



PLANNING PROPOSAL

**DHA Landholding - Lot 998 - DP
1232920, Veron Road, Schofields**

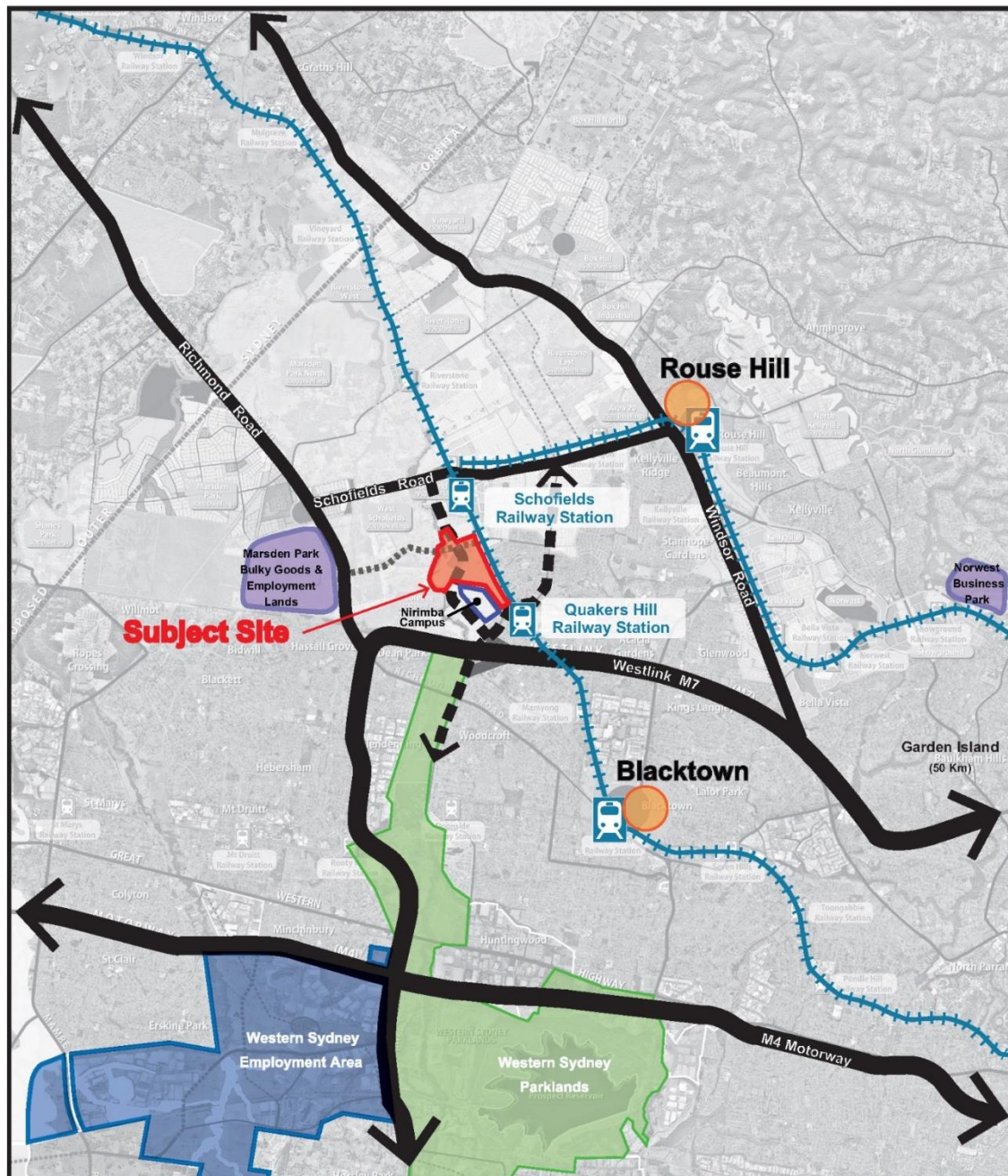
March - 2020

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INTRODUCTION

Blacktown City Council has received a request from Design + Planning on behalf of Defence Housing Australia (DHA) to amend *Blacktown Local Environmental Plan 2015* (the Blacktown LEP) to facilitate an amendment to *State Environmental Planning Policy (Sydney Region Growth Centres) 2006* (the Growth Centres SEPP) to rezone land in the vicinity of Veron Road and Aerodrome Drive, Schofields.



The proposal specifically relates to a parcel of land owned by DHA within the southern portion of Schofields Precinct. The subject land consists of multiple zones including B2 Local Centre, R2 Low Density Residential (including areas with special provision for multi-dwelling housing), RE1 Public Recreation, RE2 Private Recreation, SP2 Infrastructure –

Educational Establishment, SP2 Infrastructure – Drainage, SP2 Infrastructure – Classified Road, SP2 Infrastructure – Local Road, SP2 Infrastructure – Footpath, E2 Environmental Conservation and E4 Environmental Living under the Growth Centres SEPP.

The proposal seeks to rearrange the land uses without introducing any new zones within this site to achieve a more functional and cohesive urban design outcome for the precinct.

PURPOSE

The purpose of this proposal is to facilitate the amendment of the Growth Centres SEPP to reconfigure the land use within the subject site. Whilst the proposal does not seek to introduce any new zones under the SEPP or land uses under the existing Indicative Layout Plan (ILP) of the Schofields Precinct, it seeks to rearrange the location and size of land uses within the site and seeks to amend relevant SEPP maps accordingly. However, the proposed amendments do not include any changes to land zoned E2 Environmental Conservation which encompasses the Eastern Creek riparian corridor. Site specific amendments to the Growth Centres DCP are also proposed to support the changes.

THE SITE

The subject site is located within the southern half of the Schofields Precinct of the North West Growth Area. It is a single land parcel of Lot 998, DP 1232920, Veron Road, Schofields known as DHA Landholding. The site has an area of approximately 135.6 ha.

The site location is shown in the figure below.



The site is currently vacant and undeveloped. It incorporates the full width of the Schofields Precinct.

The Richmond Rail Line runs along the eastern boundary and beyond the rail line is a fully developed residential area of Quakers Hill suburb and a small part of the Alex Avenue Precinct.

Eastern Creek runs along the western boundary of the site. Land beyond Eastern Creek is part of the West Schofields Precinct and is currently the subject of precinct planning.

The northern boundary is set by the alignment of Burdekin Road extension, as represented on the Schofields Precinct ILP. Land to the north beyond Burdekin Road alignment is Stockland's Altrove development which is partly constructed or under construction.

The southern boundary is mostly formed by Nirimba Education Precinct providing the community with proximity to tertiary education opportunities.

BLACKTOWN LOCAL PLANNING PANEL ADVICE

The request from Design + Planning on behalf of DHA to facilitate an amendment to the Growth Centres SEPP was reviewed by Council staff and considered and reported to the Blacktown Local Planning Panel (BLPP) for advice in accordance with the Local Planning Panels Direction on Planning Proposals.

Council's intended Planning Proposal varies to a minor degree from the Applicant's submitted proposal. It was reported to the BLPP meeting on 26 October 2018 for advice.

The Panel is satisfied that the proposal meets strategic and site merit tests. The panel supported the matter proceeding to Gateway Determination, however, recommended that Council review the necessity of the SP2 Infrastructure (Local Road) zone located adjacent to the rail corridor and whether it needs to be a classified road or a service road which could be accommodated within the residential zone. Council consulted with Transport for NSW (which incorporates Roads and Maritime Services as well as Sydney Trains) as part of Agency and Public Consultation process. The classified collector road parallel to the rail corridor was supported.

COUNCIL CONSIDERATION

It was reported to Council, at its Ordinary Meeting on 12 December 2018. At the meeting Council resolved to:

"1. Prepare and forward a Planning Proposal to the Department of Planning and Environment requesting a Gateway Determination to amend State Environmental

Planning Policy (Sydney Region Growth Centres) 2006 as described in this report.

2. Implement any conditions attached to a Gateway Determination issued by the Greater Sydney Commission.

3. Advise the proponent that Recommendations 1 and 2 do not imply or guarantee that the Planning Proposal will ultimately be supported. Council's final determination of the proposal will occur when Council resolves to adopt the Planning Proposal following exhibition and consideration of all relevant matters and submissions.

4. Prepare and exhibit a draft amendment to the Blacktown City Council Growth Centre Precincts DCP Schedule 5 (Schofields Precinct) figures, including the Indicative Layout Plan, to incorporate the consequential amendments."

Accordingly, this Planning Proposal has been prepared by Council Officers with the assistance of information provided by Design + Planning, and in accordance with the Department of Planning & Environment's format for planning proposals as outlined in *A Guide to Preparing Planning Proposals* and *Guide to Preparing Local Environmental Plans*.

Consequential amendments to relevant sections of the Blacktown City Council Growth Centre Precincts Development Control Plan (BCC-GC Precincts DCP) Schedule 5 are also required to be amended to reflect the proposed changes to zoning.

This Planning Proposal is accompanied by the following supporting documents:

- Landscape & Visual Analysis and Reserve 980 Concept Design by McGregor Coxall
- Open Space Needs Analysis by Design + Planning
- Local Centre Concept Plan by Design + Planning
- Traffic Impact Assessment by GTA Consultants
- Flood Impact Assessment by BG&E
- Water Cycle Management Strategy by Craig & Rhodes
- Retail Analysis Report by MacroPlan Dimasi
- Heritage Interpretation Strategy by GML Heritage
- Flora and Fauna Review Letter by Eco Logical Australia
- Letter of Endorsement on School location by NSW Department of Education
- Utility Services Capacity Assessment by Craig & Rhodes

GATEWAY DETERMINATION & CONDITIONS

The initial Gateway Determination was issued on 23 April 2019 with certain conditions. Following Council's submission of Revised Planning Proposal due to the change of orientation of the school site the DPIE issued an Alteration of Gateway Determination on 13 September 2019 to enable the Planning Proposal to proceed to exhibition. This Gateway Determination deletes the condition 6 of the previous Determination and

replaces with a new condition 6: “The timeframe for completing the amending LEP is 23 October 2020.

In order to address the requirement by Condition 1 of the Gateway Determination Council confirms that the Planning Proposal is capable of complying with section 9.1 Direction 4.3 Flood Prone Land. There were no objections from any Public Authorities on this in response to the public exhibition of the Planning Proposal.

Condition 2 of the Gateway Determination requires that prior to finalisation the proponent and Roads and Maritime Services must resolve the need for the SP2 zoned road on the eastern boundary of the site along the T1 Rail corridor. In response to the public exhibition of the Planning Proposal, Transport for NSW (which incorporates all the transport related organisations including the Roads and Maritime Services) supports that the provision of an efficient alternative to rail is in place and has no objections to a classified collector road being parallel to the rail corridor. The proponent agrees that the SP2 zoned collector remains on the eastern boundary along the T1 rail corridor.

AGENCY CONSULTATION & PUBLIC EXHIBITION

The Planning Proposal was publicly exhibited from 9 October to 5 November 2019 and the required public authorities were consulted. Submissions to the Planning Proposal were received from Transport for NSW (TfNSW), the Environment, Energy and Science Group (EES) and Sydney Trains. No objections were raised by the public authorities to the Planning Proposal.

The issues raised in submissions for the Planning Proposal have been addressed and they are not significant enough to not proceed with the Planning Proposal. Council's consideration and views on the submissions have been detailed in the Council Report PD400007 attached.

POST-EXHIBITION CHANGES TO THE PLANNING PROPOSAL AND DCP

In addition to the matters raised by public authorities during the exhibition period, the proponent made 3 submissions requesting changes to the exhibited Planning Proposal and DCP as follows:

- An area of SP2 Infrastructure (Drainage) zoned land of approximately 0.6 ha be rezoned to R2 Low Density Residential on the basis that this portion of land is not required for drainage purposes.
 - Council agree that the identified drainage basin is no longer required and that the R2 Low Density Residential zone is more appropriate.
- A 1 km portion of SP2 Infrastructure (Local Road) adjacent to the Richmond Railway Line be reduced from a Collector Road with a 20 m width to a local road standard with 16 m width. The surplus land would then be zoned R2 Low Density Residential.

- Council disagree with the proposed reduction in road width to 16 m. This road is a Collector Road and a 20 m wide road reserve is required for its entire length. It is required to be built to a Collector Road standard as it provides an important link to facilitate accessibility in the event that buses replace trains during periods of track work. This road will be retained as a Collector Road within the SP2 Infrastructure (Local Road) zoning to ensure it is delivered.
- A proposed a minor realignment in the zone boundaries between land zoned RE1 Public Recreation and R2 Low Density Residential, which will not result in any reduction to the area of open space.
 - Council accept the minor zone boundary adjustment.

The final SEPP maps have been revised accordingly.

THE PLANNING PROPOSAL

PART 1 - Objectives and Intended Outcomes

The objective of this Planning Proposal is:

- To facilitate the amendment of the Growth Centres SEPP to reconfigure the existing suite of land use zones and make consequential amendments to relevant SEPP Maps to achieve an enhanced urban design outcome for the subject site located within the southern portion of the Schofields Precinct.

The intended outcome of this Planning Proposal is:

- To enable the subject landholding to be developed in an orderly and efficient manner with improved urban design outcomes including the enlarged and extended use of Reserve 980, a consolidated and centralised civic precinct, better connected local open space and realigned road network and residential structure to improve access, street activation, allotment structure and solar orientation.



Figure 1 Current zoning & layout under the Growth Centres SEPP

Subject Site



The proposed amendments do not incorporate the creation of any new land use zones or the removal of any land use zones under the current SEPP Mapping. The Planning Proposal does not incorporate any amendments to the E2 Environmental Conservation Zone which encompasses the Eastern Creek Riparian Corridor, or land zoned E4 Environmental Living in the north western corner of the site.

A summary of the proposed amendments is provided below:

- Expand Reserve 980 to allow for a regional scale netball facility as well as each of the existing facilities included in the Schofields Precinct Section 7.11 Plan,
- Consolidation of the Potential Primary School site to 2 hectares on the basis of co-use principles with the school site now adjoining Reserve 980,
- Creation of a civic centre and community hub through centralisation of the Local Centre, potential primary school site, introduction of a town park and revised location of Reserve 980 to adjoin these uses providing active open space and parking,
- Refinements to the road hierarchy and network which incorporate:
 - Aerodrome Drive to run along the western boundary of Reserve 980 to assist in managing visitation associated with the Regional Netball Facility and allow for residential interface with the playing fields and a low speed collector road,
- Reconfigure local roads and the residential structure to achieve improved allotment structure and solar orientation, more activated streetscapes,
- Refine the location of higher residential densities to be focussed on high amenity areas and ensure that high quality small lot housing can be delivered,
- Realign Drainage channels to achieve improved stormwater conveyance and dual function drainage channels that provide linear open space opportunities and are integrated with parks,
- Relocation and additional drainage basins to enhance stormwater management,
- Housekeeping amendments to align zoning and cadastral boundaries,
- Removal of the RE2 Private Recreation areas which do not present a private or public benefit.

PART 2 - Explanation of Provisions

This Planning Proposal seeks to amend the land use planning controls applying to the Schofields Precinct which forms part of the North West Growth Area. To achieve the objectives and intended outcomes of the Planning Proposal, amendments to both the Growth Centre SEPP mapping and relevant figures including the Indicative Layout Plan of BCC-GC Precincts DCP Schedule 5 (Schofields Precinct) are required.

The intended objectives and outcomes would be achieved by amending the following Growth Centres SEPP Maps:

1. NWGC Land Zoning Map (Sheet 005 and 009)

The intention is to reduce the size and relocate the SP2 school site and B2 Local Centre, to increase size of the RE1 Reserve 980, to relocate the RE1 local parks, to relocate the SP2 local road (north-south spine road), to reduce and realign the SP2 local drainage structures and to remove the RE2 private recreation areas.

Figure 2.

2. NWGC Height of Buildings Map (Sheet 005 and 009)

The intention is to apply the 9m height limit to all reconfigured area of R2 low density residential and the 14m height limit to the relocated area of B2 Local Centre in line with the revised Land Zoning map. **Figure 3.**

3. NWGC Residential Density Map (Sheet 005 and 009)

The intention is to apply a density of 15 dwellings per hectare across the site, consistent with the current residential density map and to maintain the provision of higher density around amenity areas such as land adjoining Reserve 980, the school site, Local Centre, Town Park and in the south eastern corner in proximity to Quakers Hill Station, however to apply a development control of 25 dwellings per hectare density instead of the existing 30 dwellings per hectare to control the increase in density due to the overall increase in residential land. **Figure 4.**

4. NWGC Land Reservation Acquisition Map (Sheet 005 and 009)

The intention is that the revised Land Reservation Acquisition Map reflects the revised location of public infrastructure in line with the revised Land Zoning map which accounts for the existing acquisition items including SP2 Drainage Land adjoining Eastern Creek, RE1 Local Open Space (Reserve 980 and local parks), SP2 Education Establishment and SP2 Local Drainage incorporating each of the three drainage channels. **Figure 5.**

5. NWGC Floor Space Ratio Map (Sheet 005)

The intention is to remove the existing Floor Space Ratio (FSR) control of 1:1 that applies to the future B2 Local Centre as there is a maximum height of buildings control in place. FSR and height often do not match under the Growth Centres SEPP and it is considered that height and other companion detailed development controls in the DCP can adequately determine the desired building form and development outcome. **Figure 6.**

Note: An amendment to the NWGC Lot Size Map (Sheet 005) is not required as there are no lot size provisions that apply to the subject land.

Each of the changes to these maps is explained in more detail on the following pages.

Amendment to Land Zoning Map

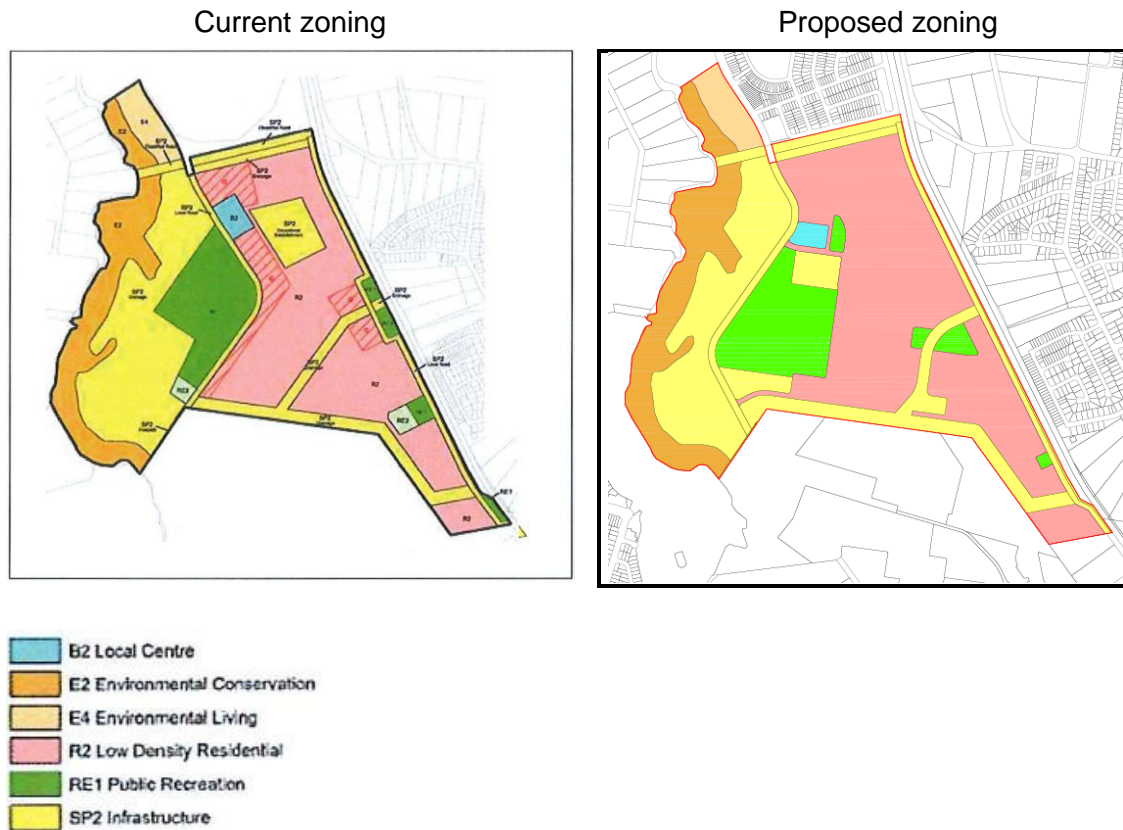


Fig. 2 Changes to Land Use Zoning Map

Amendment to the Height of Buildings Map



Fig. 3. Changes to Height of Buildings Map

Amendment to the Residential Density Map

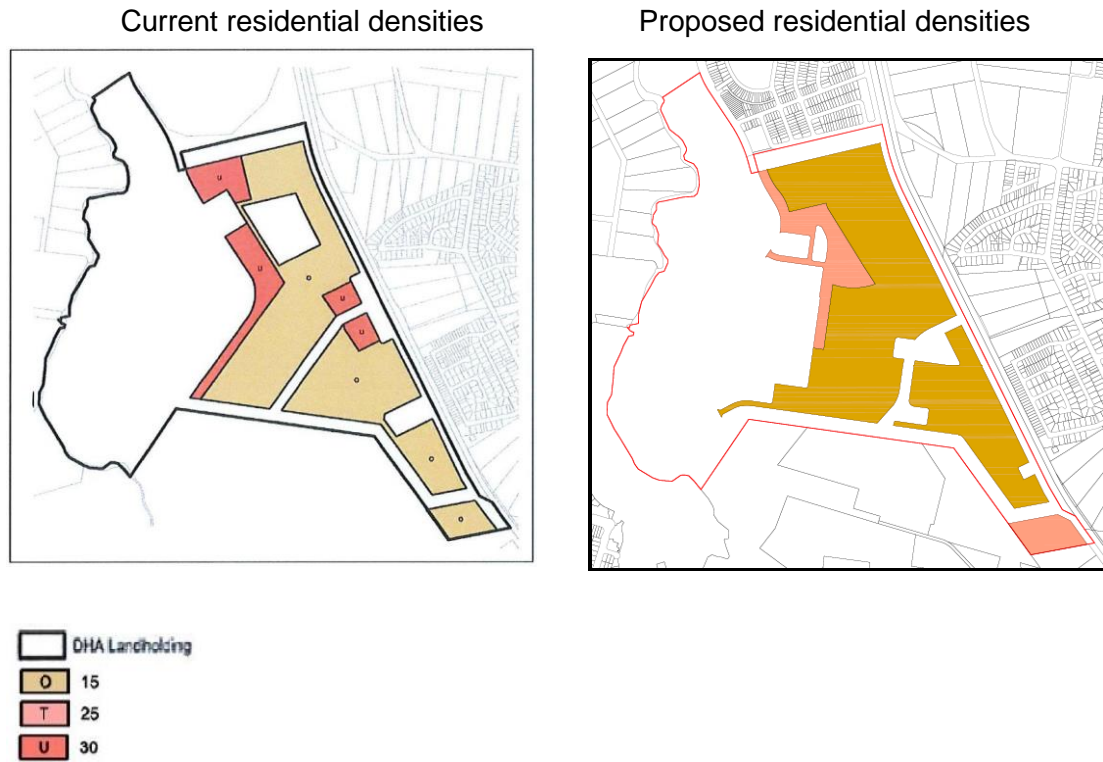
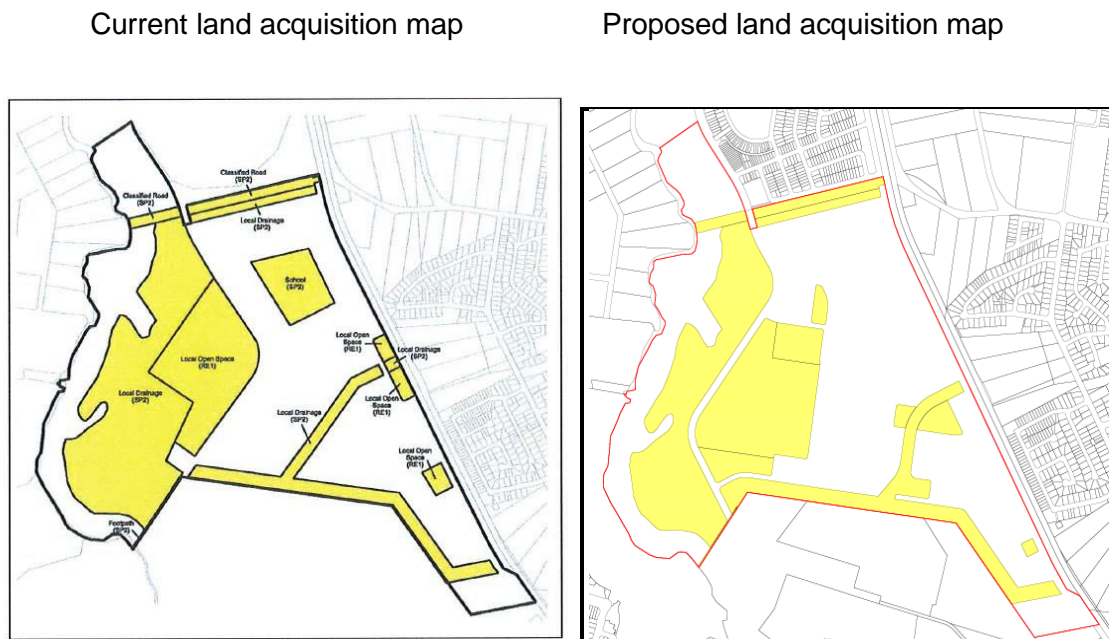


Fig. 4 Changes to Residential Density Map

Amendment to the Land Reservation Acquisition Map



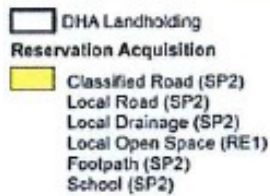


Fig. 5 Changes to Land Reservation Acquisition Map

Amendment to the Floor Space Ratio Map

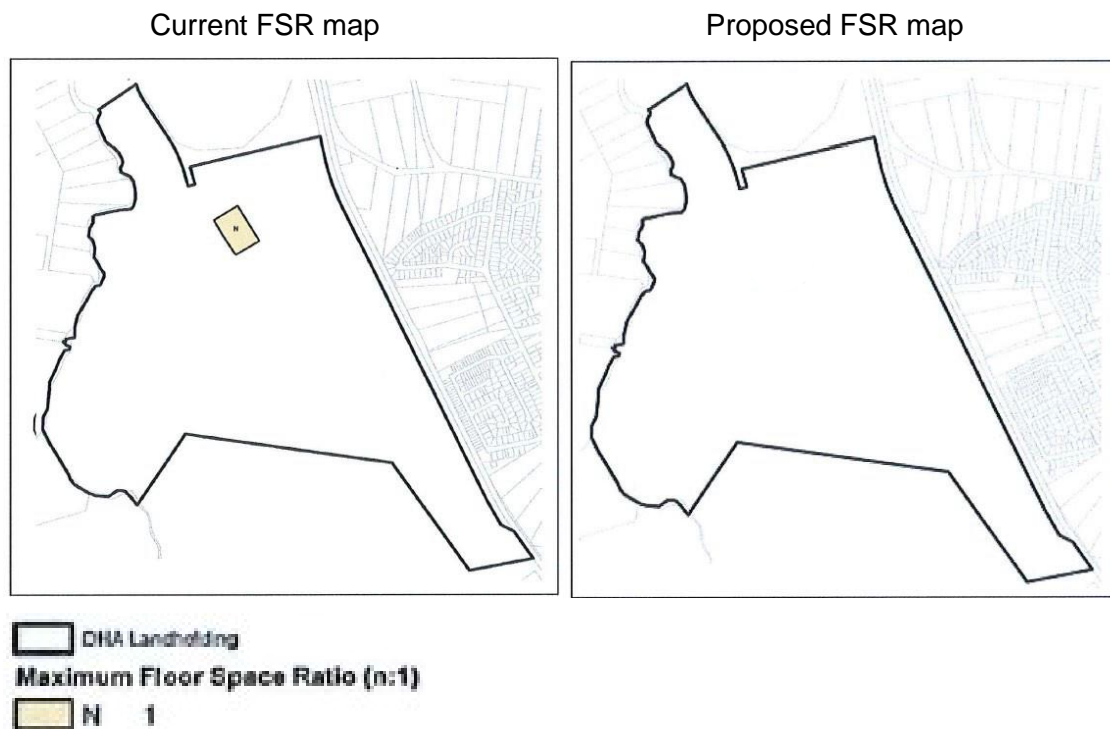


Fig. 6 Changes to Floor Space Ratio Map

PART 3 - Justification

Section A – Need for the Planning Proposal

1. Is the Planning Proposal a result of any strategic study or report?

Strategic planning work was undertaken during the preparation of the Schofields Precinct Plan including the Indicative Layout Plan (ILP) and the SEPP Land Zoning Map.

The need for this Planning Proposal has arisen as a result of DHA's detailed urban design review of their landholding in the southern portion of the Schofields Precinct and specialist studies in response to policy changes that have taken place since planning for the Schofields Precinct was finalised in 2012. This includes the Department of Education's desire to provide smaller school sites that are co-located with active open space and plans by Council to include a regional netball facility within Reserve 980,

zoned RE1 Public Recreation, which has significantly influenced the exiting land use planning.

To enable the orderly development of this land, it is necessary to amend the Growth Centres SEPP, through a planning proposal, to rearrange the existing suite of land use zones and make consequential amendments to the other planning controls.

2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes. This Planning Proposal is the best means of achieving the objectives and intended outcomes of the proposal, which is to facilitate the rearranged land uses and to permit an orderly development on the subject site with improved urban design outcomes.

The amendments to the Growth Centres SEPP Maps as per Section 3.31 of the *Environmental Planning and Assessment Act 1979* and amendments to Schedule 5 of the BCC- GC Precincts DCP are the most appropriate and best mechanism of achieving the objectives and intended outcomes.

Section B – Relationship to Strategic Planning Framework

3. Is the Planning Proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

Greater Sydney Region Plan

The Greater Sydney Region Plan outlines how Greater Sydney will manage growth and change and guide infrastructure delivery. It sets a 40-year vision and strategy for Greater Sydney, to be implemented at a local level through District Plans. The vision is underpinned by the organisation of Sydney into a metropolis of three cities being the Western Parkland City west of the M7, a Central River City with Greater Parramatta at its heart and an Eastern Harbour City.

The Greater Sydney Region Plan incorporates ten directions with metrics and objectives to fulfil the requirements of Section 3.3 of the *Environmental Planning and Assessment Act 1979*.

Implementation of the Plan will be achieved through use of the Plan as a framework for decision making and to inform district plans, local environmental plans and to provide context for Council's community strategic plans. Implementation of the Plan will also be achieved through integration with Future Transport 2056 and the State Infrastructure Strategy, by providing guidance to the private sector and by informing the engagement process with the community at a regional, district and local level.

The Department of Planning's *Guide to Preparing Planning Proposals* also outlines that a Planning Proposal is to demonstrate consistency with the relevant regional plan

outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment.

As demonstrated in the Table below, the proposed rezoning is wholly consistent with the Plan, providing for a revised Indicative Layout Plan within the Schofields Precinct that will deliver a more sustainable and efficient urban environment that responds to the surrounding existing and planned future infrastructure corridors and services which have evolved markedly since the Schofields Precinct was rezoned in 2013.

Consistency with Greater Sydney Region Plan	
Central City District Plan Priorities & Actions	Consistency
Objective 1: Infrastructure supports the three cities	<p>The proposed amendments do not compromise the delivery of infrastructure that will support growth within the Schofields Precinct and broader North West Growth Area. The proposal maximises the use of Aerodrome Drive as the key north south sub-arterial road for the Schofields Precinct.</p> <p>The proposal improves pedestrian and cycle access to Schofields Station in the north and Quakers Hill Station in the south through a refined road network and hierarchy. The revised collector road network also allows for improved bus routes, enhancing accessibility to the existing rail infrastructure.</p> <p>The proposed amendments ensure that land required for the Burdekin Road extension is maintained and that the alignment is consistent with the cross section for this road included in the Blacktown City Council Growth Centres DCP.</p>
Objective 2: Infrastructure aligns with forecast growth	<p>The proposed amendments maintain the provision of infrastructure within the Schofields Precinct to ensure services are provided for the future community. The location of some infrastructure has been refined to achieve efficiencies including the road network and hierarchy and the consolidation of civic uses to create a civic heart for the local community.</p> <p>As outlined in this report, the proposed minor changes to residential structure and density will not impact on infrastructure provision for the Schofields Precinct.</p>

	<p>This is supported by the specialist consultant assessments submitted as appendices with this report.</p>
<p>Objective 3: Infrastructure adapts to meet future needs</p>	<p>This proposal does not incorporate the creation of a plan of strategy. Notwithstanding this, the revised ILP will deliver a more efficient and accessible civic precinct, relocating the potential primary school site adjacent to one of the double playing fields to facilitate co-use of open space and parking within Reserve 980. This will optimise the use of public land and social infrastructure and, in combination with the Local Centre located directly to the north, create a civic heart for the local community.</p>
<p>Objective 4: Infrastructure use is optimized</p>	<p>The Planning Proposal is consistent with the Objective as the revised ILP enhances connectivity to the existing rail infrastructure that forms the eastern boundary of the site. The proposal improves pedestrian and cycle access to Schofields Station in the north and Quakers Hill Station in the South through a refined road network and hierarchy. The revised collector road network also allows for improved bus routes, enhancing accessibility to the existing rail infrastructure.</p>
<p>Objective 6: Services and infrastructure meet communities' changing needs</p>	<p>The proposed amendments maintain the provision of services and infrastructure within the DHA landholding and achieve a refined design that optimises the use of public land for social infrastructure.</p> <p>The proposal maintains all of the existing social infrastructure in the current ILP and provides additional assets, most notably the Regional Netball Facility. This is achieved without reducing dwelling yield and without significantly increasing it, ensuring the Schofield South area maintains the delivery of low density residential development and supporting services.</p> <p>The revised ILP utilises the active open space within Reserve 980 to achieve shared use with the school site and the concentration of civic uses increases opportunity for walking and cycling which is further</p>

	encouraged via the enhanced pedestrian and cycle network proposed for the Schofields South area.
Objective 7: Communities are healthy, resilient and socially connected	<p>The revised ILP facilitates greater social opportunities by increasing connectivity, especially physical and social connectivity. The revised ILP improves the pedestrian and cycle path network for the Schofields South area, integrating linear open space areas (dual function naturalistic drainage channels) with local parks and an off road shared path network that provides good circulation for residents throughout the development area providing access to surrounding train stations and civic uses within the Schofields South area.</p> <p>The key aspect of the revised ILP is the co-location of the school site, sporting areas, the Local Centre and inclusion of a town park to deliver a civic precinct and community heart. This directly responds to the need for establishing inclusive places that support resilient and socially connected communities.</p>
Objective 8: Greater Sydney's communities are culturally rich with diverse neighbourhoods	<p>The Planning Proposal has limited opportunity to consider the cultural diversity of the area as it essentially re-arranges the features of an existing ILP.</p> <p>Notwithstanding this, a Heritage Interpretation Strategy has been submitted with this Planning Proposal which demonstrates how the revised ILP can achieve interpretation of European and Aboriginal heritage items located within the DHA landholding.</p>

<p>Objective 12: Great places that bring people together</p>	<p>The revised ILP is underpinned by the use of the public realm as a central organising design principle. The revised location for Reserve 980 and the School site allows for social connections through the integration of social infrastructure. Opportunities for social connections will be further encouraged under the revised ILP through the proposed location of the Local Centre and adjoining Town Park which combine with Reserve 980 and the school, to deliver a civic precinct.</p> <p>The road network has been designed to achieve an outcome that prioritises people over cars in the context of a low density residential environment, whilst acknowledging the site incorporates a Regional Netball Facility and other district scale sporting facilities.</p> <p>.The higher order road network has been designed to facilitate connectivity and maximize access to public spaces whilst allowing for low speed environments surrounding the Local Centre, school and Reserve 980.</p> <p>Collector roads have been designed to accommodate bus routes and provide access to the Local Centre, Regional Netball Facility, Schofields Station and Quakers Hill Station as well as achieve connections to Aerodrome Drive which provides a sub-arterial north south connection.</p> <p>The arrangement of collector roads allows for increased pedestrian and cycle connectivity via off road sharepaths which are integrated within sharepaths within linear open space and a number of local roads.</p> <p>Local roads have been designed to ensure that a low speed residential environment is established with proximity to open space and view lines encouraging active streets with passive surveillance of the public domain.</p> <p>A Heritage Interpretation Strategy has been submitted with this Planning Proposal which demonstrates how</p>
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	<p>the revised ILP can achieve interpretation of heritage items located within the DHA landholding.</p>
<p>Objective 13: Environmental heritage is conserved and enhanced</p>	<p>European and Aboriginal Heritage within the Schofields Precinct was addressed as part of the Precinct Planning Process.</p> <p>In accordance with the outcomes of the Precinct Planning Process, as well as requirements under the Growth Centres SEPP and Blacktown City Council Growth Centres DCP an Aboriginal Cultural Heritage Assessment (ACHA) report was prepared by Archaeological and Heritage Management Solutions and submitted with DA-15 – 00999 in accordance with the requirements of the Schofields Precinct DCP. The site area of the ACHA includes the site area of the Planning Proposal in its entirety and identifies areas of low and high archaeological significance across the project development area.</p> <p>The ACHA makes recommendation for application of an Aboriginal Heritage Impact Permit (AHIP) from the NSW Office of Environment and Heritage, to allow for the removal of identified archaeological sites. In accordance with the Conditions of Consent for DA 15 – 00999 an AHIP has since been issued by the NSW Office of Environment and Heritage with a commencement date of 8 May 2017 (AHIP number: C0002622).</p> <p>The approved bulk earthworks under DA 15 – 00999 have been designed to deliver the outcome proposed under this Planning Proposal. Accordingly, this Planning Proposal will not impact on the AHIP which has been issued by the NSW Office of Environment and Heritage with a commencement date of 8 May 2017 (AHIP number: C0002622).</p> <p>Following the preparation of a Heritage Impact Assessment submitted with DA-15 – 00999, a Heritage Interpretation Strategy has been prepared and is submitted with this Planning Proposal. The strategy demonstrates how the revised ILP can achieve interpretation of European and Aboriginal heritage within the DHA landholding</p>

<p>Objective 22: Investment and business activity in centres</p>	<p>The Planning Proposal incorporates a refined location and size for a Local Centre already identified on the existing ILP. A Concept Plan for the proposed Local Centre has been prepared and is submitted with this Planning Proposal (refer Appendix 6).</p> <p>A Retail Analysis has been undertaken by MacroPlan Dimasi, informing the revised area of the Local Centre (refer Appendix 10). The report recommends a reduction in size of the Local Centre based on proximity to existing and future retail areas such as the Schofields Town Centre.</p> <p>The revised location for the Local Centre achieves the relevant principles for developing new centres which focus on access. Consistent with the objectives, the revised ILP enhances access to the Local Centre with the collector road network improving the bus route through the precinct and linking directly to the Local Centre. The revised location for the Local Centre will also benefit from surrounding civic uses, providing a space for services that complement sport within Reserve 980 and the school site. The pedestrian and cycle network under the revised ILP provides for improved access to the Local Centre encouraging future residents to utilise the local supermarket for daily shopping requirements.</p> <p>As demonstrated in the Local Centre Concept Plan, the Local Centre maintains and improves on the existing features of the Burdekin Road Local Centre shown in Figure 6-3 of Schedule 5 of the BCC- GC Precincts DCP, incorporating pedestrian connections, a bus stop, active street frontages, a small supermarket and retail areas. The introduction of a town park provides an additional community asset to the civic precinct, providing an area of passive open space that can complement the local scale retail activity within the Local Centre.</p>
<p>Objective 25: The coast and waterways are protected and healthier</p>	<p>The Eastern Creek conservation area forms the western boundary of the site. The proposed amendments do not incorporate any changes to the</p>

	<p>E2 zone that captures the Eastern Creek conservation area.</p> <p>The Planning Proposal acknowledges Eastern Creek provides significant amenity and scenic values and the landscape concepts submitted with this Planning Proposal demonstrate the vision for land adjacent to the conservation area. This space has the opportunity to provide a destination place for local residents and contribute to a regional linear open space corridor.</p> <p>Within residential areas, the proposed ILP incorporates drainage channels that will accommodate a naturalistic outcome as demonstrated in the landscape concepts submitted with this proposal. The proposed drainage channel alignments and basin locations are supported by a Water Cycle Management Strategy (refer Appendix 9).</p> <p>The WCMS ensures compliance is achieved with the relevant statutory requirements including requirements under the BCC-GC Precincts DCP and Blacktown Council's Water Sensitive Urban Design and Integrated Water Cycle Management DCP and the Office of Environment and Heritage's water quality objectives and Stream Erosion Index targets.</p> <p>The provision of water quality treatment devices within the proposed development will ensure that post - development stormwater discharge into Eastern Creek will meet water quality requirements. The provision of WSUD elements within the proposed development will assist in minimising the impact of urbanisation on downstream waterways.</p> <p>The Craig & Rhodes WCMS for the proposed ILP provides the basis for the detailed design and development of the site and ensures that the four objectives established in the WCMS are achieved. These objectives include environmental, urban amenity and engineering considerations and in addressing them, the WCMS demonstrates the substantial amenity improvements the proposed ILP incorporates whilst ensuring that water quality and stormwater conveyance objectives are also achieved.</p>
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	<p>As demonstrated in the landscape concepts, each of the drainage channels incorporates tree planting offering shade with sharepaths located at the edge of the channel encouraging pedestrian and cycle usage in an area that is cooler than a pathway abutting a road way. Drainage channels have also been integrated with local parks to further encourage usage.</p>
<p>Objective 26: A cool and green parkland city in the South Creek corridor</p>	<p>As shown in Figure 41 of the Greater Sydney Region Plan, Eastern Creek forms part of the South Creek Sub-Catchment. The proposed amendments to the ILP do not incorporate any changes to the E2 zone which captures the Eastern Creek Conservation Area.</p> <p>The Planning Proposal acknowledges Eastern Creek provides significant amenity and scenic values and the landscape concepts submitted with this Planning Proposal demonstrate the vision for land adjacent to the conservation area. This space has the opportunity to provide a destination place for local residents and will provide amenity that supports liveability and productivity.</p> <p>As outlined above, the WCMS submitted with this proposal provides water quality treatment devices within the proposed development which will ensure that post development stormwater discharge into Eastern Creek will meet the water quality requirements and the provision of WSUD elements within the proposed development will assist in minimising the impact of urbanisation on downstream waterways. The proposed drainage channels will also contribute to mitigating the urban heat island effect and provide landscape amenity for residents.</p>
<p>Objective 27: Biodiversity is protected, urban bushland and remnant vegetation is enhanced</p>	<p>The proposed amendments to the ILP do not incorporate any changes to the E2 zone which captures the Eastern Creek Conservation Area.</p> <p>The Planning Proposal acknowledges Eastern Creek provides significant amenity and scenic values and the landscape concepts submitted with this Planning Proposal demonstrate the vision for land adjacent to the conservation area.</p>

<p>Objective 28: Scenic and cultural landscapes are protected</p>	<p>The proposed amendments to the ILP do not incorporate any changes to the E2 zone which captures the Eastern Creek Conservation Area.</p> <p>The Planning Proposal acknowledges Eastern Creek provides significant amenity and scenic values and the landscape concepts submitted with this Planning Proposal demonstrate the vision for land adjacent to the conservation area. This space has the opportunity to provide a destination place for local residents and will provide amenity that supports liveability and productivity.</p> <p>The topography of the site ensures that Eastern Creek, which is the local topographical low point, will provide a backdrop for the future urban environment.</p>
<p>Objective 30: Urban tree canopy cover is increased</p>	<p>The Planning Proposal acknowledges that the future urban tree canopy for Schofields South is crucial to mitigating the heat island effect and creating residential amenity that encourages healthy living. The revised ILP and associated road hierarchy DCP Figure facilitates increased street tree planting, by providing additional landscaping opportunity, including wider verges for some local roads adjacent to sharepath alignments.</p> <p>The proposed drainage channels will provide a tree canopy adjacent to sharepaths and these linear open spaces provide connections to local parks.</p> <p>The sharepath network is also integrated with the civic precinct which incorporates a town park and opportunity for informal landscaping surrounding the school site, Reserve 980 and the Local Centre.</p> <p>In combination, the linear open space network and sharepath network allows for a tree canopy that will provide pedestrians and cyclists with shade and generally contribute to mitigating the urban heat island effect. The urban heat island effect will also be mitigated via the expanded local open space and naturalistic drainage channels that incorporate turf and native planting.</p>

<p>Objective 31: Public open space is accessible, protected and enhanced</p>	<p>The urban design review process that led to the proposed amendments prioritised the accessibility of open space for the Schofields South area. The revised ILP demonstrates that local open space is now more centrally located and has been integrated with adjoining land uses to encourage usage. The ‘town park’ facilitates an opportunity to establish a local park that complements the civic precinct.</p> <p>The revised location for the two parks currently isolated to the eastern edge of the development facilitates a more centralised and integrated outcome with the central drainage channel. In combination with the channel, these two local open space areas will provide a large centralised park area that provides a focus for passive recreation. The drainage channels within Schofields South have been designed to provide a dual function as linear open space areas (refer Appendix 2). This facilitates pedestrian and cycle connectivity throughout the Schofields South area, with the sharepath network providing additional connectivity.</p> <p>An Open Space Needs Analysis (OSNA) has been prepared to ensure that the provision of local open space for Schofields South is consistent with the Precinct Planning process and that the provision of local open space is adjusted to reflect the increase in population. The OSNA is included as Appendix 4 and also addresses access to open space which has been improved under the proposed ILP.</p> <p>The proposed outcome ensures that the vast majority of future residents will be within 400m of a local park (refer Appendix 4). The proposed outcome is an improvement on the existing ILP as residents in the northern portion of the DHA landholding will now be within 400m of the town park.</p> <p>A small residential area in the south eastern corner is not within 400m of a local park, however, as outlined in the OSNA these residents are within close proximity to linear open space in the form of dual purpose drainage channels which provide sufficient amenity. It is also noted that the exception area is</p>
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	<p>within close proximity to the Quakers Hill town centre and Nirmiba Education Precinct which includes open space areas outside of the DHA landholding.</p> <p>The landscape concepts submitted with this Planning Proposal demonstrate the vision for local open space under the revised ILP as well as the Eastern Creek area, Reserve 980 and linear open space.</p>
<p>Objective 32: The Green Grid links parks, open spaces, bushland and walking and cycling paths</p>	<p>The revised ILP and associated amendments achieve an integrated network of open space that directly contributes to the delivery of the green grid.</p> <p>Within residential areas, the proposed ILP incorporates drainage channels that will accommodate a naturalistic outcome and a dual function as linear open space areas (refer Appendix 2). This facilitates pedestrian and cycle connectivity throughout the Schofields South area, with the sharepath network providing additional connectivity to these spaces.</p> <p>The Planning Proposal acknowledges Eastern Creek provides significant amenity and scenic values and the landscape concepts submitted with this Planning Proposal demonstrate the vision for land adjacent to the conservation area. This space has the opportunity to provide a destination place for local residents and will provide amenity that supports liveability and productivity.</p> <p>It is noted that there is opportunity to the south of the DHA landholding to connect the Eastern Creek conservation area to the Western Sydney Parklands and the Planning Proposal maintains the provision of a pedestrian connection to the Stonecutters Ridge Golf Course located to the south west of the DHA landholding.</p>
<p>Objective 33: A low carbon city contributes to net zero emissions by 2050 and mitigates climate change</p>	<p>The DHA landholding is not located within a Priority Growth Area, Priority Precinct or Collaboration Area. Notwithstanding this, the proposed road network and hierarchy improves pedestrian and cycle connectivity to Schofields Station and Quakers Hill Station and the collector road network accommodates improved bus circulation throughout residential areas. The Planning</p>

	<p>Proposal is consistent with the objective as it encourages the use of the existing public transport assets by improving access.</p>
<p>Objective 37: Exposure to natural and urban hazards is reduced</p>	<p>The DHA landholding area is located within the Hawkesbury Nepean Valley catchment in the <i>Resilient Valley, Resilient Communities – Hawkesbury-Nepean Valley Flood Risk Management Strategy</i>.</p> <p>The proposed amendments acknowledge the Flood Strategy and are consistent with the relevant outcomes of the Strategy, with particular regard to Outcome 3 – Strategic and integrated land use and road planning and Outcome 8 – Adequate local roads for evacuation.</p> <p>The Planning Proposal does not incorporate any amendments to Section 2.6 of BCC-GC Precinct DCP (Schedule 5) which incorporates design requirements for evacuation routes and the proposed road network ensures that evacuation routes can be delivered as part of future development applications.</p> <p>The Planning Proposal maintains the existing low density residential environment for the DHA landholding area and does not significantly increase the number of future residents.</p>
<p>Objective 38: Heatwaves and extreme heat are managed</p>	<p>The revised ILP incorporates a number of features that will improve the future place's ability to adapt to more extreme events associated with climate change.</p> <p>The local open space network, dual purpose drainage channels, collector road network and vision for the Eastern Creek area combine to increase the urban tree canopy under the proposed ILP and mitigate the urban heat island effect. The use of naturalistic drainage channels will provide additional mitigation with minimisation of impermeable surfaces that absorb heat in comparison to traditional concrete trapezoidal channels.</p>

Central City District Plan

The Greater Sydney Commission finalised the District Plans for Sydney in March 2018. The District Plans align with the Greater Sydney Region Plan and provide a 20-year plan to manage growth and achieve the 40-year vision, while enhancing Greater Sydney's liveability, productivity and sustainability into the future. They are a guide for implementing the Greater Sydney Region Plan at a District level and a bridge between regional and local planning.

The Schofields Precinct is located within the Central City District which comprises the local government areas of Blacktown, Cumberland, Parramatta and The Hills.

The Central City District plan will inform local Council's plans, guide assessment of local planning proposals and inform infrastructure agencies, the development sector and wider community of expectations for growth, change and infrastructure provision within the District.

The Central City District plan incorporates the following:

- Four key themes – infrastructure and collaboration, liveability, productivity and sustainability
- Ten Directions – to guide delivery of the themes in a balanced way
- Metrics – to measure successful delivery of the plans
- District-specific Planning Priorities and Actions – to achieve results that provide a great quality of life for people in the District.

The priorities under each chapter are to be taken into account in the preparation of a Planning Proposal. This Planning Proposal addresses the relevant priorities in the table below, demonstrating the proposed zoning amendments are consistent with the plan for the Central City District and will contribute to achieving the 40 year vision for Greater Sydney.

Consistency with Central City District Plan	
Central City District Plan Priorities & Actions	Consistency
Planning Priority C1 - Planning for a city supported by infrastructure Applicable Actions: <ul style="list-style-type: none">• Maximise the utility of existing infrastructure assets and consider strategies to influence behaviour changes, to reduce the demand for new infrastructure, including supporting the development of	<p>The proposed ILP has been designed to achieve a more site responsive outcome than the existing ILP. The proposed ILP considers the connectivity to the existing Schofields Station and Quakers Hill Station to ensure this existing transportation infrastructure is accessible via a permeable and legible road network and hierarchy.</p> <p>The proposed road configuration ensures that these stations are utilised by the future community, with</p>

<p>adaptive and flexible regulations to allow decentralised utilities.</p>	<p>the proposed pedestrian and cycle network facilitating direct linkages from residential areas.</p> <p>The Traffic Impact Assessment submitted with this Planning Proposal demonstrates the revised arrangement of collector roads facilitates improved pedestrian and cycle connectivity as well as bus services from residential areas and civic use areas to Schofields Station in the north and Quakers Hill Station in the south.</p> <p>The proposed ILP also aims to utilise future infrastructure and community assets with the proposed school site located on the basis of co-use of one of the double playing field within Reserve 980. This concept not only allows for the efficient use of government resources but it can establish the school and surrounding facilities as areas for local activity and events outside of school hours, significantly contributing towards establishing a sense of community in a newly established place.</p>
<p>Planning Priority C3 – Providing services and social infrastructure to meet peoples changing needs</p> <p>Applicable Actions:</p> <ul style="list-style-type: none"> • Deliver social infrastructure that reflects the needs of the community now and in the future. • Optimise the use of available public land for social infrastructure. 	<p>The proposed ILP achieves a refined outcome for the existing mix of social infrastructure and accommodates additional services and facilities.</p> <p>Local open space has been increased under the proposed ILP and exceeds the per capita provisioning requirement as outlined in the OSNA submitted with this report (refer Appendix 4).</p> <p>The proposed adjustments to the existing ILP will deliver an increase in the size of Reserve 980, facilitating the inclusion of a Regional Netball Facility that caters to the future community and growth within Schofields and the wider Blacktown area.</p> <p>The revised ILP will also deliver a more efficient and accessible civic precinct, relocating the potential primary school site adjacent to one of the double playing fields to facilitate co-use of open space and parking within Reserve 980. This will optimise the use of public land and social infrastructure and, in combination with the Local Centre located directly to the north, create a civic heart for the local community.</p>

	As such, the proposal is consistent with the Planning Priority and relevant Actions.
<p>Planning Priority C4 - Fostering healthy, creative, culturally rich and socially connected communities</p> <p>Applicable Actions:</p> <ul style="list-style-type: none"> • Deliver inclusive places for people of all ages and abilities that support healthy, resilient and socially connected communities by: <ul style="list-style-type: none"> a. providing walkable places with active street life and a human scale c. co-locating schools, social, health, sporting, cultural and shared facilities. • Incorporate cultural diversity in strategic planning and engagement. • Facilitate opportunities for creative and artistic expression and participation, wherever feasible, with a minimum regulatory burden, including: <ul style="list-style-type: none"> a. arts enterprises and facilities and creative industries • Strengthen social connections within and between communities through better understanding of the nature of social networks and supporting infrastructure in local places. 	<p>The proposed arrangement of local open space under the revised ILP utilises drainage channels as dual function linear open space and drainage spaces, forming an integrated component of the pedestrian and cycle network. Integration of local parks with this network enhances access to these spaces and facilitates clear sight lines and wayfinding. The proposed network of open space delivers areas of different identity, with a town park catering for activity associated with the Local Centre, kick about spaces to the south located along Drainage Channel 2 and Reserve 980 providing district scale sporting facilities.</p> <p>The proposed road hierarchy and network will facilitate activated streetscapes, with dwellings oriented towards the street to achieve passive surveillance. Local streets have been designed to encourage low speed environments that prioritise the pedestrian. The modified grid layout encourages walkability throughout the residential precinct, providing connections to local open space, local services and facilities and district spaces being Reserve 980 as well as the regionally significant Eastern Creek riparian corridor.</p> <p>A key aspect of the revised ILP is co-location of the potential primary school site with one of the double playing fields within Reserve 980. Co-use of facilities allows for the efficient use of space and will encourage the community to consider the school as social capital forming part of a civic precinct and strengthening social connections within the community.</p> <p>The landscape concept submitted with this Planning Proposal incorporates an Interpretative Strategy for European and Indigenous Heritage identified within the subject site. This Interpretive Strategy has been prepared following the outcomes of detailed investigations into heritage as part of the Bulk Earthworks DA across the Schofields South area and has been prepared in consultation with Blacktown City Council. The Interpretative Strategy</p>

	<p>ensures that future public space within the DHA landholdings represents the history of the area, engages the community and considers cultural diversity.</p> <p>As such, the proposal is consistent with the Planning Priority and relevant Actions.</p>
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<p>Planning Priority C5 - Providing housing supply, choice and affordability, with access to jobs and services</p> <p>Applicable Actions:</p> <ul style="list-style-type: none"> • No applicable Actions 	<p>The proposed ILP does not seek to introduce any new forms of residential zoning, maintaining the delivery of low density residential development. The revised ILP delivers a more regular residential structure, improving solar orientation and allowing for an improved movement network.</p> <p>As outlined under Sections 5.2.2 and 6.2, the proposed amendments result in a small increase in net developable area which is justified on the basis of the enhanced urban design outcome that the proposed ILP will deliver. The revised ILP will result in a total increase of 6.3 ha of residential land within the DHA landholdings. However, with the change in residential density for high amenity areas, the increase in dwellings is minor with approximately 23 additional dwellings within the DHA landholdings under the proposed ILP.</p> <p>The increased residential area has been moderated through a reduction from 30 dwellings per hectare to 25 dwellings per hectare in high amenity areas, ensuring that smaller lot housing is still delivered across the site whilst dwelling yield does not substantially increase under the proposed ILP.</p> <p>The small increase in residential dwellings will not compromise the liveability of the future place, maintaining a low density residential environment and improving local amenity through a more legible and permeable road network and residential cells that will achieve improved streetscapes. The provision of higher residential densities around areas of amenity, such as Reserve 980, the Local Centre and land within proximity to Quaker Hill station, ensures that opportunities for diversity of housing is maintained under the proposed amendments.</p> <p>Craig & Rhodes have prepared a Servicing Strategy (refer Appendix 14) that demonstrates utility infrastructure can be delivered to the Schofields South area under the proposed ILP.</p> <p>The Open Space Needs Analysis submitted with this proposal (refer Appendix 4), outlines that the proposed ILP exceeds the required increase in local</p>
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	<p>open space to accommodate the estimated increase in population and that Reserve 980 incorporates sufficient recreational facilities as well as the Regional Netball Facility.</p> <p>The subject site represents an excellent urban development opportunity, with rail stations located to the north and south and no major land use conflicts.</p> <p>Land surrounding Schofields Station to the north has been identified as a Priority Precinct, benefiting from proximity to public transport corridors. The proposed ILP maintains the low density residential environment under the current ILP whilst responding to the subject site's proximity to the Schofields station and Priority Precinct to the north as well as the Quakers Hill station and Local Centre to the south. The proposed design improves connectivity to these transport and activity nodes whilst protecting local residential amenity through a revised higher order road network.</p>
<p>Planning Priority C6 - Creating and renewing great places and Local Centres, and respecting the District's heritage</p> <p>18. Deliver great places by:</p> <ul style="list-style-type: none"> (a) prioritising a people-friendly public realm and open spaces as a central organising design principle (b) recognising and balancing the dual function of streets as places for people and movement (c) providing fine grain urban form, high amenity and walkability (d) integrating social infrastructure to support social connections and provide a community hub (e) recognizing and celebrating the character of the place and its people 	<p>The proposed amendments are the result of an urban design review that has the primary purpose of enhancing the urban design outcomes and facilitating place making outcomes.</p> <p>The revised ILP prioritises a people-friendly public realm with the revised location of Reserve 980 allowing for an enhanced interface with residential areas and ensuring that traffic associated with the Regional Netball Facility has principal access from Aerodrome Drive.</p> <p>The revised road hierarchy, in particular the collector road network, facilitates improved pedestrian and cyclist connectivity throughout the DHA landholdings residential areas to Reserve 980 and local open space which has been refined to achieve more site responsive and centralised outcomes.</p> <p>The proposed local street network achieves a more permeable and legible outcome, facilitating place making opportunities. The proposed local street network increases view corridors along residential streets towards local amenity and services and enhances circulation for the local community.</p>

	<p>The school site, Local Centre and facilities within Reserve 980 have been designed to achieve an integrated outcome for social infrastructure that facilitates the creation of a community hub or 'civic precinct'. The school has been co-located with one of the double playing fields and proximity to the Local Centre will contribute to place making for the community. The location of a 'town park' adjacent to the Local Centre provides additional social infrastructure that can be tailored to achieve an outcome that compliments the civic precinct.</p> <p>A Heritage Interpretation Strategy has been submitted with this Planning Proposal which demonstrates how the revised ILP can achieve interpretation of heritage items located within the DHA landholding.</p>
<p>Planning Priority C6 (Continued)</p> <p>19. Conserve and enhance environmental heritage by:</p> <p>(a) engaging with the community early in the planning process to understand and how they contribute to the significance of the place</p> <p>(b) applying adaptive re-use and interpreting heritage to foster distinctive local places.</p>	<p>An Aboriginal Cultural Heritage Assessment (ACHA) report was prepared by Archaeological and Heritage Management Solutions and submitted with DA- 15-00999 in accordance with the requirements of the Schofields Precinct DCP. The ACHA identifies areas of low and high archaeological significance across the project development area.</p> <p>The ACHA makes recommendation for application of an Aboriginal Heritage Impact Permit (AHIP) from the NSW Office of Environment and Heritage, to allow for the removal of identified archaeological sites. In accordance with the Conditions of Consent for DA -15-00999 an AHIP has since been issued by the NSW Office of Environment and Heritage with a commencement date of 8 May 2017 (AHIP number: C0002622).</p> <p>The approved bulk earthworks under DA-15- 00999 have been designed to deliver the outcome proposed under this Planning Proposal. Accordingly, this Planning Proposal will not impact on the AHIP which has been issued by the NSW Office of Environment and Heritage with a commencement date of 8 May 2017 (AHIP number: C0002622).</p>
<p>Planning Priority C6 (Continued)</p>	<p>Following the preparation of a Retail Analysis by MacroPlan Dimasi, the location and size of the Local Centre has been refined to achieve a more</p>

<p>20. Use place-based planning to support the role of centres as a focus for connected neighbourhoods.</p>	<p>centralised and accessible commercial place that contributes to the creation of a civic precinct for the Schofields South area. The new location for the Local Centre will benefit from proximity to the primary school which has been co-located with Reserve 980 to deliver land uses that are an efficient use of space and are compatible.</p> <p>As demonstrated in the concept plan submitted with this report (refer Appendix 6) the Local Centre maintains or improves the existing features of the Burdekin Road Local Centre shown in figure 6.-3 of Schedule 5 of the BCC-GC Precincts DCP, incorporating pedestrian connections, a bus stop, active street frontages, a small supermarket and retail areas.</p> <p>The introduction of a town park provides an additional community asset to the civic precinct, providing an area of passive open space that can complement the local scale retail activity within the Local Centre.</p>
<p>Planning Priority C10 – Growing investment, business opportunities and jobs in strategic centres.</p> <p>37. Provide access to jobs, goods and services in centres by:</p> <ul style="list-style-type: none"> (b) diversifying the range of activities in all centres (c) creating vibrant, safe places and a quality public realm (e) balancing the efficient movement of people and goods with supporting the liveability of places on the road network (f) improving the walkability within and to the centres (g) completing and improving a safe and connected cycling network to and within the centres 	<p>The Planning Proposal incorporates a refined location and size for a Local Centre already identified on the existing ILP. A Concept Plan for the proposed Local Centre has been prepared and is submitted with this Planning Proposal (refer Appendix 6).</p> <p>A Retail Analysis has been undertaken by MacroPlan Dimasi, informing the revised area of the Local Centre (refer Appendix 10). The report recommends a reduction in size of the Local Centre based on proximity to existing and future retail areas such as the Schofields Town Centre. Notwithstanding this, the Retail Analysis outlines how the Local Centre can accommodate a range of activities including a small supermarket and non-retail uses such as a gym or local scale health and beauty services.</p> <p>The revised location for the Local Centre has focused on enhancing the accessibility of the place and therefore creating a vibrant, safe and high quality public realm. The Local Centre now adjoins the school site to the south and a ‘town park’ to the</p>

<p>38. Create new centres in accordance with the Principles for Greater Sydney's Centres.</p>	<p>east. These uses provide opportunity for active frontages that facilitate passive surveillance. The Local Centre Concept Plan (refer Appendix 6) illustrates how the Local Centre complements the adjoining local park and pedestrian/cycle network for Schofields South, with pedestrian connections through the Local Centre allowing for internal circulation and access to the adjoining land uses including residential development to the north.</p> <p>The proposed Local Centre will also benefit from proximity to Aerodrome Drive and the signalised intersection at the junction of Aerodrome Drive and Collector Road 1. This intersection will accommodate pedestrian access to Eastern Creek conservation and open space area.</p> <p>The revised ILP enhances access to the Local Centre with the collector road network improving the bus route through the precinct and linking directly to the Local Centre. The pedestrian and cycle network under the revised ILP provides for improved access to the Local Centre encouraging future residents to utilise the local supermarket for daily shopping requirements.</p>
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<p>Planning Priority C13 – Protecting and improving the health and enjoyment of the District’s waterways</p> <p>60. Protect environmentally sensitive areas of waterways.</p> <p>61. Enhance sustainability and livability by improving and managing access to waterways and foreshores for recreation, tourism, cultural events and water-based transport.</p> <p>62. Improve the health of catchments and waterways through a risk-based approach to managing the cumulative impacts of development including coordinated monitoring of outcomes.</p> <p>63. Reinstate more natural conditions in highly modified urban waterways.</p>	<p>The Eastern Creek conservation area forms the western boundary of the site. The proposed amendments do not incorporate any changes to the E2 zone that captures the Eastern Creek conservation area.</p> <p>The Planning Proposal acknowledges Eastern Creek provides significant amenity and scenic values and the landscape concepts submitted with this Planning Proposal demonstrate the vision for land adjacent to the conservation area. This space has the opportunity to provide a destination place for local residents and contribute to a regional linear open space corridor.</p> <p>The revised ILP has been designed to facilitate access to Eastern Creek, with the signalised intersection at the junction of Aerodrome Drive and Collector Road 1 providing access from the civic Precinct and opportunities for additional pedestrian crossings to the south.</p> <p>A key focus of the urban design review and a significant attribute of the revised ILP is the use of drainage channels as an infrastructure asset that provides environmental, social and economic benefits for the future community. This is evident in the Watercycle Management Strategy (WCMS) submitted with the Planning Proposal which provides the basis for the detailed design and development of the site and ensures that the four objectives established in the WCMS are achieved. These objectives include environmental, urban amenity and engineering considerations and in addressing them, the WCMS demonstrates the substantial amenity improvements the proposed ILP incorporates whilst ensuring that water quality and stormwater conveyance objectives are also achieved.</p> <p>As demonstrated in the landscape concepts, each of the drainage channels incorporates tree planting providing shade. Sharepaths are located at the edge of the channel encouraging pedestrian and cycle usage in an area that is cooler than a pathway abutting a road way. Drainage channels have also</p>
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	<p>been integrated with local parks to further encourage usage.</p>
<p>Planning Priority C14 – Creating a Parkland City urban structure and identity, with South Creek as a defining spatial element</p> <p>64. Implement the South Creek Corridor Project Plan and use the design principles for South Creek to deliver a cool and green Western Parkland City.</p>	<p>The Planning Proposal recognises the role of South Creek and its tributaries, which includes Eastern Creek, plays in establishing a green corridor for Western Sydney. Eastern Creek will make a substantial contribution to providing parkland and open space, community facilities, ecological services including nutrient capture, urban cooling, walking and cycling trails as well as local habitat.</p> <p>Accordingly, the proposed amendments do not incorporate any changes to the E2 zone that captures the Eastern Creek conservation area. The landscape concept sketches submitted with this Planning Proposal demonstrate the vision for land adjacent to the conservation area. This space has the opportunity to provide a destination place for local residents and contribute to a regional linear open space corridor forming a key part of the green grid for western Sydney.</p> <p>Within residential areas, the proposed ILP incorporates drainage channels that will accommodate a naturalistic outcome and a dual function as linear open space areas (refer Appendix 2). This facilitates pedestrian and cycle connectivity throughout the Schofields South area, with the sharepath network providing additional connectivity to these spaces.</p> <p>The local open space network, dual purpose drainage channels, collector road network and vision for the Eastern Creek area combine to increase the urban tree canopy under the proposed ILP and will mitigate the urban heat island effect. The use of naturalistic drainage channels will provide additional mitigation with minimisation of impermeable surfaces that absorb heat in comparison to traditional concrete trapezoidal channels.</p>
<p>Planning Priority C15 – Protecting and enhancing bushland biodiversity, and scenic and cultural landscapes</p>	<p>The proposed amendments do not incorporate any changes to the E2 zone that captures the Eastern Creek conservation area. The landscape concept sketches submitted with this Planning Proposal</p>

<p>65. Protect and enhance biodiversity by:</p> <ul style="list-style-type: none"> a. supporting landscape-scale biodiversity conservation and the restoration of bushland corridors b. managing urban bushland and remnant vegetation as green infrastructure. <p>66. Identify and protect scenic and cultural landscapes.</p> <p>67. Enhance and protect views of scenic and cultural landscapes from the public realm.</p>	<p>demonstrate the vision for land adjacent to the conservation area which will provide views of the conservation area and encourage the community to interact with the bushland corridor.</p> <p>The proposed amendments to the ILP do not incorporate any changes to the E2 zone which captures the Eastern Creek Conservation Area.</p> <p>The Planning Proposal acknowledges Eastern Creek provides significant amenity and scenic values and the landscape concepts submitted with this Planning Proposal demonstrate the vision for land adjacent to the conservation area. This space has the opportunity to provide a destination place for local residents and will provide amenity that supports livability and productivity.</p> <p>The topography of the site ensures that Eastern Creek, which is the local topographical low point, will provide a back drop for the future urban environment.</p>
<p>Planning Priority C16 – Increasing urban tree canopy cover and delivering Green Grid connections</p> <p>68. Expand urban tree canopy in the public realm</p> <p>69. Progressively refine the detailed design and delivery of:</p> <ul style="list-style-type: none"> a. Greater Sydney Green Grid priority opportunities b. connections that form the long-term vision of the network. <p>70. Create Greater Sydney Green Grid connections to the Western Sydney Parklands.</p>	<p>As outlined in the assessment against the Greater Sydney Region Plan, the proposal incorporates a number of refinements to the existing ILP that will expand the urban tree canopy for the Schofields Precinct to assist in mitigating the heat island effect and creating residential amenity that encourages healthy living.</p> <p>The revised ILP and associated road hierarchy DCP Figure facilitates increased street tree planting, by providing additional landscaping opportunity, including wider verges for some local roads, adjacent to sharepath alignments.</p> <p>The proposed drainage channels will provide a tree canopy adjacent to sharepaths and these linear open spaces provide connections to local parks. The sharepath network is also integrated with the civic precinct which incorporates a town park and opportunity for informal landscaping surrounding the school site, Reserve 980 and the Local Centre.</p> <p>In combination, the linear open space network and sharepath network allows for a tree canopy that will provide pedestrians and cyclists with shade and</p>

	<p>generally contribute to mitigating the urban heat island effect. The urban heat island effect will also be mitigated via the expanded local open space and naturalistic drainage channels that incorporate turf and native planting.</p> <p>The Eastern Creek conservation area and adjoining drainage land will deliver a regionally significant open space area, making a substantial contribution to the green grid for Western Sydney.</p> <p>The proposed ILP and associated amendments to the DCP diagrams and SEPP Maps maintain the pedestrian connection to the Stonecutters Ridge Golf Course. This connection provides opportunity for a continuous green corridor that connects to the northern extent of the Western Sydney Parklands which is located on the southern side of the M7 Motorway.</p>
<p>Planning Priority C17 – Delivering high quality open space</p> <p>71. Maximise the use of existing open space and protect, enhance and expand public open space by:</p> <ul style="list-style-type: none"> a. investigating opportunities to expand a network of diverse, accessible, high quality open space that responds to the needs and values of communities as populations grow b. providing opportunities to provide new open space so that all residential areas are within 400 metres of open space and all high density residential areas are within 200 metres of open space d. planning new neighbourhoods with a sufficient quantity of new open space e. delivering shared and co-located sports and recreational facilities, including shared school grounds and repurposed golf courses 	<p>The Planning Proposal is consistent with each of the relevant actions included under the Planning Priority. The proposed amendments incorporate co-location of the school site with district scale playing fields, expansion of the local open space network and refined locations for local parks that ensure these spaces are more accessible and complement the surrounding land uses.</p> <p>The urban design review process that led to the proposed amendments prioritised the accessibility of open space for the site. The revised ILP demonstrates that local open space is now more centrally located and has been integrated with adjoining land uses to encourage usage. The ‘town park’ facilitates an opportunity to establish a local park that complements the civic precinct.</p> <p>The revised location for the two parks currently isolated on the eastern edge of the development facilitates a more centralised and integrated outcome with the central drainage channel. In combination with the channel, these two local open space areas will provide a large centralised park area that provides a focus for passive recreation. The drainage channels within the site have been designed to provide a dual function as linear open</p>

<p>f. delivering on, or complementing, the Greater Sydney Green Grid.</p>	<p>space areas (refer Appendix 2). This facilitates pedestrian and cycle connectivity throughout the Schofields South area, with the sharepath network providing additional connectivity.</p> <p>An Open Space Needs Analysis (OSNA) has been prepared to ensure that the provision of local open space for the site is consistent with the Precinct Planning process and that the provision of local open space is adjusted to reflect the increase in population. The OSNA is included as Appendix 4 and also addresses access to open space which has been improved under the proposed ILP.</p> <p>The proposed outcome ensures that the vast majority of future residents will be within 400m of a local park (refer Appendix 4). The proposed outcome is an improvement on the existing ILP as residents in the northern portion of the DHA landholding will now be within 400m of the town park.</p> <p>A small residential area in the south eastern corner is not within 400m of a local park, however, as outlined in the OSNA, these residents are within close proximity to linear open space in the form of dual purpose drainage channels which provide sufficient amenity. It is also noted that the exception area is within close proximity to the Quakers Hill town centre and Nirmiba Education Precinct which includes open space areas outside of the DHA landholding.</p> <p>The landscape concept sketches submitted with this Planning Proposal demonstrate the vision for local open space under the revised ILP as well as the Eastern Creek area, Reserve 980 and linear open space.</p> <p>As outlined in the response to Planning Priority C14, the proposal maintains the zoning for the Eastern Creek conservation area and a concept plan for the adjoining drainage land has been submitted with this report. The concept plan demonstrates how the DHA landholdings area will make a significant contribution to expanding the green grid for Western</p>
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	Sydney and contribute to providing connections to the Western Sydney Parklands.
<p>Planning Priority C19 – Reducing carbon emissions and managing energy, water and waste efficiently</p> <p>75. Support initiatives that contribute to the aspirational objective of achieving net-zero emissions by 2050 especially through the establishment of low-carbon precincts in Priority Growth Areas, Priority Precincts and Collaboration Areas.</p>	<p>The DHA landholding is not located within a Priority Growth Area, Priority Precinct or Collaboration Area. Notwithstanding this, the proposed road network and hierarchy improves pedestrian and cycle connectivity to Schofields Station and Quakers Hill Station and the collector road network accommodates improved bus circulation throughout residential areas. The Planning Proposal is consistent with the objective as it encourages the use of the existing public transport assets by improving access.</p>
<p>Planning Priority C20 – Adapting to the impacts of urban and natural hazards and climate change</p> <p>83. Mitigate the urban heat island effect and reduce vulnerability to extreme heat.</p> <p>84. Respond to the direction for managing flood risk in the Hawkesbury-Nepean Valley as set out in <i>Resilient Valley, Resilient Communities – Hawkesbury-Nepean Valley Flood Risk Management Strategy</i>.</p>	<p>The revised ILP incorporates a number of features that will improve the site's ability to adapt to more extreme events associated with climate change.</p> <p>The local open space network, dual purpose drainage channels, collector road network and vision for the Eastern Creek area combine to increase the urban tree canopy under the proposed ILP and mitigate the urban heat island effect. The use of naturalistic drainage channels will provide additional mitigation with minimisation of impermeable surfaces that absorb heat in comparison to traditional concrete trapezoidal channels.</p> <p>The site is located within the Hawkesbury- Nepean Valley catchment in the <i>Resilient Valley, Resilient Communities – Hawkesbury-Nepean Valley Flood Risk Management Strategy</i>.</p> <p>The proposed amendments acknowledge the Flood Strategy and are consistent with the relevant outcomes of the Strategy with particular regard to Outcome 3 – Strategic and integrated land use and road planning and Outcome 8 – Adequate local roads for evacuation.</p> <p>The Planning Proposal does not propose any amendments to Section 2.6, Schedule 5 of the BCC-GC Precincts DCP which incorporates design requirements for evacuation routes. The proposed road network ensures that evacuation routes can be delivered as part of future development applications.</p>

	The Planning Proposal maintains the existing low density residential environment for the site and does not significantly increase the number of future residents.
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4. Is the Planning Proposal consistent with a Council's Local Strategy or other Local Strategic Plan?

Our Blacktown 2036 is the current community strategic plan for Blacktown City Council and outlines the directions and priorities to deliver the vision for Blacktown City.

Our Blacktown 2036 contains 6 strategic directions intended to guide Council in meeting the long term aspirations of the community. Each direction contains strategies that identify how Council, along with its partners and stakeholders, will work towards achieving these aspirations.

The following table provides an assessment of the Planning Proposal against the relevant Strategic Directions, Community Outcomes and Focus Areas included in *Our Blacktown 2036*. The Planning Proposal is consistent with the Community Strategic Plan.

Consistency with Our Blacktown 2036	
Strategic Direction, Community Outcomes and Focus Areas	Consistency
<p>Strategic Direction 1: A Vibrant and Inclusive Community</p> <p><i>Community Outcome - Our local communities are welcoming, vibrant and inclusive, enabling individuals and groups to achieve their potential and the City to prosper as a centre of culture, creativity and learning.</i></p> <p>Relevant Focus Areas:</p> <ul style="list-style-type: none"> • Provide a safe community • Provide vibrant cultural opportunities and community activities • Provide a range of community spaces. 	<p>The proposed amendments will facilitate more vibrant and inclusive environments across the Schofields South development area. The civic precinct proposed under the revised ILP incorporates a refined concentration of community uses in comparison to the existing arrangement of land uses.</p> <p>The revised school site location adjacent to Reserve 980 not only allows for the efficient use of land and public assets but it can establish the school and surrounding facilities as areas for local activity and events outside of school hours, significantly contributing towards creating a sense of community.</p> <p>The revised school site has improved proximity to the Local Centre, contributing to a more cohesive civic precinct that is more accessible and identifiable.</p> <p>The Local Centre has been designed to accommodate local scale community needs with a combination of retail and non-retail uses envisioned for the centre that can cater towards the daily needs of residents and complement the function of Reserve 980.</p>

	<p>The proposed local open space network achieves a more centralised and accessible outcome, with drainage channels accommodating naturalistic linear open space and also forming part of the sharepath network.</p>
<p>Strategic Direction 2: A Clean, Sustainable and Healthy Environment</p> <p><i>Community outcome - Our local places and spaces are clean and healthy, turning sustainability awareness into action to halt or reverse negative impacts on our built and natural environment.</i></p> <p>Relevant Focus Areas:</p> <ul style="list-style-type: none"> • Encourage healthy and sustainable living opportunities • Enhance community wellbeing and neighborhood amenity • Protect and improve our water quality • Conserve, restore and enhance the City's biological diversity and ecosystem health • Respond to the impacts of climate change. 	<p>The revised ILP incorporates an arrangement of public and civic spaces that will enhance community well-being and neighbourhood amenity.</p> <p>A key focus of the urban design review and a significant attribute of the revised ILP is the use of drainage channels as an infrastructure asset that provides environmental, social and economic benefits for the future community. This is evident in the Watercycle Management Strategy submitted with the Planning Proposal which demonstrates the substantial amenity improvements the proposed ILP incorporates whilst ensuring that water quality and stormwater conveyance objectives are also achieved.</p> <p>As demonstrated in the landscape concept sketches, each of the drainage channels incorporates tree planting providing shade. Sharepaths are located at the edge of the channel encouraging pedestrian and cycle usage in an area that is cooler than a pathway abutting a road way. Drainage channels have also been integrated with local parks to further encourage usage.</p> <p>Residential areas have been designed to benefit from the amenity of local parks and linear open space with a residential structure that facilitates sight lines to local parks, Reserve 980 and the Local Centre, facilitates view corridors and enhances passive surveillance opportunities. The proposed residential structure achieves improved solar orientation and more activated streetscapes and public spaces.</p>

	<p>The Planning Proposal recognises the role South Creek and its tributaries, which includes Eastern Creek, plays in establishing a green corridor for Western Sydney. Eastern Creek will make a substantial contribution to providing parkland and open space, community facilities, ecological services including nutrient capture, urban cooling, walking and cycling trails as well as local habitat.</p> <p>Accordingly, the proposed amendments do not incorporate any changes to the E2 zone that captures the Eastern Creek conservation area. The landscape concepts submitted with this Planning Proposal demonstrate the vision for land adjacent to the conservation area. This space has the opportunity to provide a destination place for local residents and contribute to a regional linear open space corridor forming a key part of the green grid for western Sydney.</p> <p>The proposed ILP responds to the impacts of climate change in a number of ways. The proposed road hierarchy improves pedestrian and public transport access to surrounding rail infrastructure which encourages more sustainable transportation options. The proposed network of local parks and linear open space as well as the expanded collector road network will contribute to mitigating the urban heat island effect through the provision of soft landscaping and a more attractive pedestrian and cycle network.</p>
<p>Strategic Direction 3: A Smart and Prosperous Economy</p> <p><i>Community outcome - Strategic economic opportunities and partnerships facilitate sustainable growth of our local and regional economy, attract investment to our City and foster local business and employment.</i></p> <p>Relevant Focus Areas:</p> <ul style="list-style-type: none"> Facilitate the growth and prosperity of local business 	<p>The proposed Local Centre has been designed following a Retail Analysis prepared by MacroPlan Dimasi. The Retail Analysis outlines how the Local Centre can accommodate a range of activities including a small supermarket and non-retail uses such as a gym or local scale health and beauty services.</p> <p>The Local Centre Concept Plan (refer Appendix 6) illustrates how the Local Centre complements the adjoining local park and pedestrian/cycle network for Schofields South, with pedestrian connections through the Local Centre allowing for internal circulation and access to the adjoining land uses including residential development to the north.</p>

	<p>The proposed Local Centre site reflects a sustainable economic component of the Schofields South project and will provide opportunity for local employment and services that meet the daily needs of local residents.</p>
<p>Strategic Direction 4: A Growing City Supported by Accessible Infrastructure</p> <p><i>Community outcome - Our neighbourhoods are well planned and livable with housing, transport and infrastructure that meet the diverse needs of our growing community.</i></p> <p>Relevant Focus Areas:</p> <ul style="list-style-type: none"> • Preserve and maintain our built heritage • Provide transport networks that connect the City for vehicle and non-vehicle users • Improve road safety. 	<p>The proposed amendments are the result of an urban design review in which the existing ILP was interrogated to identify opportunities for improvement and ensure that the future community is well planned, reflects community values and livable. This process represents an additional town planning and urban design process following the Precinct Planning Process, refining the framework for delivery to achieve an improved outcome.</p> <p>The revised road hierarchy achieves a more legible and permeable road network that improves connections to open space, civic uses, Schofields Station and Quakers Hill Station. The revised road hierarchy also ensures that the surrounding network maintains a satisfactory level of operation and Aerodrome Drive is now better aligned to accommodate traffic movements associated with peak events within Reserve 980.</p> <p>A Heritage Impact Statement (HIS) submitted with DA 15 – 00999 identified heritage items associated with the Pye family Homestead and the former aerodrome runway and provided recommendations including archival recordings and submission of an Excavation Permit application.</p> <p>The HIS also identifies that retention of fabric associated with the aerodrome runways is not feasible under implementation of the approved concept plan (i.e. the ILP endorsed by the NSW Government).</p>

	<p>The Interpretation Strategy for Schofields South (refer Appendix 11) addresses the recommendations of the HIS and the Conditions of Consent for DA-15-00999. The Interpretation Strategy incorporates opportunities and initiatives for interpreting the former runway as well as the other cultural and heritage aspects of the Schofields South area within the DHA landholdings area. The Landscape Masterplan submitted with this Planning Proposal (refer Appendix 2) demonstrates how the vision for the site is consistent with the Interpretation Strategy prepared in accordance with the requirements of DA-15– 00999.</p>
<p>Strategic Direction 5: A Sporting and Active City</p> <p><i>Community outcome - Blacktown City is the recognized sporting capital of Western Sydney with world standard sporting venues and events and community participation in local sports supporting an active and healthy lifestyle.</i></p> <p>Relevant Focus Areas:</p> <ul style="list-style-type: none"> • Provide elite sporting facilities and strong relationships to build on our culture of sporting excellence • Implement a balanced framework for future planning of open space and recreational facilities 	<p>Inclusion of the Regional Netball Facility within Reserve 980 represents the main variation to the existing ILP and has been a central component of the urban design review, influencing the proposed changes to the road hierarchy, residential structure and location of civic uses to ensure the enlarged Reserve 980 is accessible and does not significantly impact on local amenity.</p> <p>The Concept for Reserve 980 submitted with this Planning Proposal (refer Appendix 3) demonstrates that the revised ILP now accommodates a regional scale netball facility and associated parking, as well as all of the existing facilities included in the Section 7.11 Contributions Plan No 24 – Schofields Precinct.</p>

5. Is the Planning Proposal consistent with the applicable State Environmental Planning Policies?

A review of State Environmental Planning Policies (SEPPs) has been undertaken and the consistency of the Planning Proposal with the applicable SEPPs is summarised in a table below.

This Planning Proposal does not contain provisions that will contradict or would hinder the application of these SEPPs. Further assessment against the relevant SEPPs will be undertaken during the DA stage.

SEPP	Comment
State Environmental Planning Policy No 19 - Bushland in Urban Areas	The Planning Proposal does not incorporate any changes to the Eastern Creek conservation area and associated E2 zoning. The subject site is mostly located on land that is biocertified.
State Environmental Planning Policy No 44—Koala Habitat Protection	A Biodiversity Assessment was prepared as part of the Precinct Planning Process for the subject site, including the Eastern Creek Conservation Area. The Report outlines that the likelihood of koala habitats being present is unlikely. Notwithstanding this, the proposal does not incorporate any changes to the Eastern Creek conservation area and a Flora and Fauna Review letter has been submitted with this report outlining that impacts to non-certified land is ecologically insignificant.
State Environmental Planning Policy No 55—Remediation of Land	Consistent. Land capability studies have been undertaken as part of the Precinct Planning process and a Site Audit Statement has been prepared and submitted with the approved Bulk Earthworks Development Application (DA-15-00999). The site area of the Site Audit Statement includes the site area of this Planning Proposal in its entirety. The Planning Proposal will not impact on the ability to remediate unexpected finds should this occur during development of the site.

SEPP	Comment
State Environmental Planning Policy No 64—Advertising and Signage	Consistent. The proposal will continue to enable signage to be assessed consistent with SEPP 64.
State Environmental Planning Policy No 70—Affordable Housing (Revised Schemes)	Consistent. The Planning Proposal will facilitate a greater number of affordable housing options than is currently possible through the expanded residential area.
State Environmental Planning Policy (Affordable Rental Housing) 2009	Consistent. The proposal will provide the opportunity for affordable rental housing in accordance with this policy.
State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017	Consistent. The proposal incorporates a revised school site location and design that is consistent with Schedule 4 of the SEPP (Schools – design quality principles), achieving a site responsive design. The proposed school site will not impact on the future development potential of the school site. The proposed school site has been endorsed by the Department of Education in the letter submitted with this Planning Proposal (refer Appendix 13).
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004	Consistent. Future housing is able to be consistent with the BASIX SEPP.
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008	Consistent. Exempt and complying development as envisaged by this SEPP will continue to be permissible.
State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004	Consistent. The proposal will provide opportunities for housing within close proximity to local services and public transport.
State Environmental Planning Policy (Infrastructure) 2007	Consistent. Infrastructure can be provided consistent with the intent of this SEPP.
State Environmental Planning Policy (Mining, Petroleum	The Planning Proposal does not prevent the application of this SEPP.

SEPP	Comment
Production and Extractive Industries) 2007	
State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011	Consistent. The proposal does not contain any provision that would prevent the application of this SEPP.
State Environmental Planning Policy (Sydney Region Growth Centres) 2006	Consistent. The site is located within the Schofields Precinct. The Planning Proposal is consistent with the aims of the Growth Centres SEPP.

Consistency with Land Use and Infrastructure Implementation Plan and associated SEPP amendments North West Priority Growth Centres

The proposed amendment to the Growth Centres SEPP will establish new residential density maps within the North West Growth Area. The residential density maps are proposed to have a minimum and maximum to ensure infrastructure planning can be more accurately undertaken to meet the needs of future residents.

Within the DHA Landholdings development area, the amended maps would replace the 15 dwellings per hectare band with a range of 15 – 20 and replace the 30 dwellings per hectare density band with a range of 15 – 25 dwellings per hectare.

These density 'ranges' are directly relatable to the intent of the proposed reduction from 30 dwellings per hectare to 25 dwellings per hectare in this Planning Proposal. In addition to 25 dwellings per hectare being a more reasonable small lot housing outcome, the single density figures of 30 and 15 create difficult boundaries to comply with at the development application stage when trying to achieve good urban design outcomes. As such, a transition to the exhibited density ranges is encouraged.

The proposed ILP is also consistent with the other relevant Actions included in the Implementation Plan. In regard to Action 4, the DHA Landholdings area is located within the Hawkesbury- Nepean Valley catchment. The proposed amendments acknowledge the Hawkesbury- Nepean Valley Flood Strategy and are consistent with the relevant outcomes of the Strategy, with particular regard to Outcome 3 – Strategic and integrated land use and road planning and Outcome 8 – Adequate local roads for evacuation.

The Planning Proposal does not incorporate any amendments to Section 2.6 of Schedule 6 of the BCC-GC Precincts DCP which incorporates design requirements for evacuation routes and the proposed road network ensures that evacuation routes can be delivered as part of future development applications. The Planning Proposal maintains the existing low

density residential environment for the site and does not significantly increase the number of future residents.

In regard to Action 8, the proposed ILP improves the pedestrian and cycle path network for the Schofields South area, integrating linear open space areas (dual function naturalistic drainage channels) with local parks and an off road share path network that circulates residents throughout the development area providing access to surrounding train stations and civic uses within the subject site.

6. Is the Planning Proposal consistent with applicable Ministerial Directions?

The Section 9.1 Ministerial Directions (formerly Section 117(2)) of the Environmental Planning and Assessment Act 1979 provide local planning direction and are to be considered when rezoning land. The following table outlines the consistency of the Planning Proposal to relevant Section 9.1 Directions issued by the Minister for Planning and Infrastructure.

Consistency with Section 9.1 Ministerial Directions

Direction	Comment
1. Employment and Resources	
1.1 Business and Industrial Zones	<p>The Planning Proposal incorporates a revised location for B2 zoned Local Centre. Although the Planning Proposal reduces the B2 zone from 1.46ha to 1.04ha, the amendment is consistent with the objectives of the direction as the revised business zone will facilitate a more viable Local Centre in a more suitable location. Notwithstanding this, the Planning Proposal also meets the inconsistency requirements.</p> <p>A Retail Analysis has been undertaken by MacroPlan Dimasi, informing the revised area of the Local Centre (refer Appendix 10). As outlined in the report, the proposed size of the Local Centre has been informed by an analysis of the local trade area, with recommendations to reduce the existing size based on proximity to existing and future retail areas such as the Schofields Town Centre. The proposed Local Centre zoning of 1.36ha (including half roads) and ILP area of 1.04ha (excluding roads) accommodates the recommendation regarding viable size provided by MacroPlan Dimasi:</p> <p><i>A Local Centre, at an Inboard Location within the estate, of around 3,500 sq.m including 2,000 sq.m of retail floorspace, including a 1,000 – 1,200 sq.m supermarket, and around 1,500 sq.m of non-retail floorspace.</i></p> <p>The Planning Proposal is also consistent with the Greater Sydney Region Plan and the Central City District Plan, delivering an outcome that is more accessible and will facilitate a better design outcome with adjoining land uses increasing opportunities for pedestrian connectivity and uses that achieve an integrated civic local scale civic precinct.</p>

1.2 Rural Zones	Not Applicable as the proposal is not on land zoned for rural uses land
1.3 Mining, Petroleum Production and Extractive Industries	The Planning Proposal can be consistent with this direction. No amendments will restrict mining or development of resources.
1.4 Oyster Aquaculture	Not Applicable as the proposal will not impact on an oyster aquaculture area.
1.5 Rural Lands	Not Applicable as the land is not subject to a rural zone.

2. Environment and Heritage	
2.1 Environment Protection Zones	The Planning Proposal does not incorporate any changes to the Eastern Creek conservation area and associated E2 zoning. The proposal is consistent with this direction.
2.2 Coastal Protection	Not Applicable as the land is not within a coastal protection zone.
2.3 Heritage Conservation	<p>The proposal is consistent with this direction as it retains existing provisions relating to heritage protection within the current SEPP.</p> <p>Heritage Assessments undertaken as part of DA-15 – 00999 have addressed heritage requirements within the subject site established following the Precinct Planning process for Schofields Precinct.</p> <p>In accordance with the Conditions of Consent for DA-15- 00999 an AHIP has since been issued by the NSW Office of Environment and Heritage with a commencement date of 8 May 2017 (AHIP number: C0002622).</p> <p>A Heritage Impact Statement (HIS) was also prepared by Archaeological and Heritage Management Solutions to address European Heritage within Schofields South and was submitted with DA 15 – 00999. The HIS provides a detailed assessment of the heritage significance of the Schofields South development area and provides recommendations to enable any heritage impacts to be avoided, minimised and mitigated where possible.</p> <p>The Interpretation Strategy for Schofields South (refer Appendix 11) addresses the recommendations of the HIS and the Conditions of Consent for DA-15- 00999. The Interpretation Strategy incorporates opportunities and initiatives for interpreting the former runway as well as the other cultural and heritage aspects of the Schofields South area. The Landscape Masterplan submitted with this Planning Proposal (refer Appendix 2) demonstrates how the vision for Schofields South is consistent with the Interpretation Strategy prepared in accordance with the requirements of DA 15 – 00999.</p> <p>The Conditions of Consent for DA-15- 00999 also require a detailed registered survey of the full Schofields Aerodrome runway which is identified on the SEPP Mapping. The intention of this survey is to facilitate reinstatement of the alignment within future public areas where practical. The conditions of consent do not require preservation of the runway as retention is not considered to be feasible due to earthworks as well as the generally dilapidated nature of the runway.</p>
2.4 Recreation Vehicle Areas	Not Applicable. The proposal does not seek to introduce any recreational vehicle areas.

2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	Not Applicable.
3. Housing, Infrastructure and Urban Development	

<p>3.1 Residential Zones</p>	<p>The proposal is consistent with this Ministerial Direction as the proposed amendments achieve the objectives. The proposed ILP has been designed to enhance access to the existing rail infrastructure, providing a road network that facilitates improved pedestrian and cycle connections and bus routes to both Schofields Station and Quakers Hill Station.</p> <p>The Planning Proposal does not incorporate any changes to the Eastern Creek conservation area and associated E2 zoning, ensuring the impact of residential development on the environment is minimised. In addition, supporting assessments demonstrate the proposal maintains environmental management strategies including stormwater management.</p> <p>The proposed ILP incorporates changes to the residential structure and density to achieve an improved outcome and will ensure that a variety and choice of housing types is maintained under the proposed ILP. The proposed residential structure will achieve an improved design for a development area that is well serviced by an existing train line and has been zoned for residential purposes.</p> <p>The proposed residential structure and local road network improves legibility and permeability within a local residential environment. The curvilinear grid facilitates sight lines to local parks, Reserve 980 and the Local Centre, facilitating view corridors and enhancing passive surveillance opportunities. The proposed residential structure achieves improved solar orientation and more activated streetscapes and public spaces. The refined grid structure will facilitate more regular shaped allotments, allowing for uniform streetscapes.</p> <p>The proposed residential structure results in an increase in Net Developable Area due to the reduction and relocation of the school site, size and location of the Local Centre, changes to drainage channels and the inclusion of collector roads within the R2 zone as well as a number of other factors detailed in Table 2 of this report. The increase in residential land is principally due to the refined outcome for the civic uses and community infrastructure which are existing features of the current ILP.</p> <p>The increased residential area has been moderated through a reduction from 30 dwellings per hectare to 25 dwellings per hectare in high amenity areas, ensuring that smaller lot housing is delivered across the site whilst dwelling yield does not substantially increase under the proposed ILP.</p>
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	<p>The 25 dwellings per hectare density band has been identified as appropriate to deliver small lot housing in a low density residential environment and use of this density band will facilitate diversity and choice in housing without forcing a density that results in poor urban design outcomes.</p> <p>The increase in residential yield will not compromise the liveability of the future place, maintaining a low density residential environment and improving local amenity through a more legible and permeable road network and residential cells that will achieve improved streetscapes. Craig and Rhodes have prepared a Servicing Strategy (refer Appendix 14) that demonstrates utility infrastructure can be delivered to the site area under the proposed ILP.</p>
3.2 Caravan Parks and Manufactured Home Estates	Not Applicable as no caravan or manufactured home estates are proposed.
3.3 Home Occupations	The proposal is consistent with this direction as it does not seek to alter the existing provisions within the current planning controls relating to home occupations.

3.4 Integrating Land Use and Transport	<p>The Planning Proposal is consistent with this Ministerial Direction. The proposed ILP and associated amendments result in an urban structure that reduces travel demand by improving the movement network and therefore improving access.</p> <p>The higher order road network has been designed to maximise access to public spaces within the site area. The arrangement of collector roads allows for increased pedestrian and cycle connectivity via off-road sharepaths which are integrated with sharepaths located within linear open space and a number of local roads that have been designed to accommodate sharepaths.</p> <p>Collector roads within the site have been designed to accommodate bus routes and provide access to the Local Centre, Regional Netball Facility, Schofields Station and Quakers Hill Station as well as achieve connections to Aerodrome Drive which provides a sub-arterial north south connection.</p> <p>The Collector roads have been designed to facilitate connectivity whilst allowing for low speed environments surrounding the Local Centre, school and Reserve 980.</p> <p>Local roads have been designed to ensure that a low speed residential environment is established with proximity to open space and view lines encouraging active streets with passive surveillance of the public domain.</p> <p>As discussed above, a Heritage Interpretation Strategy has been submitted with this Planning Proposal which demonstrates how the revised ILP can achieve interpretation of heritage items located within the DHA landholding.</p>
3.5 Development Near Licensed Aerodromes	Not Applicable as the proposal is not within the vicinity of an existing licensed aerodrome. It is noted that the subject site is a former aerodrome.
4. Hazard and Risk	
4.1 Acid Sulfate Soils	The Planning Proposal is consistent with this Direction as comprehensive acid sulphate soil testing occurred during the precinct planning for the Schofields Precinct.
4.2 Mine Subsidence and Unstable Land	Not Applicable as the land is not within a mine subsidence area.

<p>4.3 Flood Prone Land</p>	<p>The subject site is identified as flood prone land on Blacktown Council's Flood mapping and incorporates rezoning of land within the flood plan area. Accordingly, the Planning Proposal must demonstrate it is in accordance with a floodplain risk management plan prepared in accordance with the principles and guidelines of the <i>Floodplain Development Manual 2005</i> or that the provisions of the planning proposal that are inconsistent are of minor significance.</p> <p>The proposed amendments to the zoning under the Growth Centres SEPP and associated amendments to the Schedule 5 of the BCC-GC Precincts DCP diagrams are both consistent with the <i>Floodplain Development Manual 2005</i> and are of minor significance.</p> <p>In accordance with the <i>Floodplain Development Manual 2005</i>, a Flood Study has been prepared to assess the extent, level and velocity of flood waters and the distribution of flood flows across the DHA landholding under the proposed ILP. The Flood Study has addressed impacts within the site and on adjoining land.</p> <p>The Flood Study submitted with this Planning Proposal (refer Appendix 8) incorporates a revised civil design prepared by Craig and Rhodes (23/01/2018) based on the proposed ILP. The results of the flood modelling for the proposed ILP are provided as appendices to the Flood Impact Assessment (refer Appendix 8) and demonstrate that the proposed ILP results in negligible difference compared to the approved bulk earthworks design across the subject site. The proposed rezoning is therefore of minor significance in relation to flooding.</p> <p>In addition, the Planning Proposal does not incorporate any changes to the development controls under the Growth Centres SEPP or any amendments to Section 2.6 of Schedule 5 of the BCC-GC Precincts DCP which incorporates design requirements for evacuation routes and the proposed road network ensures that evacuation routes can be delivered as part of future development applications.</p> <p>The Planning Proposal maintains the existing low density residential environment for the Schofields South area and does not significantly increase the number of future residents.</p>
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4.4 Planning for Bushfire Protection	<p>Not Applicable.</p> <p>The site is not identified as Bushfire Prone on Blacktown City Council's online mapping. Notwithstanding this, the proposed amendments to Schedule 5 of the BCC-GC Precincts DCP include amendments to Figure 2-3 Bushfire Risk and APZ requirements to reflect the updated residential structure only. No amendments to the Indicative APZs are proposed. The indicative APZs are based on the Eastern Creek Conservation area and edge of the northern basin which are unchanged under the Proposal.</p>
5. Regional Planning	
5.1 Implementation of Regional Strategies	Not Applicable as the land is not within an area subject to a Regional Strategy.
5.2 Sydney Drinking Water Catchments	The Planning Proposal is consistent with this direction as future development will be required to achieve relevant water quality targets.
5.3 Farmland of State and Regional Significance on the NSW Far North Coast	Not Applicable as the land is not within the specified area.
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Not Applicable as the land is not within the specified area.
5.8 Second Sydney Airport: Badgerys Creek	<p>The Planning Proposal is consistent with this direction.</p> <p>The proposed ILP will not hinder the potential for development of a Second Sydney Airport</p>
5.9 North West Rail Link Corridor Strategy	Not Applicable as the land is not within the specified area.
5.10 Implementation of Regional Plans	As demonstrated in this report, the proposal is consistent with the Greater Sydney Region Plan.
6. Local Plan Making	
6.1 Approval and Referral Requirements	The Planning Proposal is consistent with this direction as it does not introduce any additional or new referral requirements.

6.2 Reserving Land for Public Purposes	<p>As outlined under Section 5.2.5 of this report, the Planning Proposal incorporates a revised Land Reservation Acquisition Map to reflect the revised location for public infrastructure under the proposed ILP. The amended SEPP Map maintains the items identified in the current land reservation map and does not introduce any new items. As such, the revised Land Reservation Acquisition Map accounts for the following existing items:</p> <ul style="list-style-type: none"> • SP2 Drainage Land adjoining Eastern Creek, RE1 Local Open Space including the area for Reserve 980 and local parks, • SP2 Education, and • SP2 Local Drainage incorporating each of the three drainage channels. <p>Changes to the areas of certain items, such as the increase in Reserve 980, are the result of the improvements proposed under the Planning Proposal.</p> <p>The Planning Proposal is consistent with this direction and seeks approval for altering the reservation of land for public purposes to reflect the proposed outcome.</p>
6.3 Site Specific Provisions	The Planning Proposal is consistent with this direction as it does not introduce any site specific provisions.
6. Metropolitan Planning	
7.1 Implementation of the Metropolitan Plan for Sydney 2036	As demonstrated in this report, the Planning Proposal is consistent with The Greater Sydney Region Plan which was finalised in March 2018.
7.4 Implementation of the North West Priority Growth Area Land Use and Infrastructure Implementation Plan	As outlined under Section 7.2.3 of this report, the proposal is consistent with the Land Use and Infrastructure Implementation Plan for the North West Priority Growth Area.

Section C – Environmental, Social and Economic Impact

7. Is there any likelihood that Critical Habitat or Threatened Species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The subject site area is mostly located on land that is biocertified, with some land zoned for infrastructure purposes located within non-certified land. This non-certified land contains the Eastern Creek conservation area, which is zoned E2 Environmental Conservation, as well as some land to the east which is outside of the E2 zone but remains non-certified.

The proposed ILP does not result in any changes to the land identified as the Eastern Creek conservation area, which is zoned E2 Environmental Conservation.

A Flora and Fauna Assessment was prepared by EcoLogical Australia and submitted with the approved bulk earthworks application (DA-15-00999). This Flora and Fauna Assessment addressed areas of non-certified land that would be impacted by the bulk earthworks, which is based on the existing ILP.

The revised alignment for Aerodrome Drive under the proposed ILP does pass through some non-certified land that was not addressed under the Flora and Fauna Report submitted with the bulk earthworks Development Application (DA-15-00999). Accordingly, this non-certified land requires consideration in relation to biodiversity, endangered ecological communities and threatened species to determine whether a significant impact may occur.

As such, EcoLogical Australia has been engaged to assess the changes to the development footprint within non-certified land. The Flora and Fauna Review Letter (refer Appendix 12) identifies the study area as a very small patch (0.1ha) of regenerating alluvial woodland which is listed as Riverflat Eucalypt Forest – an endangered ecological community under the BC Act 2016.

The Flora and Fauna Review Letter outlines that the loss of vegetation within the study area is not significant and therefore the Biodiversity Offset Scheme does not apply.

8. Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

The proposed rezoning will not create any undue environmental effects. The Planning Proposal incorporates a refinement to the existing ILP and SEPP Mapping which has zoned the subject site for urban purposes. No new zones or land uses are proposed as part of the proposal.

The Planning Proposal does not incorporate any changes to the Eastern Creek conservation area and associated E2 zoning.

As outlined within the Flood Impact Assessment (refer Appendix 8) and Watercycle Management Strategy (refer Appendix 9), stormwater quantity and quality will be appropriately managed to ensure that there is no risk to human life or downstream environmental impacts.

9. How has the Planning Proposal adequately addressed any social and economic effects?

Several supporting assessments have addressed the social and economic effects of the proposed amendments. The proposed amendments do not incorporate any new zones or land uses and therefore do not result in any major social or economic impacts. The Planning Proposal seeks to refine the existing land uses under the ILP to enhance social and economic outcomes.

The economic effects of the Planning Proposal are primarily associated with the changes to the location and size of the Local Centre within the site. A Retail Analysis has been undertaken by MacroPlan Dimasi, informing the revised area of the Local Centre (refer Appendix 10). As outlined in the report, the proposed size of the Local Centre has been informed by an analysis of the local trade area, with recommendations to reduce the existing size based on proximity to existing and future retail areas such as the Schofields Town Centre.

The Local Centre maintains and improves on the existing features of the Burdekin Road Local Centre shown in Figure 6-3 of Schedule 5 of the BCC-GC Precincts DCP, incorporating pedestrian connections, a bus stop, active street frontages, a small supermarket and retail areas. The introduction of a town park provides an additional community asset to the civic precinct, providing an area of passive open space that can complement the local scale retail activity within the Local Centre.

The social effects of the Planning Proposal have been addressed in the Open Space Needs Analysis (OSNA) which was prepared to ensure that the provision of local open space for the site is consistent with the Precinct Planning process and that the provision of local open space is adjusted to reflect the estimated increase in population.

As outlined in the OSNA, there is sufficient local open space under the proposed ILP and the proposed outcome ensures that the vast majority of future residents will be within 400m of local a local park (refer Appendix 4). The proposed outcome is an improvement on the existing ILP as residents in the northern portion of the DHA landholding will be within 400m of the town park. The two local parks that adjoin the central drainage channel achieve a more centralised outcome than the existing location for the parks which locates them at the edge of the development along an RE1 corridor that does not exist in reality due to Sydney Trains' utilities.

As outlined in the OSNA, Reserve 980 has been increased from 11.9 hectares to 12.79 hectares to accommodate the Regional Netball Facility. This represents the main variation to the existing ILP and a focus of the urban design review that underpins this Planning Proposal. The OSNA addresses the provision and design of active open space within the DHA landholding, outlining that the estimated increase in population does not require the introduction of additional facilities based on the thresholds established in the Precinct Planning process.

The NSW Department of Education have provided a letter outlining their endorsement of the proposed location and size of the potential school site (refer Appendix 13). The proposed school location and size has been designed in consideration of co-use principles promoted by the NSW Department of Education and reinforced within the strategic planning framework applying to the subject site including the Land Use & Infrastructure Implementation Plan and Central City District Plan.

The revised ILP under the Planning Proposal will deliver a more accessible and socially cohesive urban environment and will not result in any negative social or economic effects.

Section D – State and Commonwealth Interests

There are not considered to be any State or Commonwealth interests in this Planning Proposal other than ensuring general consistency with State Policies as detailed above.

10. Is there adequate public infrastructure for the Planning Proposal?

The Planning Proposal incorporates a number of minor refinements to the existing arrangement of land uses, including public infrastructure, across the site. As discussed in detail throughout this report, the proposed ILP improves access to Schofields Station to the north and Quakers Hill Station to the south. The Planning Proposal also improves circulation throughout the site area, allowing for improved bus networks and an enhanced pedestrian and cycle network.

The provision of open space has been addressed in the Open Space Needs Analysis submitted with this report.

Craig and Rhodes have prepared a Servicing Strategy (refer Appendix 14) that demonstrates utility infrastructure can be delivered to the site under the proposed ILP.

The Servicing Strategy includes correspondence from the relevant service providers and demonstrates that there is sufficient capacity to deliver electricity, potable water, sewer and telecommunication services to the site.

11. What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?

It is not considered necessary for the proposal to be referred to State and Federal public authorities at this stage. Formal consultation with the relevant State and Commonwealth public authorities can be undertaken in conjunction with the exhibition of the Planning Proposal following the Gateway Determination. Preliminary discussions have been undertaken with the Department of Education. Any future DA will be referred to the relevant authorities as required.

Part 4 – Mapping

The Planning Proposal is accompanied by the following relevant maps:

- Existing Land Zoning Map
- Proposed Land Zoning Map
- Existing Height of Buildings Map
- Proposed Height of Buildings Map
- Existing Residential Density Map
- Proposed Residential Density Map
- Existing Land Reservation & Acquisition Map
- Proposed Land Reservation & Acquisition Map
- Existing Floor Space Ratio Map
- Proposed Floor Space Ratio Map

These maps are compiled as **Attachment** to this Planning Proposal.

Part 5 - Community Consultation

Public consultation took place in accordance with the Gateway Determination made by the Minister in accordance with Sections 3.34 of the *Environmental Planning & Assessment Act 1979*.

The Planning Proposal was exhibited from 9 October to 5 November 2019. Submissions to the Planning Proposal were received from Transport for NSW (TfNSW), the Environment, Energy and Science Group (EES) and Sydney Trains. No objections were raised by the public authorities to the Planning Proposal.

The issues raised in submissions for the Planning Proposal have been addressed and they are not significant enough to not proceed with the Planning Proposal.

Part 6 - Project Timeline

Milestones	Timeframe
<input type="checkbox"/> Forward Planning Proposal to the Department	<input type="checkbox"/> 21 Dec 2018
<input type="checkbox"/> Date of Gateway Determination (GWD)	<input type="checkbox"/> 23 Apr 2019
<input type="checkbox"/> Revised Planning Proposal to the Department	<input type="checkbox"/> Jun 2019
<input type="checkbox"/> The Department Approval to proceed / new GWD	<input type="checkbox"/> Sep 2019
<input type="checkbox"/> Completion of required technical information & Government agency consultation (Pre-exhibition)	<input type="checkbox"/> Oct 2019
<input type="checkbox"/> Commencement of public exhibition	<input type="checkbox"/> Nov 2019
<input type="checkbox"/> Completion of public exhibition	<input type="checkbox"/> Dec 2019
<input type="checkbox"/> Completion of consideration of submissions & Government agency consultation (Post-exhibition)	<input type="checkbox"/> Feb 2020
<input type="checkbox"/> Report to Council (outcome of exhibition & recommendations)	<input type="checkbox"/> Mar 2020
<input type="checkbox"/> Council's consideration & resolution on the report	<input type="checkbox"/> Apr 2020
<input type="checkbox"/> Date of submission to the Department to finalise the LEP	<input type="checkbox"/> May 2020
<input type="checkbox"/> Finalise the LEP by the Department and Parliamentary Council	<input type="checkbox"/> July 2020
<input type="checkbox"/> Publish the LEP	<input type="checkbox"/> Aug 2020