

2. Planning and statutory context

Chapter 2 provides a summary of the statutory planning context of the Project, including consideration of the relevant provisions of Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act), the environmental planning instruments applying to the Project and other approvals.

2.1 Environmental assessment under Part 3A of the *Environmental Planning and Assessment Act 1979*

Part 3A of the EP&A Act outlines the key steps for assessment and approval of major infrastructure and other projects in NSW. The assessment and approval process under Part 3A is divided into several key stages, as shown in Figure 2-1 and discussed below.

Project Application lodged with the Minister for Planning

The proponent prepares and submits an application, known as the Project Application Report under Part 3A. The Project Application Report is lodged to the Director-General of the Department of Planning (DoP) (Section 75E). In February 2008, a major project application and Project Application Report (*Quakers Hill to Vineyard Duplication Project, Project Application Report*, PB 2008) with the accompanying Preliminary Environmental Assessment Report was submitted to the DoP to seek approval of the Minister to carry out the Project.

These documents were considered at the planning focus meeting held on 11 March 2008 with relevant State agencies and local councils. The aim of the planning focus meeting was to discuss the key issues to be addressed in undertaking the Environmental Assessment. Details of the meeting and the process undertaken to define the key environmental issues are included in Chapter 4.

Director-General's environmental assessment requirements

Following the planning focus meeting and submission of the Project Application Report, the DoP issued Director-General's Requirements (DGRs) for the Project on the 8 April 2008 (refer Appendix A). These requirements for the Project are developed in consultation with relevant public authorities (Section 75F).

The DGRs set out the key issues to be addressed in the Environmental Assessment as follows:

- strategic and project justification (refer Section 2.5 and Chapter 5)
- land use and transport (refer sections 3.1 to 3.2 and sections 8.1 to 8.2)
- social and economics (refer sections 3.3 and 8.3)
- noise and vibration (refer sections 3.4 and 8.4)
- cultural heritage (refer sections 3.5 and 8.5)
- ecology (refer sections 3.6 and 8.6)
- hydrology (refer sections 3.7 and 8.7).

Items defined under the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) would be affected by the Project. The Project would require the acquisition of approximately 3.2 hectares of the HMAS Nirimba/Former Schofields Aerodrome which is owned by the Commonwealth (Department of Defence). The Project would also have an impact on one Commonwealth-listed Endangered Ecological Community (Cumberland Plain Woodland) and one Commonwealth-listed endangered species (*Pultenaea parviflora*) (refer Sections 8.6.2 and 8.6.5).

A referral to the Commonwealth Minister for the Department of the Environment, Water, Heritage and the Arts is required for any action that could have a significant impact on a matter of National Environmental Significance, or the environment on Commonwealth Land. A referral under Sections 18, 18A, 26 and 27A of the EPBC Act was submitted to the Minister in early 2009 to seek confirmation as to whether the Project constitutes a Controlled Action. It is anticipated that the Minister will advise Transport Infrastructure Development Corporation that the Project is not a Controlled Action, and will not require approval under the EPBC Act. This is discussed in further detail in Section 2.4.2.

Environmental Assessment

An Environmental Assessment is required to be prepared and submitted to the Director-General. The Environmental Assessment documents the expected environmental impacts from construction and operation of the project, and outlines the proposed mitigation measures. The proponent may be required to submit a revised Environmental Assessment if it is considered that the assessment does not adequately address the DGRs (Section 75H).

The Director-General may also require a statement outlining the commitments that the proponent makes to manage/mitigate the identified environmental impacts of the project, referred to as a Statement of Commitments (Section 75F).

This document comprises the Environmental Assessment for the Project. The draft Statement of Commitments for the Project is provided in Chapter 12.

Exhibition of the Environmental Assessment

The Director-General must make the Environmental Assessment publicly available for at least 30 days. During this exhibition period, any person (including a public authority) may make written submission to the Director-General.

This Environmental Assessment will be publicly displayed between April and May 2009. Public displays will include a copy of the Environmental Assessment report, posters incorporating details of the Project and Project update newsletters. Displays will be located in the Blacktown and Hawkesbury council areas (locations to be within Schofields and Riverstone communities) and at the DoP, and will be accessible during working hours. Community members will be able to review the Environmental Assessment at the public displays and online (refer Section 6.4.1).

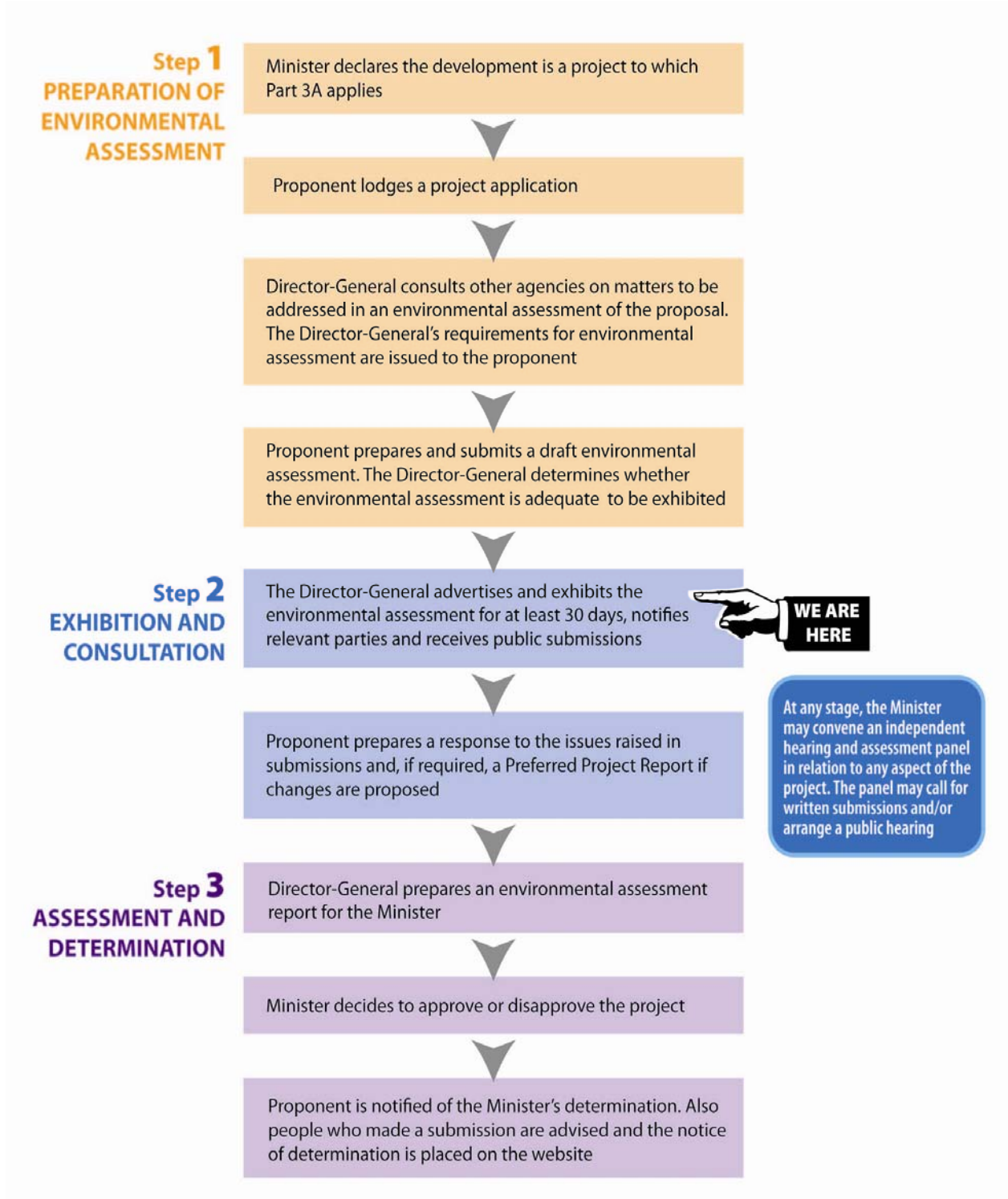


Figure 2-1 Part 3A planning and approval process

Submissions

Written submissions on the Environmental Assessment and/or Project can be made to the DoP by anyone with an interest in the Project. Submissions should be sent to the DoP by the closing date and should be addressed to:

Quakers Hill to Vineyard Duplication Environmental Assessment
Department of Planning
22–33 Bridge Street
SYDNEY NSW 2000

Copies of the submissions received by the Director-General are provided to the proponent and any relevant public authorities.

The proponent may be required to prepare and submit to the Director-General:

- a Submissions Report, providing a response to the issues raised in the submissions
- a Preferred Project Report, outlining any proposed changes to the Project to minimise its environmental impacts (If the changes are considered significant, the Director-General may require the proponent to make the Preferred Project Report available to the public.)
- a revised Statement of Commitments (Section 75H).

Determination of the Project

The Minister for Planning is the approval authority for all projects assessed under Part 3A (except where the power to grant approval has been duly delegated to the Planning Assessment Commission).

The Director-General prepares a report to the Minister for Planning on the Environmental Assessment and on any of the documents listed above that are required, for the purposes of the Minister's consideration of the application for approval to carry out the project (Section 75J). The Minister determines whether to approve or disapprove the carrying out of the project. A project may be approved with conditions by the Minister (Section 75I).

2.2 Planning and approvals process

Part 3A of the EP&A Act applies to the carrying out of development that is declared to be a Part 3A project by either a State Environmental Planning Policy (SEPP) or a Ministerial Order published in the *Government Gazette*. The Minister for Planning made an Order on 29 July 2005 that the following developments are proposals to which Part 3A applies:

Development that is an activity for which the proponent (that is not a local council or county council) is also the determining authority and that, in the opinion of the proponent, would (but for this order) require an environmental impact statement to be obtained under Part 5.

Clause 80 of *State Environmental Planning Policy (Infrastructure) 2007* (the Infrastructure SEPP) provides that development for the purpose of any of the following railways or railway projects, as described in Schedule 2, may be carried out by or on behalf of a public authority without consent on any land:

- (a) the Sydney Airport Rail Link
- (b) the Parramatta Rail Link
- (c) the Southern Sydney Freight Line
- (d) the Rail Clearways Program.

Clause 7 of Schedule 2 refers to the Rail Clearways Program and defines the 10 major railway system upgrade projects within the Sydney metropolitan area that comprise the Rail Clearways Program. Clause 7(f) of Schedule 2 prescribes the Quakers Hill to Vineyard Upgrading as one of these projects. The Quakers Hill to Vineyard Upgrading is defined to include:

Construction of stations, upgrading of stations, relocation of stations, additional tracks between and in the vicinity of Quakers Hill to Vineyard stations.

As TIDC is a public authority, the Project does not require development consent under the Infrastructure SEPP. Therefore, as previously identified, the Project would require approval under Part 3A of the EP&A Act.

The Project also incorporates the provision of bus interchanges. Clause 79(1) of the Infrastructure SEPP provides that development for the purpose of a railway or rail infrastructure facilities may be carried out by or on behalf of a public authority without consent on any land. Rail infrastructure facilities are defined to include bus interchanges that are integrated or associated with railway stations. As such, the bus interchanges are also permissible without consent.

Accordingly, the Project is identified as an activity under Part 5 of the EP&A Act. A determining authority, under Part 5 of the Act, is obliged in its consideration of an activity to:

Examine and take into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of that activity (Section 111).

An environmental impact statement must be undertaken if an activity is likely to significantly affect the environment (Section 112(1)). Development will, therefore, be a Part 3A project by reason of the Minister's Order if:

It is an activity subject to Part 5 of the Act for which the proponent is also the determining authority, and

In the opinion of the proponent, it is likely to significantly affect the environment.

A preliminary environmental risk assessment determined that the Project is likely to have a significant impact on the environment. As such, the Project would, but for Part 3A, require an environmental impact statement under Part 5 of the EP&A Act. Consequently, the Project, as declared by the Order, is a project to which Part 3A of the EP&A Act applies.

2.3 Environmental planning instruments

The Director-General's report, which the Minister must consider when determining the Project, is required to include a copy of, or reference to, the provisions of the SEPPs that substantially govern the carrying out of the Project (Section 75I(2)(d)) and any planning instrument that would (but for Part 3A) substantially govern the carrying out of the Project, and which have been taken into consideration in the Environmental Assessment (Section 75I(2)(e)). SEPPs and other relevant planning instruments will continue to apply to the Project until approval has been granted (Section 75R(2) and (3)).

As identified in Section 2.1, Part 3A of the EP&A Act applies to the Project. Section 75R(3) of the EP&A Act provides that environmental planning instruments, other than SEPPs, do not apply to an approved Part 3A project.

However, under Section 75J(3) the Minister may take into account the provisions of any environmental planning instrument that would not (because of Section 75R) apply to the project if approved. A discussion of all relevant environmental planning instruments is, therefore, provided in the following sections.

Section 75J(3) also provides that the *Environmental Planning and Assessment Regulation 2000* may preclude approval for the carrying out of a class of project (other than a critical infrastructure project) that such an instrument would otherwise prohibit. Clause 8(O) of the *Environmental Planning and Assessment Regulation 2000* provides that, for the purposes of Section 75J(3), approval for the carrying out of a project may not be given under Part 3A of the EP&A Act for any project, or part of a project, that:

- (a) is not the subject of an authorisation or requirement under Section 75M of the Act to apply for approval of a concept plan, and
- (b) is prohibited by an environmental planning instrument that would not (because of Section 75R of the Act) apply to the project if approved.

Through the provisions of the Infrastructure SEPP, the Project complies with Clause 8(0) of the *Environmental Planning and Assessment Regulation 2000* as it is not a prohibited action.

SEPP (Infrastructure) 2007

The aim of the Infrastructure SEPP is to facilitate the effective delivery of infrastructure across the State by providing a consistent planning regime for infrastructure and the provision of services across NSW. The SEPP provides for consultation with relevant public authorities during the assessment process and identifies the environmental assessment category of the relevant infrastructure proposed. The SEPP also identifies matters to be considered in the assessment of developments adjacent to particular types of infrastructure development and supports greater flexibility in the location of infrastructure and service facilities along with improved regulatory certainty and efficiency.

Part 2 of the Infrastructure SEPP requires consultation with councils and other public authorities where development carried out by, or on behalf of, a public authority will, in the opinion of the public authority, impact council-related infrastructure or services, local heritage or flood liable land. Consultation with Blacktown City Council, Hawkesbury City Council and other relevant agencies has been initiated and will continue as part of the Project (refer Chapter 4).

Section 2.2 confirms that due to the provisions of the Infrastructure SEPP, the Project, including associated bus interchanges, is permissible without consent.

SEPP No. 19 — Bushland in Urban Areas

The aim of *SEPP No. 19 — Bushland in Urban Areas* (SEPP 19) is to protect and preserve bushland for its natural heritage, aesthetic, recreational, educational and scientific resource values. Under clause 4 of SEPP 19, bushland refers to:

land on which there is vegetation which is either a remainder of the natural vegetation of the land or, if altered, is still representative of the structure and floristics of the natural vegetation.

SEPP 19 applies to bushland within the urban areas identified in Schedule 1 of the SEPP, which includes the Blacktown local government area (LGA).

Under Clause 6 of SEPP 19, a consent authority must not consent to development affecting bushland unless it:

- a) has made an assessment of the need to protect and preserve the bushland having regard to the aims of this Policy
- b) it is satisfied that the disturbance of the bushland is essential for a purpose in the public interest and no reasonable alternative is available to the disturbance of that bushland
- c) it is satisfied that the amount of bushland proposed to be disturbed is as little as possible and, where bushland is disturbed to allow construction work to be carried out, the bushland will be reinstated upon completion of that work as far as is possible.

A flora and fauna assessment (refer to Technical Paper 5 (Volume 2) and Section 8.6) was undertaken for the Project, which took into consideration the need to protect and preserve bushland as part of the Project. The construction of the car park for the new Vineyard Station would require the removal of a section of vegetation along Riverstone Parade, between Norwood and Ashford roads, at Vineyard. This vegetation fits the description of bushland in SEPP 19.

The provision of the car park at Vineyard Station is in the public's interest; however, alternative car park options would be assessed during the phase 2 car park (refer Section 8.6). This assessment would consider the amount of disturbance to bushland, with a view to minimise the Project's impact where possible. The flora and fauna assessment concluded that, while the vegetation to be cleared is of a high quality, it is limited in extent and forms part of the land certified under the Growth Centres Conservation Strategy (refer section below). Subsequently, the aims and objectives of SEPP 19 have been considered and addressed within the flora and fauna assessment and this Environmental Assessment.

SEPP No. 55 — Remediation of Land

The aim of *SEPP No. 55 — Remediation of Land* (SEPP 55) is to provide a State-wide planning approach for the remediation of contaminated land and to promote the remediation of contaminated land to reduce the risk of harm to human health or any other aspect of the environment. SEPP 55 requires that, where land is contaminated, it must be suitably remediated prior to any further development on that land. SEPP 55 also contains provisions relating to the type of remediation work required and references to contaminated land planning guidelines.

Clause 7 of SEPP 55 requires that contamination and remediation of land be considered by a consent authority in determining a development application. However, development consent under Part 4 of the EP&A Act is not required for the Project, by virtue of the provisions of the Infrastructure SEPP. Accordingly, Clause 7 of SEPP 55 does not apply to the Project. Nevertheless, the principles of SEPP 55 have been considered.

A Phase 1 contamination assessment has been undertaken for the Project (refer Section 3.11). The assessment identified a number of locations within the study area with moderate to high risk of encountering contaminants during excavation; these areas are listed in Section 3.11.

A Phase 2 contamination assessment is currently underway for these areas and will be considered as part of the detailed design process.

Further assessment is underway to evaluate areas outside the existing rail corridor required for construction of the Project. However, given the historic agricultural land uses for these areas, it is unlikely that contamination will present a major concern.

SEPP No. 44 — Koala Habitat Protection

SEPP No. 44 – Koala Habitat Protection (SEPP 44) aims to encourage the proper conservation and management of natural vegetation areas that provide habitat for koalas. The SEPP applies to 106 local government areas which are detailed in Schedule 1 of the policy.

SEPP 44 details development controls that apply to land in the relevant LGAs for which a development application has been made, and which is more than one hectare in size. Development applications in relation to such land cannot be approved prior to certain investigations of koala habitat to determine whether the land constitutes ‘potential’ or ‘core’ koala habitat.

‘Core koala habitat’ is defined as an area with a resident population of koalas, evidenced by the presence of breeding females, recent sightings of, and historical records of, a population. ‘Potential koala habitat’ is identified as areas of native vegetation where specific types of native feed trees (as detailed in Schedule 2 of the policy) are found.

Blacktown LGA (within which most of the Project falls) is not listed in Schedule 1, and as such SEPP 44 is not applicable to Project works proposed to be undertaken within the Blacktown LGA (refer Section 2.3.1).

Hawkesbury LGA is however listed in Schedule 1. It is unlikely that the proposed area of impact within the Hawkesbury LGA would fit the definition of ‘core koala habitat’, as defined by SEPP 44. Preferred habitat was not present during biodiversity surveys, deeming it unlikely that the Project would impact on land which fits the definition of ‘potential koala habitat’, as defined by SEPP 44 (refer Attachment C of Technical Paper 5). Notwithstanding this, the intent of the SEPP has still been considered in this assessment.

SEPP (Sydney Region Growth Centres) 2006

SEPP (Sydney Region Growth Centres) 2006 (the Growth Centres SEPP) is the initial environmental planning instrument component for the Metropolitan Strategy; the SEPP applies to any land within the growth centres. The Project is located within the North West Growth Centre and, as such, the Growth Centres SEPP provides some matters for consideration in the assessment and determination of the Project. The principles set out in the SEPP have been considered in the development and assessment of the Project.

The Growth Centres SEPP sets out the statutory plans and processes that will apply in the growth centres. Central to the Growth Centres SEPP is the coordination of sustainable land release for urban development within each growth centre. More detailed land use and other development control components will be progressively included in the Growth Centres SEPP on completion of the planning process in precincts released for urban development.

The aims of the Growth Centres SEPP are (in conjunction with amendments to the regulations under the *Environmental Planning and Assessment Regulation 2000* relating to precinct planning) as follows:

- (a) to co-ordinate the release of land for residential, employment and other urban development in the North West and South West growth centres of the Sydney Region
- (b) to enable the Minister from time to time to designate land in those growth centres as ready for release for development
- (c) to provide for comprehensive planning for those growth centres
- (d) to enable the establishment of vibrant, sustainable and liveable neighbourhoods that provide for community well-being and high quality local amenity
- (e) to provide controls for the sustainability of land in those growth centres that has conservation value
- (f) to provide for the orderly and economic provision of infrastructure in and to those growth centres
- (g) to provide development controls in order to protect the health of the waterways in those growth centres
- (h) to protect and enhance land with natural and cultural heritage value
- (i) to provide land use and development controls that will contribute to the conservation of biodiversity.

The North West Growth Centre comprises 16 precincts, which will be progressively released and developed in response to population growth and market demand (refer Figure 2-2). The Project borders or traverses the following precincts: Vineyard, Riverstone West, Riverstone, Schofields West, Schofields and Alex Avenue. Of these precincts, Riverstone West, Riverstone and Alex Avenue are amongst the first to be released for urban development.

Part 4 of the Growth Centres SEPP sets out development controls for the carrying out of development on land within a growth centre, where other development provisions have not yet been set. Although precinct planning has commenced for some of the precincts traversed by the Project, relevant specific development controls remain to be set. As such, the relevant development controls are set out in Clause 16 of the SEPP, as follows:

- i. whether the proposed development will preclude the future urban and employment development land uses identified in the relevant growth centre structure plan
- ii. whether the extent of the investment in, and the operational and economic life of, the proposed development will result in the effective alienation of the land from those future land uses
- iii. whether the proposed development will result in further fragmentation of land holdings
- iv. whether the proposed development is incompatible with desired land uses in any draft environmental planning instrument that proposes to specify provisions in Appendix 1 or clause 7A
- v. whether the proposed development is consistent with the precinct planning strategies and principles set out in any publicly exhibited document that is relevant to the development

- vi. whether the proposed development will hinder the orderly and co-ordinated provision of infrastructure that is planned for the growth centre
- vii. in the case of transitional land — whether (in addition) the proposed development will protect areas of Aboriginal heritage, ecological diversity or biological diversity as well as protecting the scenic amenity of the land.

The Project is an essential component of the development of the North West Growth Centre in providing efficient and reliable public transport for the expected population increase associated with the planned development. The Project is a significant feature of the North West Structure Plan, which aims to develop transit-oriented development on either side of the existing Richmond Branch Line. The Richmond Branch Line is strategically located in the centre of the North West Growth Centre and would provide an opportunity to support sustainable land release through the provision of additional rail services to the region. The upgrade of the stations, while not identified in the structure of the plan, are considered consistent with the planning principles for the growth centre. It is considered that the Project is consistent with, and will help facilitate achieving the aims of, the Growth Centres SEPP.

Furthermore, Clause 17 of the Growth Centres SEPP provides that certain projects must be referred to the Growth Centres Commission (refer Section 2.5.4) for comment after the release of a precinct. This clause applies to land within a precinct that has been released for urban development by the Minister under the *Environmental Planning and Assessment Regulation 2000*, and so applies until provisions have been specified in Appendix 1 or Clause 7A of the Growth Centres SEPP.

Clause 17 applies to development applications under Part 4 of the EP&A Act and, as such, Clause 17 does apply to the Project.

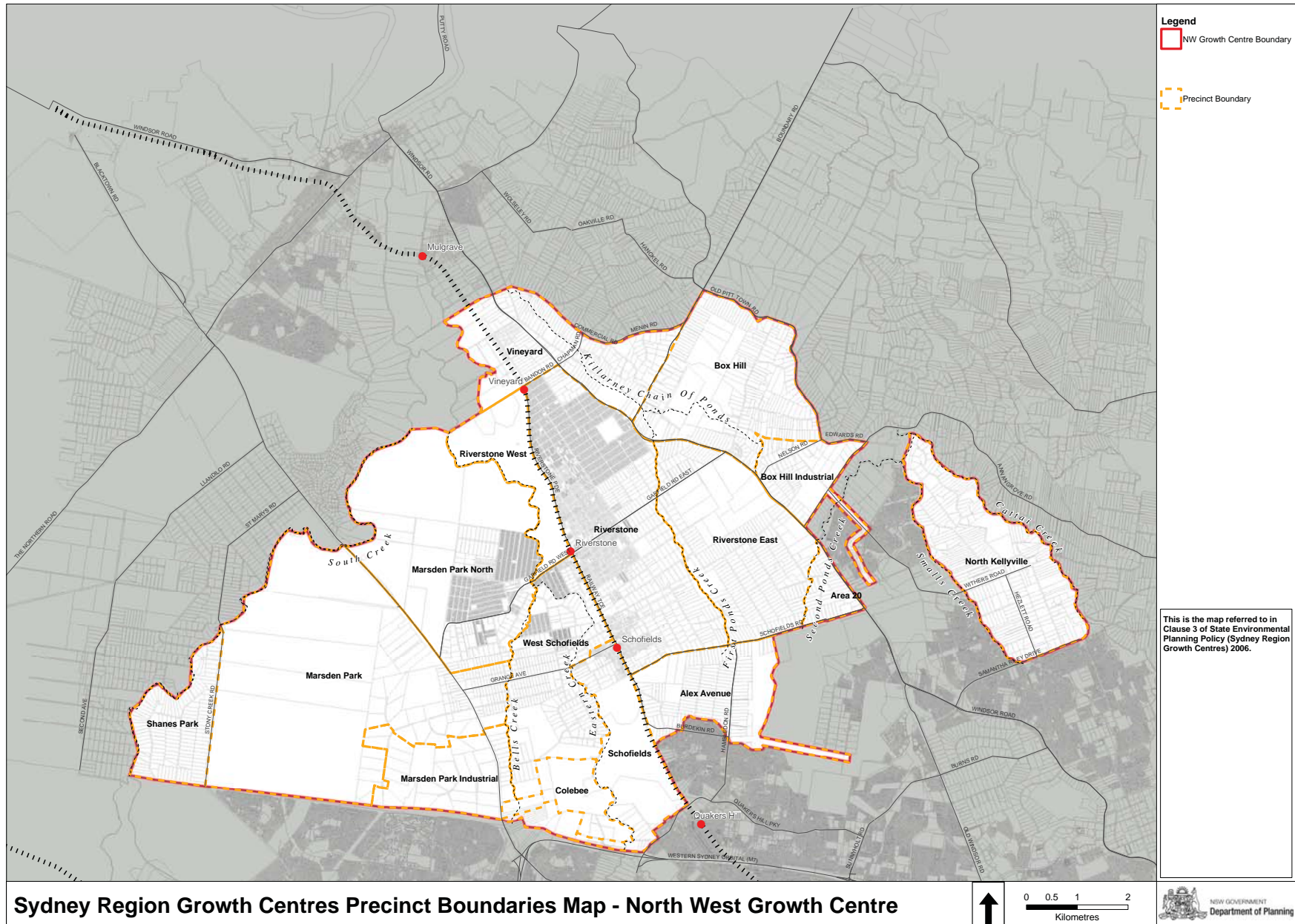


Figure 2-2 North West Growth Centre precinct map

Biodiversity certification under section 126G of the *Threatened Species Conservation Act 1995*

In order to streamline assessment and approval in the growth centres, an order to confer biodiversity certification on the Growth Centres SEPP was issued on the 11 December 2007 by the Minister Assisting the Minister for Climate Change, Environment and Water.

Biodiversity certification (under Section 126G of the TSC Act) may be conferred on an environmental planning instrument if the Minister is satisfied that the instrument, in addition to any other relevant measures to be taken, will maintain or improve biodiversity values. A draft conservation plan (Eco Logical Australia 2007) was prepared to identify biodiversity values within the growth centres and propose mechanisms to achieve positive conservation outcomes through the development assessment process. In addition to the mechanisms outlined in the draft conservation plan, the Minister's order (Minister for Climate Change, Environment and Water 2007) outlines the conditions of the biodiversity certification.

Biodiversity certification identifies areas within the growth centres as either certified or non-certified. Certified areas are those that are likely to be of lower conservation value. Non-certified areas generally correspond with areas of higher conservation value (such as known locations of threatened species habitat), and flood prone and transitional land.

Biodiversity certification switches off the need to undertake further significance assessments for threatened species (under Section 5A of the EP&A Act, the 'Seven Part Test'). In these areas, it is considered that development is not likely to significantly affect any threatened species, population or ecological community, or the habitat of any of these. In non-certified areas, there is no change to the approval process and threatened species assessments are required as normal under Section 5A of the EP&A Act.

The biodiversity certification order also outlines requirements to offset biodiversity impacts. Instead of the provision of offsets as part of a development project, in certified areas, biodiversity offsets will be funded as part of the Special Infrastructure Contribution to be paid by developers in the certified areas. The value of the contribution will be determined in a precinct plan at a flat value per hectare (regardless of the existing biodiversity values). However, as the Special Infrastructure Contribution applies only to actions requiring development approval under Part 4 of the EP&A Act, the Project is not required to contribute to offsets for impacts to biodiversity in the certified areas as the Project is being assessed under Part 3A. Notwithstanding this, the clearing required for the construction of rail infrastructure in the Growth Centre has been taken into consideration in the allocation of the Special Infrastructure Contribution mechanism. In reflection of this, a total of \$530 Million in developer contributions has been designated for purchasing high-conservation value bushland and establishment of conservation agreements with landowners within and outside both the North and South West Growth Centres.

Offsets are also required for biodiversity impacts resulting from the Project in non-certified areas (under condition 11 of the certification order, Minister for Climate Change Environment and Water 2007). In these areas the project proponent, in this case TIDC, is directly responsible for the provision of offsets to compensate for any clearing outside the certified areas. These offsets would be calculated for Threatened biodiversity or their habitats identified in the non-certified areas in accordance with the offset ratios used for BioBanking (Ray Giddins, Regional Biodiversity Conservation Officer, Department of Environment and Climate Change, personal communication 20 February 2007).

It should also be noted that the *Threatened Species Conservation Amendment (Special Provisions) Act 2008* was passed on 25 June 2008 and amends the *Threatened Species Conservation Act 1995* by inserting a new part to Schedule 7 (Savings, transitional and other provisions) of the Act. The new Part 7, Schedule 7 of the Act confers biodiversity certification on the Growth Centres SEPP. The amendment largely replicates the order to confer biodiversity certification on the Growth Centres SEPP that was issued by the Minister for the Environment on 11 December 2007 and resolves any uncertainty about the certification granted on the Growth Centres SEPP in accordance with Section 126G of the *Threatened Species Conservation Act 1995*.

Biodiversity certification does not negate the need for assessment of all areas and all impacts under the EPBC Act.

2.3.1 Local environmental planning instruments

The Project traverses two LGAs — Blacktown and Hawkesbury. The majority of the Project is located within the Blacktown LGA. The existing Bandon Road level crossing at Vineyard Station is positioned on the border of the Blacktown and Hawkesbury LGAs. The only parts of the proposed works that would be undertaken within the Hawkesbury LGA are the upgrading of the existing substation at Vineyard, and works connecting the power supply and signalling system to the remainder of the network.

As stated earlier, the provisions of the Infrastructure SEPP have the effect that the Project is permissible without development consent. These provisions override the requirements within the local environmental plans governing the permissibility of the Project. However, the requirements of the relevant instruments have been considered as they would continue to apply until approval to proceed has been granted.

Blacktown LGA

Part of the Project would be constructed within the existing rail corridor; however, elements of the Project would also be constructed outside of the corridor, including construction on Schofields Aerodrome, which is owned by the Department of Defence. The land zoning of the Project area under the *Blacktown Local Environmental Plan 1988* (Blacktown LEP) is described in the following sections and shown in Figure 2-3.

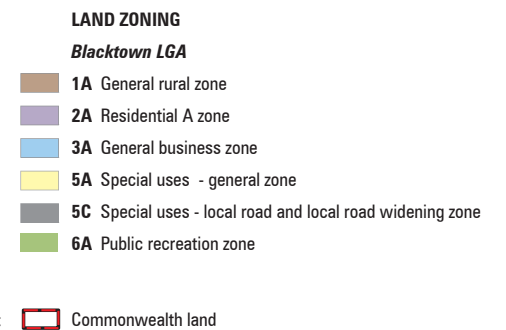
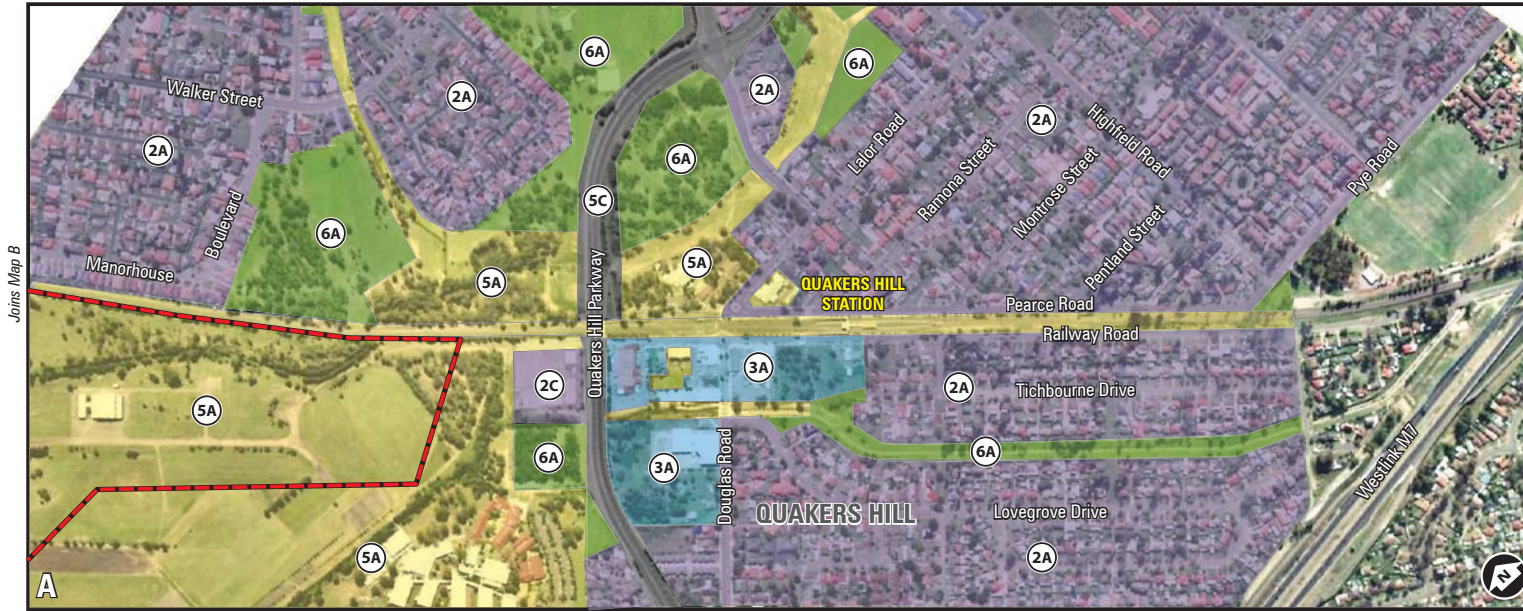


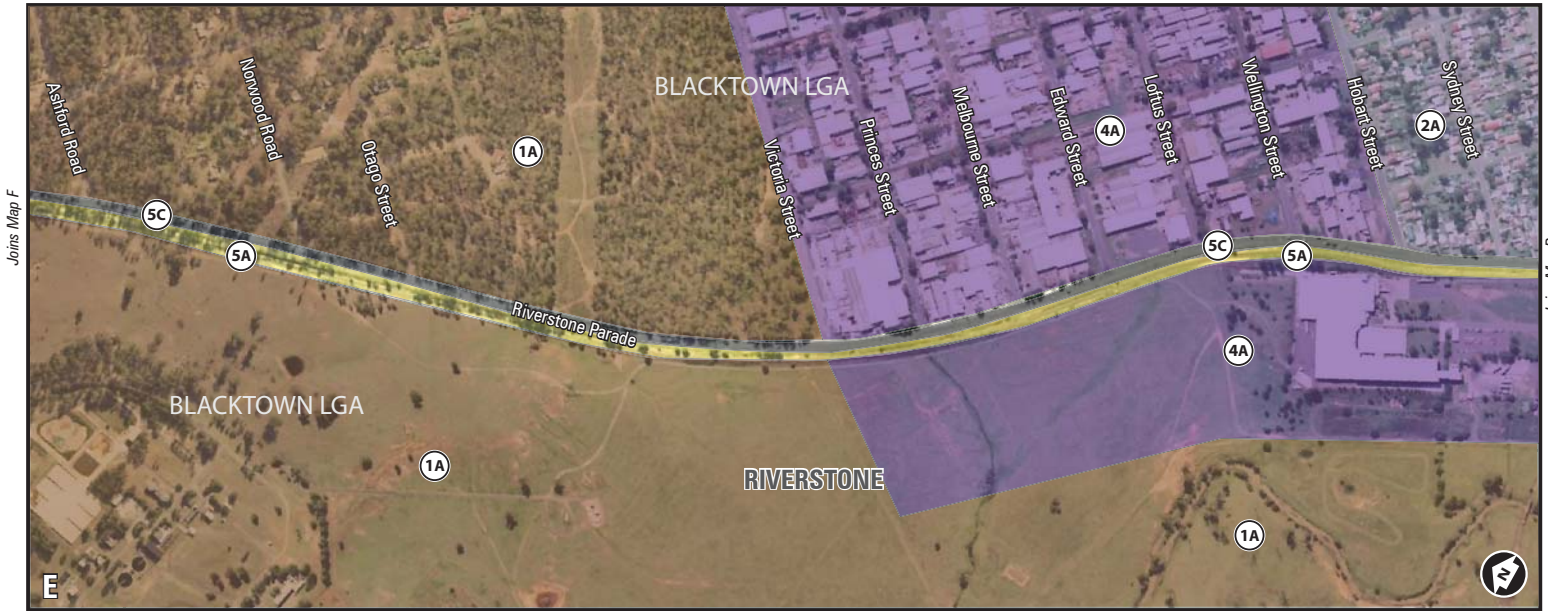
Figure 2-3a Land zoning under the *Blacktown Local Environmental Plan 1988* and the *Hawkesbury Local Environmental Plan 1989*



- LAND ZONING**
Blacktown LGA
- 1A General rural zone
 - 2A Residential A zone
 - 3A General business zone
 - 4A General industrial zone
 - 5A Special uses - general zone
 - 5B Special uses - arterial road and arterial road widening zone
 - 5C Special uses - local road and local road widening zone
 - 6A Public recreation zone
 - 6B Private recreation zone

Figure 2-3b Land zoning under the *Blacktown Local Environmental Plan 1988* and the *Hawkesbury Local Environmental Plan 1989*





- LAND ZONING**
- Blacktown LGA**
- 1A General rural zone
 - 2A Residential A zone
 - 4A General industrial zone
 - 5A Special uses - general zone
 - 5C Special uses - local road and local road widening zone
- Hawkesbury LGA**
- 1 Rural (mixed agriculture)
 - 1 Rural (rural living) (clause 12(2) - subdivisions)
 - 5b Special uses (railway)
- LGA boundary



Figure 2-3c Land zoning under the *Blacktown Local Environmental Plan 1988* and the *Hawkesbury Local Environmental Plan 1989*

Zone 5(a) (Special Uses — General Zone)

Several sections of the Project are proposed to be constructed outside the rail corridor on land zoned 5(a) (Special Uses — General Zone):

- new sections of track within the existing rail corridor
- new Schofields and Vineyard stations (including the associated bus interchanges)
- new Schofields Station car park located on the eastern side of the rail corridor adjacent to the new Schofields Station
- new sections of track (and associated widening of the rail corridor boundary) outside of the existing rail corridor
- new utility corridor, located adjacent to the eastern and western sides of the rail corridor between Quakers Hill Station and new Schofields Station.

The objectives of Zone No 5(a) (Special Uses - General Zone) are:

- (a) to identify land which is currently used by public authorities, organisations and the council to provide certain community facilities and services
- (b) to identify land reserved for future acquisition by the council for a range of community facilities and services
- (c) to identify land which has been reserved at the request of certain public authorities for its future acquisition to provide a range of community facilities and services
- (d) in relation to land marked "Corridor" on the map:
 - i. to set aside land for the development of certain major long-term services and facilities, and special uses carried out by public authorities in an economic, safe and environmentally sensitive manner, and
 - ii. to allow the identified land to be used for recreational or other purposes where that use does not conflict with the existing or likely future use of the land by public authorities.

Within this land use zone, all forms of development require development consent. The development control table in the Blacktown LEP lists the type of development that is permissible with development consent. For land zoned 5(a) (Special Uses — General Zone), the development control table refers to the particular purpose that is indicated by black lettering on the relevant LEP map. The LEP map indicates that the special purposes for the land that would be impacted by the Project comprise:

- Zone 5(a) (Special Uses — General Zone) (Rail)
- Zone 5(a) (Special Uses — General Zone) (Commonwealth Uses)
- Zone 5(a) (Special Uses — General Zone) (Council Purposes)
- Zone 5(a) (Special Uses — General Zone) (Drainage)
- Zone 5(a) (Special Uses — General Zone) (Education).

The Project comprises rail and purposes normally associated with, and ancillary to, operation of rail infrastructure (with exception to the utility corridor, which is defined as 'public utility undertaking' under the former *Environment Planning and Assessment Model Provisions 1980*). As such, the proposed development is permissible with consent within this zone under the LEP. However, the Infrastructure SEPP has the effect that the Project is permissible without consent.

Zone 1A (General Rural Zone)

Several sections of the Project are proposed to be constructed outside the rail corridor on land zoned 1A (General Rural Zone) under the Blacktown LEP:

- new section of track (and associated widening of the rail corridor boundary) between Quakers Hill Station and the new Schofields Station on the western side of the rail corridor
- the new Schofields Station, near the junction of Railway Terrace and Pelican Road, Schofields
- the new Schofields Station car park and associated access road, located on the western side of the rail corridor adjacent to the western side of the new Schofields Station
- new Schofields Substation, near the corner of Burdekin Road and Railway Parade, adjacent to the eastern boundary of the rail corridor
- new sections of track between Riverstone and the new Vineyard Station
- the new Vineyard Station and associated track work and car park along both sides of Riverstone Parade.

The land use objectives for this zone are:

- (a) to ensure that actual or potential rurally productive land is not withdrawn unnecessarily from production
- (b) to ensure that development in rural areas is carried out in a manner that minimises risks from natural hazards and does not unreasonably increase demand for public services
- (c) to provide for urban support functions
- (d) to ensure that development within the rural zones does not hinder the proper and orderly development of any future urban lands.

The Project would be constructed adjacent to an existing rail line and is considered to be consistent with these land use objectives.

The Blacktown LEP development control table sets out the types of development that are permissible with and without consent, and the types of development that are prohibited. The table provides that, unless a development is listed as a prohibited development, it is permissible with consent in this zone. There are no forms of development that are permitted without consent.

It is noted that prohibited forms of development include 'transport terminals'. The Blacktown LEP adopts the definitions in the former *Environment Planning and Assessment Model Provisions 1980*, which define 'transport terminal' as:

a building or place used as an airline terminal, a road transport terminal, a bus station or a bus depot.

The new stations, track work and car park do not fall within the definition of transport terminals, thus are not prohibited development within this zone. The bus interchanges do not fall on land zoned 1A (General Rural Zone). As such, within this zone, development would be permissible with development consent. However, the Infrastructure SEPP has the effect that the Project is permissible without consent.

Zone 5(c) (Special Uses — Local Road and Local Road Widening Zone)

Parts of the Project that are proposed to be constructed outside the rail corridor on land zoned 5C (Special Uses — Local Road and Local Road Widening Zone) under the Blacktown LEP comprise:

- new section of track (and associated widening of the rail corridor boundary) between Quakers Hill Station and the new Schofields Station on the eastern side of the rail corridor
- new section of track (and associated widening of the rail corridor boundary) between the new Schofields Station and Riverstone Station, on the eastern side of the rail corridor
- new Schofields Station car park located on the eastern side of the rail corridor adjacent to the new Schofields Station
- new access road to the new Schofields Station car park located on the western side of the rail corridor adjacent to the new Schofields Station
- new utility corridor, located adjacent to the eastern side of the rail corridor between Quakers Hill Station and new Schofields Station.

The land use objective for this zone is:

to identify land required for existing or proposed local roads including the widening of existing local roads.

The Blacktown LEP development control table provides that, unless a development is listed as permissible with consent, it is prohibited within this zone. The development control table provides that 'public utility undertakings' are permissible with consent. The Blacktown LEP adopts the definitions in the former *Environment Planning and Assessment Model Provisions 1980*, which define 'public utility undertaking' as:

any of the following undertakings carried on or permitted to be carried on by or by authority of any Government Department or under the authority of or in pursuance of any Commonwealth or State Act:

- (a) railway, road transport, water transport, air transport, wharf or river undertakings
- (b) undertakings for the supply of water, hydraulic power, electricity or gas or the provision of sewerage or drainage services.

The new sections of track that would be constructed for the Project comprise a railway, and as such fall within the definition of a 'public utility undertaking'. Similarly, the utility corridor also fits the definition of a 'public utility undertaking'. Therefore the construction of the new sections of track and the utility corridor would be permissible in this zone with consent. The new access road to the car park on the western side of the rail corridor, and the new car park on the eastern side of the rail corridor would also be permissible with development consent within this zone. The Infrastructure SEPP however, has the effect that the Project is permissible without consent.

Zone 6(a) (Special Uses — Public Recreation Zone)

Parts of the Project that are proposed to be constructed outside the rail corridor on land zoned 6(a) (Special Uses — Public Recreation Zone) under the Blacktown LEP comprise:

- new sections of track (and associated widening of the rail corridor boundary) between Quakers Hill Station and the new Schofields Station on the eastern side of the rail corridor
- new utility corridor, located adjacent to the eastern side of the rail corridor between Quakers Hill Station and new Schofields Station.

The land use objectives for this zone are:

- (a) to ensure there is provision of adequate local open space areas to meet the needs of all residents and provide opportunities to enhance the total environmental quality of the City of Blacktown
- (b) to identify land which is now owned by the council or which will either be acquired by the council or dedicated as a condition of development consent or subdivision approval to the council for local open space and public recreational purposes
- (c) to identify certain land which is owned by the Crown and under the care, control and management of the council as public open space.

The Blacktown LEP development control table provides that, unless a development is listed as permissible with or without consent, it is prohibited within this zone. The development control table provides that 'public utility undertakings' is permissible with consent. The LEP adopts the definitions in the former *Environment Planning and Assessment Model Provisions 1980*, which is defined above for 'public utility undertaking'.

As the proposed works within this land zone fall within the definition of a 'public utility undertaking', it is permissible in this zone with consent; however, the Infrastructure SEPP has the effect that the Project is permissible without consent.

Zone 4(a) (General Industrial Zone)

Parts of the Project that are proposed to be constructed outside the rail corridor on land zoned 6(a) (Special Uses — Public Recreation Zone) under the Blacktown LEP comprise:

- new sections of track (and associated widening of the rail corridor boundary) between Riverstone Station and the new Vineyard Station on the western side of the rail corridor.

The land use objectives for this zone are:

- (a) to provide areas for accommodating both traditional and modern forms of industrial warehousing and like development outside areas used or zoned for residential or business purposes and so encourage economic and employment growth in Blacktown
- (b) to encourage the establishment of new industry and other compatible, large-scale activity in appropriate locations
- (c) to accommodate large industrial, warehousing and like developments such as auction rooms, plant and equipment hire establishments, timber yards and the like, but to prohibit offensive or hazardous industries

- (d) to enable development for the purposes of retailing only where it is associated with, and ancillary to, manufacturing purposes on the same land or where it serves the daily convenience needs of the local workforce
- (e) to enable development for the purposes of commercial offices only where it is associated with, and ancillary to, industrial, warehousing or like purposes on the same land or where it serves the daily convenience needs of the local workforce
- (f) to ensure permitted development creates areas which are pleasant to work in and are safe and efficient in terms of transportation and land utilisation
- (g) to enhance and improve the physical environment of the City of Blacktown by minimising disturbances caused by air pollutants, water pollutants, other pollutants and noise pollution
- (h) to enable development for the purposes of community facilities such as child care facilities either in association with or independent of other permitted development to serve the needs of the workforce of the area.

The Blacktown LEP development control table provides that, unless a development is listed as prohibited, it is permissible with consent. None of the developments listed as prohibited in the development control table are relevant to the Project, and as such the Project is permissible with consent; however, the Infrastructure SEPP has the effect that the Project is permissible without consent.

Zone 2(a) (Residential A Zone)

Parts of the Project that are proposed to be constructed outside the rail corridor on land zoned 2(a) (Residential A Zone) under the Blacktown LEP comprise:

- part of the new Schofields pedestrian footbridge on the western side of the rail corridor.

The land use objectives for this zone are:

- (a) to make general provision to set aside land to be used for the purpose of housing and associated facilities
- (b) to identify existing residential areas of predominantly single dwelling character, and to maintain that character by prohibiting residential flat buildings
- (c) to enable sensitive infill development of other housing types if the infill development is of a bulk, scale and appearance that does not adversely impact on adjoining development or the amenity of the locality
- (d) to enable development for a variety of housing forms, including townhouses, villas, integrated housing, dual occupancies and the like, if such development does not interfere with the amenity of surrounding residential areas by way of overshadowing, overlooking, or loss of privacy
- (e) to allow people to carry out a reasonable range of activities from their homes, where such activities are not likely to adversely affect the living environment of neighbours
- (f) to allow within the zone a range of non-residential uses which:
 - i. are capable of visual integration with the surrounding environment
 - ii. either serve the needs of the surrounding population or the needs of the City of Blacktown without conflicting with the basic intent of the zone
 - iii. do not place demand on public services beyond the level reasonably required for residential use.

The Blacktown LEP development control table provides that, unless a development is listed as prohibited, it is permissible with consent. None of the developments listed as prohibited in the development control table are relevant to the Project, and as such the Project is permissible with consent; however, the Infrastructure SEPP has the effect that the Project is permissible without consent.

Zone 3(a) (General Business Zone)

Parts of the Project that are proposed to be constructed outside the rail corridor on land zoned 3(a) (General Business Zone) under the Blacktown LEP comprise:

- part of the new Quakers Hill pedestrian footbridge on the western side of the rail corridor.

The land use objectives for this zone are:

- (a) to encourage appropriate development which will result in the growth of major foci for accommodating the retail, commercial and social needs of the community
- (b) to encourage development and expansion of business activities which will contribute to the economic growth of, and the creation of employment opportunities within, the City of Blacktown
- (c) to encourage a wide range of retail, commercial and recreational facilities in the major business centres of Blacktown
- (d) to accommodate the establishment of retail, commercial and professional services for local residents in conveniently located business centres within the residential precincts where the scale and type of business development is compatible with the amenity of the surrounding areas
- (e) by means of development control plans:
 - i. to ensure that the size and function of both retail and commercial facilities are established within a preferred hierarchy of centres for the City of Blacktown
 - ii. to set aside specific areas within the zone for the provision of carparking, community uses, civic facilities, recreation areas and the like
 - iii. to provide for a program of environmental improvements within each centre with a view towards improving traffic movement and shopper safety and comfort.

The Blacktown LEP development control table provides that, unless a development is listed as prohibited, it is permissible with consent. None of the developments listed as prohibited in the development control table are relevant to the Project, and as such the Project is permissible with consent; however, the Infrastructure SEPP has the effect that the Project is permissible without consent.

Hawkesbury LGA

Zone 1 (rural) mixed agriculture

The upgrading of the existing Vineyard Substation would be undertaken on land zoned 1 (rural) mixed agriculture under the *Hawkesbury Local Environmental Plan 1989* (Hawkesbury LEP; refer Figure 2-3). The objectives of this zone are as follows:

- (a) to encourage existing sustainable agricultural activities
- (b) to ensure that development does not create or contribute to rural land use conflicts
- (c) to encourage agricultural activities that do not rely on highly fertile land
- (d) to prevent fragmentation of agricultural land
- (e) to ensure that agricultural activities occur in a manner:
 - i. that does not have a significant adverse effect on water catchments, including surface and groundwater quality and flows, land surface conditions and important ecosystems such as streams and wetlands
 - ii. that satisfies best practice guidelines and best management practices
- (f) to promote the conservation and enhancement of local native vegetation, including the habitat of threatened species, populations and ecological communities by encouraging development to occur in areas already cleared of vegetation
- (g) to ensure that development retains or enhances existing landscape values that include a distinctive agricultural component
- (h) to prevent the establishment of traffic generating development along main and arterial roads
- (i) to control outdoor advertising so that it does not disfigure the rural landscape
- (j) to ensure that development does not create unreasonable economic demands for the provision or extension of public amenities or services.

Section 9(1)(a) of the Hawkesbury LEP provides that 'public utility undertakings' on land zoned 1 (rural) mixed agriculture are permissible without consent. Public utility undertakings are defined under the LEP as:

any of the following undertakings carried on or permitted or suffered to be carried on by or by authority of any government department or under the authority of or in pursuance of any Commonwealth or State Act:

- (a) railway, road transport, water transport, air transport, wharf or river undertakings
- (b) undertakings for the supply of water, hydraulic power, electricity or gas or the provision of sewerage or drainage services
- (c) telecommunication facilities undertakings.

As such, the upgrading of the existing substation is permissible without development consent under the LEP.

2.3.2 Regional environmental planning instruments

Sydney Regional Environmental Plan No. 20 — Hawkesbury-Nepean River (No. 2 – 1997)

Sydney Regional Environmental Plan (SREP) No. 20 — Hawkesbury-Nepean River (No. 2 – 1997) (SREP 20) applies to certain land within the Blacktown LGA. The aim of the SREP is to protect the environment of the Hawkesbury-Nepean River system by ensuring that the impacts of future land uses are considered in a regional context.

Where development is proposed on land to which this plan applies, the general planning considerations, specific planning policies and related recommended strategies set out in SREP 20 must be taken into consideration:

- (a) by a consent authority determining an application for consent to the carrying out of development on land to which this plan applies
- (b) by a person, company, public authority or a company State owned corporation proposing to carry out development which does not require development consent.

The Project is in proximity to Eastern Creek, which is part of the South Creek sub-catchment. The South Creek sub-catchment is within the Hawkesbury-Nepean catchment area and, as such, the Project is within the area affected by SREP 20. However, the provisions of SREP 20 do not apply to the Project as Section 75R of the EP&A Act states that environmental planning instruments other than SEPPs do not apply in respect of a Part 3A project. However, the principles set out under SREP 20 warrant consideration at this stage. In relation to the aims of SREP 20, the Project has no direct impacts on primary watercourses. A number of tributaries are potentially impacted by the Project; however, the Project has been designed to minimise impact on existing riparian corridors and surface water hydrology — it has been designed to ensure that existing flood impacts would not be exacerbated as a result of the Project. Appropriate water quality measures have also been included (refer Section 8.7.3). As such, overall, the Project is consistent with the objectives of SREP 20 in protecting the environment of the Hawkesbury-Nepean River system by ensuring the impacts of future land uses are considered in a regional context.

2.4 Applicable legislation

2.4.1 State legislation

The licences and approvals that may be required for the construction and operation of the Project are outlined in Table 2-1.

Table 2-1 Summary of potential approval requirements under NSW legislation

Provision	Approval requirements	Required action	Agency
<i>Protection of the Environment Operations Act 1997</i>			
Section 48 and Schedule 1	Environment Protection Licence (EPL) required for construction of Railway systems activities.	Apply for an EPL	Department of Environment and Climate Change
Section 48 and Schedule 1 (33)	EPL RailCorp's operational licence.	Operate under RailCorps existing licence (licence number 12208)	Department of Environment and Climate Change and RailCorp
<i>Roads Act 1993</i>			
Section 138	Consent to erect a structure or carry out a work in, on or over a public road, or dig up or disturb the surface of a public road.	Apply for consent	Roads and Traffic Authority Blacktown City Council

If approval to carry out the Project is granted under Part 3A of the EP&A Act, the following authorisations would not be required:

- a permit under Section 201, 205 or 219 of the *Fisheries Management Act 1994*
- an approval under Part 4, or an excavation permit under Section 139, of the *Heritage Act 1977*
- a permit under Section 87, or a consent under Section 90, of the *National Parks and Wildlife Act 1974*
- an authorisation referred to in Section 12 of the *Native Vegetation Act 2003* (or under any Act to be replaced by that Act) to clear native vegetation
- a permit under Part 3A of the *Rivers and Foreshores Improvement Act 1948* (now repealed)
- a bushfire safety authority under Section 1008 of the *Rural Fires Act 1997*
- a water use approval under Section 89, a water management work approval under Section 90, or an activity approval under Section 91, of the *Water Management Act 2000*.

While the above authorisations would not be required, TIDC would consult with the relevant agencies that administer these Acts to ensure the intent of each of the Acts is appropriately observed.

2.4.2 Commonwealth legislation

The EPBC Act requires referral to the Commonwealth Minister for the Environment, Heritage and the Arts of actions that will have, or are likely to have, a significant impact on:

- a matter of National Environmental Significance
- the environment of Commonwealth land (even if the action is taken outside Commonwealth land)
- the environment of a Commonwealth Heritage Place outside the Australian jurisdiction
- the environment anywhere in the world (if the action is undertaken by the Commonwealth).

An action includes a project, development, undertaking, activity, or series of activities.

Matters of National Environmental Significance comprise world heritage properties, national heritage places, wetlands of international importance (Ramsar wetlands), Commonwealth-listed threatened species and ecological communities, Commonwealth-listed migratory species, nuclear actions, Commonwealth marine areas.

A search of the *EPBC Act Protected Matters Search Tool* (Department of the Environment, Water, Heritage and the Arts; accessed 28 May 2008) revealed that a parcel of Commonwealth land, identified as the Schofields Aerodrome (Department of Defence), is located between Eastern Creek and the existing rail corridor between Quakers Hill and Schofields. The Project would include the acquisition of, and construction on, part of this land.

A search of the relevant heritage databases did not identify any heritage items listed on the Register of the National Estate, National Heritage List or the Commonwealth Heritage List. Therefore, it is considered unlikely that a referral under the EPBC Act would be required on the basis of impacts on heritage.

The assessment undertaken for the Project confirmed that, while there is an impact to a Commonwealth-listed Endangered Ecological Community (Cumberland Plain Woodland) and Commonwealth-listed threatened species (*Pultenaea parviflora*) associated with clearing within and adjacent to the rail corridor, these are not significant. However, the Project is located on Commonwealth land which, in conjunction with the impact on Commonwealth-listed species, have formed the basis of a referral under the EPBC Act (refer Section 8.6.5).

2.5 Strategic context

2.5.1 Sydney Metropolitan Strategy

The population of Sydney is expected to increase by approximately 1.1 million people in the next 25 years. The *Metropolitan Strategy, City of Cities — A Plan for Sydney's Future* (NSW Government 2005a) was released in December 2005 to provide a framework to plan for and manage this growth. The main aims of the Strategy are: to provide stronger cities and centres around residential developments; to increase and concentrate jobs in western Sydney and along the global economic corridor; to ensure that access to a diversity of housing, jobs, services and open space is more equally distributed; to safeguard resource lands; to improve environmental outcomes; and to improve transport connections.

2.5.2 Urban Transport Statement

The Urban Transport Statement (NSW Government 2006) was released by the NSW Government in November 2006. The main focus of the Statement was passenger transport, and the Government's plans and commitments for improving and maintaining transport infrastructure to meet the planning requirements of the Sydney Metropolitan Strategy. The Statement identified a number of projects that the Government was to commence implementing immediately; this included new initiatives and the acceleration of existing approved works. The initial duplication of the Richmond Line from Quakers Hill to Riverstone (rather than Schofields) and subsequently from Riverstone to Vineyard was identified as one of the projects.

2.5.3 NSW State Plan

The NSW State Plan (NSW Government 2006a) was released in November 2006 to outline 36 priorities and 60 targets that the NSW Government would action to deliver improved services across NSW. One priority (S6) specifically identified in the Plan is to increase the share of peak hour journeys on public transport. The Plan aims to achieve this priority by meeting the following targets:

- increase the share of trips made by public transport to and from the Sydney CBD during peak hours from 72% to 75% by 2016
- increase the proportion of total journeys to work by public transport in the Sydney metropolitan region from 20–22% to 25%
- meet service reliability targets, including 92% of CityRail services running on time.

2.5.4 Growth Centres Commission

The Growth Centres Commission was established under the *Growth Centres (Development Corporations) Act 1974* to coordinate the release of greenfield land and the provision of infrastructure in Sydney's North West Growth Centre and South West Growth Centre. The Commission reports directly to the Minister for Planning.

The release of land for the growth centres is a key element of the Metropolitan Strategy, as the North West and South West growth centres are the last two remaining areas within the Sydney basin that are available for new urban development.

The growth centres are planned to accommodate new communities of approximately 110,000 new dwellings in the South West and 70,000 new dwellings in the North West (NSW Government 2008c). Together, they are intended to provide for approximately 500,000 new residents. In combination with Sydney's existing land release programs and others under investigation, 220,000 new dwellings will be provided over the next 25 to 30 years (NSW Government 2005b).

2.5.5 North West Growth Centre

As stated earlier in Section 2.3, the Project is centrally located within the North West Growth Centre. The North West Growth Centre is located approximately 35 kilometres north-west of Sydney and 15 kilometres north-west of Parramatta; it includes the existing suburbs of Schofields, Riverstone and Vineyard. The plan for the North West Growth Centre is to provide a string of transit-oriented towns located on either side of the existing rail line. The location and layout of the North West Growth Centre is shown in Figure 2-4; the plans for the area are outlined in Table 2-2.

Draft Northwest Growth Centre planning report

In June 2005, the plans for Managing Sydney's Growth Centres were released by the Department of Infrastructure, Planning and Natural Resources (now the Department of Planning). The plans were one of the major components of the Metropolitan Strategy.

The Growth Centres, combined with existing land release programs, will provide between 30 to 40% of new housing over the next 25 to 30 years. The plans outlined the development of an estimated \$7.8 billion of infrastructure, including roads, rail, bus networks, educational and health services, all linked to the staged release of land for new homes.

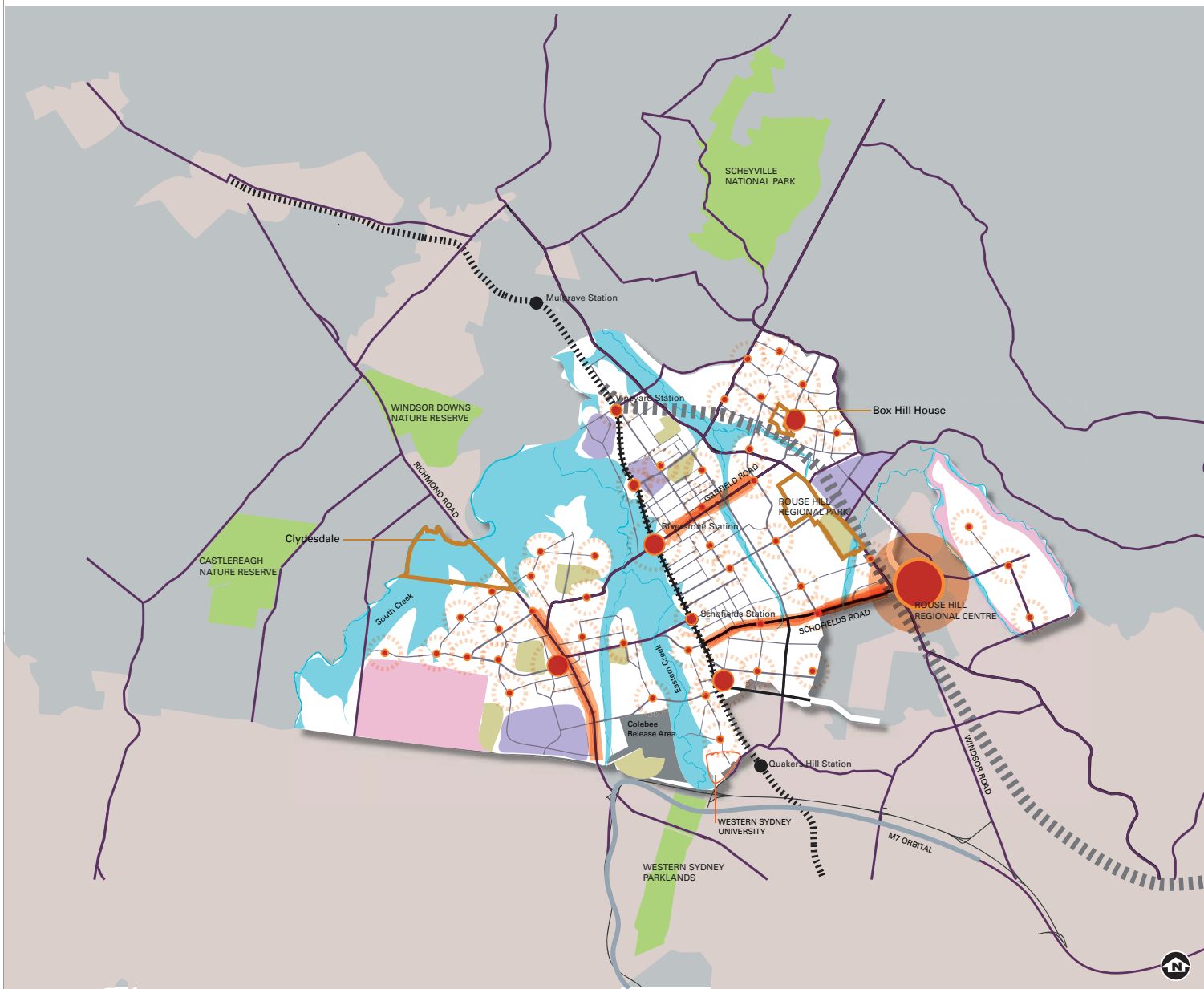
The planning reports exhibited in 2005 for the North West Growth Centre considered potential further investigations of an additional railway station between Riverstone and Vineyard (in the vicinity of Loftus Street).

The Government received more than 3000 submissions in response to the public exhibition of the draft plans.

Following consideration of the feedback received, substantial changes were made to the plans, which were re-exhibited with the draft State Environmental Planning Policy - Sydney Region Growth Centres 2006 (the 'Growth Centres SEPP') in early 2006. The revised documentation no longer refers to the investigation of a new railway station between Riverstone and Vineyard (in the vicinity of Loftus Street).

As such a new station near Loftus Street is not considered in this Environmental Assessment.

NORTH WEST STRUCTURE PLAN



LEGEND

DISCLAIMER: The Draft Structure Plan is an indicative regional land use plan that will guide the detailed planning for Precincts when they are released.



MAJOR CENTRES



TOWN & VILLAGE CENTRES



WALKABLE NEIGHBOURHOODS

A key element of the urban form is the walkable neighbourhood which is the area within a 400 metre radius from a local shop (or group of shops) or from another community focus (eg a community centre with a bus stop). Walkable neighbourhoods are clustered around mixed use main street retail centres shown as red on the plan. These centres include housing, community facilities, shops for daily convenience etc.



NORTH WEST RAIL LINK

As part of Government's commitment to deliver better, sustainable new communities it is announced that a new rail line would be constructed to serve the new communities. As part of the early planning for this project, the Government will investigate route alignment options.

COLEBEE RELEASE AREA

The Colebee Release Area Local Environmental Plan has been finalised.



FLOOD LIABLE LAND & MAJOR CREEKS



CONSERVATION / OPEN SPACE



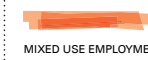
HERITAGE CURTILAGES



TRANSITIONAL LANDS



INDUSTRIAL / EMPLOYMENT LANDS



MIXED USE EMPLOYMENT CORRIDORS



Figure 2-4 North West Growth Centre structure plan

Table 2-2 Population targets and town centres

Local area	Release area precinct	Planning status
Riverstone	Riverstone	<ul style="list-style-type: none"> ▪ Precinct planning process has commenced. The draft precinct plan for Riverstone (<i>Riverstone Precinct Planning Report</i>, GCC 2008c) was placed on public exhibition between November 2008 and February 2009. ▪ 1,149 hectares in size and expected to accommodate 8,900 dwellings. ▪ Will be supported by a town centre around the rail station.
	Riverstone West	<ul style="list-style-type: none"> ▪ Precinct planning process has commenced. The draft precinct plan for Riverstone West (<i>Riverstone West Precinct Planning Report</i>, GCC 2009a) was placed on public exhibition between March and April 2009. ▪ Will comprise a mix of industrial/employment land and environmental corridor/recreational areas.
	Vineyard	<ul style="list-style-type: none"> ▪ Vineyard is not part of the first stage of the release program; planning details are yet to be released.
Riverstone East	Riverstone East	<ul style="list-style-type: none"> ▪ Riverstone East is not part of the first stage of the release program; planning details are yet to be released.
	Area 20	<ul style="list-style-type: none"> ▪ Precinct planning will commence in the next 4 years.
Schofields	Schofields	<ul style="list-style-type: none"> ▪ Schofields is not part of the first stage of the release program; planning details are yet to be released.
	Alex Avenue	<ul style="list-style-type: none"> ▪ Precinct planning has commenced. The draft precinct plan for Alex Avenue (<i>Alex Avenue Precinct Planning Report</i>, GCC 2008a) was placed on public exhibition between November 2008 and February 2009. ▪ 420 hectares in size and expected to accommodate 6,100 dwellings. ▪ Will be supported by a town centre in the vicinity of the Richmond Rail Line.
	Schofields West	<ul style="list-style-type: none"> ▪ Schofields West is not part of the first stage of the release program; planning details are yet to be released.

Source: Growth Centres Commission (GCC 2007; 2008a; 2008c; 2009a; 2009b)