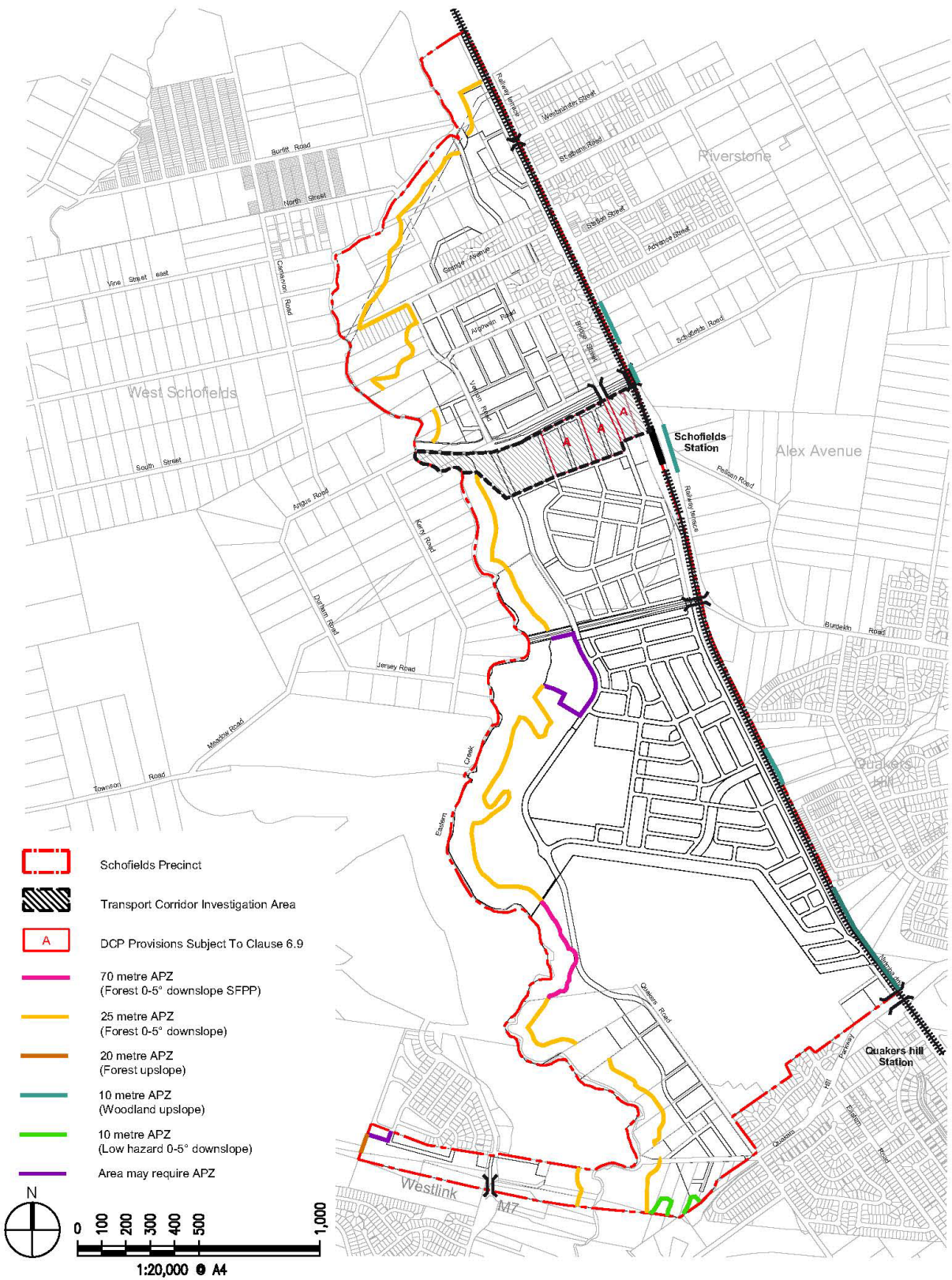


Figure 2-3: Bushfire Risk and Asset Protection Zone (APZ) requirements

2.4 Salinity Potential

Objective

- To identify areas of high salinity risk within the Precinct.

Control

1. Development Applications within the Schofields Precinct will need to address the salinity risks identified in **Figure 2-4**.

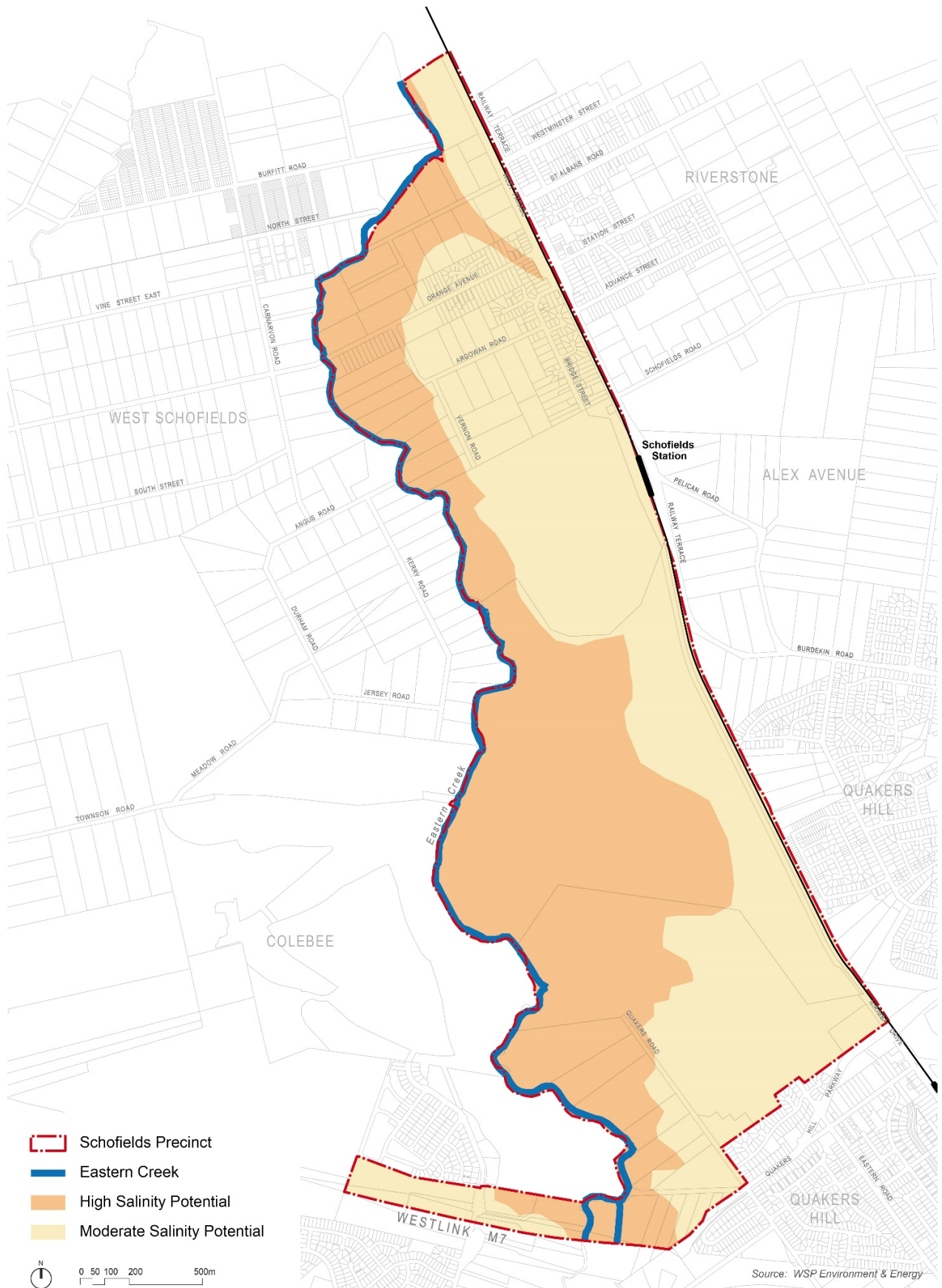


Figure 2-4: Salinity Potential

2.5 Odour Management

Objective

- To minimise odour impacts from existing odour sources.

Control

1. Sensitive uses (such as dwellings) located within the 2 Odour Unit (OU) odour buffer, as shown on **Figure 2-5**, are to provide an assessment that demonstrates that the proposed development will not be unreasonably adversely affected by odour.

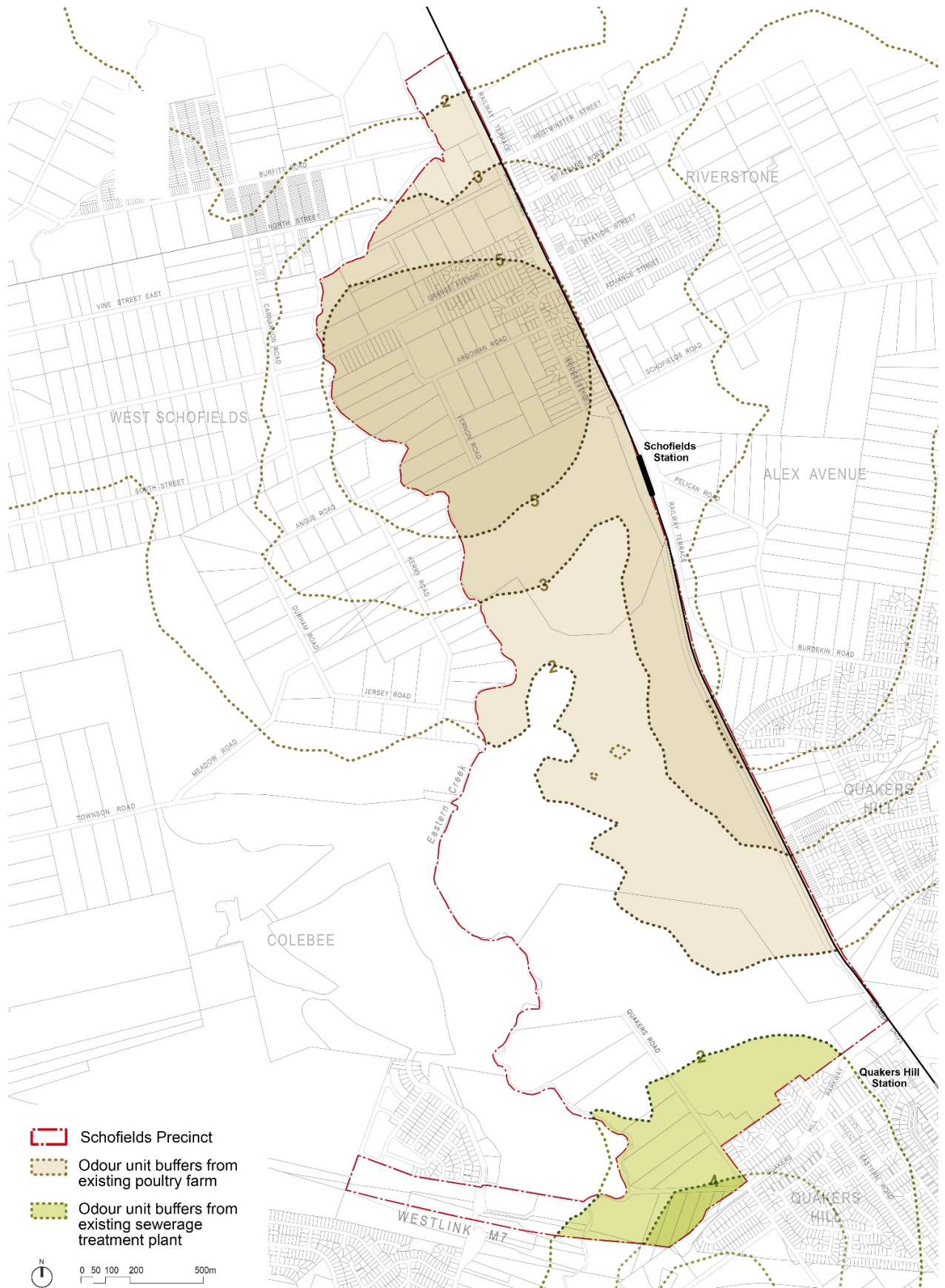


Figure 2-5: Odour

2.6 Drainage and Flood Evacuation

Objective

- To identify essential drainage infrastructure within the Schofields Precinct
- To plan for the 1 in 100 regional flood event and probable maximum flood (PMF)
- To provide safe evacuation for residents within the Schofields Precinct during a regional flood event.

Control

1. Provide essential drainage infrastructure such as detention basins and rain gardens in accordance with **Figure 2-6**.
2. The design of the road systems within the areas of the Precinct that are affected by a Regional Probable Maximum Flood (i.e. below RL 26.4m AHD) should provide a 'continuous rising grade' to ensure the safe evacuation of affected occupants within these areas. This is to ensure residents are able to evacuate their property along certain routes without needing to return below RL 26.4m.
3. All designated evacuation routes are to be designed to ensure that they remain functional and safe during a 500 year local storm event.
4. Each Development Application for subdivision in the residential area of the Schofields Precinct will need to assess flood evacuation.
5. Potential basin and stormwater corridors have been identified however, Nirimba Education Precinct will need to undertake a full flood and drainage assessment as part of any future development.

Note: Plans showing regional PMF are available at Blacktown City Council.

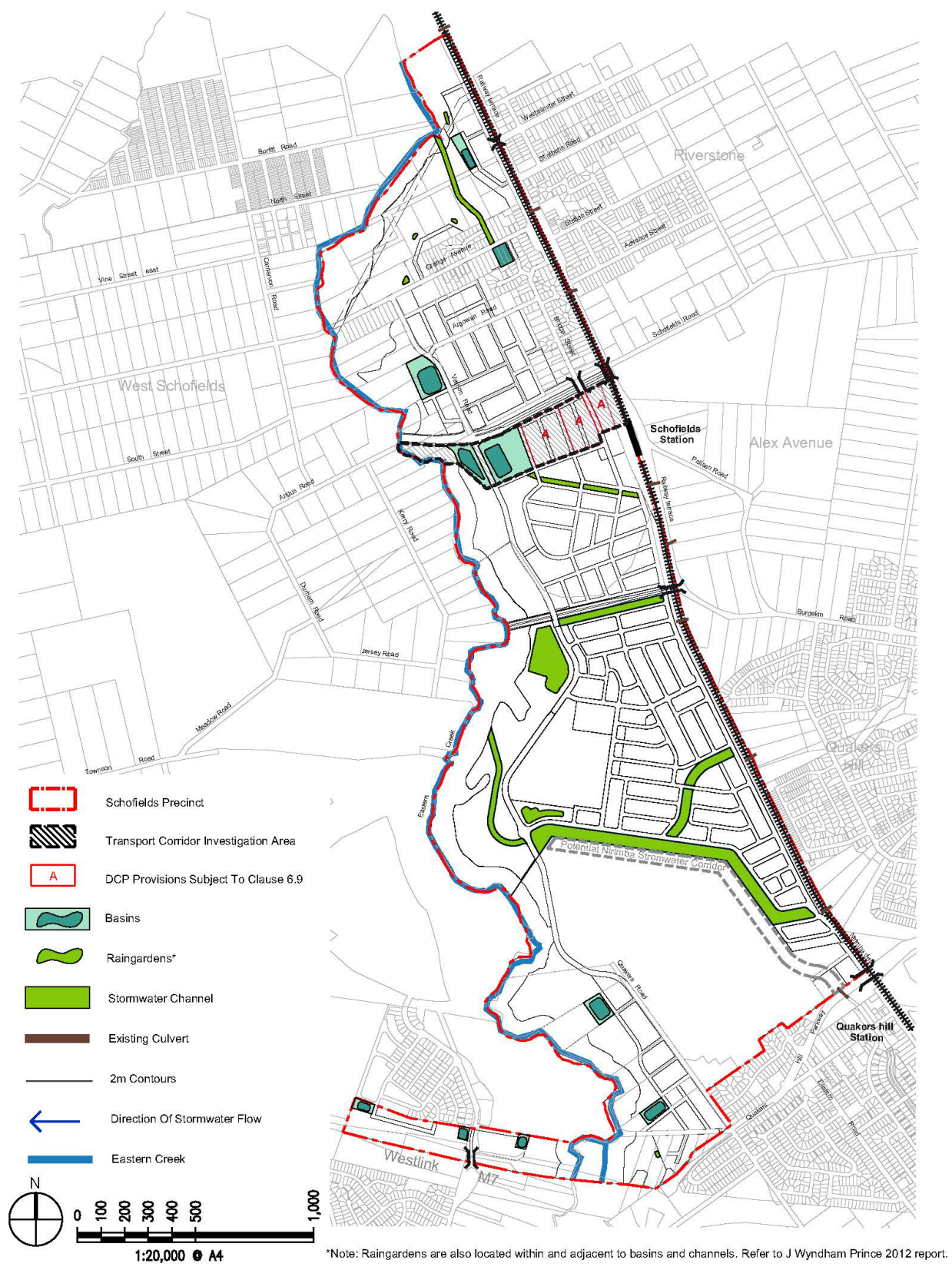


Figure 2-6: Drainage and stormwater detention

2.7 Non-Indigenous Heritage

Objective

- To conserve the significance of the heritage items within the Schofields Precinct, including Aboriginal and European archaeology, military and intangible heritage.
- To ensure that development around the heritage items respects the heritage values of the structures.
- To encourage the interpretation of the existing aerodrome runways through urban design.

Controls

1. Development in the Schofields Precinct should consider the heritage items and items of local historical importance (refer **Figure 2-7**).
2. The aerodrome runways located within the public open space and drainage areas should be retained, where practical. This would assist in the retention of historic associations with the former Defence site.
3. Development applications in the vicinity of Item 3 (Pye Farm) and Item 5 (Schofields Runways) in **Figure 2-7** must implement the findings of the Former Schofields Aerodrome Interpretation Strategy, January 2020 (prepared for Defence Housing Australia by GML Heritage).
4. The history of the Precinct should be considered when determining names of streets and places within the Precinct.
5. Archaeological remnants of Schofields Farm will be protected during the design and development of a new local park at this location.
6. A Heritage Conservation Management Plan for Hebe Cottage will be required in accordance with the Growth Centres SEPP. This will need to accommodate any conservation issues associated with heritage conservation prior to Council granting consent for residential subdivision.
7. Archaeological remnants of Pye Farm must be protected and interpreted.

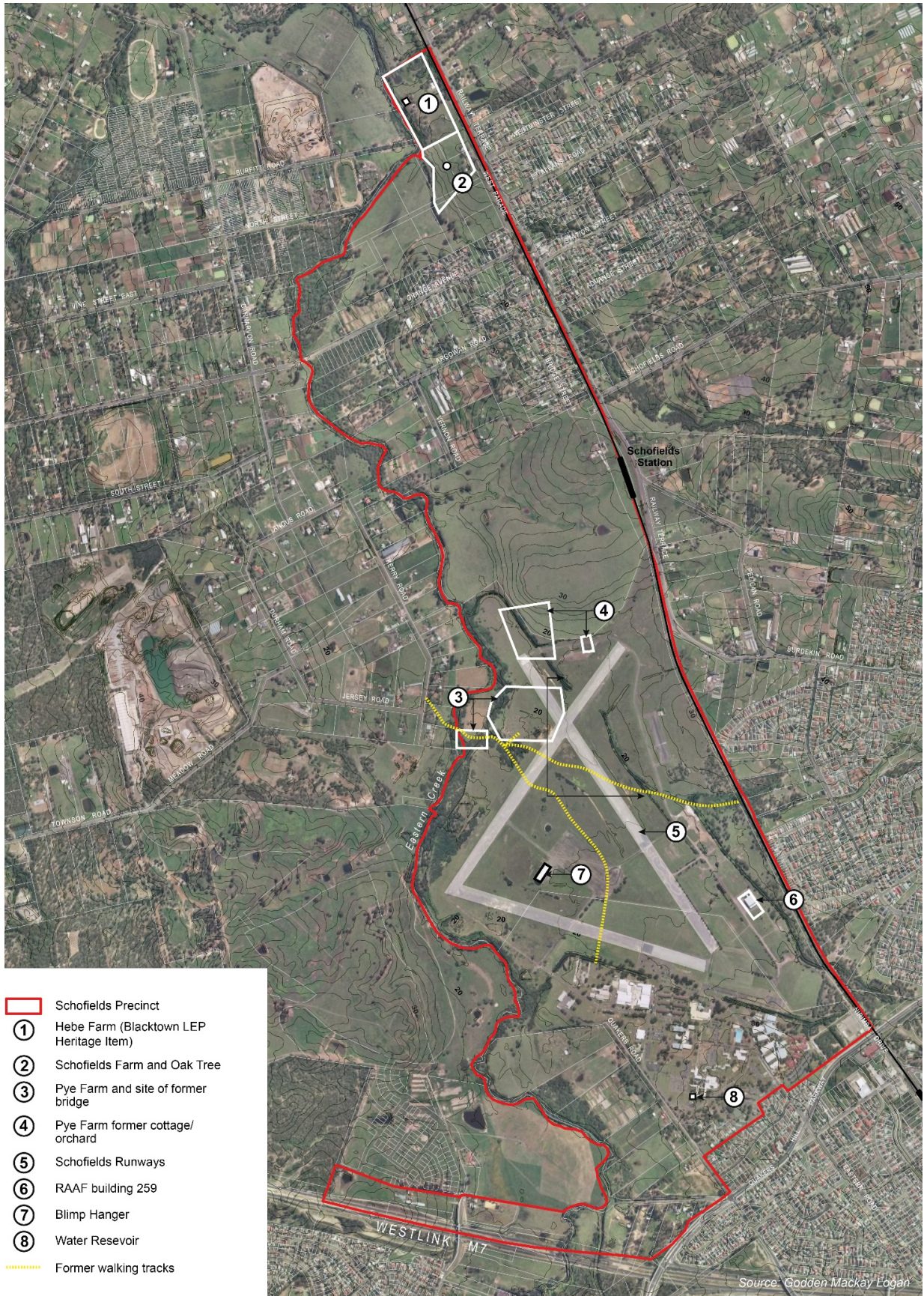


Figure 2-7: Non-indigenous heritage

3 Neighbourhood and Subdivision Design

Note: The referenced figures below support the objectives, controls and design principles for the subdivision planning and design in **Part 3** of the main body of the DCP.

3.1 Road Network and Hierarchy

Objective

- To identify an appropriate road hierarchy for the Schofields Precinct

Control

1. All roads and streets are to be developed in accordance with the road hierarchy provided in **Figure 3-1**.
2. Direct driveway access is not to be provided from certain roads in accordance with **Figure 3-1**.

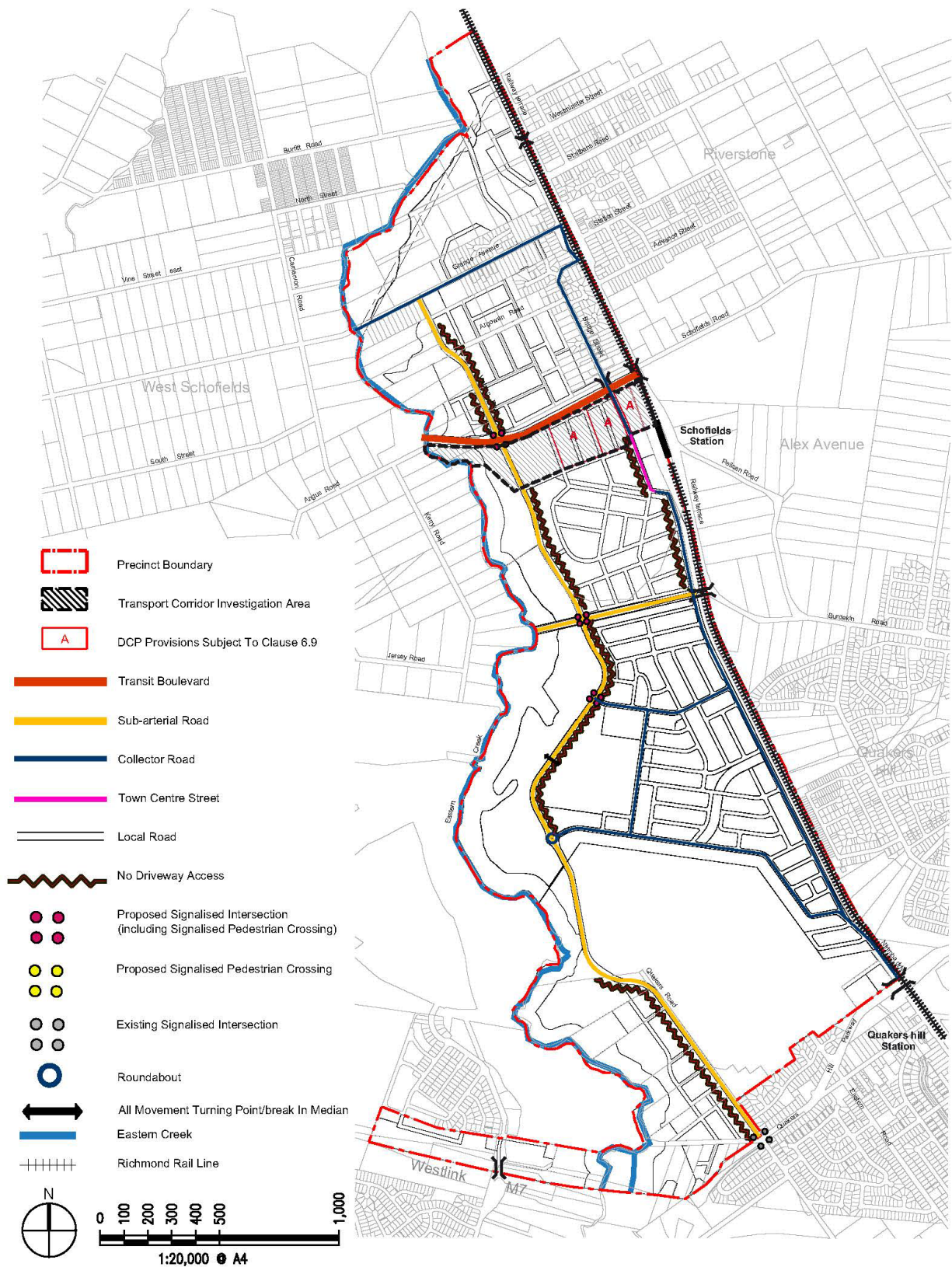


Figure 3-1: Precinct road network and hierarchy

3.2 Public Transport and Pedestrian Cycle Network

Objective

- To connect bus routes, pedestrian and cycle routes with Schofields railway station, commuter car park and local centres.
- To encourage the use of public transport through the provision of integrated bus routes, pedestrian and cycle routes.
- To encourage walking and cycling throughout the Precinct, particularly to and from activity centres and open space.

Controls

1. Bus stops should be provided generally in accordance with **Figure 3-2**. The final location of bus stops will be determined by bus operators and Transport for NSW in consultation with Blacktown City Council.
2. Pedestrian and cycle links and routes should generally be provided in accordance with **Figure 3-3**.
3. The design and location of pedestrian links should adequately address public safety, surveillance and the security of adjoining development.

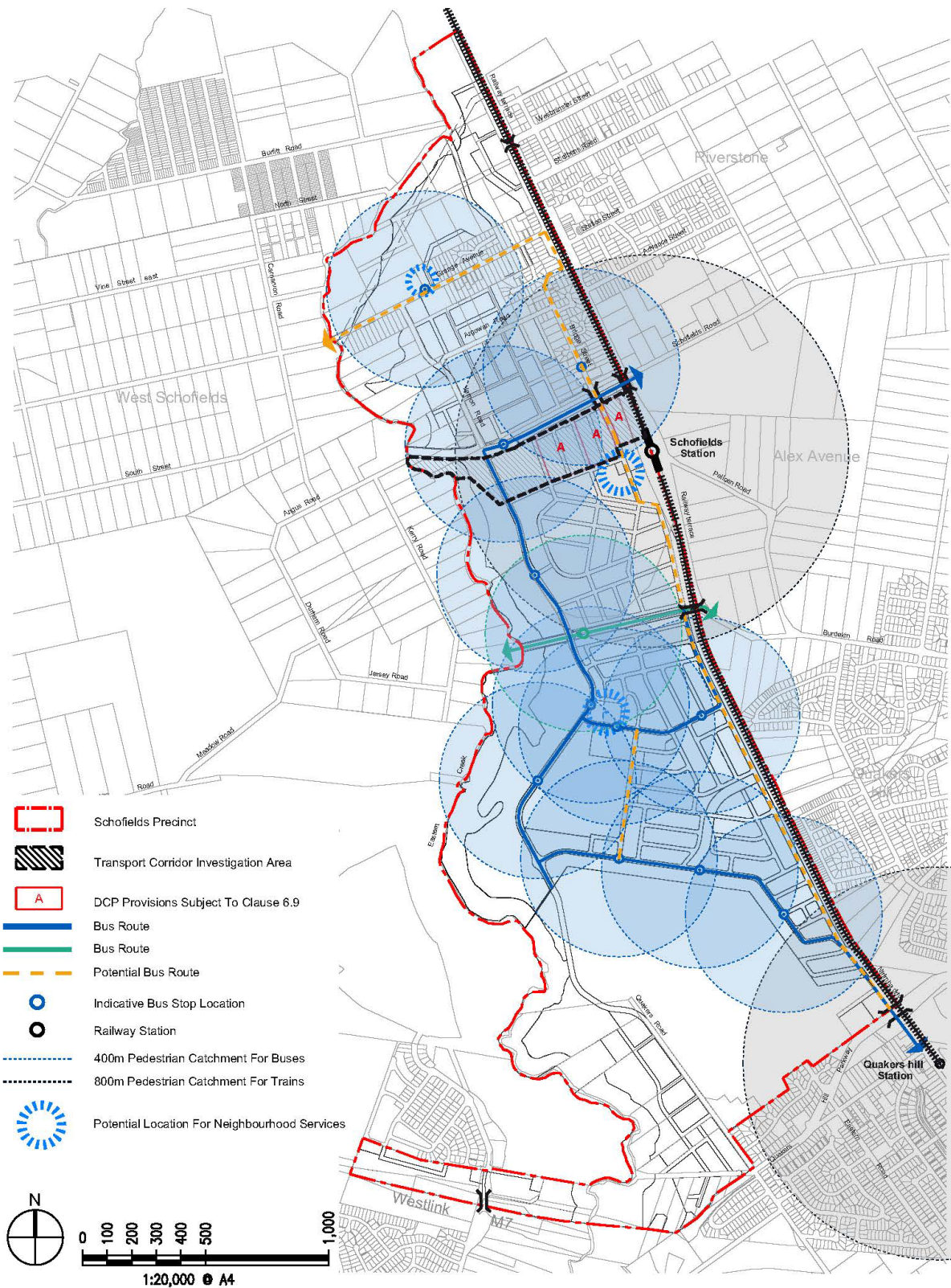


Figure 3-2: Public transport network

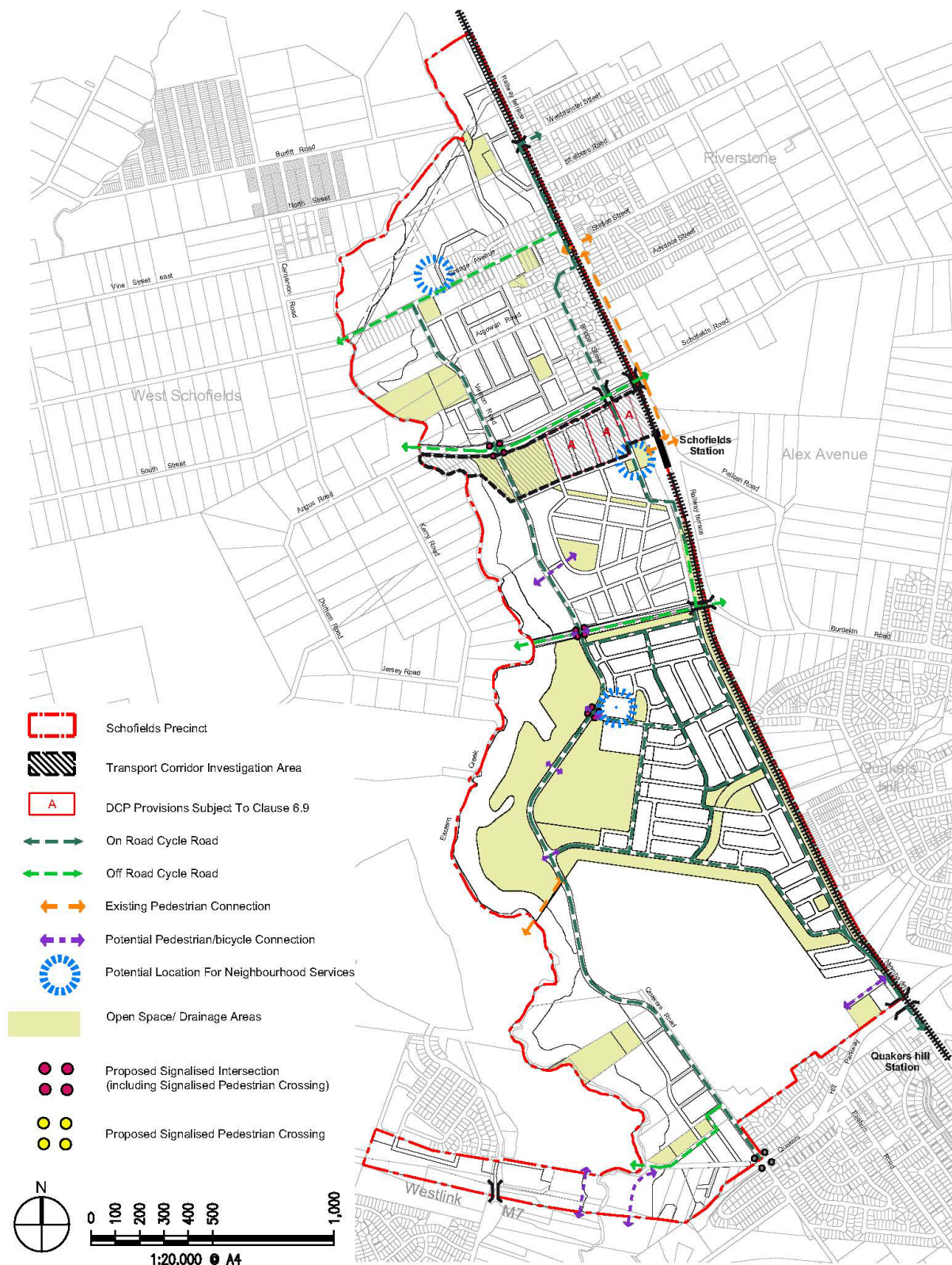


Figure 3-3: Pedestrian and cycle network

4 Development in Residential Zones

Note: This part provides an additional control for the Schofields Precinct that supports the development controls for Residential Zones in **Part 4** in the main body of the DCP.

4.1 Additional Controls

4.1.1 Low Density Residential Access Arrangements

Objective

- To ensure appropriate access to low density residential areas located on sub-arterial and collector roads.
- To ensure residential lots with no direct vehicular access provide an active street frontage and address the street.

Controls

1. No direct vehicular access is to be provided in accordance with **Figure 3-1**.
2. Residential lots adjoining roads with no direct vehicular access (as shown in **Figure 4-1**) are to have vehicular access from adjacent streets or access via a battle axe handle from the rear.
3. The dwellings are to address the road with pedestrian entrances, low fencing (max 1,200mm high) and landscape planting.

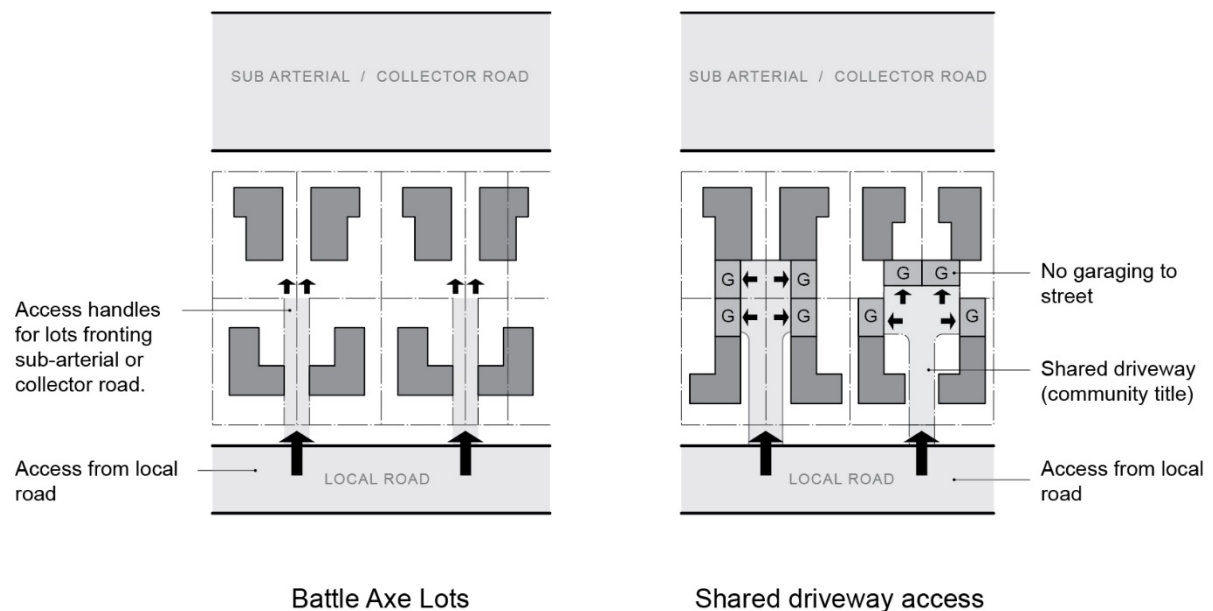


Figure 4-1: Low density residential access arrangements

4.1.2 Medium Density Residential Preferred Layout

Objective

- To ensure medium density residential areas front open space, trunk drainage and environmental living areas.
- To encourage residential development adjacent to open space and trunk drainage land to enhance the landscape and urban character on the Precinct, and encourage active use of outdoor spaces.
- To provide passive surveillance for the streetscape and public open spaces within the Precinct.

Controls

1. No direct vehicular access is to be provided in accordance with **Figure 3-1**.
2. The orientation of buildings, location of footpaths and landscaping to be in accordance with **Figure 4-2**.
3. Residential lots are to have active street frontages facing towards open space, trunk drainage or environmental living land where possible.
4. Rear lane access is to be provided for medium density residential areas fronting open space, trunk drainage or environmental living land.
5. The dwellings are to address the road with pedestrian entrances, low fencing (max 1,200mm high) and landscape planting.

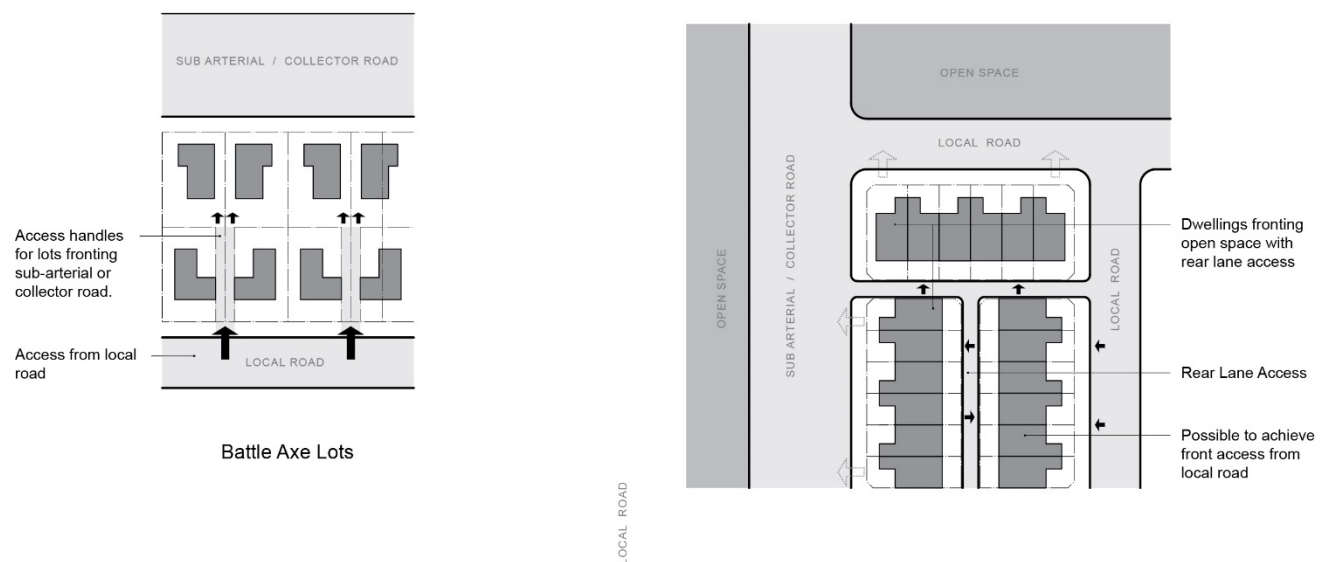


Figure 4-2: Medium density residential preferred layout

4.1.3 Street Types

Objective

- To provide a clear hierarchy of road types which recognise the need to integrate pedestrian and vehicle movements in the Precinct.
- To promote safe, attractive and interactive streetscapes which respond to the variety of land uses within the Precinct.

Controls

1. Street types are to be generally provided in accordance with the cross-sections provided in **Figure 4-3** and **Figure 4-4** in this Schedule and the relevant cross sections in the main body DCP.

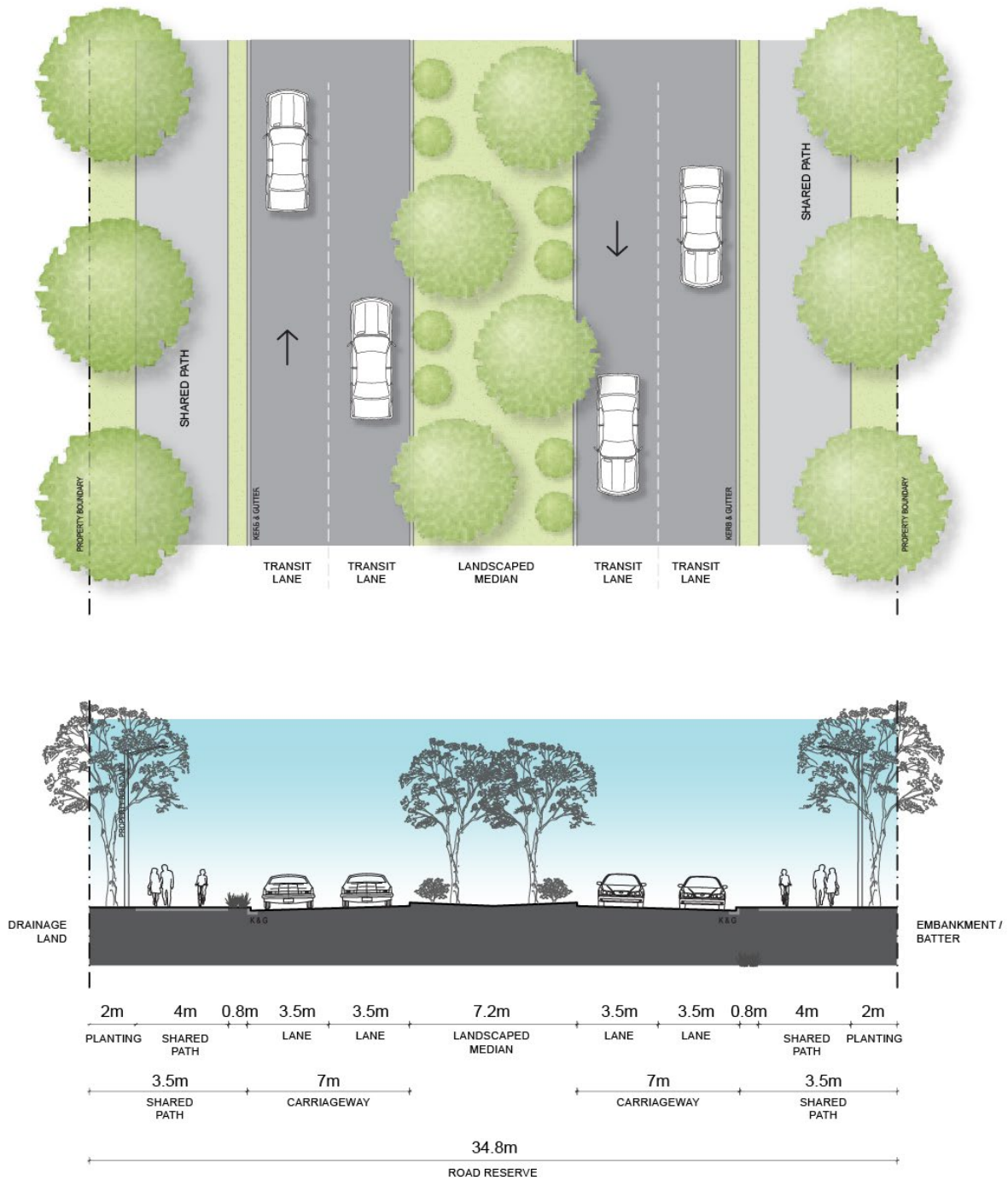


Figure 4-3: Sub-arterial road cross-section (Burdekin Road)

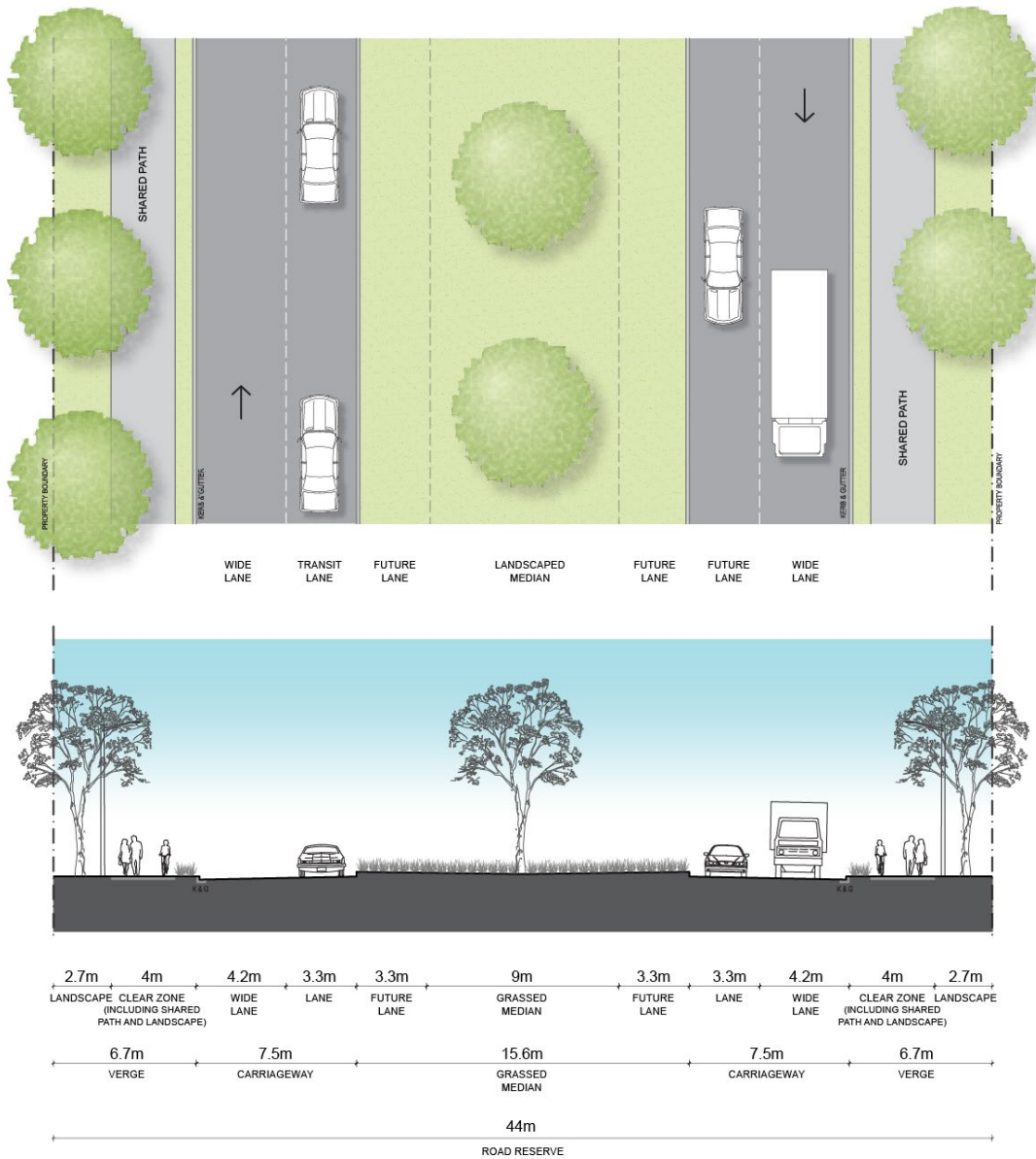


Figure 4-4: Transit boulevard cross-section (Schofields Road)

5 Development in Environmental Living Zone

Note: This part provides figures and additional controls for the Schofields Precinct that support the development controls for land zoned E4 Environmental Living.

5.1 Additional Controls

5.1.1 Environmental Living subdivision and dwelling location

Objective

- To ensure an appropriate subdivision pattern for the E4 Environmental Living zone.
- To retain the rural and environmental landscape character by retaining visual connections to Eastern Creek from the new urban area.
- To create an area characterised by large lot detached homes with setbacks from Eastern Creek.
- To conserve the riparian corridor and existing native vegetation along Eastern Creek.

Controls

1. Subdivision is not permitted on lots zoned E4 Environmental Living that have an area less than 12,000m².
2. The minimum lot width for lots zoned E4 Environmental Living larger than 12,000m² is 60m.
3. A preferred E4 Environmental Living subdivision pattern for the Schofields Precinct is provided in **Figure 5-1**.
4. Any lots created through subdivision must be capable of providing a building platform for the dwelling at least 20m clear of any restrictions or building line setbacks. The building platform should be sited in an accessible and practical location suitable for residential building construction (refer to **Figure 5-1**).
5. The dwelling must be located on a building platform above the 1 in 100 year flood extent.
6. Dwellings are to be located within 30 metres of a public road, to minimise intrusion into the flood plain.
7. Access from a sub-arterial road will need to recognise safety and design standards.
8. The subdivision plans must clearly indicate the proposed access roads to the dwelling platforms, free of any restrictions or building line setbacks.
9. The subdivision of land zoned E4 Environmental Living must not result in the isolation of land zoned E2 Environmental Conservation (refer to Clause 5.1.2).

10. Private boundary fencing will need to be designed to not impede flood flows.

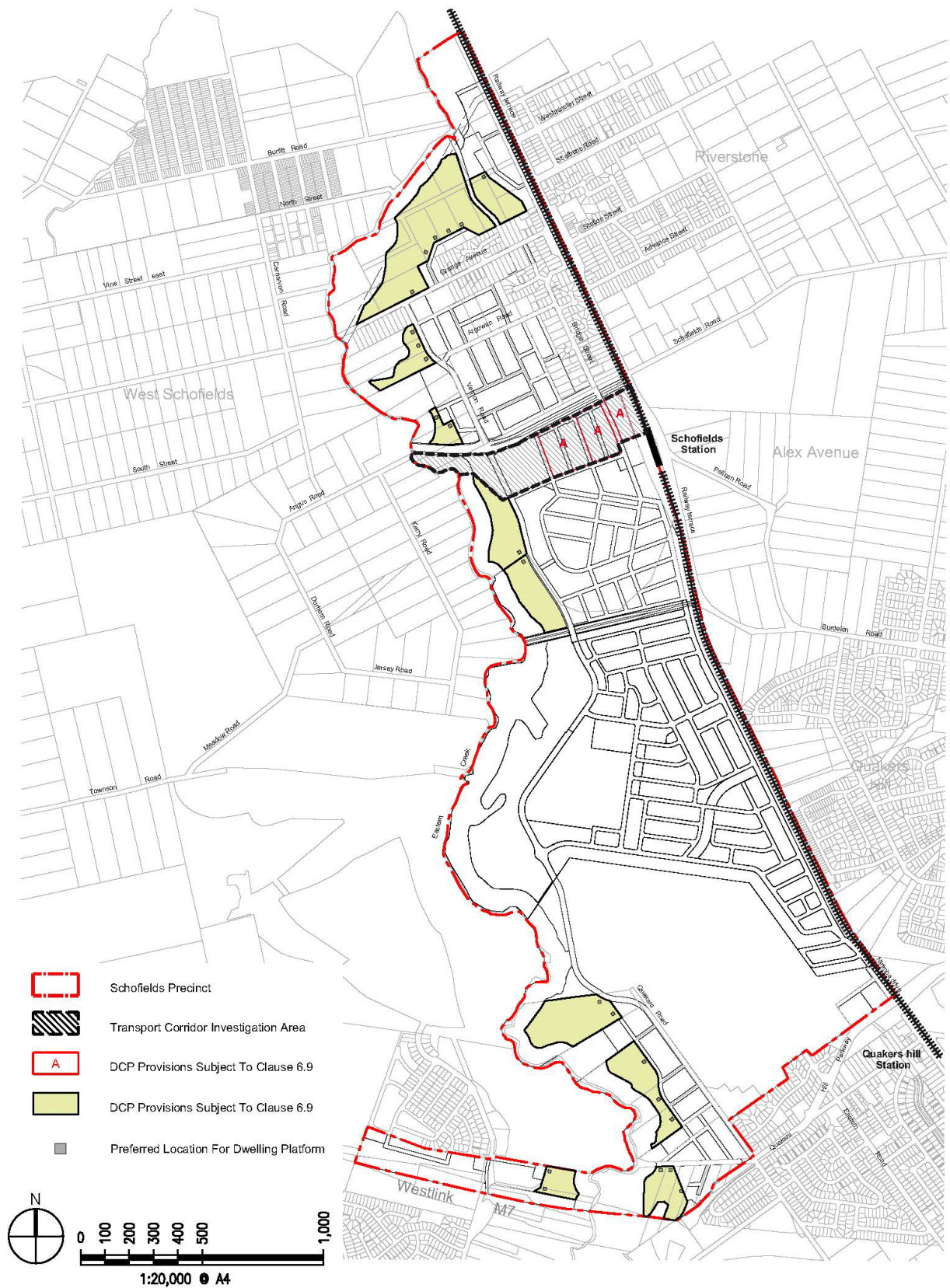


Figure 5-1: Preferred E4 Environmental Living subdivision pattern

5.1.2 Connecting the E2 Environmental Conservation zone to a developable area

Objective

- To ensure areas zoned E2 Environmental Conservation are not subdivided and left isolated.

Controls

1. The subdivision of residential and the environmental living zones adjoining the E2 Environmental Conservation zone must meet the minimum requirements shown in **Figure 5-2**.
2. Land with development potential must be attached to the E2 Environmental Conservation zone.

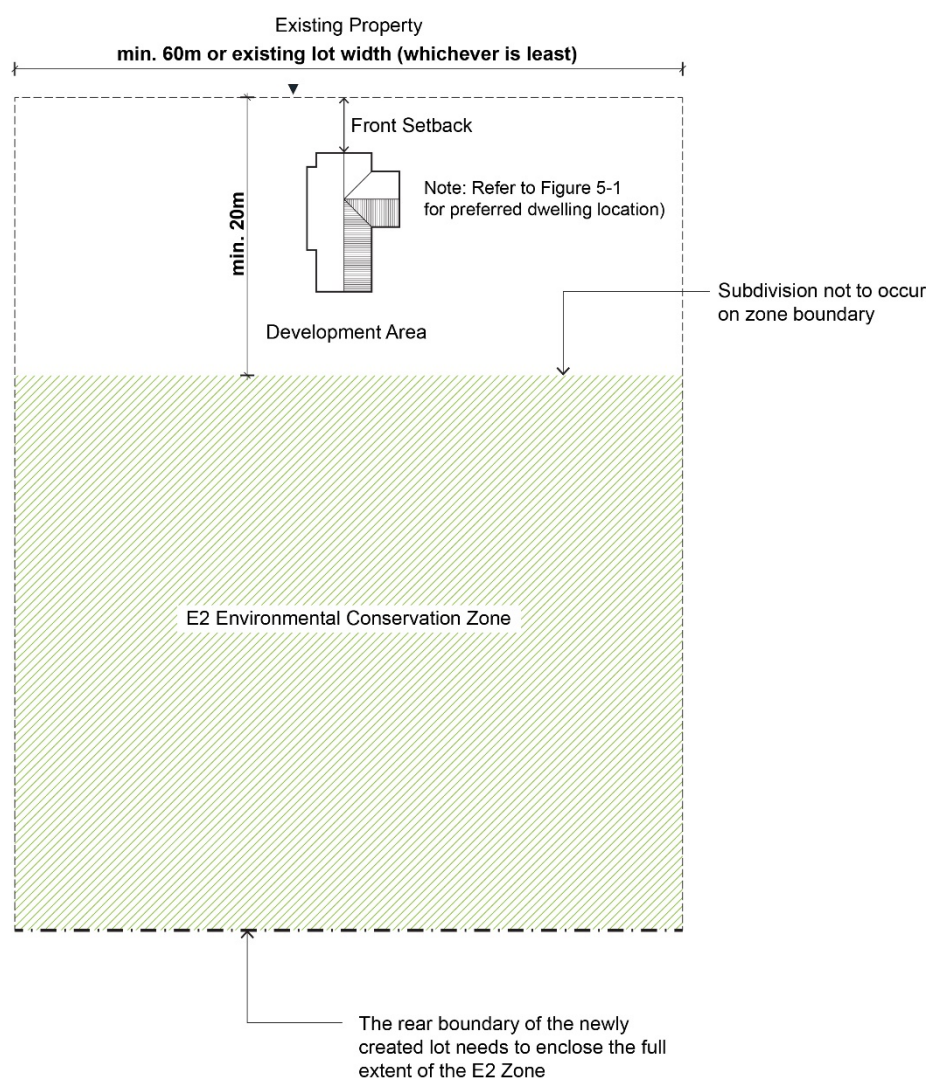


Figure 5-2: Connection the E2 Environmental Conservation zone to a developable area

6 Centre Development Controls

Note: This part provides figures for the Schofields Precinct that support the development controls for Centres in **Part 5** in the main body of the DCP. This part also contains Precinct Specific Controls for the local centres and neighbourhood centres located within the Schofields Precinct which are additional controls to the centre controls provided in the main body of the DCP.

6.1 Centres within Schofields Precinct

Objective

- To create a hierarchy of commercial centres within the Schofields Precinct.

Controls

1. Local and neighbourhood centres within the Schofields Precinct are to be developed in the locations show in **Figure 6-1**.

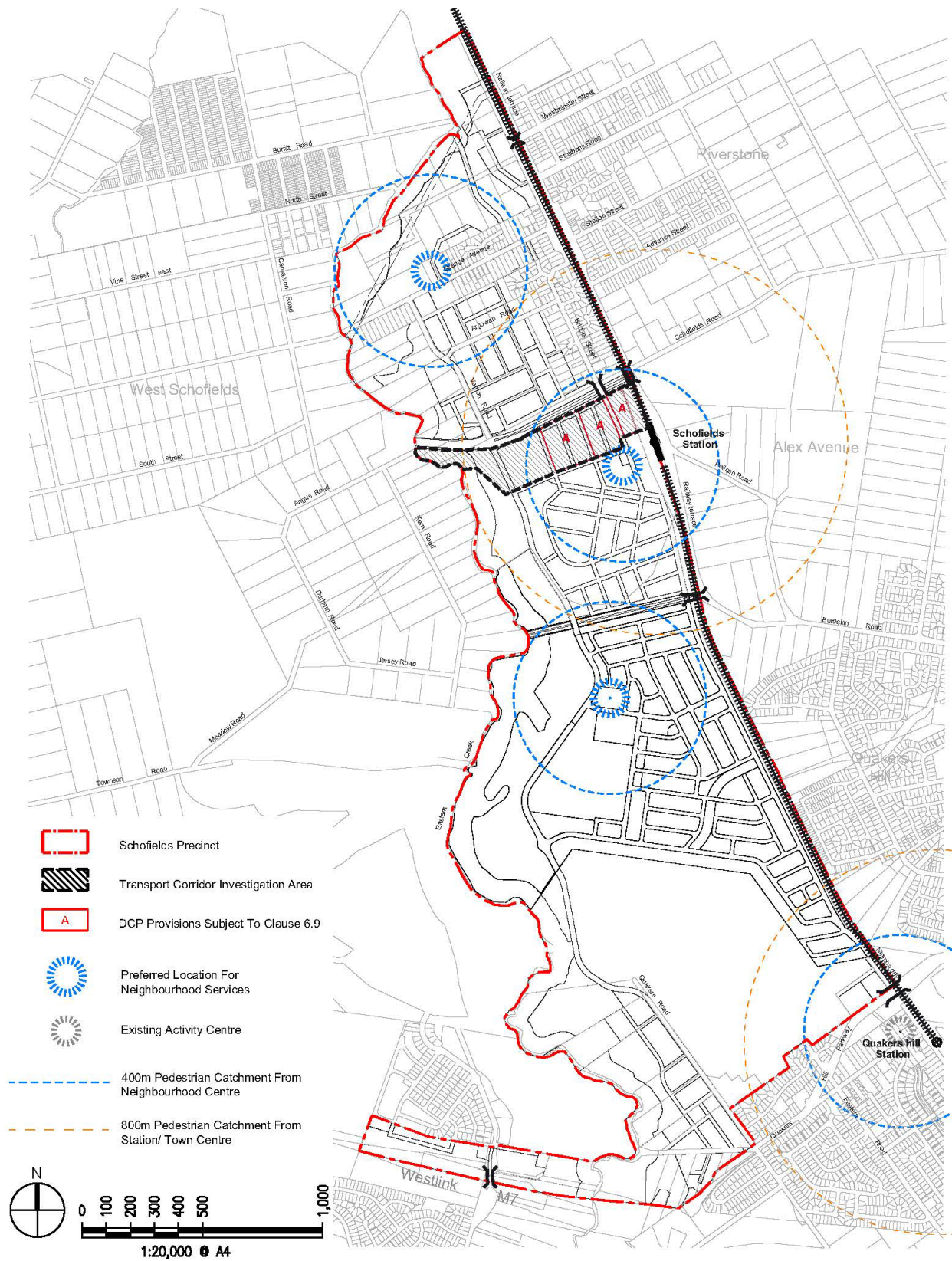


Figure 6-1: Centres in the Schofields Precinct

6.2 Development Principles - Schofields Station Local Centre

Objective

- To create a vibrant local centre that functions as a focal point for the residential areas within the Schofields Precinct.
- To ensure that the detailed design of the local centre is undertaken in a coordinated manner in order to achieve a high quality urban design outcome.
- For Schofields Station to be the 'anchor' for attracting people to the local centre and encouraging pedestrian movement and circulation within the centre.
- To provide opportunities for higher density housing close to the Schofields Station.
- To encourage active streets throughout the local centre,
- To promote safety and security by maximising activation of street frontages.

Controls

1. The Schofields Station local centre is to be located generally in accordance with **Figure 6-1**.
2. The local centre is to be consistent with the desired future layout plan shown in **Figure 6-2** and the following principles:

Function and Uses

1. Provide a maximum of 13,600m² GFA for retail and commercial premises within the local centre to cater for the needs of the local population.
2. Incorporate a range of local retail, commercial and community uses to serve the needs of the local community in Schofields.

Built Form and Land Use

1. Provide a range of building heights up to a maximum of four storeys.
2. Active street fronts are required on the ground level of all retail and commercial development to ensure the local centre is vibrant and safe outside of peak commuter times.
3. Ground floor residential uses are not permitted in areas zoned B2 Local Centre (other than entries to lobbies to residential uses above ground level).
4. Buildings are to define the entry to the residential areas and open spaces adjacent to the local centre are to be generally built to the street edge.
5. Avoid blank walls visible from surrounding streets and the public domain.

6. Establish a high quality built form and energy efficient architectural design that promotes a 'sense of place' and modern character for the local centre.
7. Shop top housing is encouraged in the centre to take advantage of access to transport and services.

Transport and Access

1. The Schofields Station local centre is to be focused around Schofields station and strong pedestrian links are to be provided between the station and local centre.
2. On street parking to be provided within the local centre to contribute to street life and surveillance.
3. Locate at grade parking areas generally behind building lines and screened from streets and public open space.

Public Domain

1. A pedestrian oriented Town Park will act as the focal point for the local centre and community activities. The park will be designed to ensure adaptability and flexibility in use and function over time.
2. High standards of design and landscaping will be used to promote the character and attractiveness of the local centre.
3. Street trees and open space planting will be used that establishes shade for pedestrians.
4. For north-facing footpaths, allow for widening or increased setbacks to maximise opportunities for alfresco activities (such as outdoor cafes and dining).

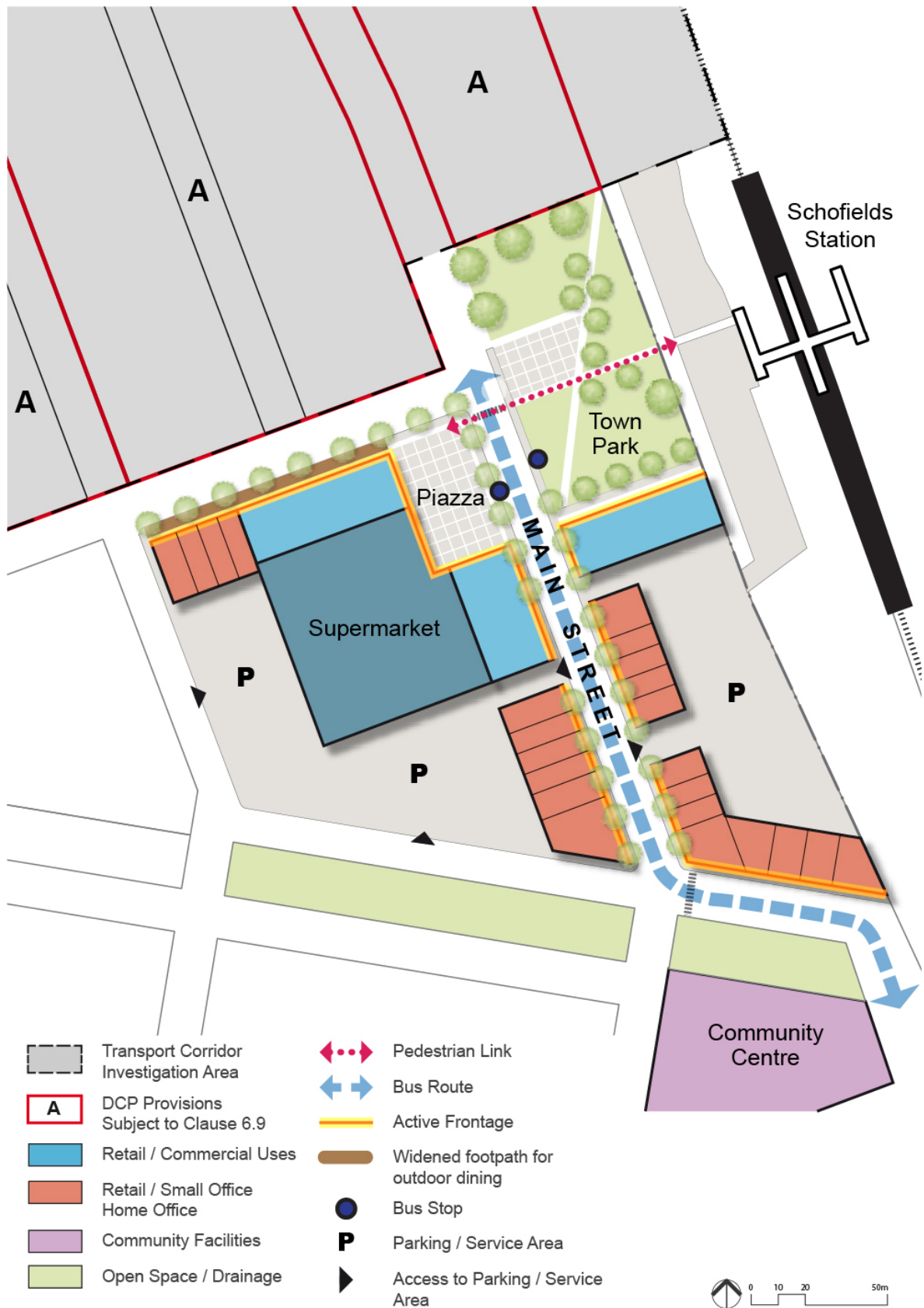


Figure 6-2: Desired future layout for Schofields Station local centre

6.3 Development Principles – Burdekin Road Local Centre

Objective

- To create a vibrant local centre that functions as a focal point for the adjacent residential areas and school.
- To take advantage of the proximity to the adjacent sporting fields and school and ensure a strong relationship between these land uses.
- To ensure that the detailed design of the local centre is undertaken in a coordinated manner in order to achieve a high quality urban design outcome.
- To ensure that the local centre and surrounds are well serviced by public transport, parking, pedestrian and cyclist access.
- To provide opportunities for higher density housing close to the Burdekin Road local centre and high amenity areas.

Controls

1. The Burdekin Road local centre is to be located generally in accordance with **Figure 6-1**.
2. The local centre is to be consistent with the desired future layout plan shown in **Figure 6-3** and the following principles:

Function and Uses

1. Provide a maximum of 5,600m² GFA for retail and commercial premises within the local centre to cater for the needs of the local population.
2. Incorporate a range of local retail, commercial and community uses to serve the needs of the local community in Schofields.

Built Form and Land Use

1. Provide a range of building heights up to a maximum of four storeys.
2. Active street fronts are required on the ground level of all retail and commercial development to ensure the local centre is vibrant and safe outside of peak school times and to provide passive surveillance for the surrounding open space areas.
3. Ground floor residential uses are not permitted in areas zoned B2 Local Centre (other than entries to lobbies to residential uses above ground level).
4. Buildings are to define the entry to the residential areas and open spaces adjacent to the local centre are to be generally built to the street edge.

5. Avoid blank walls visible from surrounding streets and the public domain, supermarkets should be sleeved where possible.
6. Establish a high quality built form and energy efficient architectural design that promotes a 'sense of place' and modern character for the local centre.
7. Shop top housing is encouraged in the centre to take advantage of access to transport and services.
8. The urban design and site planning of the centre should reflect the historic runways on the site.
9. Prominent corners should be expressed in architectural design and site planning.

Transport and Access

1. Direct access to the Burdekin Road local centre will not be permitted from the north-south sub-arterial road.
2. Opportunities for shared parking provision for complementary uses within the local centre are to be provided.
3. On street parking to be provided within the local centre to contribute to street life and surveillance.
4. Locate at grade parking areas generally behind building lines and screened from streets and public open space.

Public Domain

1. A strong focus to be placed on the pedestrian connections and sight lines between the playing fields and school.
2. Use of high standards of design and landscaping to promote the character and attractiveness of the local centre.
3. Use of street trees and open space planting that establishes shade for pedestrians.
4. At-grade parking areas are to be adequately landscaped.

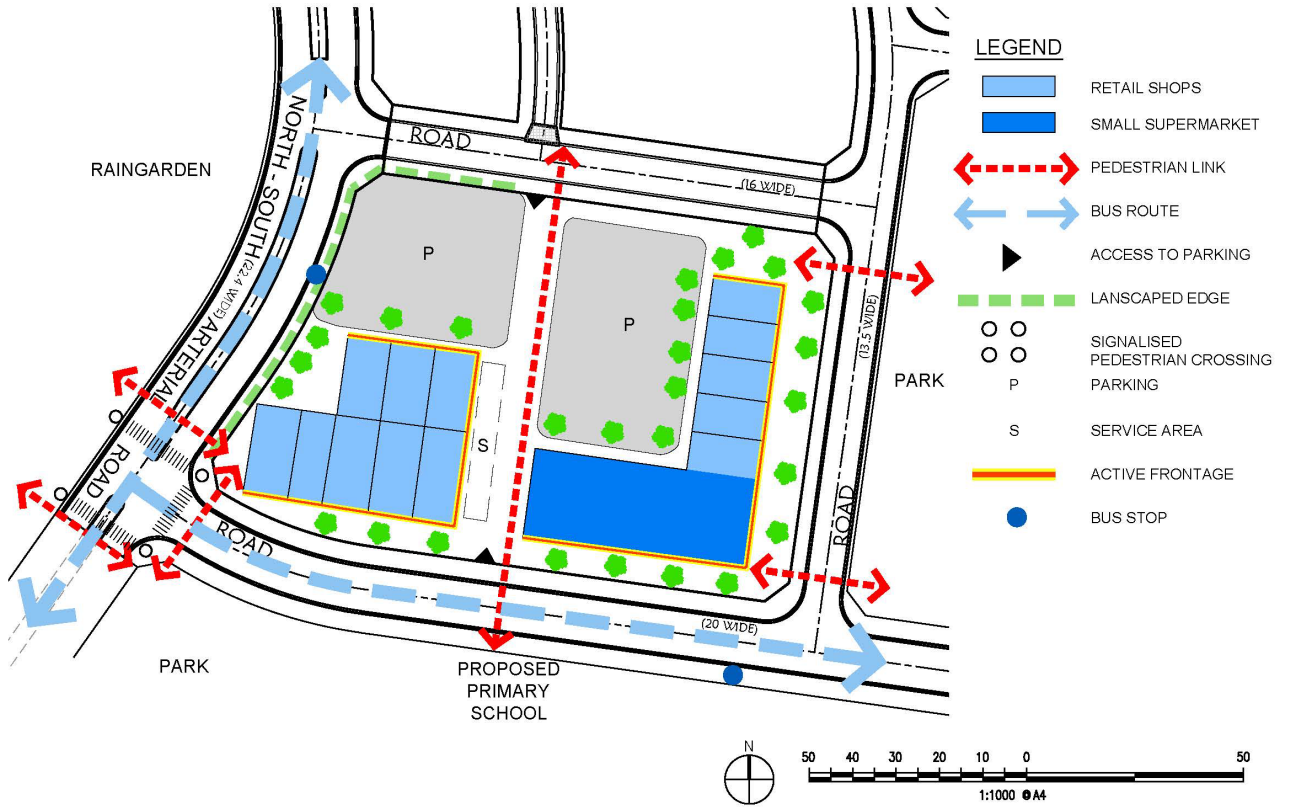


Figure 6-3: Desired future layout for the Burdekin Road local centre

6.4 Development Principles – Grange Avenue Neighbourhood Centre

Objective

- To provide a walkable local centre for the provision of services for the surrounding area.
- To ensure that the detailed design of the neighbourhood centre is undertaken in a coordinated manner in order to achieve a high quality urban design outcome.
- To create a vibrant neighbourhood centre adjacent to residential areas.
- To ensure that the neighbourhood centre is easily accessible and pedestrian and cyclist connections provided.

Controls

1. The Grange Avenue neighbourhood centre is to be located generally in accordance with **Figure 6-1**.
2. The neighbourhood centre is to be consistent with following principles:

Function and Uses

1. Provide a maximum of 600m² GFA for retail premises within the neighbourhood centre to cater for the needs of the local population.
2. Incorporate a range of local retail and community uses to serve the needs of the local community.

Built Form and Land Use

1. Provide a range of building heights up to a maximum of four storeys.
2. Active street fronts are required on the ground level of all retail development to ensure the neighbourhood centre is vibrant centre.
3. Buildings are to define the entry to the residential areas and open spaces adjacent to the local centre are to be generally built to the street edge.
4. Avoid blank walls visible from surrounding streets and the public domain.
5. Establish a high quality built form and energy efficient architectural design that promotes a 'sense of place' and modern character for the neighbourhood centre.
6. Development on a flood free building platform.

Transport and Access

1. Parking is to be provided within the neighbourhood centre to contribute to street life and surveillance.

2. Locate at grade parking areas generally behind building lines and screened from streets.

Public Domain

1. High standards of design and landscaping promote the character and attractiveness of the local centre. Provide street trees and open space planting that establishes shade for pedestrians.

7 Transport Corridor Investigation Area

7.1 Background

In March 2012, the New South Wales Government announced that it would be investigating transport corridor options for the North West Growth Centre.

The details of the consultation program and the technical background to the options can be found at: <http://northwestoptions.com.au/>

In order to allow this process to continue in the context of Precinct Planning, two additional controls were introduced into the Schofields Precinct.

The two controls are described below and are mapped in the Land Zoning Map of the Sydney Region Growth Centres State Environmental Planning Policy 2006 for Schofields Precinct and the Indicative Layout Plan included in this Development Control Plan.

7.2 Referral of Development Proposals to Transport for NSW

Clause 6.10 of the Schofields SEPP amendment requires the Consent Authority to seek the concurrence of Transport for New South Wales for any development in the cross hatched area marked “zone H” on the Land Zoning Map.

In determining whether to provide concurrence, key considerations include:

- (a) the practicability and cost of carrying out public transport projects in the future;
- (b) the structural integrity, safety or ability to operate a public transport corridor; and
- (c) land acquisition costs and the costs of constructing, operating or maintaining a public transport corridor.

7.3 Special Area Provisions for R3 and R2 zoned land

Clause 6.9 of the Schofields SEPP amendment requires the preparation of a Development Control Plan for the area shown as “Schofields Station Area” on the Special Areas map. This applies to the R2 Low Density Residential and R3 Medium Density Residential land at this location.

Development consent cannot be granted for development until a Development Control Plan has been prepared.

Clause 6.9 lists the factors to be taken into consideration for the preparation of the Development Control Plan including:

- (a) the preferred location of any public transport corridor;
- (b) the location of the possible interchange with Schofields Station;

- (c) preferred locations of any associated land uses;
- (d) pedestrian connections relating to the interchange;
- (e) the landscaping and public domain treatment of the public transport corridor;
- (f) stormwater and water quality management;
- (g) detailed urban design and built form controls for the public transport infrastructure;
- (h) consideration of the environmental impacts relating to the infrastructure such as noise, vibration and visual impacts.

Clause 6.9 lists certain circumstances where the preparation of a Development Control Plan is not required which the Consent Authority considers is minor and will not affect future development outcomes in relation to the planned public transport corridor.