

PD3.3. PD400007 - Planning Proposal and Development Control Plan amendment for southern portion of the Schofields Precinct

Director: Glennys James, Director Planning & Development
Responsible Manager: Chris Shannon, Manager Strategic Planning
File: F18/961

Division is required

Previous item DD380118

Topic Adoption of a Planning Proposal to amend State Environmental Planning Policy (Sydney Region Growth Centres) 2006 and associated amendments to the Blacktown Growth Centre Precincts Development Control Plan within the southern portion of the Schofields Precinct in the North West Growth Area.

Analysis The proposal applies to Defence Housing Australia's (DHA) landholdings in the southern portion of the Schofields Precinct. The proposal seeks to amend the Growth Centres SEPP to reconfigure the existing suite of land use zones and make consequential amendments to the land reservation acquisition, height of buildings, floor space ratio and residential density maps. The proposal also includes consequential amendments to the Growth Centres DCP Schedule 5 (Schofields Precinct), including the Indicative Layout Plan (ILP).

The proposal is a result of DHA's urban design review 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 on RE1 Public Recreation zoned land (Reserve 980). The overall urban design outcome sought by DHA is supported.

The Planning Proposal and the DCP amendment were publicly exhibited in late 2019. In response to the exhibition we received 3 submissions to the Planning Proposal and 3 submissions to the DCP amendment. The matters raised in the submissions are not significant enough to not proceed with the proposal.

Attachment/s

1. Location Map [**PD400007.1** - 1 page]
2. Land Zoning Map, Height of Buildings Map, Residential Density Map, Land Reservation Acquisition Map and Floor Space Ratio Map [**PD400007.2** - 5 pages]
3. DCP amendments [**PD400007.3** - 10 pages]

Report Recommendation

1. Adopt the Planning Proposal to amend State Environmental Planning Policy (Sydney Region Growth Centres) 2006 as shown in attachment 2.
2. Adopt the amendments to the Blacktown City Council Growth

Centre Precincts Development Control Plan – Schedule 5
Schofields Precinct as shown in attachment 3.

3. Forward the Planning Proposal to the Department of Planning, Industry and Environment to request that the Minister make the Plan.
4. Forward the adopted DCP to the Secretary of the Department of Planning, Industry and Environment at least 15 days before the DCP is made in accordance with the Instrument of Delegation given to Council.

Key reasons

1. Improved urban design outcome

- a. The proposal amends the urban structure of the southern portion of the Schofields Precinct resulting in an improved urban design outcome. The improvements include the expansion of Reserve 980 to facilitate a regional scale netball facility, consolidation of the local centre, a town park and the school site to create a centralised civic precinct for the community, relocation and expansion of local parks to accommodate better connected local open space, and reconfiguration of the road network and residential structure to improve access, street activation, allotment structure and solar orientation. The collector road along the railway line is retained as it provides an important link to facilitate accessibility in the event that buses replace trains during periods of track work.
- b. The relocated school site and its revised design facilitate the joint use of active open space and parking located within Reserve 980, allowing for efficiencies in the use of land.

2. Issues raised in the submissions have been addressed

- a. The Planning Proposal was exhibited from 9 October to 5 November 2019. We received 3 submissions. The main issues raised in the submissions relate to traffic impacts outside the Schofields Precinct, biodiversity offsets in the Precinct and flood evacuation strategy. The issues raised in submissions have been addressed and they are not significant enough to not proceed with the Planning Proposal.
- b. The DCP amendment was exhibited from 30 October to 26 November 2019. We received a total of 3 submissions. The main issues raised in the submissions concerned the proposed changes to the ILP road pattern on heritage grounds. The issues raised in submissions have been addressed. They are not significant enough to not proceed with the DCP amendment.

Supporting analysis

1. Analysis of submissions received to the Planning Proposal

- a. We received 3 submissions from public authorities to the Planning Proposal and 3 submissions from public authorities to the DCP amendment.
- b. 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. However, they requested that certain matters be addressed as part of development in the Precinct.

- c. Outlined below is a summary of matters raised by public authorities to the Planning Proposal and our response. None of the matters raised are significant enough to not proceed with the Planning Proposal.

i. Transport for NSW

- Concern was raised with the future intersection performance at Quakers Hill Parkway/Quakers Road and potential flow-on impacts to the operation of the M7/Quakers Hill Parkway Interchange. The modelling shows that in the 2036 PM peak scenario there would be traffic queues on Quakers Hill Parkway extending towards the intersection at the M7/Quakers Hill Parkway interchange.
- It recommends the following occur:
 - A detailed concept level design be prepared for an upgraded intersection (in consultation with TfNSW). The design should indicate the need for additional land required.
 - The land zoning and acquisition maps at the intersection will likely need to be updated, noting that new or altered traffic control signals require approval.

Comment:

- DHA's traffic consultant (GTA) has undertaken further assessment of the Quakers Hill Parkway/Quakers Road intersection. This has been provided to TfNSW.
- The intersection of Quakers Hill Parkway/Quakers Road is located outside of the Schofields Precinct and area covered by the Planning Proposal. Any amendments to land zoning and acquisition at the intersection can be considered separately to the current Planning Proposal.
- Additionally, the Planning Proposal does not propose a significant increase in density to what already exists. The proposal involves a reconfiguration of the zonings based on an urban design review.
- These matters are being managed separately between DHA and TfNSW and do not affect finalisation of the Planning Proposal.

ii. Department of Planning Industry and Environment - Environment, Energy and Science Group (EES)

- The proposed biodiversity offset strategy is supported, with no change to the E2 Environment Conservation zone. However, it appears that works have been carried out and the impact has already occurred, without any offset being delivered. An offset of 0.67 ha must be delivered as a requirement under the Biodiversity Certification Order 2007 and the Growth Centres SEPP to offset impacts on existing native vegetation.
- The proposed Flood Evacuation Strategy needs to be reviewed to address evacuation constraints associated with the Hawkesbury-Nepean Valley regional evacuation.

Comment:

- DHA has provided further advice on how the proposed offset strategy will be implemented. EES is now satisfied with the implementation plan for the offset strategy. This is a matter to be considered as part of development within the Precinct (at the stage of submission of

Development Applications) but does not affect finalisation of the Planning Proposal.

- The further review of flood evacuation is also being managed separately between DHA and EES and does not affect finalisation of the Planning Proposal.

iii. Sydney Trains

- There is a right of carriageway easement benefitting RailCorp on the southern portion of the proposed Collector Road adjoining the rail corridor.
- It requests that the SP2 Infrastructure (Rail Corridor) zoning be extended to abut the RailCorp owned land boundary, removing any residual RE1 Public Recreation zoned land adjoining the rail corridor.

Comment:

- The land zoning map has been adjusted as required by Sydney Trains to ensure that the narrow strip of land adjoining the rail corridor is zoned SP2 Infrastructure (Rail Corridor).

2. Analysis of submissions received to the DCP amendment

- a. Submissions to the DCP amendment were received from TfNSW, the Department of Planning, Industry & Environment (DPIE) and Sydney Trains. There were no objections raised by the public authorities to the DCP amendment. However they requested that certain matters be addressed as part of finalisation of the DCP.
- b. Outlined below is a summary of matters raised by public authorities to the DCP amendment and our response. None of the matters raised below are significant enough to not proceed with the DCP amendment.

i. Transport for NSW

- Recommendations were made concerning the provision of off-road shared pedestrian and cyclist paths to promote active transport links. Consideration should also be given to the creation of through site links through larger blocks for active transport routes where new cycling and walking routes would provide increased connectivity and permeability within the local neighbourhood.
- Certain Collector Roads should be designed to cater for bus infrastructure, in particular considering the required road widths where bus routes (including school bus access) are planned.

Comment:

- Figure 3-3 of the DCP has been amended to identify pedestrian and cycle networks, with the central north-south cycle path being extended to connect with the southern perimeter cycle path.
- Figures 3-1 and 3-2 of the DCP indicate the road hierarchy associated with road widths, bus routes and potential bus routes. There is no change to the width of carriageways on the Collector Road bus routes. The design of the road will be further considered as part of future Development Applications.

ii. Department of Planning, Industry and Environment

- Requests Council consider amending the Indicative Layout Plan (ILP) and other relevant maps to provide local roads around the proposed

park (at the southern end).

Comment:

- The ILP and relevant maps have been amended to provide a local road around the park.

iii. Sydney Trains

- Sydney Trains has an easement for access. It adjoins the rail corridor, just north of and connecting to the newly constructed Nirimba Drive. This easement is to ensure Sydney Trains has access to that portion of the rail corridor for maintenance and emergency purposes, and therefore it needs to be clear at all times.
- Prefers that any pedestrian movements or cycleways are to not be on the same side of roads that adjoin the rail corridor for safety reasons.

Comment:

- The comments concerning the easement are noted.
- Figure 3-3 of the DCP shows the pedestrian and cycle network. The design of the cycle park will be subject to a future Development Application and will be referred to Sydney Trains for consideration.

3. Other post-exhibition changes to the Planning Proposal and DCP

- a. In addition to the matters raised by public authorities during the exhibition period, the applicant made 3 submissions requesting changes to the exhibited Planning Proposal and DCP.
- b. The first submission requested that 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.

Comment:

- We agree that the identified drainage basin is no longer required and that the R2 Low Density Residential zone is more appropriate.
- c. The second submission requested that 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.

Comment:

- We 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.
- d. The third submission 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.

Comment:

- We accept the minor zone boundary adjustment.
- e. The final SEPP maps have been revised accordingly.

f. Heritage

- i. We raised an issue with the proposed changes to the ILP road pattern and reconfiguration of the local roads in the DCP amendment as it failed to acknowledge key interpretive elements and the details and recommendations contained in the draft version of the Heritage Interpretation Strategy, particularly that “interpretation of the runway should be through sympathetic road design”. We requested further justification to the proposed changes in the form of a revised Heritage Interpretation Strategy.
- ii. A revised Heritage Interpretation Strategy was submitted. Clause 2.7 of the DCP has been amended to reflect the revised strategy to ensure it is implemented as part of future Development Applications.
- iii. The revised Strategy was referred to our local historical societies for endorsement. No objections were raised to the recommendations in the strategy.

Context

1. Details of the subject land

- a. The subject site comprises the southern half of the Schofields Precinct in the North West Growth Area. The overall site area of the Planning Proposal is 135.6 ha, held in single ownership by DHA. The site represents approximately 30% of the total area of the Schofields Precinct.
- b. The northern part of the site is just outside the 800 m walking catchment to Schofields Railway Station and future local centre. A small portion of the southern part of the site is within 800 m walking catchment of Quakers Hill Railway Station and the existing local centre.
- c. The surrounding locality is undergoing a significant transformation, with several urban developments either planned, under construction or completed. Adjacent to the south is the Nirimba Education Precinct that provides the community with proximity to tertiary education opportunities.

2. Applicant's proposal

- a. The applicant's proposal is the outcome of an urban design review which focused on the existing land use distribution and road pattern, to identify opportunities for improvement and to facilitate the delivery of an urban structure that responds to key features on the site.
- b. The applicant's revised proposal seeks to incorporate the following changes to the Schofields Precinct Plan:
 - reconfigure and expand the largest open space area (Reserve 980) to allow for a regional scale netball facility
 - relocate and reduce the size of the primary school site to 2 ha on the basis of co-location with Reserve 980
 - create a civic centre and community hub through centralisation of the local centre, primary school site, introduction of a town park and revised location of Reserve 980 to adjoin these uses, providing active open space and parking
 - refine the road hierarchy and network to incorporate Aerodrome Drive running along the western boundary of Reserve 980

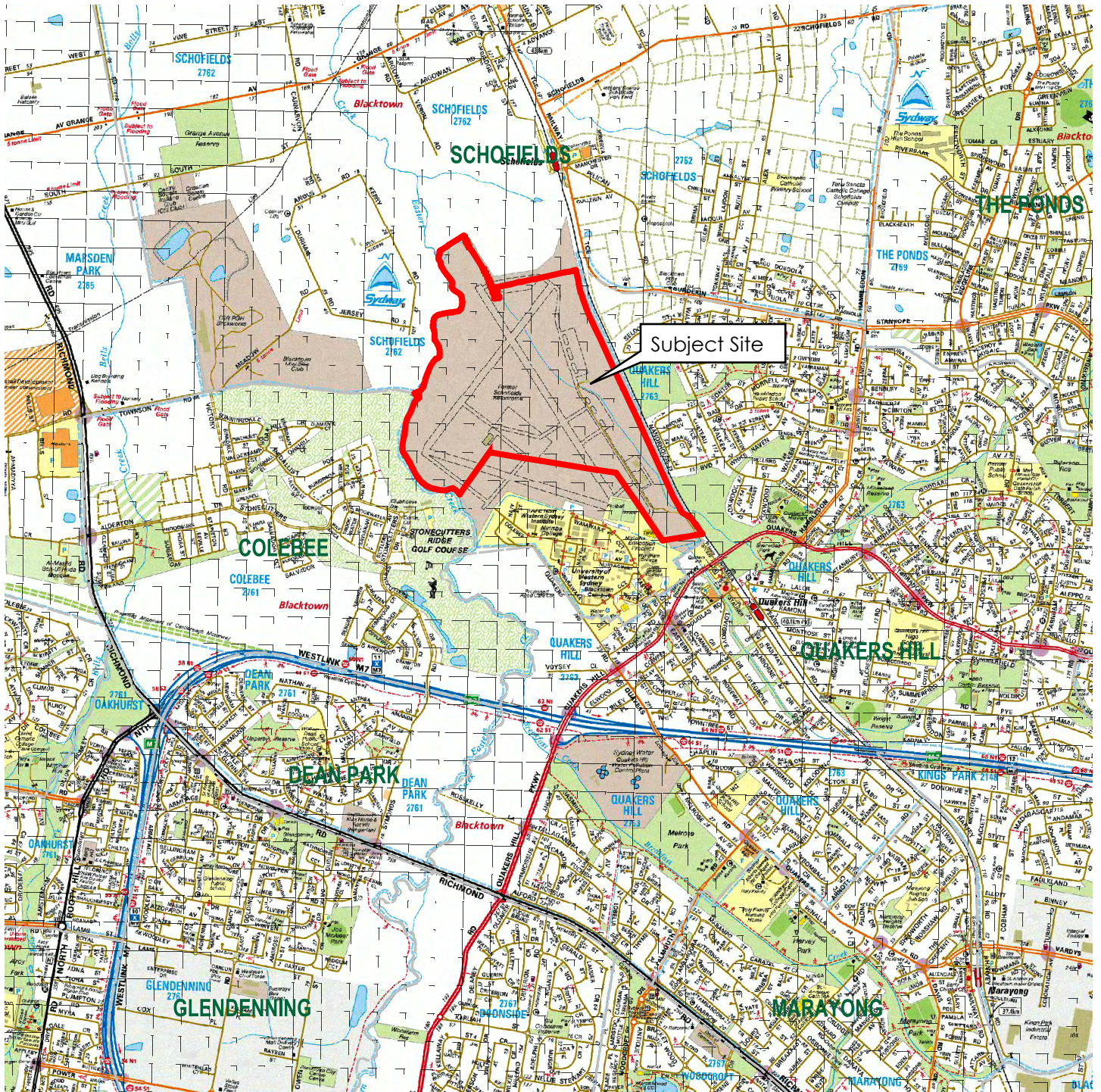
- reconfigure local roads and the residential structure to achieve improved allotment structure and solar orientation
- realign drainage channels to achieve improved stormwater conveyance and dual function drainage channels that are integrated with parks
- accommodate additional drainage basins to enhance stormwater management.

2. Gateway Determination

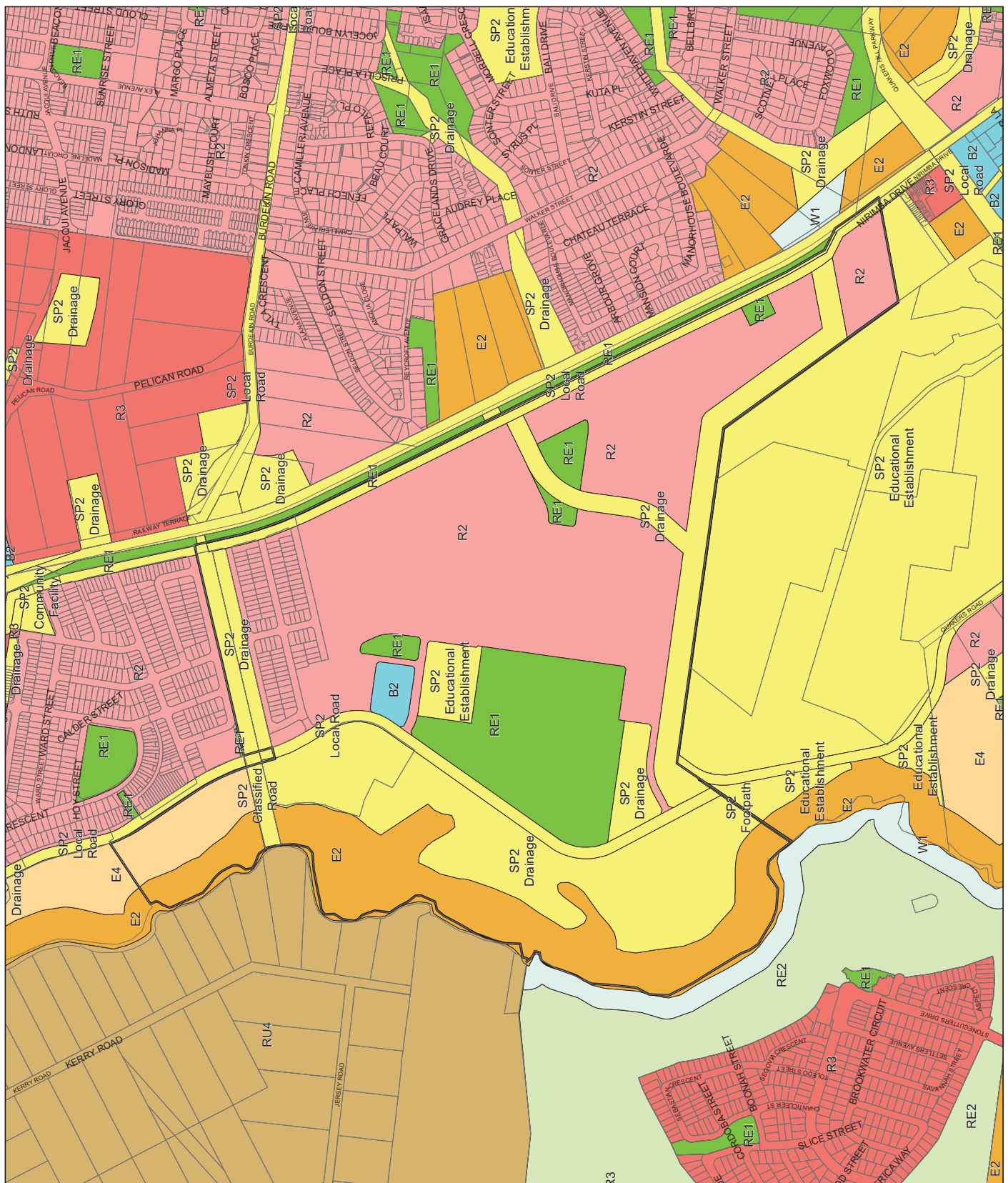
- a. Council resolved at its Ordinary Meeting on 12 December 2018 to prepare and forward a Planning Proposal to the Department of Planning, Industry and Environment (DPIE) seeking a Gateway Determination. The initial Gateway Determination was issued on 23 April 2019 with certain conditions. A revised Gateway Determination was issued on 13 September 2019 following a change in the orientation of the school site.

End of report

Location Map



Planning Proposal - Lot998, DP1232920, Veron Road, Schofields



State Environmental Planning Policy (Sydney Region Growth Centres) 2006

North West Growth Centre Land Zoning Map - LZN

Legend:

- Original SEPP Zones**
 - Light Industrial (N2)
 - General Residential (R1)
 - Medium Density Residential (R2)
 - Suburban Significance (R3)
 - Local Centre (C1)
 - Neighbourhood Living (N1)
 - Environmental Conservation (C2)
 - Environmental Management (M1)
 - Environmental Living (L1)
 - General Industrial (I1)
- Growth Centre Boundaries**
 - North West Growth Centre Boundary
 - North West Growth Centre Precinct Boundary
- Cadastre**
 - Blacktown City Council

Scale: 0 to 200 Metres
Projection: GDA 1994
MGA Zone: 56
Scale: 1:18,000 @ A3

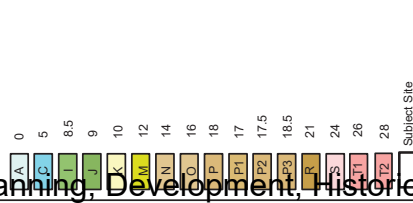


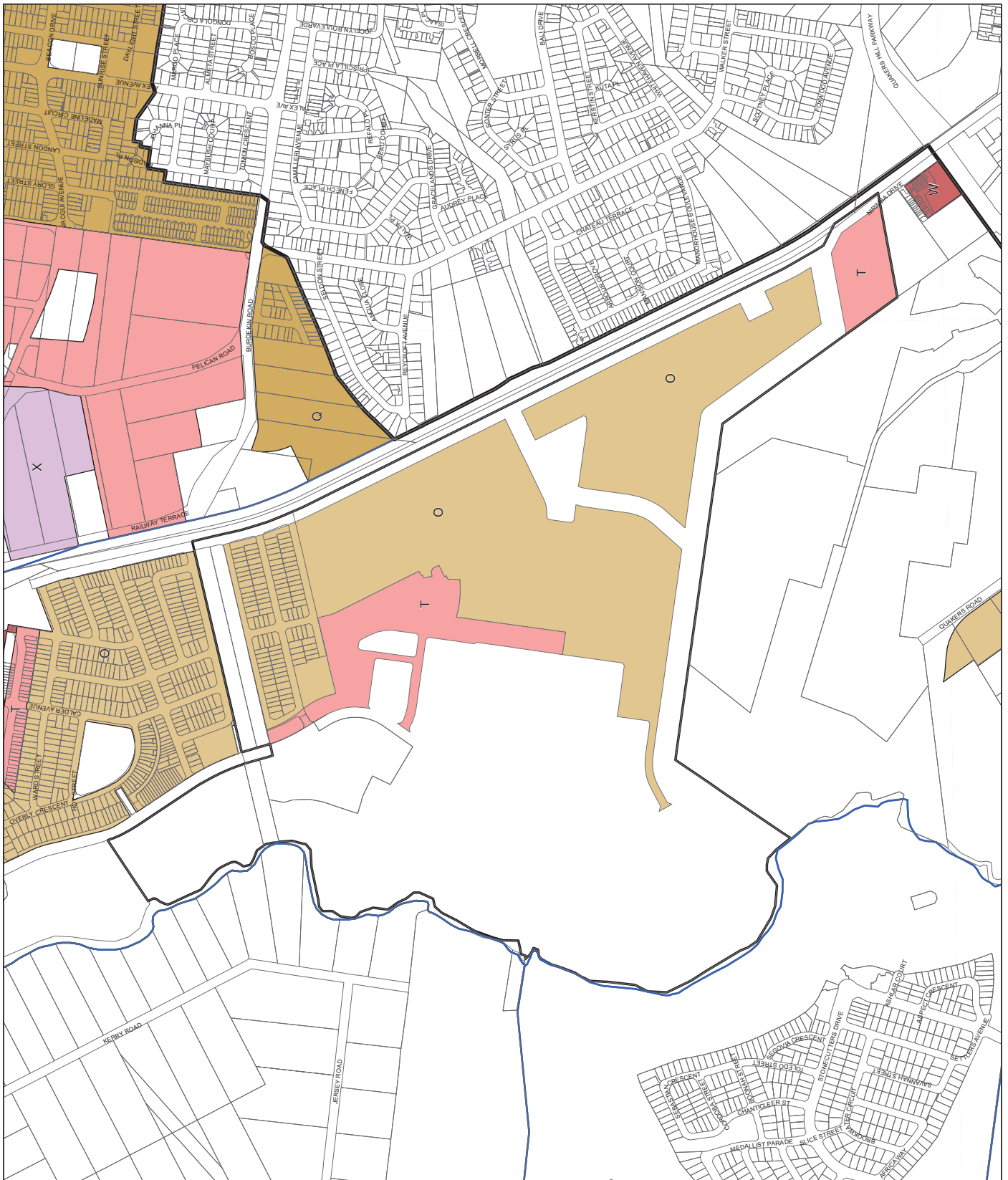
State Environmental Planning
Policy (Sydney Region Growth
Centres) 2006


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Committee Meeting

North West Growth Centre
Height of Building - HOB

LEGEND
Maximum Building Height (m)







Planning & Environment

State Environmental Planning Policy (Sydney Region Growth Centres) 2006

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North West Growth Centre Residential Density Map - RDN

Dwelling Density (per hectare)

5	10	11	12.5	15	18	20	25	30	35	40	45
C	K	L	M	N	O	P	Q	R	S	T	V

Subject Site

PROPOSED

North West Growth Centre Boundary

North West Growth Centre Precinct Boundary

Cadastre

Cadastre 25/02/2020 © Blacktown City Council

North West Growth Centre Boundary

North West Growth Centre Precinct Boundary

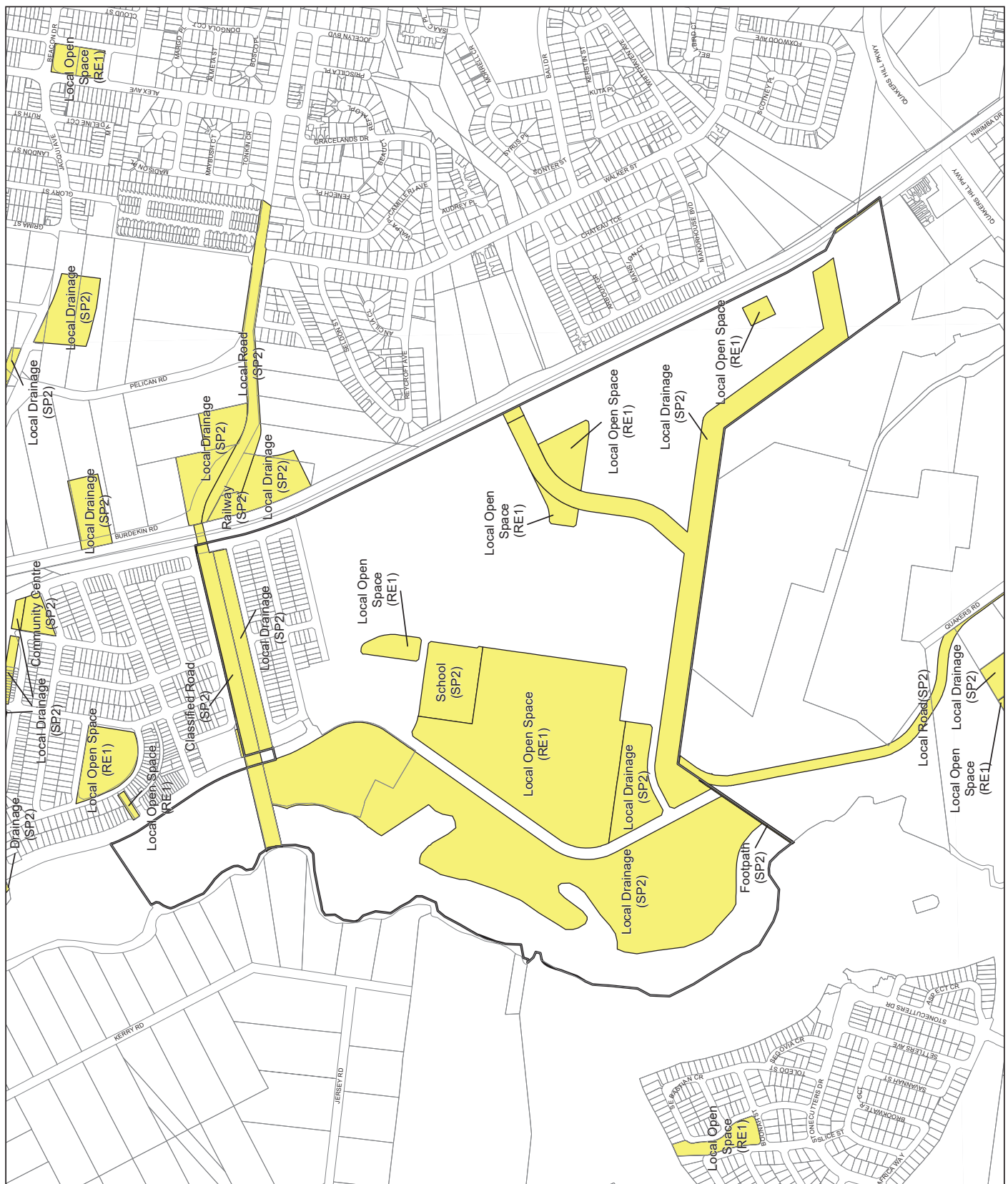
Cadastre

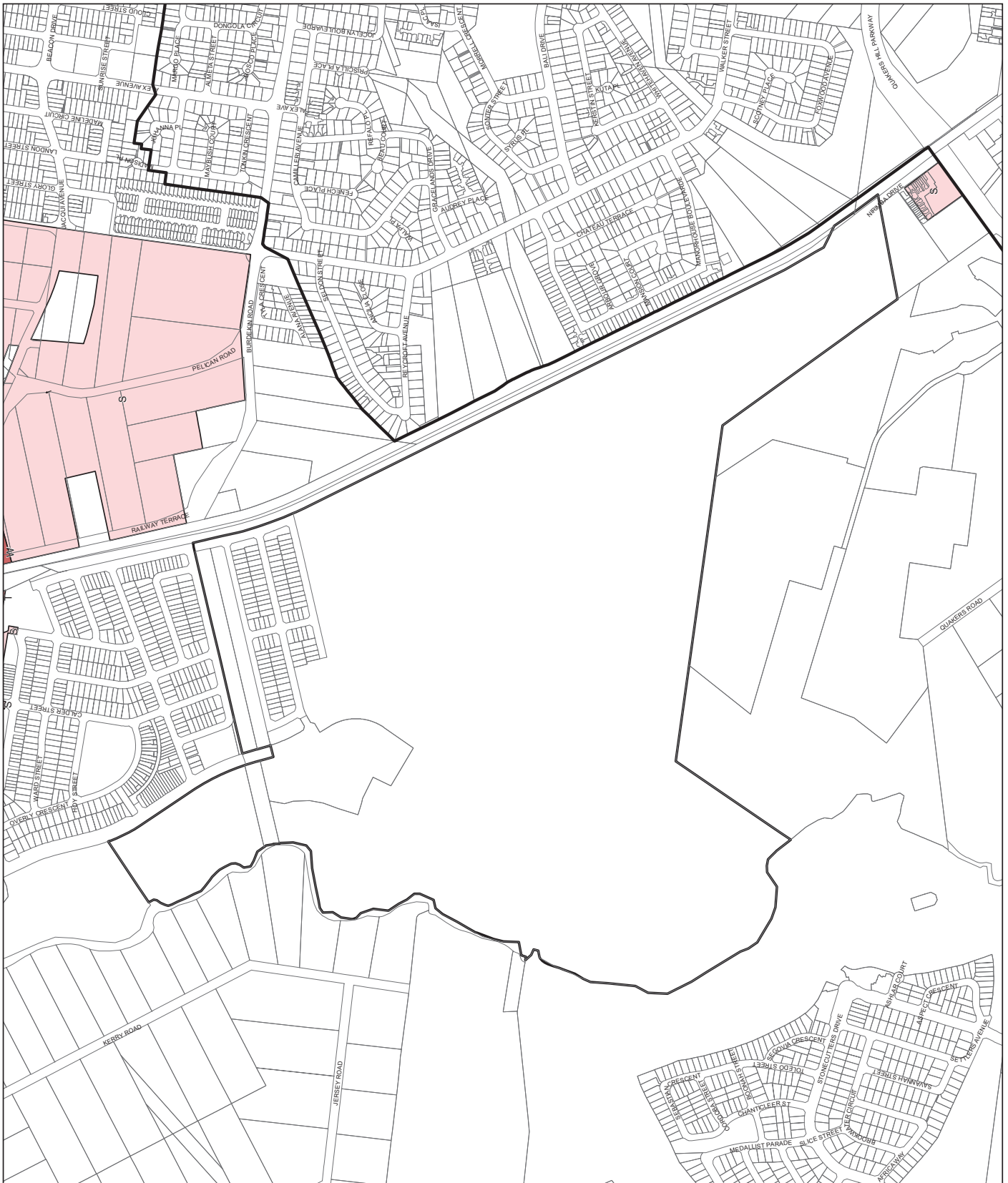
Cadastre 25/02/2020 © Blacktown City Council

0 200 Metres

Scale: 1:8,000 @ A3

Project: LGA 1994 MGA Zone 98





State Environmental Planning Policy (Sydney Region Growth Centres) 2006

18 March 2020 Planning, Development, Historical & Assets Committee Meeting

North West Growth Centre Floor Space Ratio Map - FSR

Maximum Floor Space Ratio (n:1)



Growth Centre Boundaries
North West Growth Centre Boundary
North West Growth Centre Precinct Boundary
Cadastral
Cadastral 25/02/2020 © Blacktown City Council

PROPOSED



LEGEND

- DHA LANDHOLDING BOUNDARY
- LOCAL CENTRE
- PREFERRED LOCATION FOR NEIGHBOURHOOD SERVICES
- MEDIUM DENSITY RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- ENVIRONMENTAL LIVING
- EDUCATIONAL USES
- PARK
- SPORTING FIELDS
- CONSERVATION AREA
- RIPARIAN CORRIDOR
- HERITAGE RUNWAY ARCHAEOLOGICAL INTERPRETATION
- DRAINAGE AND INFRASTRUCTURE
- ROAD
- RICHMOND RAIL LINE
- EASTERN CREEK
- HERITAGE RUNWAY



FIGURE 2-1 - INDICATIVE LOT LAYOUT (ILP)

100 80 60 40 20 0 100 200
1:4000 A1

INDICATIVE LOT LAYOUT

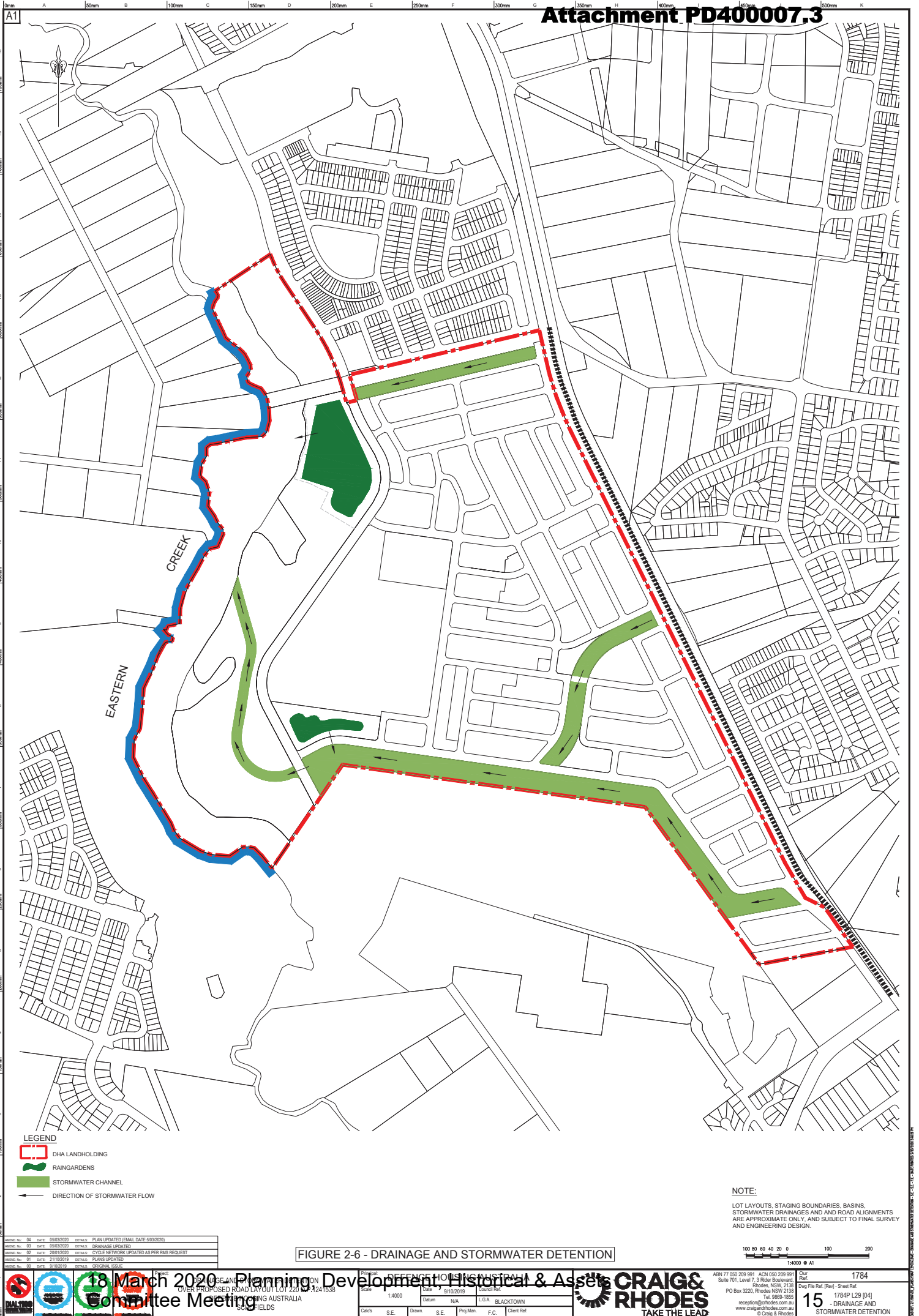
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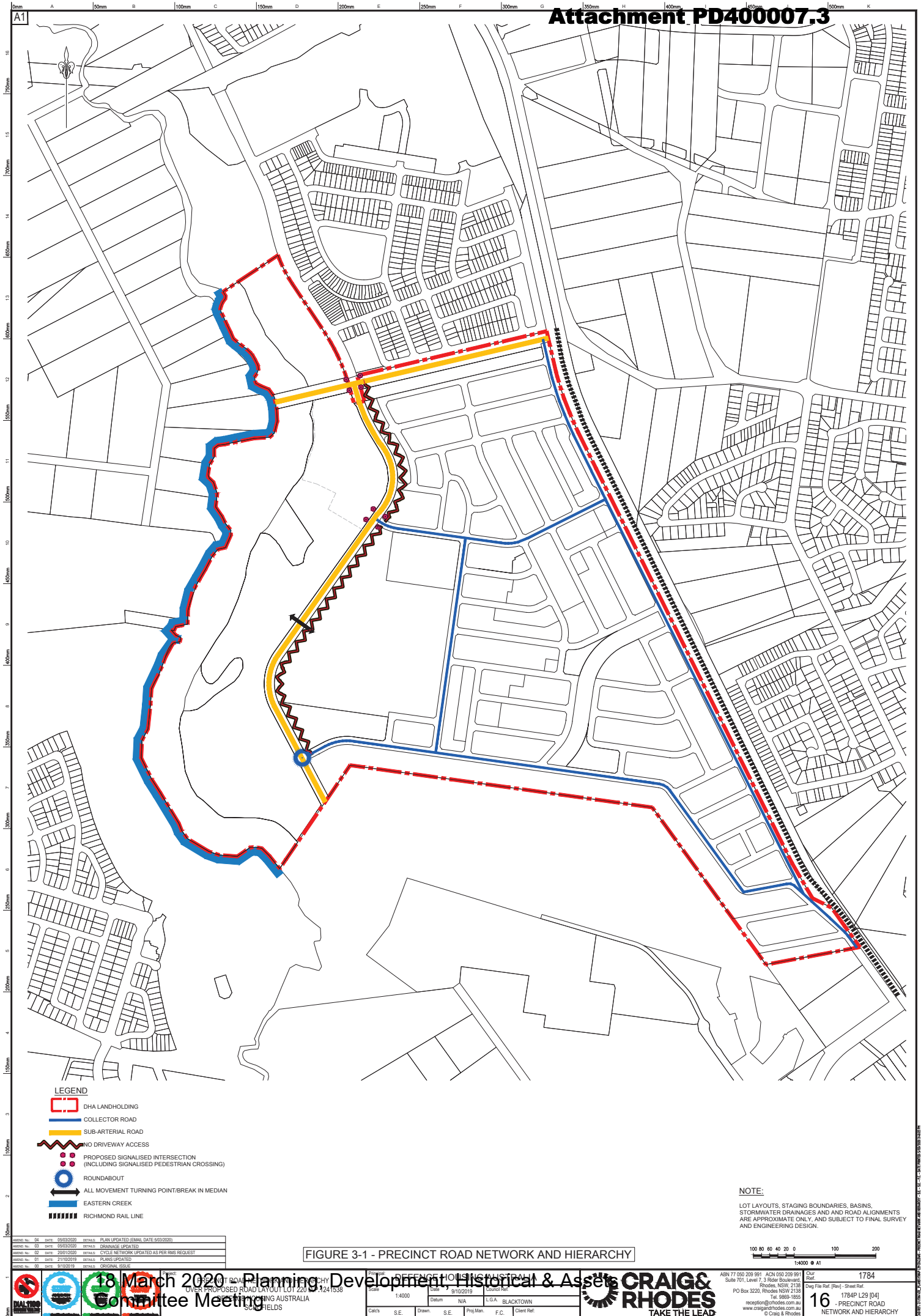
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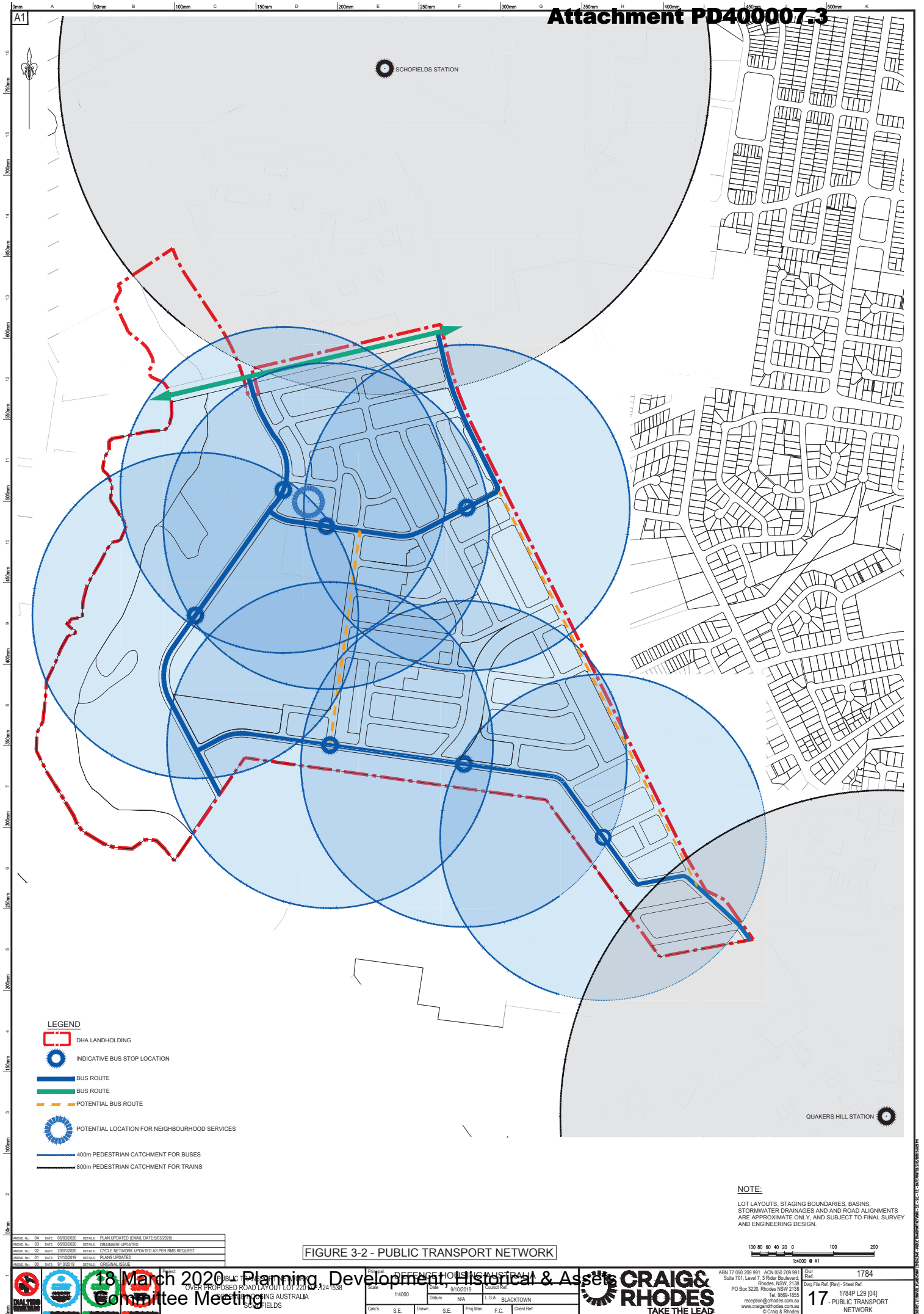
CRAIG & RHODES
TAKE THE LEAD

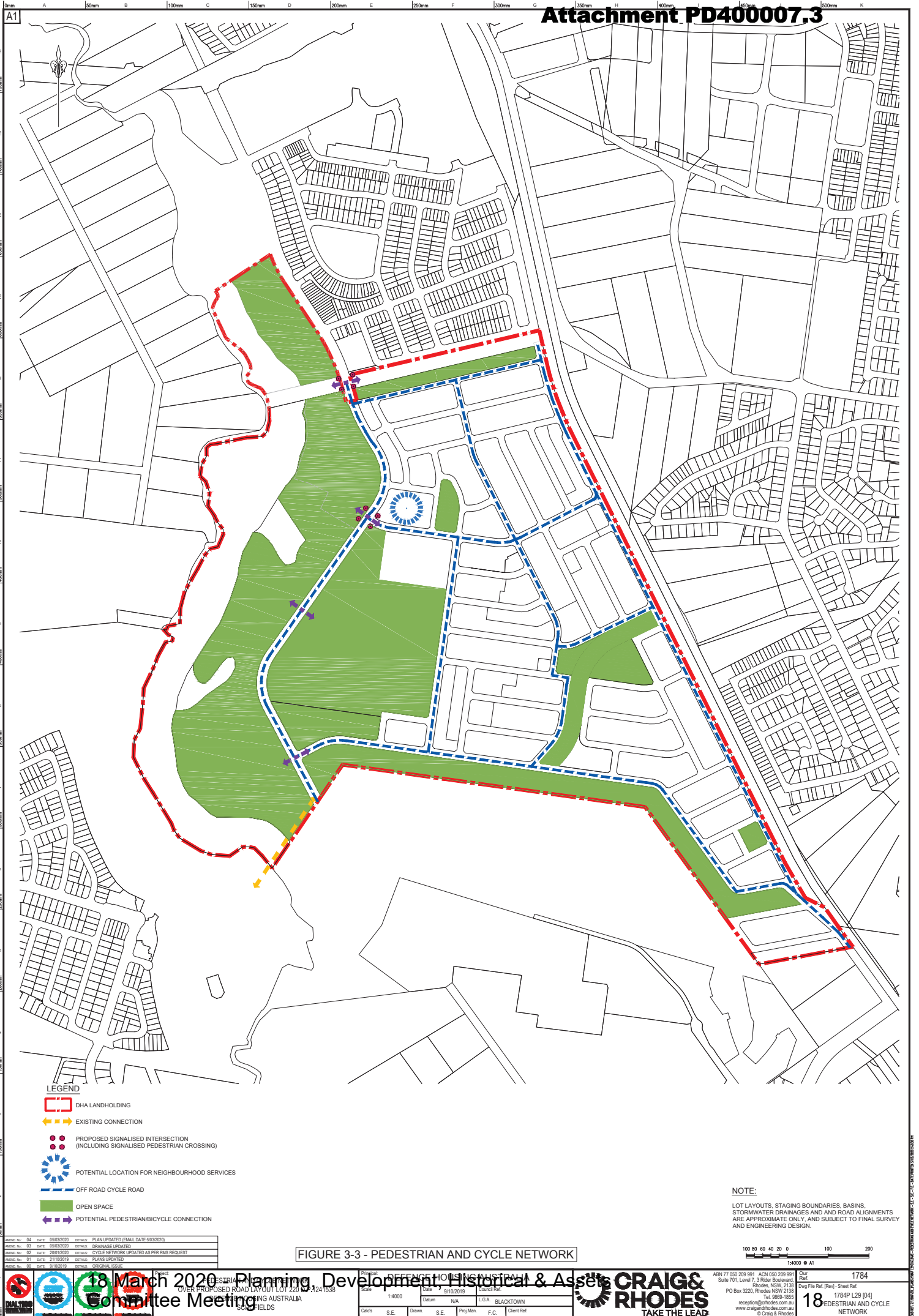
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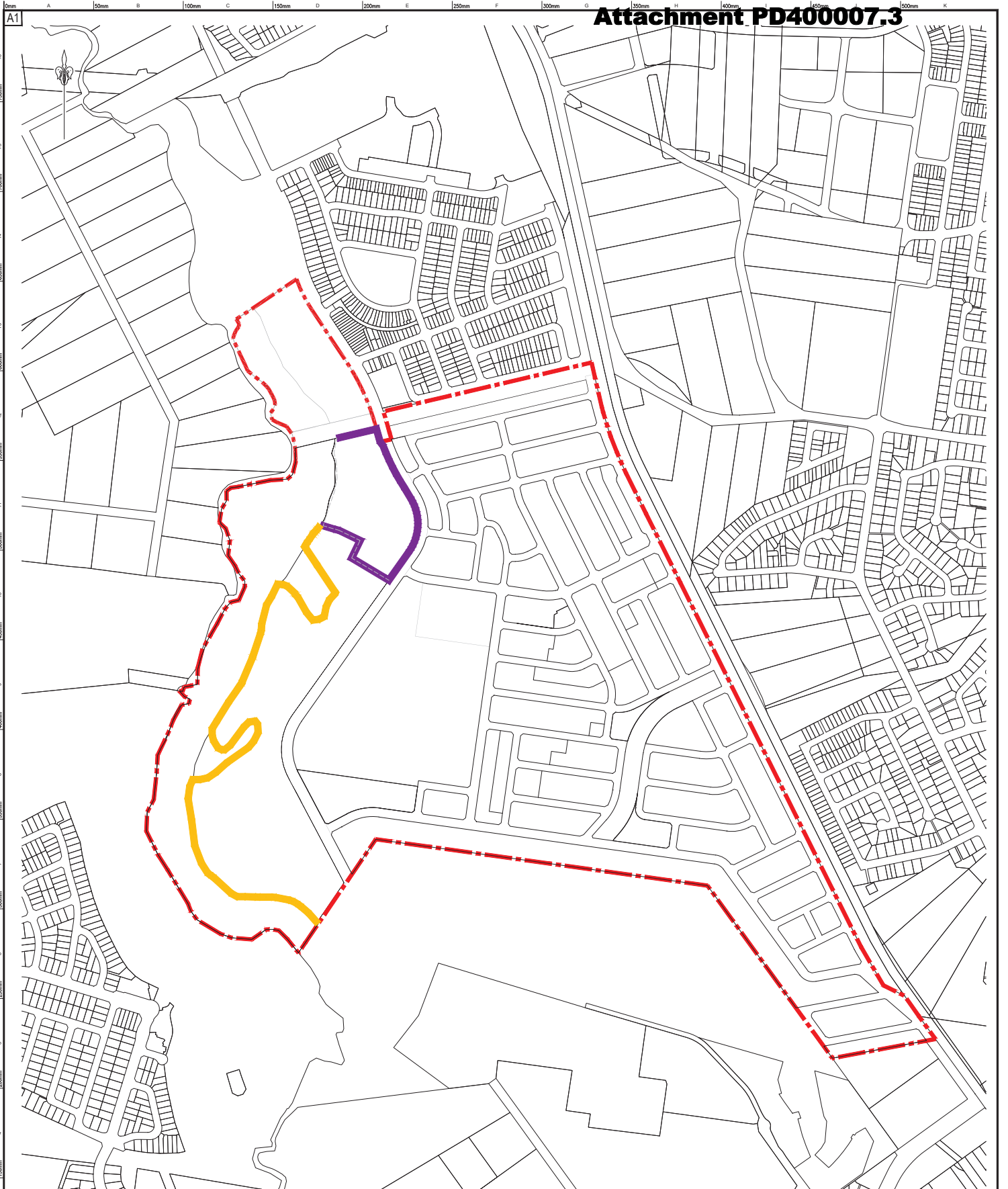
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- ILP











LEGEND

- DHA LANDHOLDING
- 25 METRE APZ (FOREST 0-5° DOWNSLOPE)
- AREA MAY REQUIRE APZ

NOTE:

LOT LAYOUTS, STAGING BOUNDARIES, BASINS, STORMWATER DRAINAGES AND ROAD ALIGNMENTS ARE APPROXIMATE ONLY, AND SUBJECT TO FINAL SURVEY AND ENGINEERING DESIGN.

FIGURE 2-3 - BUSHFIRE RISK AND ASSET PROTECTION ZONE (APZ) REQUIREMENTS

100 80 60 40 20 0 100 200
1:4000 A1

Revised No.	04	Date	09/03/2020	Details	PLAN UPDATED (MMA DATE 09/03/2020)
Revised No.	03	Date	09/03/2020	Details	DRAINAGE UPDATED
Revised No.	02	Date	25/01/2020	Details	CYCLE NETWORK UPDATED AS PER RME REQUEST
Revised No.	01	Date	21/03/2019	Details	PLANS UPDATED
Revised No.	00	Date	9/10/2019	Details	ORIGINAL ISSUE

18 March 2020 - Planning, Development, Historical & Assets Committee Meeting
OVER PROPOSED ROAD LAYOUT LOT 220 D.P.1241538
SCHOFIELDS AUSTRALIA
SCHOFIELDS

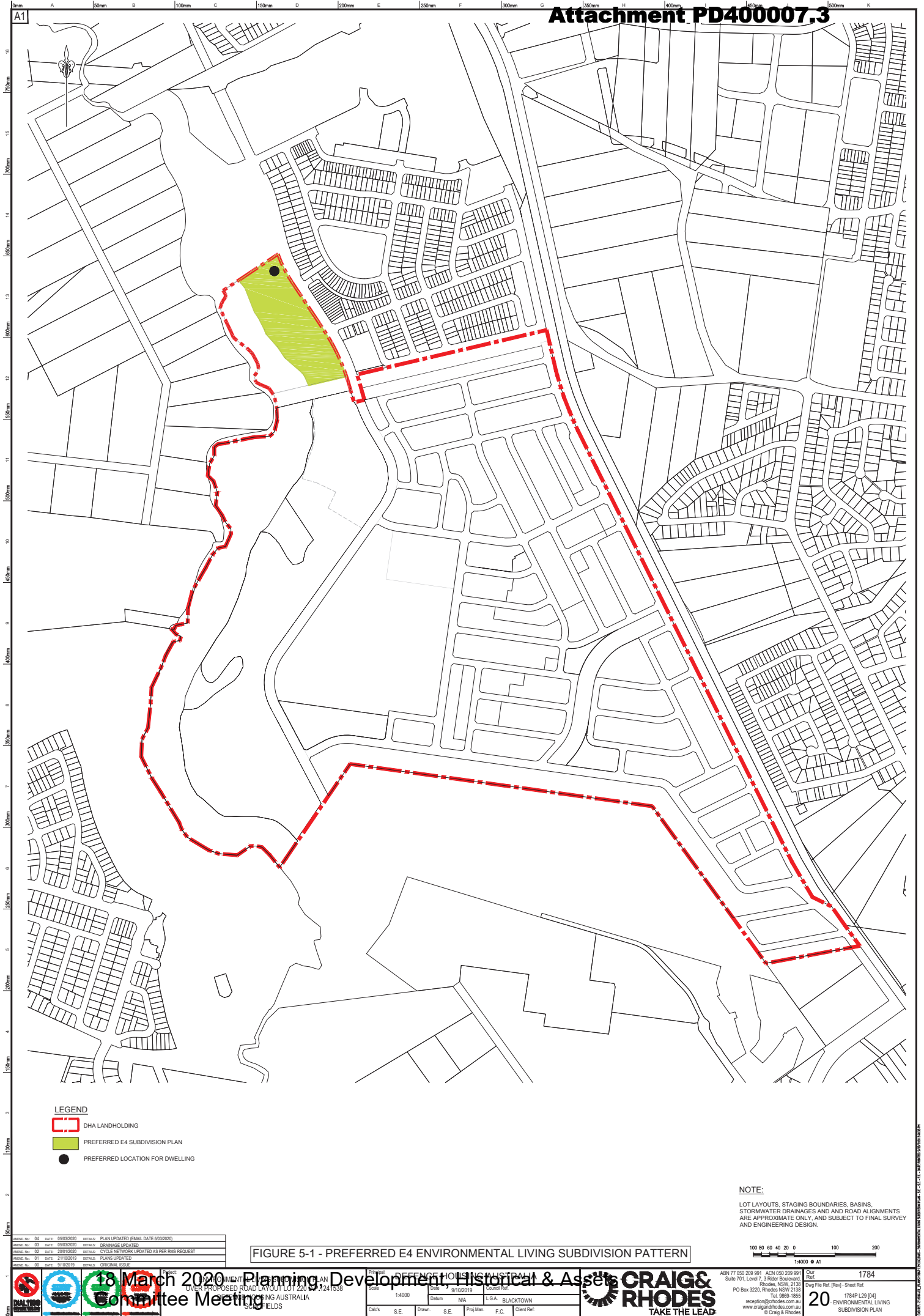
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Revised No.	03	Date	09/03/2020	Details	DRAINAGE UPDATED
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Revised No.	01	Date	21/03/2019	Details	PLANS UPDATED
Revised No.	00	Date	9/10/2019	Details	ORIGINAL ISSUE

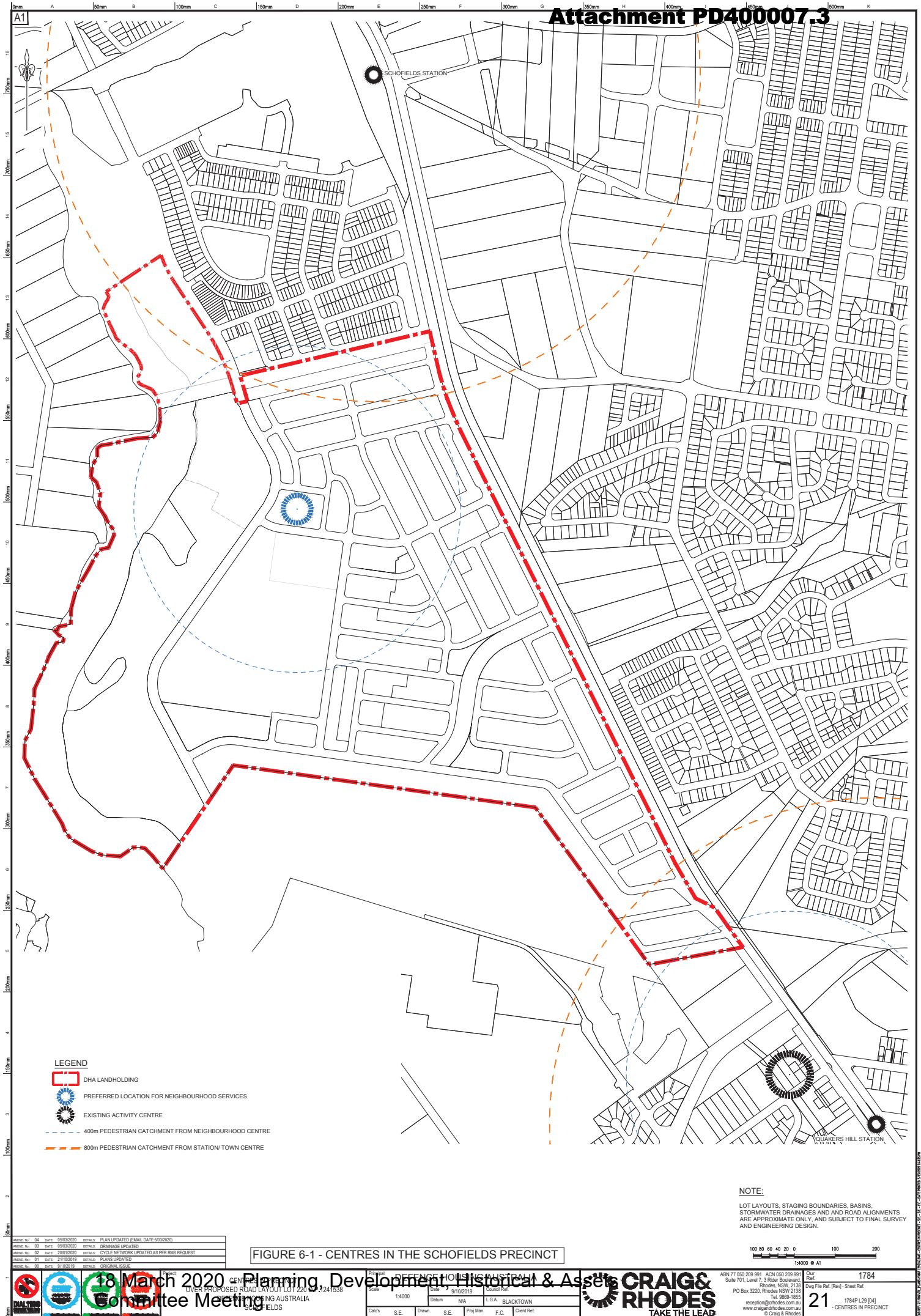
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ASSET PROTECTION ZONE (APZ) REQUIREMENTS





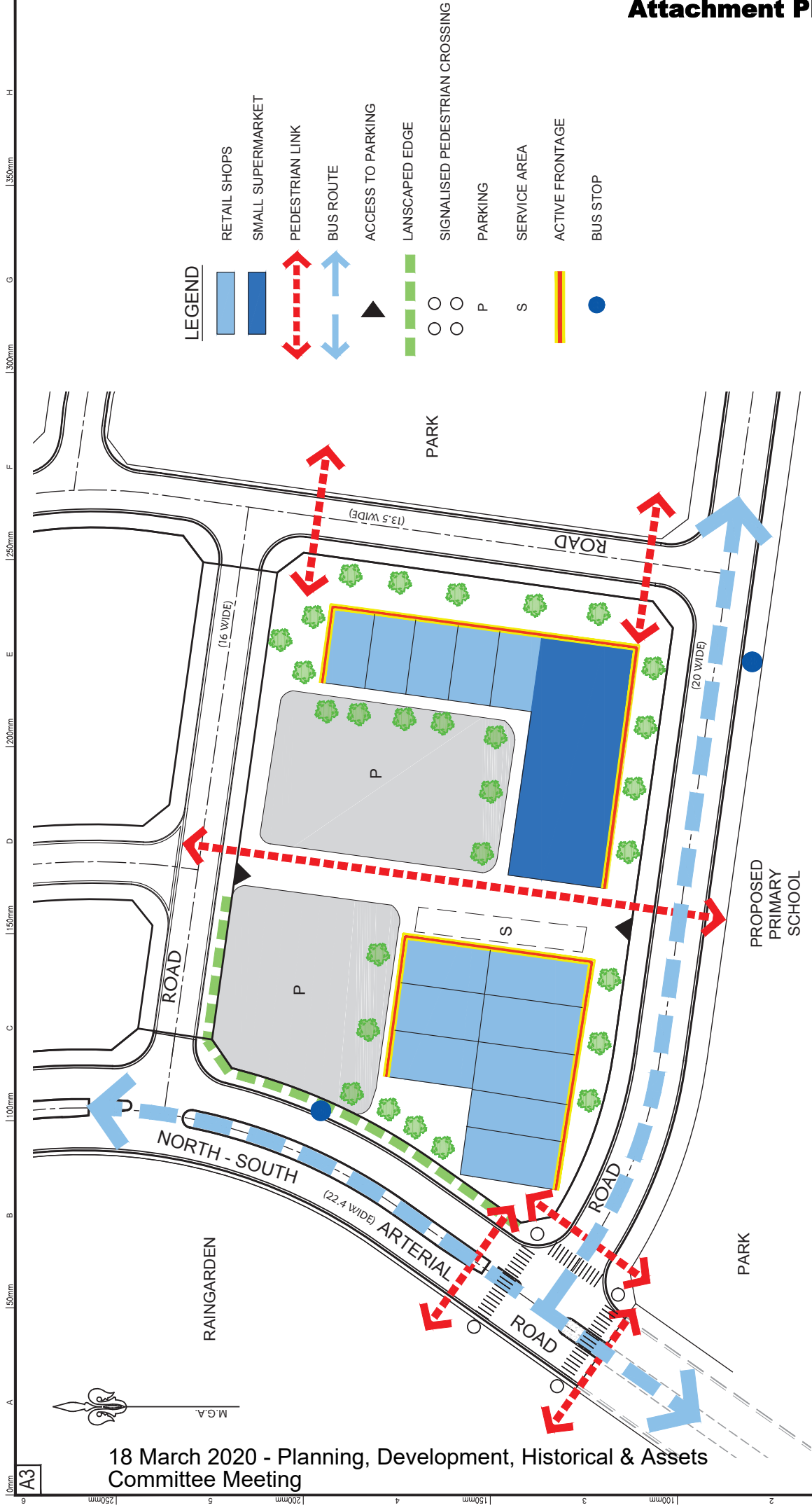


FIGURE 6-3 - DESIRED FUTURE LAYOUT FOR THE LOCAL CENTRE



CRAIG & RHODES TAKE THE LEAD		Project: 1784P L30 [01] - LOCAL CENTRE	
Principal: DEFENCE HOUSING AUSTRALIA Scale: 1:800 Date: 15/10/2019 Datum: N/A LGA: BLACKTOWN Council Ref:		Our Ref: 1784-LOCAL CENTRE Dwg File Ref: [Rev] - Sheet Ref:	
Project: DESIRED FUTURE LAYOUT FOR THE LOCAL CENTRE LOT 220 D.P. 1241538 DEFENCE HOUSING AUSTRALIA SCHOFIELDS		ABN 77 050 209 991 Suite 101, Level 7, 3 Rhodes Road Rhodes NSW 2138 PO Box 3220, Rhodes NSW 2138 Tel: 9869-1855 reception@craigandrhodes.com.au www.craigandrhodes.com.au © Craig & Rhodes	

Blacktown City Council Growth Centre Precincts Development Control Plan – Schedule 5 Schofields Precinct

2.7 Non-Indigenous Heritage

Objective

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

Controls

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