

Submission on the proposed amendments to State Environmental Planning Policy (2006) for North West Priority Growth Centres Department of Planning and Environment North West Draft Exhibition Plan

Schofields Precinct—Bridge Street, Schofields— Proposal to Rezone from R2 to R3.

This submission refers to Bridge Street Schofields Eastern side.

The proposal to amend Schofields Precinct—Bridge Street Schofields is supported by the residents in the previously “cross hatched” zone. We strongly recommend that the R3 zoning allows for the higher end of the R3 zoning—we specifically ask for the zoning to allow for 55+ dwellings per hectare (with relevant height changes)—consistent with allocations made to other sites equidistant to Schofields railway station within the rail corridor

Amendments to the proposal would allow for effective and timely development. This amendment would eliminate council dealing with development proposals far exceeding current zoning (as outlined in the proposal under Residential Density Controls which states that the Hills Council is approving certain developments exceeding 100 dwellings per hectare in an area zoned R1 allowing 12.5 dwellings per hectare).

This R3 55+ zoning would also support the view of the **NSW Department of Planning and Environment North West Priority Growth Area Land Use and Infrastructure Implementation Plan MAY 2017** as shown in figure 1 (a) stating that Land around the interchange between the T1 Western Line Richmond to Sydney CBD and the transport corridor at Schofields Station has the potential to support a unique mixed use centre supported by **high density residential**. Bridge Street, Schofields qualifies for this use.

This area is located within the Schofields Road Corridor, a 500 metres radius of Schofields Station Interchange and is a prime target **to be reviewed to ensure full potential is realised**. per Department of Planning and Infrastructure North West Land Use and Infrastructure Implementation Plan May 2017 (*Figure 1 (b) and figure 2*).

Bridge St Eastern side

Please find attached correspondence previously submitted to Blacktown Council on behalf of Bridge Street Eastern side residents regarding a proposed uplift of 55+ dwellings per hectare (Matt Gibbs (agent) and Peter Lee (planner)). The council were amiable in principle to this proposed uplift.

- The lot size (approx. 20000m²) is located within a 500 metre radius of Schofields Station.
- The site adjoins the rail corridor—our proposed 55+ uplift provides a potential **sound barrier** to the valley to the west of Bridge Street potentially alleviating the need for additional sound barriers.
- The 55+ proposal provides for “making it fair” for our smaller block sized neighbours, for whom there is no incentive to sell to accommodate town homes, as these neighbours would not be financially compensated to re-locate.
- They would potentially be surrounded by a town home plan that was not in their mind at the point of purchasing their homes.
- The proposed 55+ uplift allows for their relocation and suits all homeowners in the “Bridge Street—East Precinct.”
- Units would allow **underground parking alleviating parking stress** already prevalent in Bridge Street.

Location

Close proximity to existing Public Transport and Major Arterial Roads.

- **Existing high density development** at Balmoral Street Blacktown is almost geographically identical to Bridge Street Schofields bordering railway corridor and main road as shown in **figure 3**.
- Bridge Street Schofields is located approx. 300 metres from the newly built Schofields Station Interchange
- The proposed extension of Sydney Metro Northwest from Cudgegong Rd to Marsden Park via Schofields Town Centre. Recent media reports suggesting further extension to proposed Badgerys Creek Airport
- Located less than 15 minutes to M7 and adjacent to the soon to be completed Schofields Road.
- Within approx. 500 metres to Woolworths and future retail development
- 7 minutes drive to Rouse Hill Town Centre.
- 20 minutes drive to Blacktown Westfield

Use

- The Bridge Street area to be rezoned is substantially sized for development to consider aspect and include community facilities, open spaces/integrate bike and walking tracks with current plans, parks and equipment, ensure security via gates and including cameras.
- Land area is **not** affected by **flood zone**.
- Close to employment opportunities at the newly developing Marsden Park Business Park and proposed Badgerys Creek Airport
- Maximise residential densities around commercial centres and railway stations.
- Minimum impact on existing residents as area borders rail corridor and Schofields Road.
- **Underground parking would alleviate street parking street—if townhouses were to be built vehicle overflow to streets would be likely.**

Once again, the Bridge Street East residents support and ask for an R3 zoning that allows for 55+ dwellings per hectare.

Thank you for considering the submission.

Mihaka and Debra KAIO
149A Bridge Street
Schofields NSW 2762

SECTION 6: LAND USE AND INFRASTRUCTURE

6.1.2 Marsden Park and Schofields Road

Marsden Park is an increasingly significant hub for business and employment in Sydney. With the introduction of a new public transport corridor from the Sydney Metro Northwest, Marsden Park will become a focus area of the North West Priority Growth Area and surrounding areas. It is expected to provide over 10,000 jobs and could offer social infrastructure in areas such as education, community support and health care.

In response, this Implementation Plan identifies a new growth corridor along Schofields Road from Rouse Hill to Marsden Park as shown in Figure 15. The Department will undertake a strategic land use review within the growth corridor, taking into account the expected growth as well as committed and planned infrastructure upgrades including Sydney Metro Northwest, the upgrade of Schofields Road, and the public transport corridor between Rouse Hill and Marsden Park. The review will take into account new opportunities for homes and jobs to maximise the benefits of new infrastructure.

The Department will continue to work closely with Blacktown City Council to grow Marsden Park and to examine opportunities for growth at Schofields Station to take advantage of the public transport corridor between Sydney Metro Northwest and Marsden Park. Land around the interchange between the T1 Western Line (Richmond to Sydney CBD) and the transport corridor at Schofields Station has the potential to support a unique mixed use centre supported by high density residential. It is likely that drivers for growth in retail, commercial and higher density housing will change over time, particularly as new transport services are created in the corridor from Cudgegong Road Station to Marsden Park.

The review is expected to:

- review the land uses located adjacent to the public transport corridor to identify opportunities to improve urban design outcomes and the efficient use of land
- identify the potential population catchment adjacent to the Schofields Road corridor within Rouse Hill, Riverstone, Schofields, Marsden Park and the Ponds, and associated retail and employment requirements required to support the population
- leverage off future connections to the corridor from the Sydney Metro Northwest to Marsden Park
- review the role and function of Marsden Park to meet the need of future residents and employees in the west of the Priority Growth Area, and in light of its potential to strengthen the Priority Growth Area's retail offering
- review the role and function of other centres within the corridor such as Schofields Station interchange as a key transport node
- result in a corridor strategy and identify opportunities to strengthen retail and employment hubs in locations adjacent to public transport such as Schofields Station and Marsden Park.

Smaller centres at Kellyville, Box Hill, Riverstone, Rouse Hill and Marsden Park will continue to be hubs for local communities. Social infrastructure like community centres, schools, medical and health practices, as well as commercial and retail uses will locate in these centres. Terraces, town houses and units will be located in and around these centres, and parks, cafes and restaurants will provide venues for people to meet.

A.

B.

FIGURE 15: SCHOFIELDS ROAD CORRIDOR



Figure 1.

SECTION 4: VISION FOR THE NORTH WEST PRIORITY GROWTH AREA

4.2 What's new in the Implementation Plan?

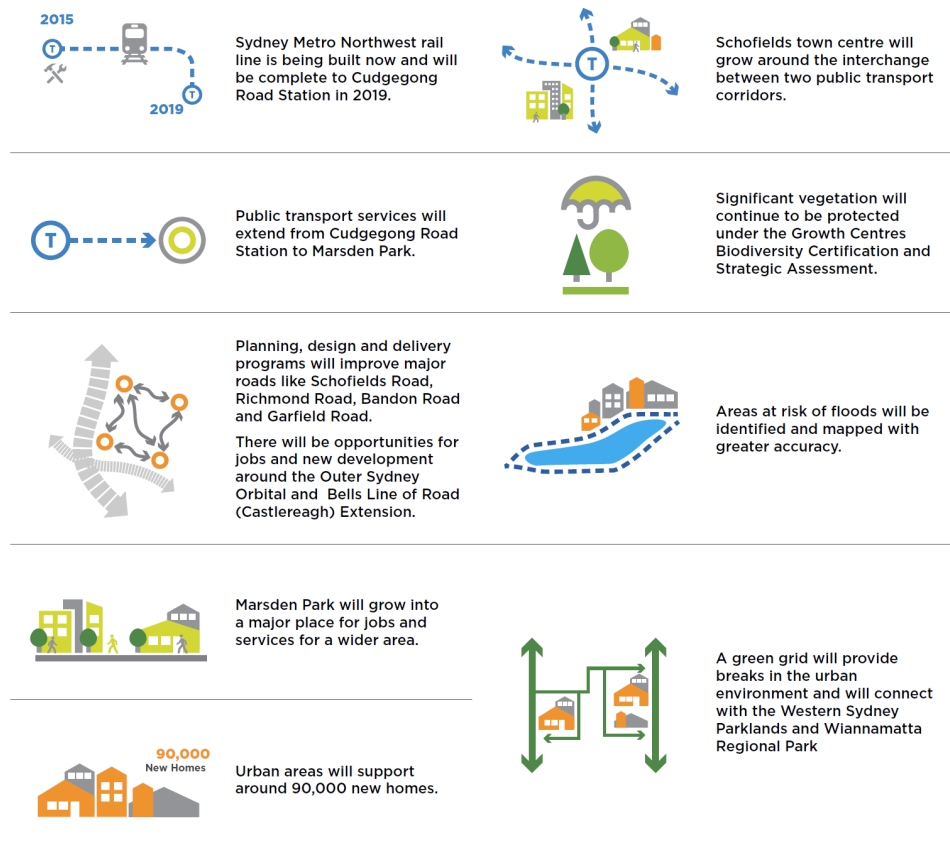
Figure 8 illustrates changes over the ten years since the Structure Plan was first released.

The Implementation Plan:

- updates the alignment of the Sydney Metro Northwest rail line, which is under construction now and due for completion to Cudgegong Road Station in 2019
- identifies a public transport corridor extending from Cudgegong Road Station to the Marsden Park Strategic Centre
- maximises land use opportunities adjacent to major roads like Schofields Road, Richmond Road, Bandon Road and Garfield Road
- identifies potential for jobs and urban development around the Outer Sydney Orbital and Bells Line of Road (Castlereagh) corridors
- recognises the role and function of Marsden Park and Rouse Hill
- identifies infrastructure services to unlock land and enable housing growth for the next 20 years
- establishes the Schofields town centre around the interchange between two public transport corridors
- protects biodiversity under the Growth Centres Biodiversity Certification and Strategic Assessment
- maps areas of flood risk with greater accuracy
- promotes a green grid to provide breaks in the urban environment and connect with the Western Sydney Parklands and Wianamatta Regional Park.



FIGURE 8: WHAT'S NEW IN THE IMPLEMENTATION PLAN SINCE 2006





Balmoral Road Blacktown Underpass



Land area included in proposal
(Approximate)

Future Underpass Schofields Road

Figure 3.

Guardian Realty Projects
534 Old Northern Road
Round Corner Dural NSW 2158
PO Box 146, Round Corner Dural NSW 2158
T +61 2 9651 1666
ABN 51 896 983 389



Your Ref: Bridge St, Schofields
Contact: Matt Gibbs

5 May 2016

The General Manager
Blacktown City Council
PO Box 63
Blacktown NSW 2148

Attention: Chris Shannon – Manager Strategic and Precinct Planning

Dear Chris,

Re-zoning Planning Proposal for Properties at 139 - 159 Bridge St, Schofields

Guardian Realty is working on behalf of the property owners to propose a possible uplifting of planning controls for the properties on the eastern side of Bridge St (139-159) in Schofields. This letter will provide a brief outline of the existing planning controls applying to the site and suggested possible controls for the site through a re-zoning process in order to increase its development potential. The proposal is made on how to achieve amendments to the planning controls through the submission of a Planning Proposal. This letter seeks to inform Blacktown Council of the proposal to gauge support for such a rezoning.

1. Subject Site

The subject site consists of the properties on the eastern side of Bridge St, Schofields between 139 and 159. The site consists of 16 lots including several battle-axe lots which do not provide an optimal planning outcome. Figure 1 outlines the subject site which backs on to the Richmond branch of the Western Railway Line and lies just 300m from Schofields Station. The site is significant in area being approximately 20,000m² with potential corner frontage to Bridge Street. The site represents good development opportunity for increased density being on a prominent corner site close to the railway station.

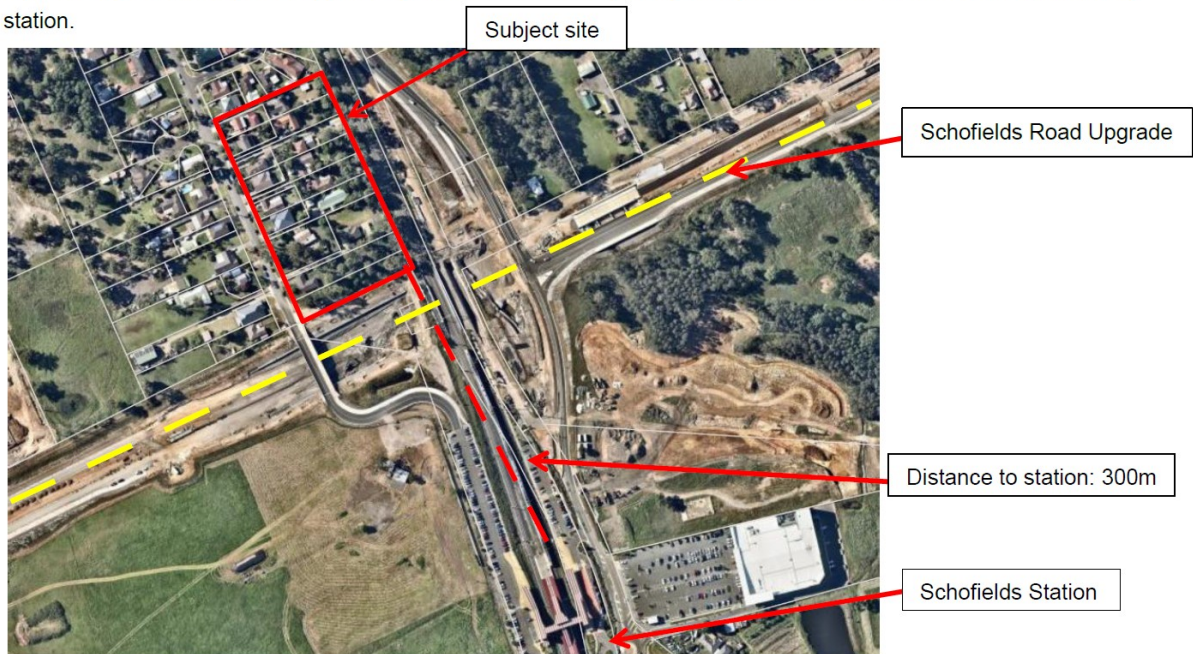


Figure 1 – Aerial Photograph of Site

2. Land Use Zoning

The subject site is currently zoned R2 – Low Density Residential under the *State Environmental Planning Policy (SEPP) (Sydney Region Growth Centres) 2006* which permits typical low density housing products currently found in the existing area of Schofields. There is however a Special Provision (hatched area marked 'G') over the site permitting multi-dwelling housing eg. townhouses as seen in Figure 2.

There is the potential to change the zoning to R3 – Medium Density Residential, similar to the other residential zonings adjacent Schofields Station. This would allow the construction of residential flat buildings on the site.

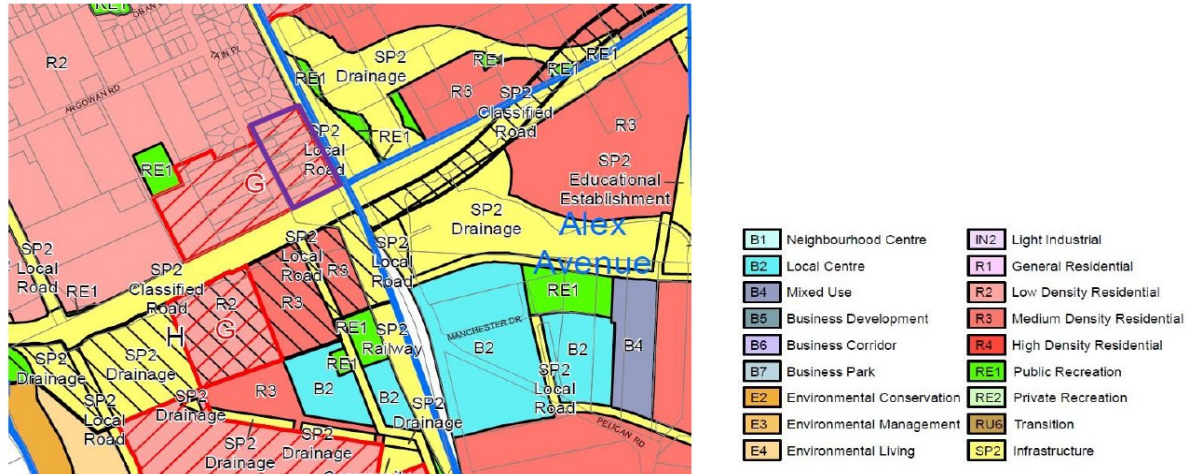


Figure 2 – Extract from the Land Use Zoning Map

2. Building Height

The current building height on the site is a maximum of 9m which is appropriate for low density housing products of 2-3 storeys as seen in the area identified as 'J' on the Height of Building Map in Figure 3.

Again, there is scope to lift this building height from 9 metres to the 16 metres seen on other land surrounding Schofields Station which would allow buildings of up to 5 storeys.



Figure 3 – Extract from Height of Building Map

3. Floor Space Ratio

Currently, the site does not have an applicable Floor Space Ratio (FSR) on account of its Low Density Residential zoning. Floor Space Ratios restrict the amount of floor space developable on a site to restrict the bulk of buildings, particularly residential flat buildings. However, any amendment to the zoning and building height would likely require the preposition of a Floor Space Ratio control. An FSR similar to the 1.75:1 found on other sites surrounding Schofields Station would likely be sought.



Figure 4 – Extract from Floor Space Ratio Map

4. Summary and Recommendation

In summary, there is possibility to increase the development potential and value of the site by seeking to modify the planning controls applicable to the site. This can be done by way of Planning Proposal which is a submission to Blacktown City Council justifying different planning controls via an amendment to SEPP (*Sydney Region Growth Centres*) 2006 Schofields, for the site. A Planning Proposal would likely propose the following:

- i) **Land Use** – Rezone the site from R2 – Low Density Residential to R3 - Medium Density Residential to allow additional permitted uses such as residential flat buildings.
- ii) **Building Height** – Increase the building height from 9 metres to 16 metres to allow buildings up to 5 storeys on the site;
- iii) **Floor Space Ratio** – Apply a Floor Space Ratio to the site of 1.75:1 to ensure continuity in building scale surrounding Schofields Station.

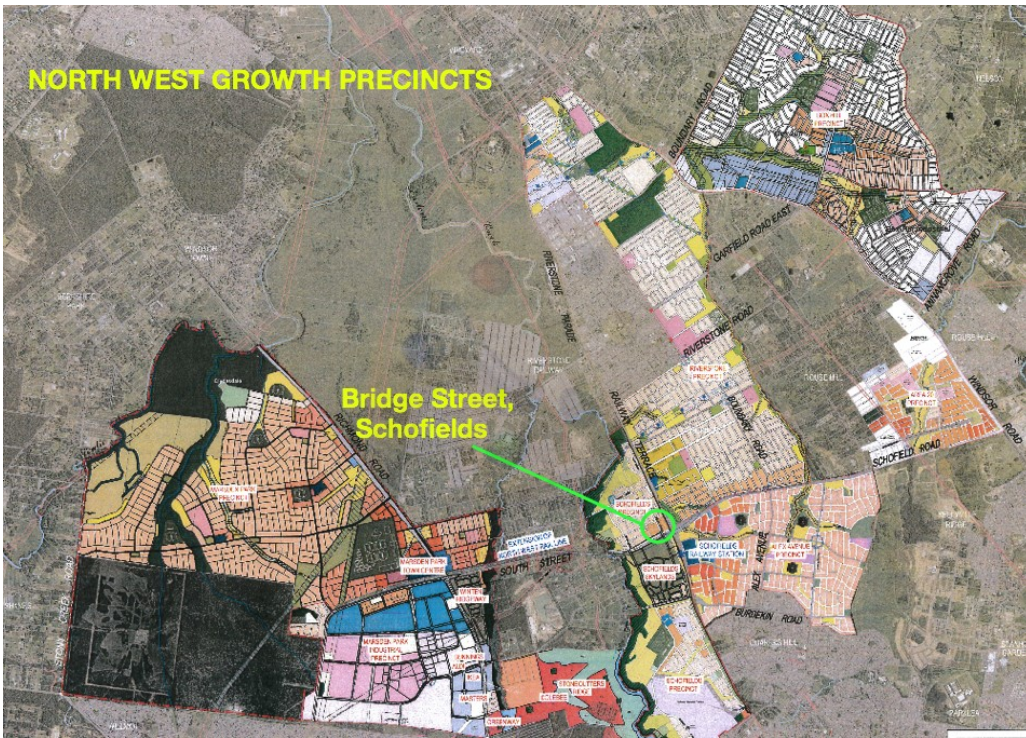
The modification of the planning controls on the site would bring it into line with other key sites around Schofields Station and adjacent Schofields Road. The amendments to the planning controls would provide increased development yield on the site which is considered an appropriate site for re-zoning subject to the agreement of Blacktown Council and the Department of Planning and Environment.

Guardian Projects requests Blacktown City Council's feedback on the possible submission of a Planning Proposal for the subject site. Should you have any questions please contact me on (02) 9651 1666.

Yours Sincerely
Guardian Realty Projects

Matt Gibbs
Project Specialist

NORTH WEST GROWTH PRECINCTS



139 - 159 Bridge Street, Schofields

Bridge Street Eastern Side
approx. 2 hectares

