

Department of Planning, Housing and Infrastructure

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249, 259 and 271 Railway Terrace, Schofields

Finalisation Report

August 2024



Acknowledgement of Country

The Department of Planning, Housing and Infrastructure acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the land, and we show our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

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249, 259 and 271 Railway Terrace, Schofields

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1 Introduction

The Department of Planning, Housing and Infrastructure's (the Department) Rezoning Pathways program seeks to identify and delivers proposals of state or regional significance that can contribute to increasing housing supply, to meet the needs of NSW's growing population.

Industry was invited to apply for the State-assessed Planning Proposal pathway pilot process. Five successful applicants were invited to lodge a planning proposal with the Department.

The Planning Proposal for 249, 259 and 271 Railway Terrace, Schofields was selected to be assessed under the State-assessed Planning Proposal industry nominated pilot program, which responds to the need for housing as well as several other key objectives, including:

- how well the proposal demonstrates public benefits, including through housing supply and alignment with state policies and land-use strategies
- the proposal's contribution to affordable and social housing outcomes
- how well impediments to delivery are understood and whether there is a pathway to resolution
- whether infrastructure is available or funding is committed for critical infrastructure.

A Discussion Paper assessed the Planning Proposal for 249, 259 and 271 Railway Terrace, Schofields, seeking an increase in building height and floor space ratio provisions, by amending the *State Environmental Planning Policy (Precincts – Central River City) 2021 (Central River City SEPP)*.

The Planning Proposal and Discussion Paper were publicly exhibited between 15 February and 14 March 2024. The Department has reviewed and sought to address concerns raised in the submissions received.

This report documents the consultation process and how submissions have been addressed to make a recommendation for amending planning controls in the Central River City SEPP.

1.1 Planning Proposal for Railway Terrace, Schofields

The draft Planning Proposal submitted to the Department for assessment is for 249, 259 and 271 Railway Terrace, Schofields (**Attachment E**) and seeks to take advantage of the site's strategic location in proximity to Schofields Railway Station and the Alex Avenue Town Centre by maximising development potential to deliver housing. The draft proposal was seeking to increase the maximum building height and floor space ratio to enable approximately 1,000 dwellings in the North West Growth Area, of which approximately 33% was proposed to be a

mix of social, affordable and build to rent housing. Refer to Section 4 for further details on the Department's assessment of the Planning Proposal following the exhibition period.

1.2 Site description and regional context

The site is at 249, 259 and 271 Railway Terrace, Schofields in the Blacktown Local Government Area (LGA). The site is approximately 6.3 ha in size and comprises three lots which front Railway Terrace. The middle lot (Lot 3 DP 1268701) is irregular in shape as a portion was acquired by Council for drainage and public open space purposes (Figure 1). Existing planning controls allow for development up to 5 storeys, and the site is predominately undeveloped with two existing single storey houses and some sheds.



Figure 1: Subject site (source: Premise Planning Proposal)

The subject site is located in the North West Growth Area (NWGA) within the Alex Avenue precinct. Schofields train station is approximately 300m north of the subject site. The Alex Avenue town centre is located approximately 150m to the north of the subject site, which includes Schofields Village shopping centre providing supermarkets, takeaway food and local services. The site is approximately 5 kilometres from the strategic centre Marsden Park.

1.3 Proposed planning control amendments

The Discussion Paper (Attachment F) proposes to amend *State Environmental Planning Policy (Precincts – Central River City) 2021*, by increasing the maximum height of building and floor space ratio planning controls, per Table 1. Refer to Section 4 for further details on the Department's assessment of the Planning Proposal following the exhibition period.

Table 1 Current and publicly exhibited proposed controls

Control	Current control	Publicly exhibited control
Land Use Zone	R3 Medium Density Residential	No change
Maximum height of building	16m	32m
Floor space ratio	1.75:1	3.5:1
Minimum lot size	N/A	N/A

2 Public Exhibition

2.1 Public exhibition period and documents

The draft Planning Proposal and supporting documentation was publicly exhibited between 15 February and 14 March 2024 on the Department's Planning Portal website:

[Railway Terrace Schofields | Planning Portal - Department of Planning Housing and Infrastructure](#)

The documents exhibited were:

- The draft Planning Proposal and supporting technical reports
- Discussion Paper: Department assessment and Explanation of Intended Effects.
- Frequently Asked Questions about the Planning Proposal

2.3 Public notice

A media release announcing the public exhibition was issued by the Minister for Planning and Public Spaces on 15 February 2024.

A notice was placed in the Hills to Hawkesbury Community News (23 February 2024) advertising the public exhibition.

2.4 Notification to landowners & key stakeholders

The Department notified all landowners/residents in writing, within and adjoining the sites. The notification letter provided details of the exhibition period and invited submissions.

The Department advised key stakeholders of the exhibition, including Blacktown City Council, Transport for NSW, NSW Department of Education, Sydney Water and Endeavour Energy.

3 Submissions

3.1 Summary

All submissions received by the Department have been collated and considered. A breakdown of submissions is provided in Table 2.

Table 2 Summary of submissions received

Submission author	Number of submissions
Local Council	1
Government agencies	4
Organisations/Groups	0
Community members	557

The breakdown of the 557 submissions from community members is:

- 5 supported (1%).
- 86 provided comment (15%)
- 466 objected (84%)

Government agency submissions raised some comments. Submissions received from Transport for New South Wales (TfNSW), Sydney Water, Department of Education (DoE), and Endeavour Energy are discussed in Section 3.

Blacktown City Council made several comments raising concerns which are discussed in Section 3 and Section 4.

Key issues raised included:

- Traffic, transport and parking
- Lack of infrastructure in the North West Growth Centre
- Amenity
- Density, bulk and scale
- Objection to the provision of social housing
- Increased crime

3.2 Table of public submissions

The concerns raised by community members are listed and summarised in **Table 3** below, along with the Department's response. A redacted copy of all submissions can be found on the Department's Planning Portal at **Attachment G2** on the Department's Planning Portal website <https://www.planningportal.nsw.gov.au/ppr/under-assessment/railway-terrace-schofield>.

Table 3 Summary of submissions from community members

Community submissions	Department response
<p>Traffic, transport and parking</p> <ul style="list-style-type: none"> Existing road network congestion at peak times. Lack of car parking at Schofield's train station. Railway Terrace is used by commuters for parking. Insufficient bus and train services to service the population. 	<p>The proposal is supported by a Traffic Impact Assessment and Transport Impact Review which found the proposal would result in minor increases in traffic flow. In its submission TfNSW did not raise any issues with the traffic modelling for the site.</p> <p>TfNSW advised that the intersection of Railway Terrace and South Street has been upgraded. Recent upgrades to Schofield's station has increased capacity of the rail commuter carpark.</p> <p>The development will increase the demand for public transport, TfNSW supports mode shift to active and public transport.</p>
<p>Infrastructure</p> <ul style="list-style-type: none"> Infrastructure in the North West Growth Centre is insufficient Insufficient public transport Insufficient public open space High demand for schools, childcare facilities, health care and hospitals, shopping centres 	<p>Studies that support the proposal demonstrate that current infrastructure for this site is sufficient and TfNSW is supportive of a mode shift to public and active transport to support growth.</p> <p>The development will be required to deliver 3,000m² of public open space and a 2,000m² childcare centre to support residential uplift on the site. See Section 4.4 and Section 4.5 for further details.</p> <p>The Department has set up an Urban Development Program (UDP) to monitor and co-ordinate the delivery of development, land supply and infrastructure across the Six Cities Region. The Department is working with councils, industry, and agencies to identify the infrastructure needs and priorities across the broader North West Growth Centre.</p>

Community submissions	Department response
<p>Amenity</p> <ul style="list-style-type: none"> Concerns about continued population growth and impact on amenity including increased noise, traffic, and social issues. Impact on neighbourhood character, visual impact and liveability. 	<p>The proposal focuses on urban development around transport nodes, encourage walkable communities (safe streets) and enhance liveability and quality of life through proximity to centres. The proposal will leverage this to encourage mode shift to active and public transport and by enabling more people to live within walking distance of public transport, supermarkets, open space, and services. This is addressed further in more detail in Section 4.7.</p>
<p>Density</p> <ul style="list-style-type: none"> Concerns about the number of apartment buildings in the North West Growth Area. Scale of the proposal is too large Consistency with the bulk and scale of existing development. Causing the area to feel crowded. Views to the Blue Mountains being blocked. 	<p>The bulk and scale of the proposal has been reviewed by the Department's Urban Design Team regarding compliance with the NSW Apartment Design Guidelines. Changes have been made to reduce bulk and scale, reflected in a change to proposed planning controls. This includes the provisions of new open space, through-site links and ensuring adequate solar access to improve overshadowing outcomes.</p> <p>To permit an increase in density the development must demonstrate design excellence. A design review panel will review the development against design excellence criteria to encourage improved building design, reduce bulk & scale, consider potential impacts to views, and improve permeability and solar amenity. This is addressed in further detail in Section 4.7.</p>
<p>Provision of social housing</p> <ul style="list-style-type: none"> Submissions objected to the provision of social housing, based on concerns about crime, safety, anti-social behaviour and property devaluation. 	<p>The proposal will not require social housing. The proposal will require a clause be introduced to deliver affordable and build-to-rent housing. This will help address the affordability issues in the North West Growth Centre.</p>

Community submissions	Department response
<p>Increased crime</p> <ul style="list-style-type: none"> Several submissions raised concerns that an increase in development will cause crime and antisocial behaviour, which may negatively impact on property prices. 	<p>The proposal has been reviewed by the Department's Urban Design Team regarding compliance with the NSW Apartment Design Guidelines, which includes the principles of Crime Prevention through Design. The consent authority has an obligation to ensure that a development provides safety and security to users and the community.</p>

3.3 Comments provided by public agencies

A copy of each agency's submission can be found in **Attachment G1** on the Department's Planning Portal website <https://www.planningportal.nsw.gov.au/ppr/under-assessment/railway-terrace-schofields>.

This section provides a summary of each agency's submission and the Department's response. The Department is satisfied concerns raised by public agencies have been resolved in order to support the proposal.

3.3.1 Blacktown City Council

In its submission Blacktown City Council raised several concerns in **Table 4**.

Table 4 Summary of Council concerns

Council concern	Department comment
<p>Process and the need for equity and transparency in changing development controls</p> <p>Planning for the North-West Growth Centre accommodates the needs of a future population, supported by infrastructure and services. Changing these controls in an arbitrary manner undermines this process and reduces transparency in the planning system.</p>	<p>The Department undertook strategic planning for the North-West Growth Centre and developed land zones and planning controls to enable its orderly development. The NSW Planning Framework also allows for spot rezoning, which enable changes to planning controls on a site-by-site basis, based on a merit assessment. The proposal aligns with NSW strategic plans and policies including the Central River City SEPP 2021. The Department has consulted with Council and Government agencies throughout the assessment of this Planning Proposal.</p>

Council concern	Department comment
<p>Need for collaboration between organisations</p> <p>The Blacktown Housing Strategy 2020 was endorsed by the Department. At this time Council was advised a collaborative approach between the Department, Council and other Government agencies would be undertaken to enable a more detailed vision of housing to be established in the North-West Growth Centre. The approval of the proposal risks resulting in ad hoc planning, setting a precedence, and undermining Council's ability to manage development.</p>	<p>The State-assessed Planning Proposal program pilot program is part of a suite of reforms that seek to boost housing supply in appropriate locations. Council agreed to participate in the pilot program which involved council staff reviewing the proposal and providing feedback and engaging with the Department and relevant Government agencies to discuss the proposal. Issues raised have been considered and accommodated where possible. The Department will continue to work with Council and Government agencies to understand future housing and infrastructure requirements for the North-West Growth Centre.</p>
<p>Lack of justification for the proposed planning controls and overshadowing</p> <p>There is insufficient information provided to support the uplift. The proposal justifies the increased density based on the site's proximity to Schofields Railway Station.</p> <p>The supporting visual analysis indicates the increase height and density would create new shadow impacts to Council's drainage reserve and open space.</p>	<p>The Department's Urban Design Team have reviewed the proposal with a particular focus on capacity testing of the subject site to determine achievable gross floor area (GFA) / floor space ratio (FSR) within the prescribed building height. In response, a design excellence clause has been introduced to allow development to exceed the maximum building heights and floor space ratio controls where the development has been reviewed by a design review panel and demonstrates design excellence, as well as align with the NSW Apartment Design Guide requirements. This is addressed in more detail in Section 4.3 and Section 4.7.</p>
<p>Inadequate detail about the provision of open space and childcare centres</p> <p>Council is concerned about the lack of detail provided regarding the provision of open space, a playground or childcare facilities. There is lack of open space in the vicinity of the site, a shortfall in childcare (long day care and out of hours school care), and the need for one new playground in the local catchment.</p>	<p>Open Space: To address the shortfall of open space a clause has been introduced requiring future development provide a minimum of 3,000m² of open space, to be available to members of the public.</p> <p>Childcare Facilities: To address the shortfall a clause has been introduced requiring future development to provide a minimum of 2,000m² centre based childcare facilities.</p> <p>This is addressed in more detail in Section 4.4 and Section 4.5</p>

Council concern	Department comment
<p>Lack of clarity between social and affordable housing</p> <p>33% of the proposed housing on the site will be dedicated to social, affordable and build to rent housing, however a quantum and justification for each housing type has not been provided.</p> <p>Council also notes that while the proposal will contribute to easing the current undersupply of affordable housing in the LGA, it is concerned the proposal seeks to permanently amend the planning controls but is proposing to provide affordable or build to rent for a temporary period of time (minimum of 15 years) and not in perpetuity.</p>	<p>The Department has consulted with the Housing Policy Team and Council to design a mechanism for how this housing type would be delivered.</p> <p>A clause requiring future development provides 10% affordable housing in perpetuity, or a split of affordable housing and build to rent housing for a minimum of 15 years will be introduced to ensure the provision of affordable housing and provide flexibility during development assessment. This is addressed in more detail in Section 4.6.</p>
<p>Inadequate traffic impact assessment</p> <p>Council considers the traffic impact assessment and subsequent review to be high level documents containing little detail and evidence to provide the stated conclusions.</p>	<p>The proposal was accompanied by a Traffic Impact Assessment, and Traffic Impact Review which found the projected traffic movements under the existing controls would not be significantly increased. In its submission TfNSW did not raise any issues with the traffic modelling for the site.</p>

3.3.2 Transport for NSW

Transport for NSW (TfNSW) is satisfied with the suggested traffic analysis approach and did not raise any concerns with the modelling used. TfNSW advised the intersection of Railway Terrace and South Street has been upgraded to its maximum capacity. The submission notes there should be a focus on Transport Demand Management as follows:

- Minimise demand on existing and future roads, reduce number and length of trips and reduce reliance on single occupancy private vehicles by encouraging active and public transport.
- Blacktown City Council Growth Centre Precincts DCP 2010 should be used for residential parking on the site and note that depending on the provision of social/affordable/build to rent housing the parking rates set out in clause 74 of the Housing SEPP may be applicable.

Department Response

The Department is satisfied that traffic and transport impacts arising from this proposal have been adequately considered and that the potential development will have minor impacts on the existing road network. The Department notes TfNSW did not raise any issues with the Traffic Impact Assessment or Traffic Impact Review, or the modelling used to underpin these studies.

TfNSW supports the travel demand measures proposed and its recommendation supportive of travel demand management measures to reduce private vehicle dependence and supports a shift to public and active transport modes, given the sites proximity to Schofields Station.

3.3.3 Sydney Water

Sydney Water's submission advised the proposal exceeds the current water and wastewater infrastructure capacity. There is capacity for 900 dwellings, which will facilitate the initial stages of the development. The development will be staged to align with current availability of water and sewer requirements, set out by Sydney Water.

An additional 800 dwellings will require an infrastructure upgrade in the future. Sydney Water have not objected to the proposed rezoning.

3.3.4 Department of Education

The Department of Education's submission advised the number of government secondary students generated by the proposal could be accommodated in surrounding and planned schools. However, it advised there is a need to investigate accommodating the additional primary school student demand.

Department Response

This feedback is noted and has been provided to the Department's population forecasting team who will assist the Department of Education in the investigative modelling.

3.3.5 Endeavour Energy

Endeavour Energy advised there is sufficient capacity at Schofields Zone Substation (situated approximately one kilometre north east of the site) to supply the proposal.

4 Post Exhibition Assessment

The post exhibition assessment considers submissions received from members of the community and public agencies and advice from within the Department, to address concerns relating to the proposed building heights and density, lack of amenity and supporting infrastructure such as open space and childcare facilities.

The Departments Urban Design Team completed a review and analysis of the proposal. The review focused on capacity testing to determine if the floor space ratio and building height could deliver a built form outcome that achieves a scale, height, and density appropriate to the site's location. The Urban Design Team were also asked to consider the shortfall of public open space and compliance with the Apartment Design Guide requirements for solar access, setbacks, building separation and deep soil. These issues are captured in the below sections.

4.1 Site-specific assessment: Regional and District Plans, SEPPs and 9.1 Directions

The Planning Proposal has been subject to detailed Department review and assessment throughout this planning process.

The following reassesses the proposal against relevant Section 9.1 Directions, SEPPs, Regional and District Plans and Council's Local Strategic Planning Statement following public exhibition. It also re-assesses any potential key impacts associated with the proposal (as modified).

As outlined in the Discussion Paper (**Attachment F**), the planning proposal:

- Remains consistent with the Regional and District Plans relating to the site.
- Remains consistent with the Council's Local Strategic Planning Statement.
- Remains consistent with all relevant Section 9.1 Directions.
- Remains consistent with all relevant SEPPs.
- Remains consistent with the Strategic Assessment, including:
 - Social and economic impacts.
 - Environmental impacts.
 - Infrastructure.

4.2 Flooding

As the subject site is located within the Eastern Creek catchment, a tributary of the Hawkesbury Nepean River System, the Department commissioned an independent flood review. The south west corner of the site is affected by minor low velocity flooding in a Probable Maximum Flood (PMF) event. The flood review (**Attachment H**) found that overall flooding on the site is not a constraint at the flood planning level. The Department is satisfied that flood affectation is minor and can be managed through a development assessment.

4.3 Solar Access

The adjoining land in the centre of the site fronting Railway Terrace is identified to be used for both water cycle management and a local park, playground, and landscaping. The Department's Urban Design Team recommended introducing a solar access provision to protect the solar amenity. The inclusion of a solar access provision does not materially change the outcomes of the exhibited planning proposal, and will seek to improve, protect and enhance the amenity of public open spaces available to future residents.

The Department supports the introduction of a solar access provision to ensure 50% of the site is not overshadowed between 11am – 2pm on 21 June.

4.4 Open space

The Planning Proposal seeks to increase dwelling capacity but does not provide any additional public open space to support the proposed uplift. The community submissions and Council's submission identify a shortfall in public open space in the vicinity of the site.

The Department's Draft Greener Places Design Guide (p. 18) proposes the minimum size of a local park in high density areas as 3,000m². The guide defines high density areas as areas where there is a population density of greater than 60 dwellings/ha with limited access to private open space, which applies to the subject sites.

To address the shortfall in open space generated by the uplift, the Department is introducing a clause requiring the minimum provision of 3,000m² of publicly available open space to be incorporated into the proposal.

4.5 Centre based childcare facilities

Both the community and Council submissions raised concerns with the lack of childcare facilities in the area. Council's submission also identified there is a shortfall in childcare

facilities with the local catchment and the provision of childcare facilities is essential to meet the additional demand generated by the proposal.

The supporting Social and Community Assessment identified the proposal would result in a shortfall of 179 long day care (LDC) places and 185 out of school hours care (OSHC) places and that the proposal incorporates mixed use floorspace that could potentially accommodate a new childcare centre.

The Department is introducing a clause requiring the minimum childcare facility provision of 2,000m² to be incorporated into the proposal.

4.6 Affordable housing

To be eligible for the State-assessed Planning Proposal pilot program, proposals had to demonstrate they could meet certain criteria, including the provision of social or affordable housing. The draft Planning Proposal that was submitted for assessment stated it would deliver 33% of the total dwelling yield as social, affordable and/or build-to-rent housing typologies for a minimum of 15 years. However, the proposal was silent on the allocation of social, affordable and/or build-to-rent housing typologies that would be delivered as part of the proposal and a mechanism for its delivery.

In its submission Council identified the proposal would contribute to easing of the current undersupply of affordable housing, however for affordable housing is preferred to be provided in perpetuity.

In alignment with NSW Government incentives to deliver affordable housing and in response to the proposal's uplift on the site, it is reasonable to expect future development on the site to provide a component of affordable housing. The Department can require certain developments to deliver social and/or affordable housing in perpetuity or may offer floor space ratio and building height bonuses when affordable housing is provided.

In response to community submissions, and the fact that a private consortium cannot delivery social housing, this provision is removed from the proposal. The Department supports the introduction of a clause to provide:

- At least 10% of the gross floor area of the building for affordable housing, to be managed by a community housing provider in perpetuity, or
- At least 15% of the gross floor area of the building will be used for affordable housing managed by a registered community housing provider for a minimum of 15 years, and at least 15% of the gross floor area of the building will be used for the purposes of build-to-rent housing under *State Environmental Planning Policy (Housing) 2021* for a minimum of 15 years.

4.7 Bulk and scale, and design excellence bonus

In response to community submissions and concerns raised by Council, the Department's Urban Design Team undertook capacity testing on the site using the following measures using the internal road network and lot configuration as shown in the planning proposal. The testing noted that within the site 17,311m² of land is allocated to roads, 3,000m² of land is allocated for public open space and 6,000m² of land is allocated to non-residential uses. An average dwelling size of 85m² was applied.

The capacity testing found:

- The maximum number of storeys achievable within the site is nine.
 - This is because the required floor to floor height for residential development is 3.2m and for commercial development is 4m, plus room required to accommodate roof articulation, plinth and lift overruns.
 - Consequently, the ten-storey development shown in the indicative scheme accompanying the proposal is not achievable within a maximum building height of 32m.

The Urban Design Team recommended a site-specific clause that allows development to a maximum building height of 35m and a maximum FSR of 3.5:1, where the development is reviewed by a design review panel. The consent authority must take into account the advice of the design review panel when assessing future development applications to ensure design excellence is delivered.

The site-specific clause will allow flexibility within the planning controls to encourage design excellence and innovation, and can provide more certainty on the final development to Council, the community, and the landowner, without delaying the development approval process.

Based on the advice, the maximum building height has been increased from the exhibited 32m to a maximum of 35m. A building height of 35m would allow better design outcomes in terms of achieving building separation, setbacks, solar access and bulk and scale, with negligible negative impacts.

The 3m increase in building height from what was exhibited is a minor amendment for the following reasons:

- It is not inconsistent with the 10-storey scheme outlined in the exhibited plans.
- It is less than a 10% increase which is the maximum a planning control can be varied without lodging a formal 4.6 variation.
- It may only be achieved when design excellence is demonstrated.
- It will deliver approximately 1,700 dwellings.

The Department supports the introduction of a site-specific clause to allow an increase in maximum height of building to 35m and floor space ratio of 3.5:1, only if the development is reviewed by a design review panel and displays design excellence as specified in set criteria.

4.8 State significant development pathway

To enable a State Significant Development Assessment pathway, the Department recommends that that site is added to the list of to State Significant Development Sites, where Development that has an estimated development cost of more than \$10 million can be lodged and assessed by the Department.

5 Recommendation

5.1 Planning control amendments

In response to community and agency submissions and the Department's post exhibition assessment, the following planning provisions will be introduced through written and map amendments by amending State Environmental Planning Policy (Precincts – Central River City) 2021 (Central River City SEPP) and State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP).

Written amendments

Introduce a site-specific clause in the Precincts – Central River City SEPP allowing development on the site to achieve a 35m maximum of height of building and a 3.5:1 maximum floor space ratio, if:

- the development exhibits design excellence: where a design review panel are appointed to review against specified criteria; and
- development will not create additional overshadowing on 50% of the open space/ drainage (Item 2 on the key sites map) between 11am to 2pm on 21 June; and
- provision for 2000m² childcare facility; and
- provision for 3000m² publicly accessible open space; and
- provision of housing:
 - a minimum of 10% of the total dwelling yield as affordable housing, in perpetuity, owned and managed by a registered community housing provider, or
 - a minimum 15% of the total dwelling yield as affordable housing and a minimum 15% of the total dwelling yield as build-to-rent housing, for a minimum of 15 years, owned and managed by a registered community housing provider
- introduce the site to the list of sites identified in Schedule 2, clause (2) Development on specified sites, in the Planning Systems SEPP.

Map Amendments

Introduce the site on the Key Sites map tile KYS_005 in the Precincts – Central River City SEPP:

- introduce the site as Item 1
- introduce the adjoining open space/drainage, subject to the overshadowing provisions, as Item 2.

Introduce the site on the State Significant Developments Sites Map in the Planning Systems SEPP.

5.2 Justification for post-exhibition changes

The Department notes that these post-exhibition changes are justified and do not require re-exhibition. It is considered that the post-exhibition changes:

- are a reasonable response to comments provided by the community and public authorities
- do not alter the intent of the planning proposal and are minor amendments to the planning proposal
- ensure that building design, overshadowing and the provision of open space matters are further addressed at the development stage.

5.3 Recommendation

It is recommended the Governor makes the draft SEPP and Maps under clause 3.29(1) of the Act because:

- an Explanation of Intended Effects outlined the intent of planning amendments and has been published
- issues raised during consultation have been addressed or can be addressed through a development assessment
- the draft SEPP has site-specific strategic merit
- the draft SEPP is consistent with the relevant 9.1 Ministerial Directions and State Environmental Planning Policies.
- Parliamentary Council opinion has been provided.

Attachments

Attachment	Document
Attachment E	Railway Terrace, Schofields Planning Proposal
Attachment F	Railway Terrace, Schofields Discussion Paper (Explanation of Intended Effects)
Attachment G1	Public Submissions
Attachment G2	Agency Submissions
Attachment H	Flood Review