

St Marys SREP No 30 – Amendment No 3

*Finalisation Report
October 2020*

Published by NSW Department of Planning, Industry and Environment

dpie.nsw.gov.au

Title: St Marys SREP No 30 – Amendment no.3

Subtitle: Finalisation Report

First published: October 2020

Department reference number: IRF18/6045

Cover image: Source Lendlease

© State of New South Wales through Department of Planning, Industry and Environment 2020. You may copy, distribute, display, download and otherwise freely deal with this publication for any purpose, provided that you attribute the Department of Planning, Industry and Environment as the owner. However, you must obtain permission if you wish to charge others for access to the publication (other than at cost); include the publication in advertising or a product for sale; modify the publication; or republish the publication on a website. You may freely link to the publication on a departmental website.

Disclaimer: The information contained in this publication is based on knowledge and understanding at the time of writing (September 2020) and may not be accurate, current or complete. The State of New South Wales (including the NSW Department of Planning, Industry and Environment), the author and the publisher take no responsibility, and will accept no liability, for the accuracy, currency, reliability or correctness of any information included in the document (including material provided by third parties). Readers should make their own inquiries and rely on their own advice when making decisions related to material contained in this publication.



Glossary

Abbreviation	Definition
ADI	Australian Defence Industry
Consent	Development consent
Council	Penrith City Council
Department	Department of Planning, Industry and Environment
DPI	Department of Primary industries
EDS	Employment Development Strategy
EES	Environment, Energy and Science Group
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
FACS	Department of Family and Community Services
ha	Hectares
INSW	Infrastructure NSW
LGA	Local government area
Minister	Minister for Planning and Public Spaces
NPWS	National Parks and Wildlife Service
OEH	Office of Environment and Heritage
PMF	Probable maximum flood
RMS	Roads and Maritime Services
SDA	State Development Agreement
SEPP	State Environmental Planning Policy
SES	NSW State Emergency Service
SREP	State Regional Environmental Plan 30 – St Marys
TfNSW	Transport for New South Wales
The site	St Marys development site
VPA	Voluntary Planning Agreement



Contents

Glossary	iii
1. Introduction	1
1.1 Background	1
1.2 Site location and context	3
1.3 Planning framework	4
2. Proposal	4
3. Consultation	12
3.1 Issues raised by the community	12
3.2 Issues raised by Penrith City Council	12
3.3 Issues raised by State government agencies	12
3.4 Response to submissions	15
4. Assessment	16
4.1 Flooding	16
4.2 Inconsistency with the Western City District Plan	22
4.3 Loss of employment land	23
4.4 Traffic and transport	25
4.5 Delivery of infrastructure	26
4.6 Biodiversity	27
4.7 Land subsidence	28
4.8 Other issues	28
5. Recommendation	29
Appendices	31
Appendix A – Minister’s approval to amend the plan	31
Appendix B – Lendlease request to amend the plan	32
Appendix C – Employment Development Strategy	33
Appendix D – Recommended location of the Outer Sydney Orbital	34
Appendix E – Maps	35
Appendix F – Lendlease response to submissions report	36
Appendix G – Revised Flood Modelling and Evacuation Report (Molino Stewart)	37
Appendix H – Strategic Bushfire Study (Meridian Urban)	38



List of Figures

Figure 1: Aerial image of the subject site and surrounding areas (source: Nearmap, 2018).	2
Figure 2: Identification of the SREP 30 – St Marys Precincts (source: Lendlease).	3
Figure 3: Identification of key aspects of the proposed amendment (source: Nearmap, 2018, with DPIE annotations).	5
Figure 4: Current zoning map from the St Marys SREP No 30 (Amendment No. 2).	5
Figure 5: Additional land proposed to be rezoned from urban to regional park outlined in blue.	6
Figure 6: Aerial image of Central Precinct looking east.	6
Figure 7: Map of proposed rezoning within the Central Precinct (hatched yellow).	7
Figure 8: Location of revised drainage basins, identified in green.	8
Figure 9: Detailed view of the existing (blue) and proposed (green) Drainage Basin B.	9
Figure 10: Detailed view of the existing (blue) and proposed (green) Drainage Basin I.	9
Figure 11: Detailed view of proposed new Drainage Basins C and V6, outlined in green.	9
Figure 12: Map of proposed rezoning of Farm Dam Park, shown in dark green.	10
Figure 13: Identification of deferred matter (outlined in red) on current SREP 30 zoning map.	11
Figure 14: Flood-affected areas and evacuation routes (Source: Molino Stewart 2020). The orange boundary identifies the Central precinct and the new collector road through NPWS-owned regional park, required for evacuation is shown in green.	18
Figure 15: Flood affection and evacuation map of the Central Precinct – NPWS route shown dotted (source: Molino Stewart, 2020).	21



1. Introduction

This finalisation report is an overview of the assessment of the proposed amendment to the Sydney Regional Environmental Plan (SREP) No 30 – St Marys (Amendment No 3). This amendment applies to the redevelopment of the former Australian Defence Industries (ADI) site at St Marys. This report describes the public consultation process and issues raised, provides responses to the issues and the Department of Planning, Industry and Environment's recommendations.

1.1 Background

The SREP was made in January 2001 and applies to the former ADI site at St Marys (Figure 1, next page). The implementation of the SREP allowed for the rezoning of the site for regional park (conservation), regional open space, employment and urban (residential/mixed-use) development. The 1545ha site consists of approximately:

- 900ha of regional park;
- 48ha of regional open space;
- 73ha of employment lands;
- 485ha of urban development lands;
- 20ha of drainage lands;
- 13ha road and road widening;
- 0.5ha deferred matter; and
- 5.5ha South and Ropes Creek.

The SREP was amended in 2006 and 2009. These amendments have resulted in the protection of 900ha of significant Cumberland Plain Woodland, the rezoning and relocation of urban and employment lands, and the identification and relocation of drainage basins, regional open space and parklands.

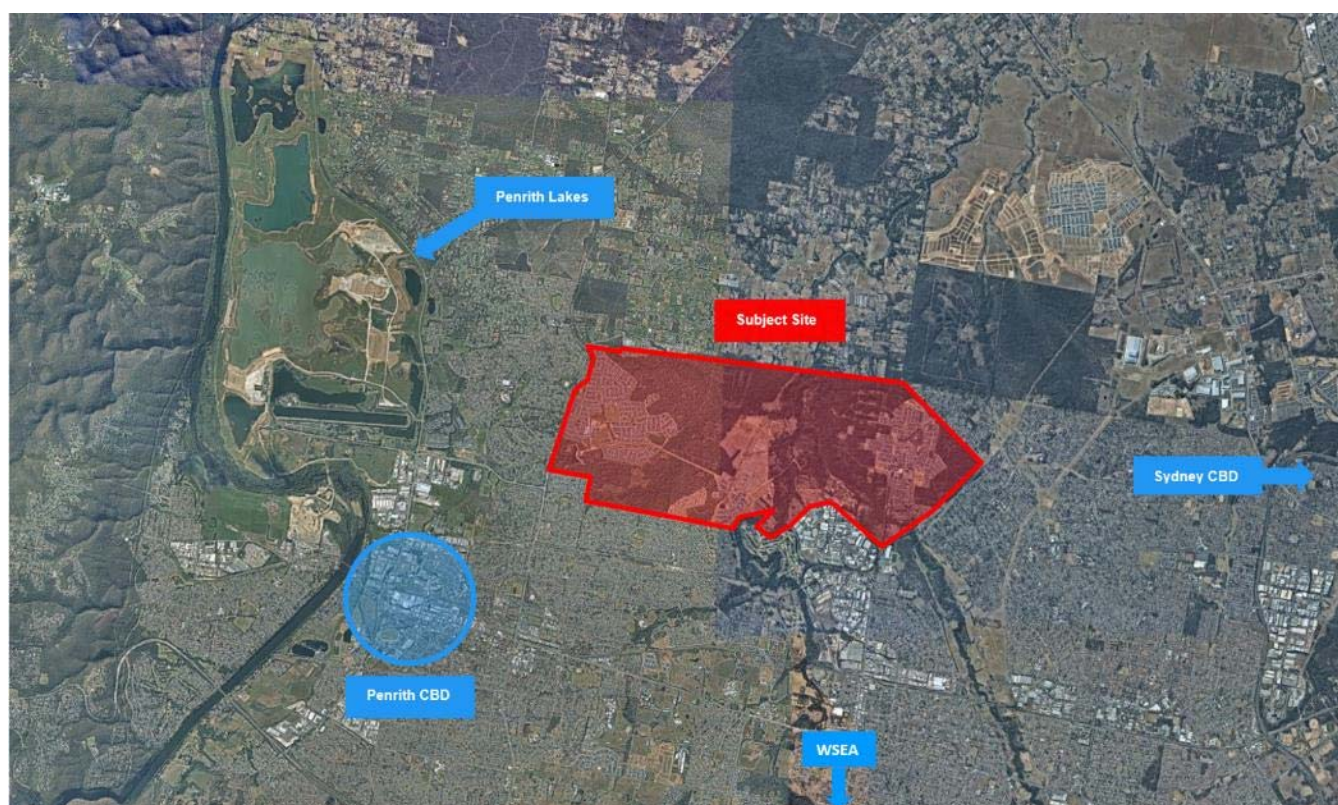


Figure 1: Aerial image of the subject site and surrounding areas (source: Nearmap, 2018).

Most of the site has been developed in accordance with the SREP and associated development approvals (see Table 1 below). The 900ha of protected Cumberland Plain Woodland continues to be retained.

Table 1: Current status of the development precincts within the deemed SEPP

Development precinct	No. of dwellings delivered	Open space obligation (ha)	Open space delivered (ha)	Commercial/retail delivered (m ²)	Schools
Eastern (i.e. Ropes Creek and Ropes Crossing)	1950	15.81	15.81	4335	Operational
Central (i.e. Jordan Springs East)	947	28.62	3.52	N/A	N/A
Western (i.e. Jordan Springs)	2631	16.48	15.48	6560	Being delivered by the Department of Education
North and South Dunheved (employment lands)	N/A	N/A	N/A	N/A	N/A

On 1 May 2015, JBA wrote to the Department on behalf of the proponent (St Marys Land Limited and Lendlease Development Pty Ltd) to request that the then Minister for Planning agree to amend the SREP to convert approximately 38.4ha of land from the northern part of the Central Precinct of the site from employment purposes to urban development (mixed use and residential uses) to allow for approximately 500 dwellings to be developed in the precinct. This request was based on a review of the St Marys Employment Development

Strategy (EDS), which demonstrated that the region has a sufficient supply of employment land that can cater for its population for up to 40 years.

In March 2016, the Minister approved the preparation of the SREP amendment subject to the submission of additional information, including the investigation of regional flood evacuation options in consultation with the Hawkesbury-Nepean Flood Risk Management Directorate and local and regional traffic impacts (Appendix A).

In November 2017, the proponent submitted the proposal with the additional studies, which included a revised EDS endorsed by the EDS Review Committee, a revised internal road network design and regional assessment and consideration of the flooding issues (probable maximum flood) within the Hawkesbury-Nepean catchment (Appendix B).

The Department agreed to allow the SREP amendment to be publicly exhibited pending further discussions with the NSW State Emergency Service (SES), Penrith City Council, Infrastructure NSW (INSW) and the proponent on regional flood evacuation.

This report summarises: the proposal (section 2); the public exhibition, issues raised in submissions and the proponent's response to the issues raised (section 3); and the Department's assessment and recommendation (sections 4 and 5).

1.2 Site location and context

As illustrated in Figure 1 on the previous page, the St Marys development site is approximately 45km west of the Sydney CBD, 5km north-east of Penrith City Centre and 12km west of Blacktown City Centre. The northern extent of the Western Sydney Employment Area is approximately 4km south-west of the site.

The site has an area of approximately 1545ha and is within the Penrith and Blacktown local government areas (LGAs). The site consists of several precincts identified under the SREP, including Ropes Creek, North and South Dunheved, and the Western and Central Precincts (Figure 2, below). The site also includes 900ha of land zoned as a regional park.

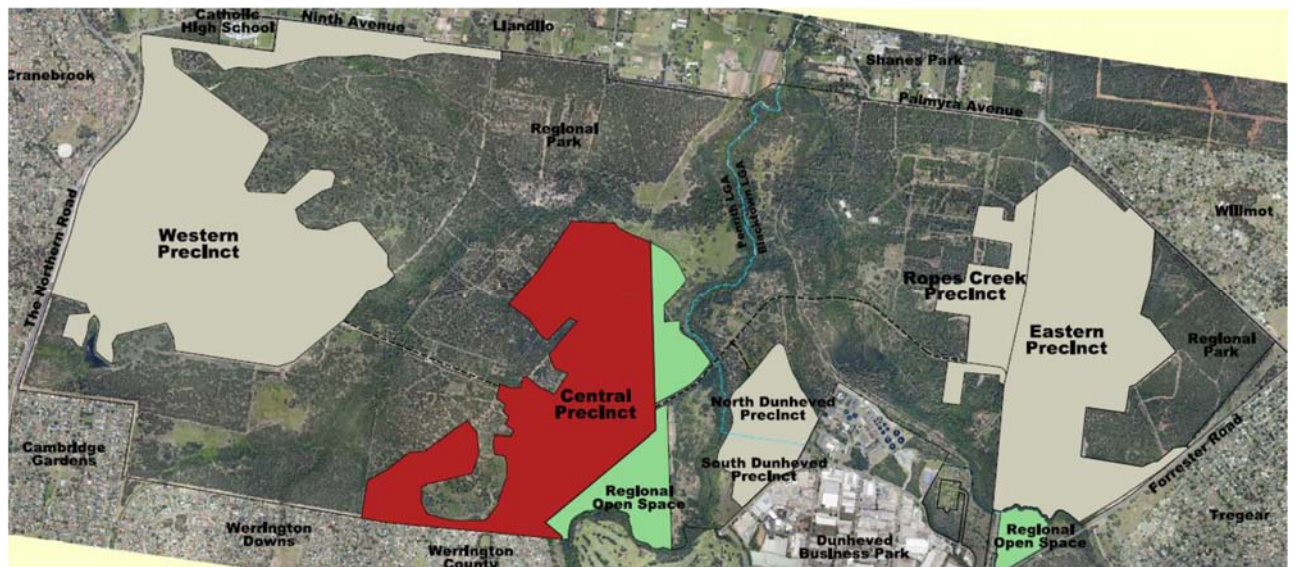


Figure 2: Identification of the SREP 30 – St Marys Precincts (source: Lendlease).

1.3 Planning framework

Sydney Regional Environmental Plan No 30 – St Marys

The SREP is the primary planning instrument for the St Marys development site. It contains planning principles, objectives, zoning and other provisions to control development.

The SREP does not include any development standards such as height or floor space ratio, as this is detailed in each of the precinct plans. The SREP requires that a precinct plan be adopted by the relevant council (Blacktown City Council or Penrith City Council) prior to any development taking place. The precinct plan specifies in more detail the requirements for each precinct, such as dwelling types, landscaping, bushfire protection, and road and open-space layouts similar to those identified in a council development control plan.

Once a precinct plan is adopted, development applications can be lodged.

The Central Precinct Plan, the primary focus of this amendment, is maintained by Penrith City Council in conjunction with the proponent and will need to be amended as a result of this amendment.

From 1 July 2009, SREP No 30 was deemed a State Environmental Planning Policy (SEPP). The removal of the REP was intended to simplify the planning system.



2. Proposal

The proposed amendment seeks to make the following changes to the SEPP (Figure 3, below):

- rezone approximately 38.4ha of land within the Central Precinct from employment to urban;
- Rezone areas of regional park to drainage, and drainage areas to regional park, with a total area of 19.9 hectares to reflect the detailed design and final location of drainage basins in the precinct. There will be an overall net reduction of 1.4 ha of land zoned drainage and corresponding increase in the size of land zoned regional park;
- rezone approximately 1.2ha of land south of Jordan Springs (Western Precinct) at St Marys from urban to regional park. The land is the Farm Dam Park, which is currently identified for use as local open space within the Jordan Springs development; and
- Post-exhibition, an additional 8675m² of land zoned urban has been proposed to be rezoned to regional park in the northern part of the Western Precinct (see Figure 5, next page).

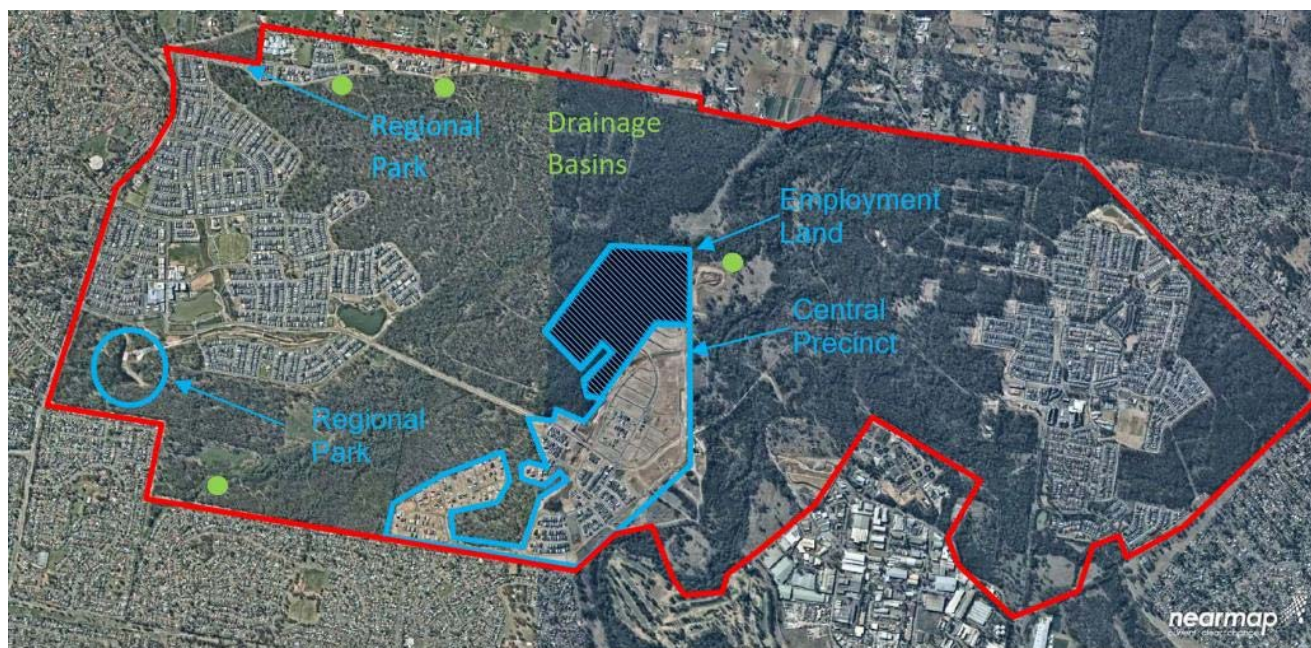


Figure 3: Identification of key aspects of the proposed amendment (source: Nearmap, 2018, with DPIE annotations).

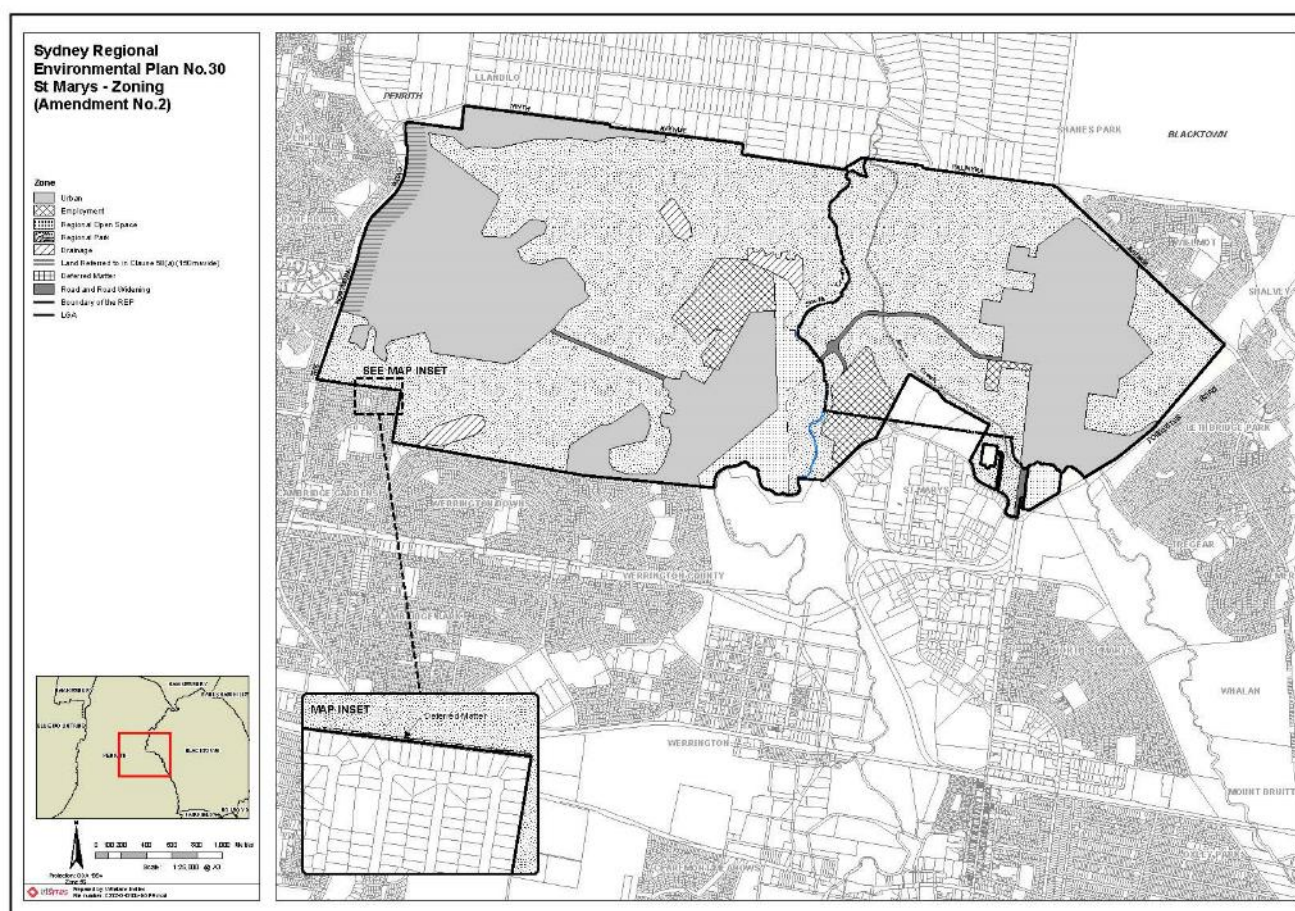


Figure 4: Current zoning map from the St Marys SREP No 30 (Amendment No. 2).



Figure 5: Additional land proposed to be rezoned from urban to regional park outlined in blue.



Figure 6: Aerial image of Central Precinct looking east.

Rezoning of employment land

The rezoning of land within the Central Precinct (Figures 6, above and 7 below) from employment to urban is proposed to allow for the development of this land for approximately 500 dwellings.

The rezoning is supported by an Employment Development Strategy (EDS) (Appendix C), which was agreed on by the St Marys EDS Committee comprising members from Penrith City Council, Blacktown City Council, the Department, the Western Sydney Parklands Trust, the Department of Premier and Cabinet, and Lendlease (the proponent).

This rezoning is being sought to reflect the current priorities for the area, which aim to improve housing affordability, supply and choice.

The proponent suggests the employment zoned land is better suited for urban purposes as its location is isolated from adjoining industry precincts and major transport infrastructure, making it impractical for employment purposes.

The proponent has committed to spending \$1.58 million to implement a range of employment initiatives through the EDS to assist with job creation including the continued support of the St Marys Skilling and Employment Centre.

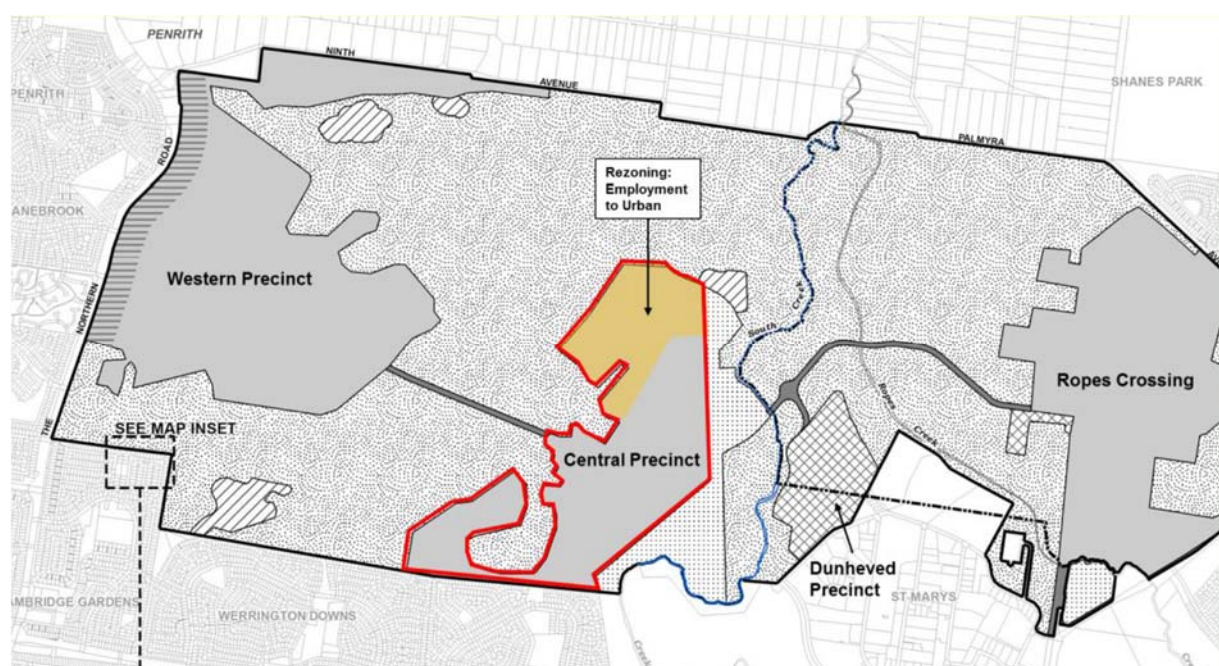


Figure 7: Map of proposed rezoning within the Central Precinct (hatched yellow).

Revised size and location of drainage basins

The amendment proposes the rationalisation of the size and location of areas zoned drainage under the SEPP to reflect the recommendations of a revised water quality model (see Figure 8, below). The relocation of the area designated for drainage is proposed to facilitate a more logical and practical location for Council-owned drainage infrastructure (Figures 9, 10 and 11, following pages). It also reflects the most recent stormwater management proposals for the site and results in a 1.2ha increase in land zoned regional park under the SEPP.

The proposed changes to the drainage basins are detailed below:

- Basin B: reduce size from 8 ha to approximately 3.03 ha and partially rezone from Drainage to Regional Park
- Basin I: increase size from 7.4 ha to approximately 9.72 ha and rezone areas from Regional Park to Drainage
- Basins C2, C and V6:
 - delete Basin C2 (4.5 ha) and rezone from Drainage to Regional Park
 - create new Basin C (approximately 3.8 ha) and rezone from Regional Park to Drainage

- create new Basin V6 (approximately 0.7 ha) and rezone from Regional Park to Drainage

There will be an overall net reduction of 2.65 ha of land zoned drainage and corresponding increase in the size of Regional Park.

The proposed drainage zone boundaries will be further refined through future development applications.

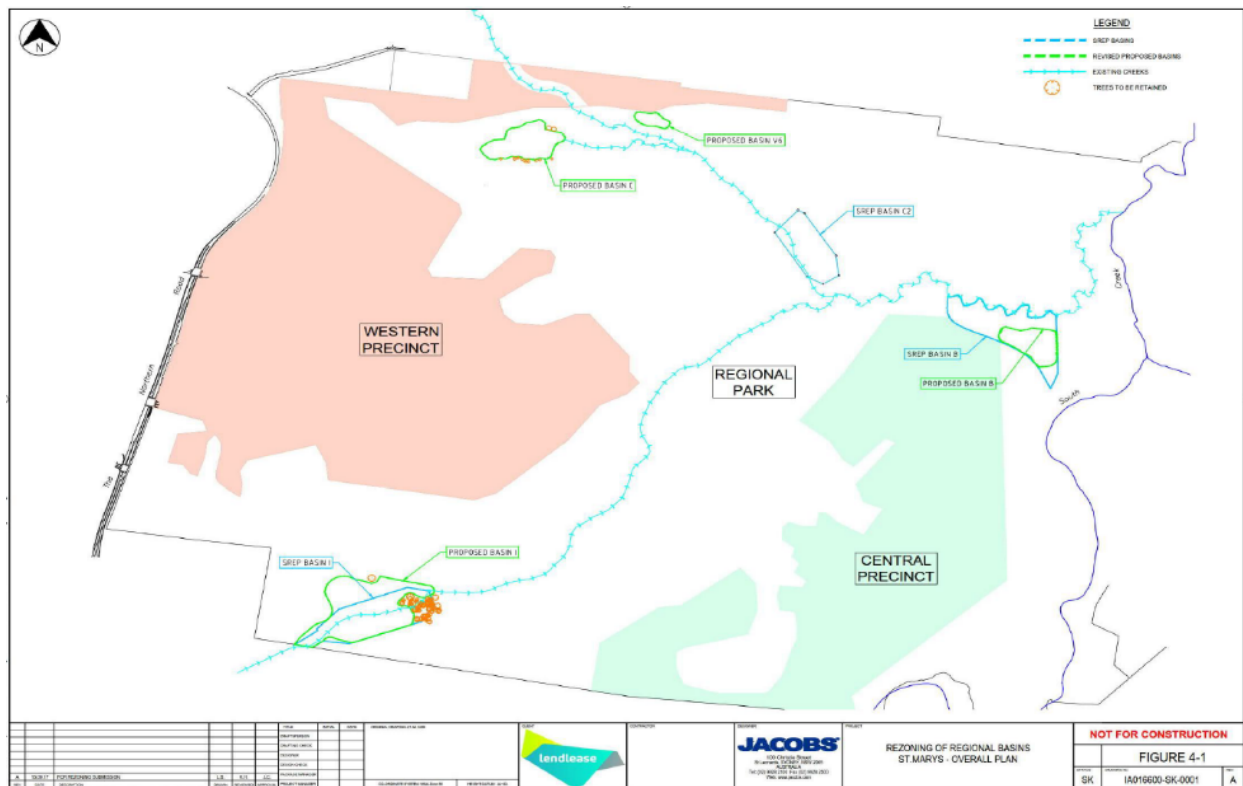


Figure 8: Location of revised drainage basins, identified in green.

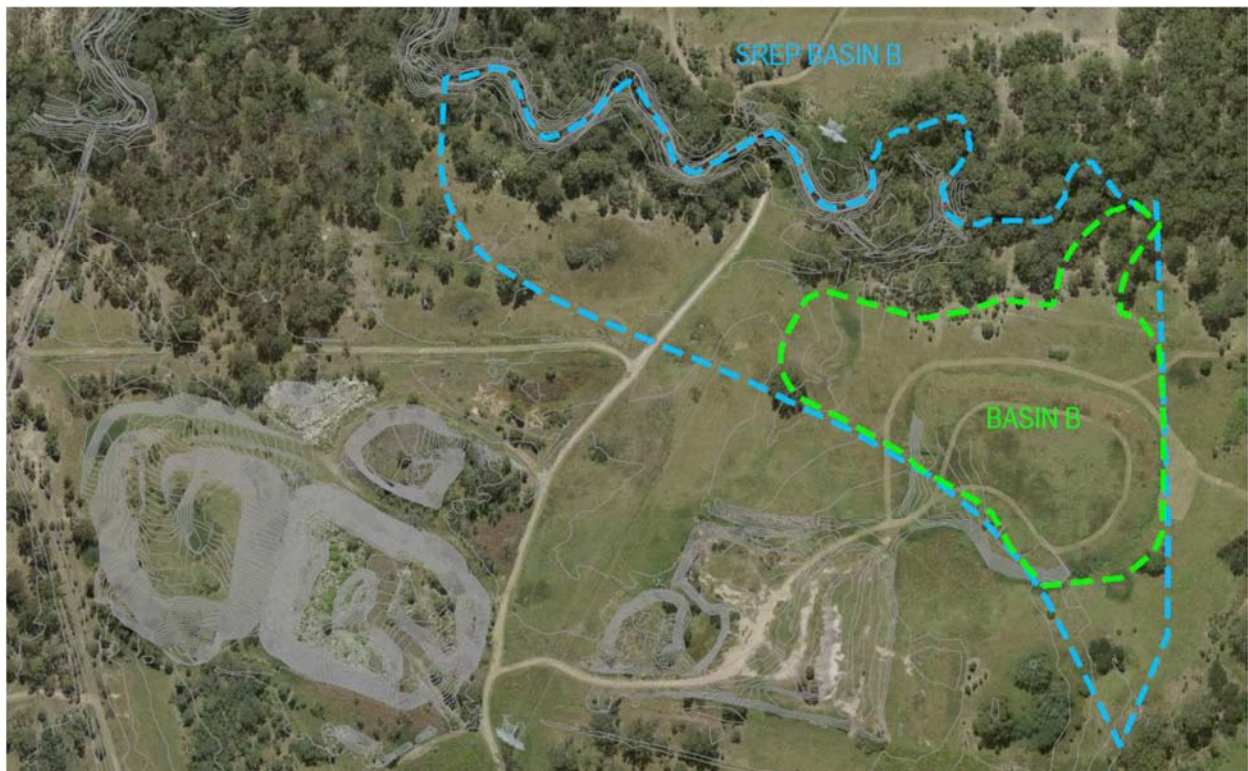


Figure 9: Detailed view of the existing (blue) and proposed (green) Drainage Basin B.



Figure 10: Detailed view of the existing (blue) and proposed (green) Drainage Basin I.



Figure 11: Detailed view of proposed new Drainage Basins C and V6, outlined in green.

Rezoning of urban land

The proponent proposes to rezone the 1.2ha of land identified as Farm Dam Park (see Figure 12, below) located south of Jordan Springs (Western Precinct) from urban to regional park.

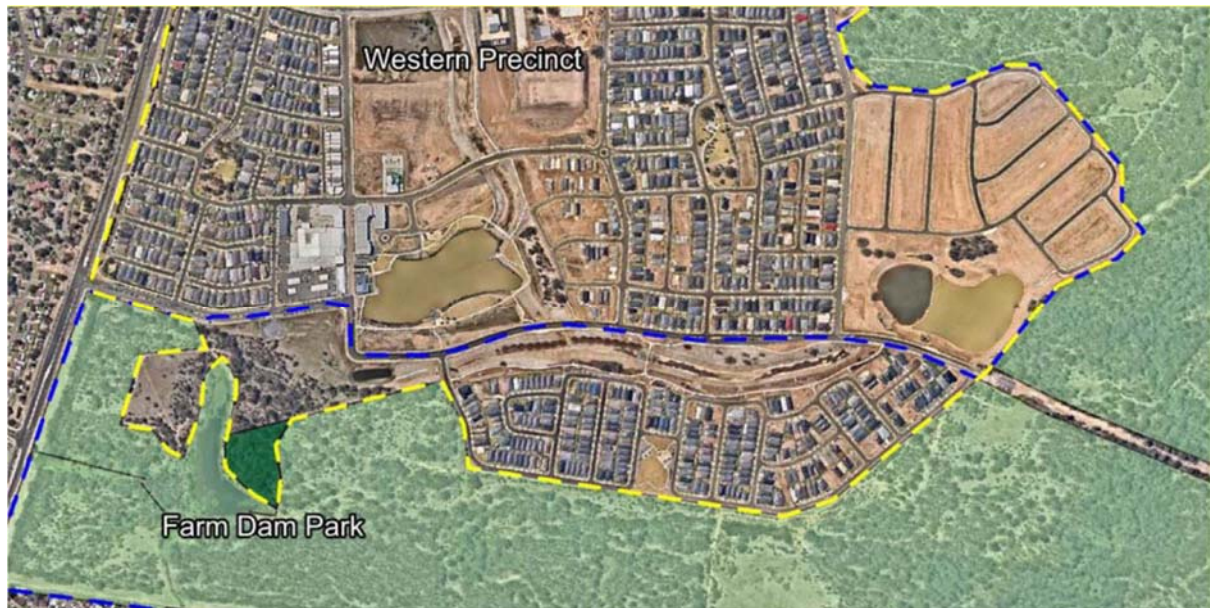


Figure 12: Map of proposed rezoning of Farm Dam Park, shown in dark green.

The proponent proposes to rezone 8675m² of land north of the Western Precinct from urban to regional park (see Figure 5, page 6). The land will be transferred to the NSW Environment, Energy and Science Group (EES) to expand the regional park.

This amendment will add approximately 3.2ha of regional park land to the existing 900ha of regional park within the whole SEPP area.

There is 2330m² of land currently identified as 'deferred matter' along the south-western boundary of the site (adjoining Werrington Downs and Cambridge Gardens) (Figure 13, below).

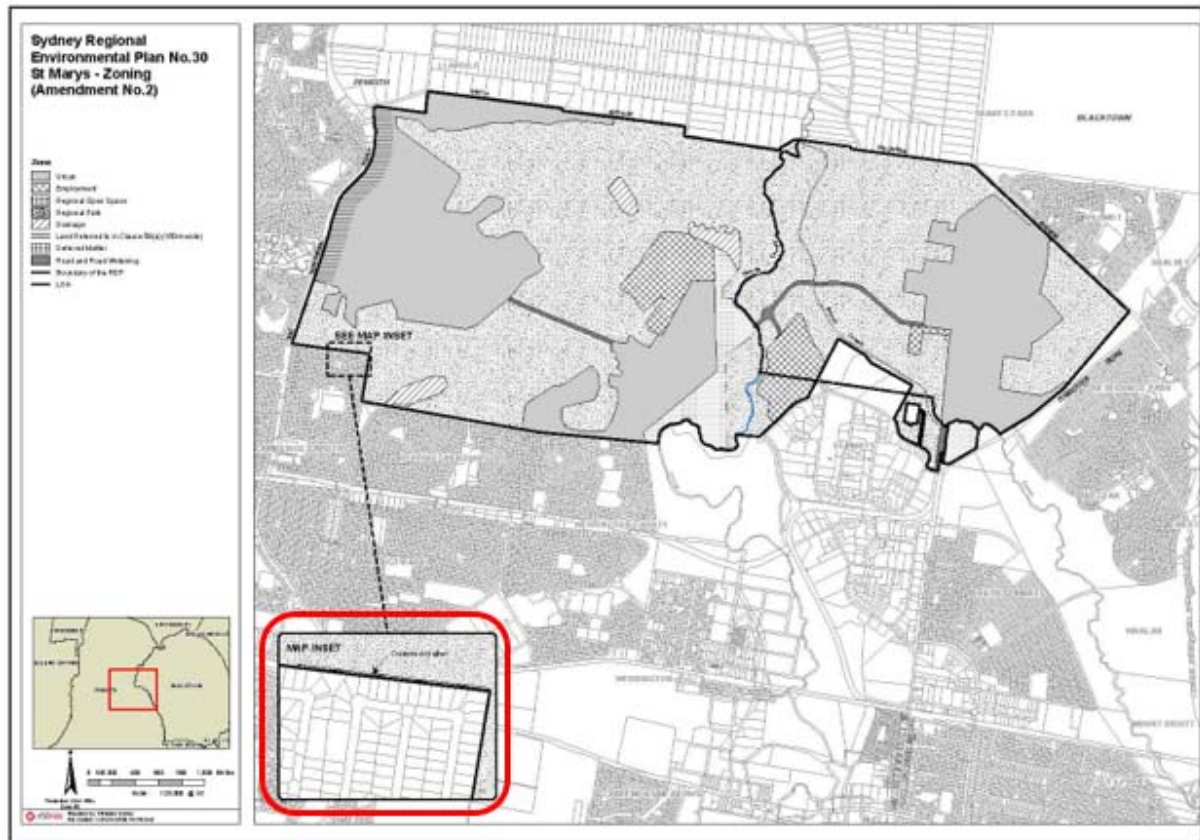


Figure 13. Identification of deferred matter (outlined in red) on current SREP 30 zoning map.

The deferred matter is no longer proposed to be addressed through this amendment. The proponent has advised it will continue to assess available options for this land, pending further investigations, and that any rezoning would be part of a separate rezoning process.



3. Consultation

The subject proposed SEPP amendment was placed on public exhibition from 4 April to 11 May 2018. The exhibition included a letterbox drop to 3,650 residents in and around the former ADI site.

The Department received 33 submissions comprising nine agency responses, a response from Penrith City Council, one response from a community group and 22 individual responses.

The feedback from the community and agencies generally related to three main concerns: increase in traffic; loss of employment land; and flooding and evacuation.

On 2 August 2018, the proponent provided a response to the submissions, which sought to address concerns raised in submissions. The State agencies were given an opportunity to review and provide further comments on the proponent's response. The submissions and the response are tabled in Appendix F.

3.1 Issues raised by the community

A total of 22 individual submissions were received by the community during the public exhibition. Most expressed concerns about the rezoning of the employment lands to urban and the implications the rezoning would have on the surrounding uses, flora and fauna, and transport infrastructure.

3.2 Issues raised by Penrith City Council

While Council supports the proposed relocation and size of drainage basins and the rezoning of Farm Dam Park to regional park, it objects to the rezoning of part of the Central precinct from employment to urban uses. Council's key concerns with the rezoning include:

- inconsistency with the Western City District Plan, which requires employment land to be retained and managed;
- loss of employment land and the impact this will have on achieving employment targets for the LGA;
- the proposal being inconsistent with the performance objectives of the SEPP, particularly in relation to providing local employment for residents in the release area;
- a lack of consideration of alternative land uses and opportunities associated with key infrastructure, such as the Outer Sydney Orbital;
- the impact on regional flood evacuation; and
- the need for infrastructure to support any changes in land uses.

3.3 Issues raised by State government agencies

Ten submissions were received from State government agencies. These are outlined below:

Transport for NSW

Transport for NSW (TfNSW) does not oppose the proposed amendments but has advised that the proposed change in land use would need to be supported by public and active transport infrastructure such as bus stops/shelters, shared paths and bus-capable roads. TfNSW also advised on the draft Outer Sydney Orbital and its possible location east of the Central Precinct.

Former Roads and Maritime Services

The former Roads and Maritime Services (RMS) (now part of TfNSW) reiterated TfNSW's advice in support of active transport and the future transport corridor (Outer Sydney Orbital). TfNSW will continue to work with Council and the proponent to finalise the local transport works offer that captures the cumulative transport impacts of yield increases across the whole SEPP area.

Environment, Energy and Science Group

Section 3.25 of the *Environmental Planning and Assessment Act 1978* (EP&A Act) requires that before an environmental planning instrument is made, the relevant authority must consult with the Office of Environment and Heritage (OEH) if threatened species or their habitats will or may be adversely affected by the proposed instrument.

The Department consulted with the EES (former OEH) as the location of the drainage basins may impact on the critically endangered Cumberland Plain Woodland ecological community.

EES advised the following:

- The rezoning of urban-zoned land to regional park is supported;
- The relocation of the drainage basins is generally supported as the changes will reduce impacts on the future park. EES has discussed the location of Basins 1, C and V6 and has suggested that vehicle access be provided to ensure important management trails are not blocked by these basins;
- EES recommends any dry or partially dry basins be fully vegetated with native trees, shrubs and groundcover to improve the habitat value of the basins;
- EES reiterated that bushfire protection measures such as asset protection zones must be accommodated within the development footprint and not in the regional park. The following conditions are recommended:
 - no housing should share a direct boundary with the regional park, particularly on the north-western side, and the local streets should be located between the regional park and the housing; and
 - appropriate access needs to be provided to the larger basins for fire trucks to draught water in case of a bushfire;
- EES recommends the drainage basins be temporarily fenced to prevent emus and kangaroos from entering the basins. An appropriate maintenance time frame will need to be established to ensure weeds do not establish in the regional park;
- EES is concerned the rezoning of the employment-zoned land to urban is an inappropriate land use as the land is located within the 1-in-100-year flood level (1% annual exceedance probability) and probable maximum flood (PMF) extent; and
- It is anticipated that the rezoning of the employment-zoned land to urban will potentially impact on the regional park land as it could result in an increased number of residents using the regional park for recreational activities. To assist in mitigating the potential impact on the park, EES requests that the proponent provides additional funding for dedicated and appropriate park entrances.

Department of Primary Industries (Fisheries) (DPI – Fisheries)

The Department consulted DPI – Fisheries in accordance with section 3.25 of the EP&A Act on threatened species or their habitats, which could be adversely affected by the proposal.

DPI – Fisheries advised it is satisfied the proposed amendment does not raise any concerns in relation to critical habitat or threatened species, populations or ecological communities, or their habitats, as listed under the *Fisheries Management Act 1994*.

Department of Primary Industries (Land and Water) (DPI – Land and Water)

DPI – Land and Water expressed its concern with the development of the drainage basins, the adverse impacts on groundwater systems beneath and surrounding the Central Precinct, and the way in which they are to be constructed. DPI – Land and Water requested more detailed information to be provided by the proponent and that additional guidelines and policies regarding groundwater be addressed.

Sydney Water

Sydney Water advised that network extensions will be required to service the redevelopment area, and this can be further assessed at the development application stage. Sydney Water noted that the appropriate use of land should be considered based on flooding constraints.

State Emergency Service

SES expressed concern that rezoning the Central Precinct from employment to urban will have an unnecessary impact on the regional flood evacuation route. One of the main flood evacuation routes is The Northern Road, which is expected to be used by residents in the Hawkesbury and Windsor areas during a flood event. There is concern that increasing the number of residential dwellings will result in additional vehicles requiring evacuation, adding further congestion to The Northern Road.

Infrastructure NSW

Infrastructure NSW supports SES's submission, which generally states that rezoning the Central Precinct from employment to urban would have detrimental effects on the region's evacuation procedures.

Natural Resources Access Regulator

The Natural Resources Access Regulator proposed amendments to the proposal to address the requirements of *Water Management Act 2000*. The regulator requested additional investigations to demonstrate that the impacts on water sources and their mitigation or management will not result in substantial changes to groundwater and surface water systems across the precinct.

Department of Family and Community Services

The Department of Family and Community Services (FACS) was consulted by the Department to discuss the proponent's obligation under the State Development Agreement (SDA) to provide affordable housing in all the urban precincts. FACS has provided advice on contributions towards affordable housing. This matter is discussed in more detail in section 4.5 of this report.

3.4 Response to submissions

The proponent forwarded their Response to Submissions Report (Appendix F) to the Department in August 2018. It was published on the Department's website. The report sought to respond to issues raised in the submissions focusing on:

- the loss of employment land;
- flooding and evacuation;
- traffic;
- development type and density; and
- biodiversity.

The response to submissions was forwarded to TfNSW, RMS, EES, DPI, SES and FACS for comment. Additional submissions were received from EES and FACS.

Environment, Energy and Science Group

EES reiterated its views that rezoning the employment-zoned land to urban is inappropriate given its location within the 1-in-100 (1% AEP) and PMF extent. A further assessment on flooding and evacuation is provided in section 4.1 of this report.

Additional concerns were raised by EES such as entrances to the regional park and tree-planting requirements. These concerns will be addressed in the precinct planning phase.

Department of Family and Community Services

FACS reiterated its submission that 3% of the proposed urban land to be dedicated for affordable housing. This matter is discussed in more detail in section 4.5 of this report.



4. Assessment

4.1 Flooding

The St Marys development site is dissected by South Creek between the Central Precinct and North and South Dunheved Precincts. South Creek is a tributary to the Hawkesbury-Nepean river and is subject to flooding.

As mentioned in the Western City District Plan, the size and topography of the Hawkesbury-Nepean Valley means it has the greatest flood exposure in NSW. Unlike most other river catchments in Australia, the Hawkesbury-Nepean Valley floodplain has significantly higher depths during flood events created by several narrow gorges in the valley that constrict the flow of floodwater downstream.

The Hawkesbury-Nepean Valley Flood Risk Management Directorate, which involves several State agencies, is working with key stakeholders to develop ways to minimise flood risk in the Hawkesbury-Nepean Valley. The Directorate has developed a long-term strategy known as the *Resilient Valley, Resilient Communities – Hawkesbury-Nepean Valley Flood Risk Management Strategy* for government agencies, businesses and the community to work together to reduce and manage the flood risk in the Valley.

The flood strategy addresses the existing and future flood risk in the Hawkesbury-Nepean Valley. It highlights the importance of strategic and integrated land use and road planning and adequate local roads for evacuation. The strategy identifies that the Department is responsible for preparing a regional planning framework to better manage land use in the Valley.

Work on the Regional Land Use Planning Framework for the Hawkesbury-Nepean Valley has commenced, with an assessment of the different flood risks and tolerances to flooding in the Valley. The Department recently completed its public exhibition of the updated Flood Prone Land Package, which provides advice to councils on considering flooding in land use planning. The package consists of:

- a proposed amendment to schedule 4, section 7A of the *Environmental Planning and Assessment Regulation 2000*;
- a revised planning circular;
- a revised local planning direction regarding flooding issued under section 9.1 of the *Environmental Planning and Assessment Act 1979*;
- revised Local Environmental Plan flood clauses; and
- a new guideline: *Considering Flooding in Land Use Planning (2020)*.

The package is anticipated to be finalised by early 2021.

The Central precinct is located to the west of South Creek. Most of the precinct is within the PMF extent (Figure 14, page 18), which will require evacuation during an extreme flood event. The proposed amendment to rezone the employment land to urban will result in an increase in vehicles requiring evacuation from the Central Precinct. This was not previously envisaged by INSW or SES during their assessment of the regional evacuation routes and predicted future demand.

SES, Council and INSW all raised concerns that the existing evacuation route did not have capacity for the additional 500 dwellings permissible as a result of the rezoning. Irrespective of the rezoning, INSW and SES

anticipate there will be queueing from Jordan Springs onto The Northern Road in a flood evacuation event, due to evacuation upstream from the Hawkesbury and Windsor areas.

In response to the above concerns, the proponent engaged Molino Stewart to assess the proposal and to prepare a flood evacuation strategy, in consultation with the Department, SES, INSW, EES, RMS and Council.

The flooding and evacuation analysis indicated there is sufficient time to evacuate all vehicles from the Central precinct before a flood and that all traffic can queue in flood-free land until The Northern Road becomes available.

Agency concern

EES and SES state that the proponent will need to adequately assess the cumulative impacts on flood risk and evacuation constraints, and the proposal contains no measures to reduce the residual risk of all the people who will not evacuate.

SES and INSW are concerned the increase in residential dwellings will impact on the regional evacuation route along The Northern Road. SES has advised that signage could be used to direct residents via a safe evacuation route.

The proponent's response

The proponent has reviewed the queuing times and submits that no vehicle will be required to wait longer than seven-hours to evacuate the site (the existing estimated queuing time for evacuating vehicles), and as there is rising road access from the Central precinct, residents can safely evacuate the area (see Figure 15).

The proponent has confirmed all the developable land within the Central precinct is at or above the 1-in-100 flood planning level in accordance with current local flood planning requirements.

In response to the Department's request, the proponent provided a further revised report by Molino Stewart (Appendix G) which illustrates that there will be no flood islands and residents can evacuate via rising road access in a 1-in-500 year flood event.

The proponent has advised it can provide a flood-free evacuation route for all residents in the Central precinct. This is achieved by providing a specific route through the internal road network where the road level is above the 1-in-500 flood level. To ensure no flood islands are created, the proponent has proposed to upgrade an existing vehicle track (identified as the NPWS road), located on the southern boundary of the current employment zoned lands, through the regional park to the collector road (Wianamatta Parkway). The proponent has agreed, subject to NPWS and EES approval, to fund and deliver the upgrades to the existing road corridor to a standard suitable for use as a flood evacuation route.

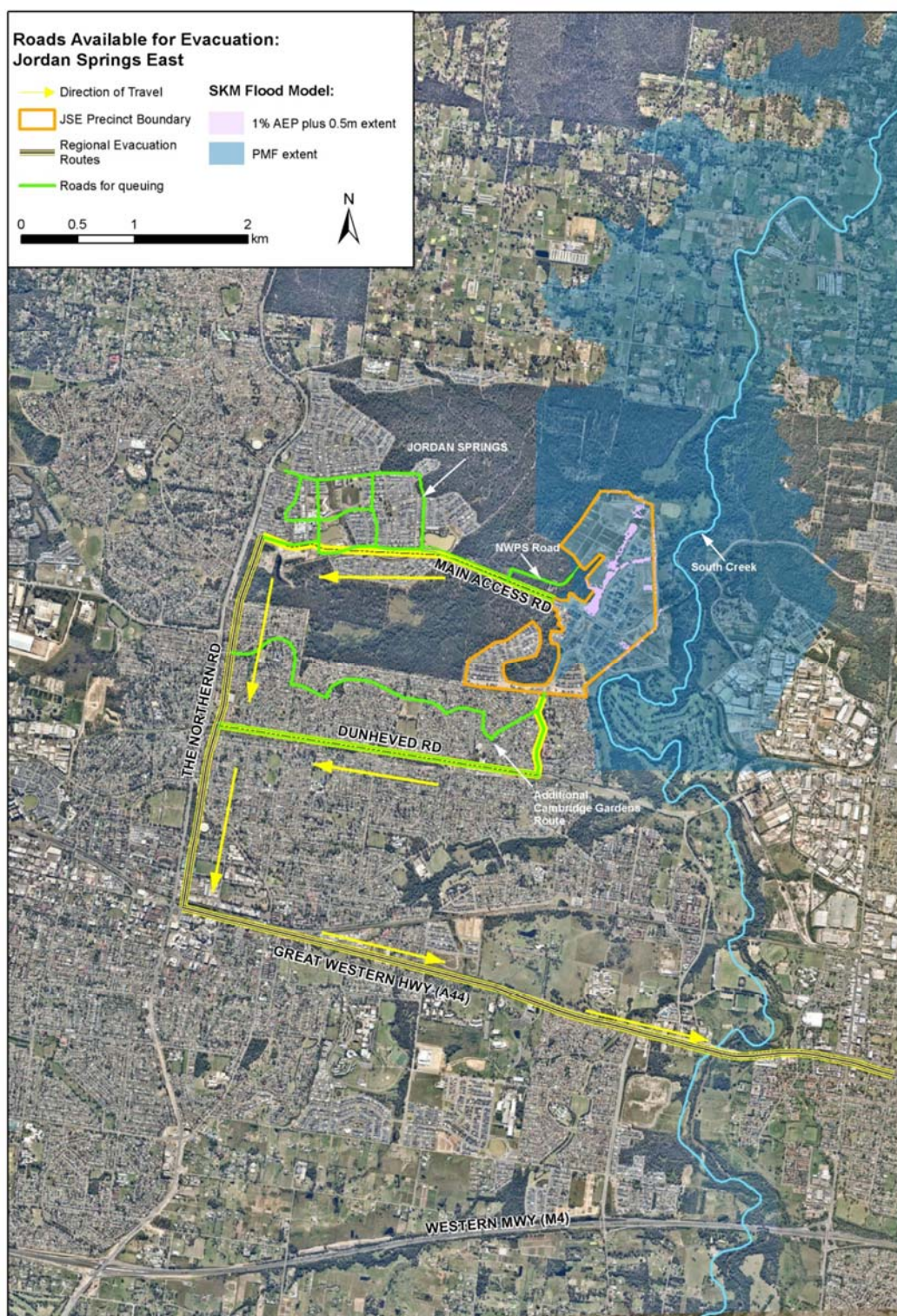


Figure 14. Flood-affected areas and evacuation routes (Source: Molino Stewart 2020). The orange boundary identifies the Central precinct and the new collector road through NPWS-owned regional park, required for evacuation is shown in green.

The Department's position

Development above the 1:100 flood extent

The proponent has reiterated that residential development within the Central Precinct will comply with the minimum development requirements for dwellings located within flood-affected land (1-in-100-year flood extent – 1% AEP).

Flooding evacuation

The Department is satisfied that residents, through the use of evacuation signage, and following the development of the emergency evacuation management plan, will be able to navigate to higher ground along a rising road network in a 1-in-500 flood event.

Information provided by the proponent demonstrates the residents of the Central precinct can evacuate safely via the internal road network, following the development of the new collector road through the NPWS land .

The following table shows how the number of dwellings in the Central precinct has been amended over time. In 2016, the Central Precinct Plan was amended to allow for 1448 dwellings in Central precinct, in addition to 760 jobs. As part of this amendment, the modelling showed that there would be queuing in an emergency event for 7 hours, and this approach was considered to be generally acceptable, including by the SES, who were consulted as part of the process. Queuing in place is generally not a preferred solution. However, given parts of the site are not impacted by the PMF area, evacuation can be achieved with no risk to life.

When rezoned, the additional 500 dwellings will contribute to a total of 1579 dwellings that will need to be evacuated in a significant flood event, or 2881 vehicles exiting the Central precinct.

Table 2: Flood evacuation numbers

Development type	Total dwellings	Total jobs	Number of dwellings within PMF	Total number of vehicles to be evacuated
2009 Central Precinct Plan	978	760	584	1811
2016 Central Precinct Plan Amendment	1448	760	940	2452
2017 SREP Amendment	2000	0	1579	2881

The Molino Stewart report suggests, dependent on the flood extent, that there will be no longer than a seven-hour wait to evacuate the site (which represents no change compared to evacuation under the current controls). As a consequence of the rezoning the additional 500 dwellings will result in more vehicles queuing.

The proponent suggests that there is adequate area above the PMF extent for vehicles to queue. Evacuating vehicles may choose to temporarily park on the side of the road or at other locations above the PMF, within the SEPP area, prior to accessing the Northern Road. It would also be possible for approximately 450 vehicles to temporarily park in the Jordan Springs Shopping Centre if required. The Department supports these options as it could reduce the total queue length and result in a reduced traffic impact on the regional evacuation route.

The new collector road through the NPWS land connecting the Central precinct to Wianamatta Parkway is fundamental to the proposed evacuation strategy (see Figure 15, page 21). The proponent has committed to undertaking appropriate upgrades to this road to ensure it is suitable for use as an emergency evacuation route (see section 4.5, page 26). The NPWS have agreed, in principle, to the use and upgrade of the road, subject to assessment and the necessary approvals. It is recommended the proponent finalise a formal legal agreement such as a Memorandum of Understanding with National Parks to utilise and maintain this local road access, in the interim. The proponent will also need to secure the necessary approvals for this access prior to residential development occurring on the site.

Following discussions with the proponent, SES and INSW, it was determined that a maximum dwelling capacity of 2000 dwellings be implemented for the Central precinct to ensure that the densities do not exceed that which can be accommodated in the road network in an evacuation event. This is to ensure an acceptable level of service is maintained along the regional evacuation routes. A clause has been added to the SEPP to ensure the cap on the dwellings is not exceeded.

The long-term flooding and evacuation solutions will benefit from road upgrades (Bells Line of Road) and new road infrastructure (Outer Sydney Orbital), which will likely reduce the strain on The Northern Road.

With the proposed additional access road, mitigation measures to be undertaken by the Proponent, and the further strategies to be completed in the precinct planning a development application stages, the Department is satisfied there is no perceived risk to life and a degree of queueing on flood-free land is considered acceptable during a PMF flood event for the 2000 dwellings permitted under the proposed cap.

Further work required at development application stage

Further work is required to satisfy the Department that the site can be safely evacuated, following the proposed rezoning. The following is to be addressed before any development is approved in the area proposed to be rezoned for urban uses:

- The Department cannot support the conclusion in the Molino Stewart report that 'a regional flood exceeding a 1-in-500 chance per year event would be needed before any evacuation from Jordan Springs East was necessary'. It is more likely flooding will start to occur on the low-lying areas from a 1-in-200 to 1-in-300 chance per year event, and that may trigger the need to start evacuating residents from Jordan Springs East. Further work is required to satisfy the Department that there is safe means of evacuation in these events as part of the emergency evacuation management plan required under the SEPP.
- The cumulative impact on the regional evacuation route from the intensification of residential development in the PMF extent.

Provisions in the SEPP to ensure issues are resolved prior to development

A new clause has been added to the SEPP requiring an emergency evacuation management plan be prepared in consultation with the relevant Local Emergency Management Committee under the *State Emergency and Rescue Management Act 1989*. This will include the need for signage to be installed to direct road users to evacuation routes and when and how the access points (bus only road and the NPWS road) will be opened during an emergency.

The Department has an ongoing project related to developing a land use planning framework for the Hawkesbury-Nepean Valley. This project will look to implement flood resilient built form controls for residential development beyond the 1:100 year flood level. These controls are likely to apply to development in the Central precinct, if and when they are made.

The SEPP will also cap dwellings in the Central precinct to 2000 dwellings, for the purpose of ensuring adequate capacity for evacuation for those lots.

The SEPP also comprises a concurrence clause, requiring that the Planning Secretary be satisfied that the impact of any proposed development on State infrastructure is acceptable. In issuing concurrence, the Planning Secretary must also consider flooding evacuation capacity.

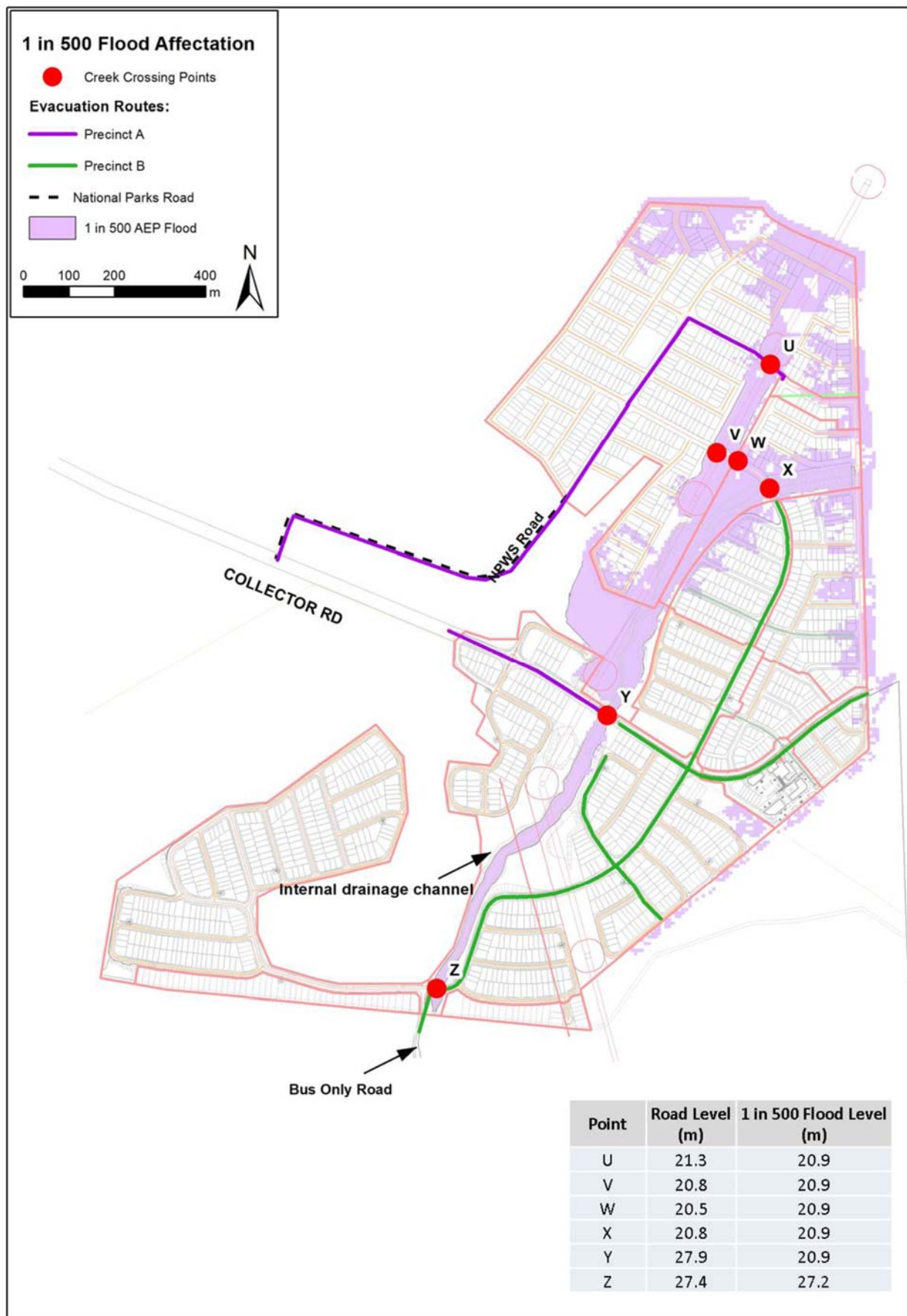


Figure 15: Flood affection and evacuation map of the Central Precinct – NPWS route shown dotted (source: Molino Stewart, 2020).

4.2 Inconsistency with the Western City District Plan

Council raised concerns that the rezoning will contravene the recommendations set out in the Western City District Plan. Council referenced Planning Priority W10, which identifies industrial and urban services land to be retained and managed in Greater Penrith and St Marys.

Planning Priority W10 'Maximising freight and logistics opportunities and planning and managing industrial and urban services land' notes that increasing demand for local urban services and an innovative and adaptable industrial sector will require well-connected, serviced and economically viable land for businesses such as mechanics, repair centres, wholesale warehousing, light manufacturing, creative industries, freight, logistics and construction materials warehousing and supply centres. The district plan states that 'All existing industrial and urban services land should be safeguarded from competing pressures, especially residential and mixed-use zones'.

The proponent's response

The rezoning proposal addressed the strategic plans that were relevant when it was prepared (November 2017), including the Draft Greater Sydney Region Plan and the Draft Central Western City District Plan.

As such Planning Priority W10 should not be given significant weight in the assessment of the proposed rezoning.

The Western City District plan was finalised and released in March 2018, and the assessment of the proposal against the planning priorities in the plans was updated in the proponent's response to submissions.

The proponent considers the proposal is consistent with several planning priorities in the district plan, including:

- Planning Priority W5: Providing housing supply, choice and affordability with access to jobs, services and public transport;
- Planning Priority W16: Protecting and enhancing scenic and cultural landscapes;
- Planning Priority W18: Delivering high quality open space; and
- Planning Priority W20: Adapting to the impacts of urban and natural hazards and climate change.

The Department's position

Planning Priority W10 recognises the importance of industrial and urban services land and the need to safeguard these lands from the growing pressure to be converted to residential or retail uses commensurate with population growth.

The district plan identifies the site as an area where industrial and urban services land should be *retained and managed*.

The Greater Sydney Commission's *Information Note – SP2018-1 Industrial and urban services land (Retain and manage) – transitional arrangements* on 5 October 2018 is intended to guide planning authorities in managing industrial and urban services land when dealing with rezoning proposals. It identifies different approaches for different areas.

The Information Note outlines that if a planning proposal was lodged before the adoption of the district plans in March 2018, was approved to proceed, and any conditions on the proposal have been satisfied, then it can proceed to public exhibition and finalisation in the usual manner.

While the information note is for planning proposals seeking to rezone land within a local environmental plan, it is considered that the same principles should apply to the rezoning of land under a deemed SEPP (in this case, the SREP).

The Department supports the planning priorities and actions in the district plan. However, this proposed amendment to rezone the employment land within the Central Precinct was originally submitted to the Department in May 2015, and the Minister agreed to the lodgement of the rezoning proposal prior to the district plan being released. As such, it is considered that Planning Priority W10 of the district plan cannot be given determinative weight in this instance.

However, the Department considers that an analysis of the loss of employment land is still required and this analysis is detailed in section 4.3 below.

In relation to other planning priorities in the district plan, the Department agrees with the proponent's assessment.

4.3 Loss of employment land

The loss of employment land and employment opportunities and the additional pressure this will place on employment areas was raised by local and State agencies and the community during the public exhibition period. There is concern that insufficient employment near the SEPP area will force residents to travel further for employment, resulting in increased traffic.

Issues raised in submissions

Council raised concerns that the loss of employment land will impact on its employment targets, which seek to deliver between 42,000 and 55,000 new jobs by 2031.

Council states the proposed amendment is inconsistent with the performance objectives of the SEPP. The SEPP sets a performance objective requiring the total number of jobs generated within and surrounding the release area to approximate the number of workers who will reside in the release area.

Council objects to the rezoning due to the potential location of the Outer Sydney Orbital. In mid-2018, TfNSW consulted the public on a recommended corridor of land for a possible motorway and freight rail line to provide a link to the North West and South West Growth Areas, Western Sydney Airport and employment lands. The recommended corridor sought to dissect the SEPP area between the Central Precinct and the North and South Dunheved Precincts (see Appendix D).

The proposed rezoning is supported by the most recent Employment Development Strategy (EDS), which was published in 2015. The strategy relies on the upskilling and placement (in existing jobs) of the resident workforce rather than the generation of new jobs.

Council stated that anecdotal evidence suggests:

- there is increasing demand in Penrith for smaller industrial units or business premises as these types of premises often provide the next step for home-based businesses and other small enterprises; and
- this demand is leading to higher purchase prices and rent.

The retention of the currently planned employment land will provide opportunities to address this demand and potentially lower purchase prices and rent.

EES objects to the rezoning of the employment land as it will likely impact on traffic congestion and the use of the regional park land. RMS and TfNSW are aware rezoning the employment land will further impact on transport infrastructure and educational services.

The proponent's response

The proposed amendment has been considered against the provisions of the SEPP, the St Marys EDS and the St Marys State Development Agreement (SDA). The rezoning returns the northern part of the Central Precinct from employment to urban land, which was its original zoning when the SEPP was gazetted in 2001.

At the Department's request, a review of the EDS was undertaken in support of the proposed amendment to rezone the Central precinct employment lands. The EDS review was prepared by SGS and provides an updated assessment of the site and a detailed justification for the proposed rezoning. The review concluded that the Central precinct employment lands are at a major competitive disadvantage when compared to existing (and proposed expanded) centres due to factors such as its isolation and limited labour catchment. The EDS review provides a comprehensive, strategic review of the status of the Central precinct employment zone consistent with the strategic review of industrial lands for local environmental plans contemplated in the Western City District Plan.

The proponent is proposing to contribute a further \$1.58 million to several additional job-creation initiatives to be implemented through the EDS. These initiatives will supplement investment in job-creation initiatives to align with Council's strategic employment initiatives.

The Department's position

While the rezoning will result in a loss of 38.4ha of employment land within the site, it is anticipated that there will be sufficient employment land in the surrounding area to support the estimated loss of 760 jobs, particularly given future development proposed in the Penrith CBD, the Western Sydney Employment Area, St Marys Town Centre, Nepean Hospital, Western Sydney University sites at Werrington and Kingswood and the Badgerys Creek (Nancy-Bird Walton) Airport and associated Aerotropolis. The undeveloped North and South Dunheved Precincts within the SEPP area will also provide additional employment opportunities.

The proposed amendment was supported by the EDS, which was endorsed by the EDS Review Committee in December 2015. The committee, which included members of local and State agencies, acknowledged the distance from critical transport infrastructure, regional roads and freight rail networks and that the isolation from other zoned employment lands made the employment lands relatively uncompetitive and unattractive. When compared to other areas such as the Western Sydney Employment Area, the location of the employment land was not considered economically viable. The EDS states:

"...demand is focussed on areas that are well serviced by existing infrastructure in order to take advantage of supply chain and other efficiencies. The industrial land market in Sydney is now dominated by warehousing rather than manufacturing and so large sites with access to transport, particularly along the major motorways of the M4, the M5 and the M7, are especially in demand by major retailers.

From a supply side perspective, there is an abundance of zoned employment lands in the Western Sydney region. Existing zoned lands and lands designated for future zoning were calculated as sufficient to last forty years from 2011."

The North and South Dunheved precincts to the east of the Central precinct are undeveloped and have an area of 18.4ha and 11.9ha respectively. Industrial and employment uses in these precincts will be developed and maintained to support the Greater Sydney Commission's planning priority to retain and manage industrial and urban services land.

The Department notes that the Outer Sydney Orbital Corridor is yet to be confirmed and its progression is subject to environmental studies, planning approvals and land acquisition. Due to the uncertainty of the location and timing of the Outer Sydney Orbital, it is considered unreasonable to prevent the proposed rezoning on this basis.

The Department agrees the proposed amendments should facilitate the delivery of public and active transport infrastructure. The proponent confirmed the future residential areas of the Central precinct will be designed with the same level of public and active transport infrastructure as the established areas of Jordan Springs and will be serviced by local bus services. The Department is satisfied that public and active transport will be considered further in the future amendment to the Central Precinct Plan.

Under the EDS, the proponent has allocated \$1.58 million towards the skilling and employment of people in the region.

4.4 Traffic and transport

Issues raised in submissions

Concerns were raised in submissions that the increase in residential dwellings as a result of the rezoning will add vehicles to the road network, further impacting on travel times and congestion during peak times. The community have advised they already experience traffic congestion within the established Jordan Springs Precinct, which residents use to travel outside the SEPP area.

TfNSW and RMS acknowledged there will be an increase in road use resulting from the rezoning within the Central Precinct and have stated that this increase must be supported by public and active transport infrastructure. Both agencies agreed that public and active transport infrastructure did not need to be resolved at the rezoning stage and should be further considered within any future amendment to the Central Precinct Plan.

Both agencies acknowledged the draft Outer Sydney Orbital and its possible location to the east of the Central Precinct. TfNSW is reviewing more than 6000 submissions it received during the community consultation period held between March and June 2018. There have been no further announcements regarding the Outer Sydney Orbital.

The proponent's response

An internal road and intersection assessment was prepared by WSP, which assessed the impact on the road network of the proposed rezoning of employment land to urban. The report concluded the rezoning would generate 102 fewer trips in the weekday AM peak and three more trips in the weekday PM peak and that all major intersections would continue to perform at acceptable levels.

As outlined in the planning report, the proponent will undertake works in the coming years to offset the impacts on the road network associated with the St Marys development site in accordance with the St Marys SDA and the Penrith Planning Agreement. This includes the proposed extension of Links Road to Christie Street, which will provide access from the industrial precinct to Christie Street with connections to Dunheved Road and Werrington Road.

The Department's position

The Department agrees that the proposed amendment will have a minor impact on the internal and external road networks. It is considered that the traffic assessment prepared by WSP adequately assessed the impact of the rezoning on the internal collector roads and the external road network. The report, which considered the impact of the proposed amendment on the regional traffic network, was completed under the guidance of the Traffic Steering Committee. The committee comprised representatives from the Department, TfNSW, RMS, Penrith City and Blacktown City Councils, WSP and the proponent. The final report was endorsed by the committee in October 2017.

The Department agrees with TfNSW and RMS that any changes to land use need to be supported by public transport and walking and cycling paths. Under the SEPP, precinct plans (or amendments to a plan) are required

to include information on trunk public transport routes, pedestrian, cycle and road access and circulation networks, and flood evacuation routes. The Department is satisfied that the public, walking and cycling infrastructure required to support the change in land use will be further considered and addressed in any amendments to the Central Precinct Plan.

4.5 Delivery of infrastructure

Regional and State infrastructure

In December 2002, the then Minister for Planning and the former Roads and Traffic Authority entered into a State Development Agreement (SDA) with the then landowners of the site (including Lendlease) to secure contributions for designated State public infrastructure.

The SDA sets out obligations for the proponent to meet and contribute towards key public benefits, including:

- regional transport infrastructure, including upgrades to key roads and intersections, new access paths and cycleways, and bus priority works from Forrester Road to St Marys Station;
- dedication and maintenance of land as regional park and open space;
- allocation of affordable housing; and
- facilitating the provision of human services and community facilities on the land such as health, education and job creation.

Previous amendments to the SEPP have required amendments to the SDA.

To be consistent with current planning agreements and following receipt of an acceptable letter of offer from the proponent, the Department will draft a voluntary planning agreement (VPA) for the proponent's consideration. The proponent may voluntarily offer State public amenities and public services, affordable housing, transport or other infrastructure, or conservation or enhancement of the natural environment. Contributions can be made through the dedication of land, the construction of infrastructure or the provision of funds.

The infrastructure associated with the development includes internal road and intersection upgrades, parks, drainage basins and affordable housing. These will be addressed in the VPA and the revised St Marys Penrith Planning Agreement for the internal road and intersections as works-in-kind by the proponent.

The proponent has proposed to contribute towards road and intersection upgrades. The upgrades have an estimated capital value of approximately \$37,345,998 and are in addition to contributions already made towards road and intersection upgrades (as both works in kind and cash contributions). To date, estimated works are \$27.7 million across the local, regional and State road networks.

The proponent did not consult with FACS regarding the provision of additional affordable housing within the Central Precinct rezoning area. On 7 May 2013, an agreement was made by the Department to amend the SDA to provide 120 residential allotments to FACS for affordable housing over the whole SREP area. This prior agreement equates to approximately 2.4% of dwellings in the existing urban area within the SREP area.

The Department has consulted with FACS, which has recommended the proponent provide 3% affordable housing for this amendment in line with Council and FACS policy. This matter will be further considered in the drafting of the VPA.

A new concurrence clause will be added to the SEPP to support the VPA and allow for the provision of State public infrastructure to support the rezoning. The clause requires that development consent not be granted for development in the areas subject of this rezoning unless the consent authority, generally Council in this instance,

has obtained the concurrence from the Planning Secretary. In deciding whether to grant the concurrence for the development, the Planning Secretary must consider the impact of the development on existing designated State public infrastructure and the cumulative impact of the development with other developments within the area identified as 'Intensive Urban Development Area'. The 'Intensive Urban Development Area' is identified on the SEPP Zoning Map which encompasses the Central Precinct and the other amendments associated with this amendment. The impact from the development may require the need for additional State public infrastructure.

The State public infrastructure means public facilities or services that are provided or financed by the State (or if provided or financed by the private sector, to the extent of any financial or in-kind contribution by the State) of the following kinds:

- State and regional roads;
- bus interchanges and bus lanes;
- land required for regional open space; and
- social infrastructure and facilities (such as schools, emergency services and affordable housing).

Local infrastructure

On 21 December 2018, Council executed a new planning agreement with the proponent for the Western Precinct (Jordan Springs) and Central Precinct of the St Marys Release Area. The agreement will contribute to the update of internal roads, community facilities and services to accommodate the additional residential lots for the Central Precinct Plan Amendment No 2. The agreement also considered the likelihood of this current amendment.

Council raised concerns that the proponent has not fulfilled all their commitments towards local contributions and works in kind.

There are opportunities to resolve these concerns at the amending precinct plan and development application stages.

4.6 Biodiversity

Issues raised in submissions

Many public submissions were concerned with the preservation of biodiversity on the site. There is concern that development activities on land in Jordan Springs in the Western Precinct will disrupt the area's biodiversity and threaten the native animals on the site. Some submissions also raised concerns relating to the potential of the site to cause pollution from construction and the pressures that additional residents will have on drainage. The loss of bushland and the clearing of the Cumberland Plain Woodland are also primary concerns.

The proponent's response

The proponent has responded to these concerns by outlining that the proposed amendment does not propose to increase the development footprint.

The Department's position

The Department has liaised with EES, DPI and NPWS and is satisfied the impacts from the proposed rezoning can be addressed at the amending precinct plan and development application stages. There are provisions in the Central Precinct Plan and the SEPP such as Part 5, Clause 24, which require developments in urban zones to not have a negative impact on biodiversity or conservation.

4.7 Land subsidence

Issues raised in submissions

Council provided additional information on 15 August 2020 in regard to land subsidence issues.

The Department's position

The Department are undertaking consultation with the applicant, NSW Building Commissioner and NSW Public Works Advisory to ensure that any additional investigations or remedial works are identified and agreed to prior to the amendment of the Central Precinct Plan in the next stages.

The Department has added a new clause in the SEPP requiring the consent authority to consider land subsidence in the area to be rezoned, prior to the issue of consent for subdivision, infrastructure and early works.

4.8 Other issues

Other issues raised during the assessment of this amendment have been tabled below. These issues are to be resolved as part of the required amendment to the precinct plan and at development application stage.

Table 3: Summary of other issues raised

Issue	Findings	Recommendation
Groundwater management	<p>Both DPI – Lands and Water and the Natural Resources Access Regulator identified several concerns related to groundwater quality and management. These included:</p> <ul style="list-style-type: none">• change in groundwater flow behaviour;• increased recharge beneath stormwater basins;• changes to planned excavation dimensions; and• longer duration dewatering of soft alluvial or poor drainage areas resulting in water quality impacts and bore monitoring requirements. <p>Further assessment of these issues and the relevant guidelines and legislation was requested by both agencies.</p>	<p>These concerns can be addressed at the amending precinct plan and development application stages.</p>
Staging of the precinct	<p>Sydney Water requested that the Department provide expected staging information of the development of the Central Precinct.</p>	<p>The amendment to the precinct plan will provide details of the staging.</p>
Bushfire Assessment	<p>The Department engaged Meridian Urban to prepare a Strategic Bushfire Study (Appendix H) to assess the supporting technical studies (2009 Bush Fire Protection Assessment report, and its update prepared in 2017 via addendum), submitted with proposed amendment, against the Planning for Bushfire Protection 2019 statutory guidelines.</p>	<p>It is noted this study is a strategic assessment only, and further bush fire hazard assessment and management plan are required to be prepared and submitted to NSW RFS for integrated development, as part of future subdivision applications.</p>

It was identified that this amendment generally satisfies the strategic principles of Planning for Bush Fire Protection 2019, the detailed strategic bush fire study assessment requirements, and is capable of satisfying the statutory bush fire protection measures of Planning for Bush Fire Protection 2019, which is required to be assessed in detail at subdivision stage.

In addition, a desktop Bushfire Evacuation Traffic Analysis was prepared to assess the capacity and connectivity of the road network during such an event. It is demonstrated the entire central precinct is likely capable, based on assessment of intended road network capacity, of being evacuated within one hour of evacuation commencing.



5. Recommendation

The Department generally supports the proposed amendment subject to the following requirements:

Flood evacuation measures

It is recommended that no more than 2000 dwellings be developed within the Central Precinct as identified on the map (Appendix E – Zoning Map). This will ensure the evacuation of residents can be achieved in a timely manner, with little impact on the regional evacuation routes.

The proponent is to continue to work with EES and NPWS to upgrade the collector road south of the employment-zoned land to the collector road as shown in Figure 15 (page 21) in accordance with the proponent's letter of offer and the State VPA. It is recommended the proponent finalise a formal legal agreement such as a Memorandum of Understanding with the National Parks to utilise and maintain this local road access.

INSW and SES insist arrangements must be made to allow the use of the bus-only road to the south of the Central Precinct through to Werrington during a flood event.

A new clause has been added to the SEPP requiring an emergency evacuation management plan be prepared in consultation with the relevant Local Emergency Management Committee under the State Emergency and Rescue Management Act 1989. This will include the need for signage to be installed to direct road users to evacuation routes.

The design of residential buildings within the PMF extent will be further considered in the amendment to the precinct plan.

Regional park land

The proponent is to work with NPWS to construct access points to the regional parklands. This includes the installation of gates, paths and fencing to ensure the land rezoned and dedicated to NPWS as regional park land is protected and maintained.

Affordable housing

The proponent has agreed to contribute 2.4% of the rezoned land as affordable housing in line with the current SDA. It is recommended that the 3% of the approximate 500 dwellings in the newly created urban zone be provided as affordable housing. This matter will be further considered in the drafting of the VPA.

Education

The educational needs of the community and all submissions received will be considered as part of the Department's assessment. In 2018, Lendlease and the NSW Department of Education entered into a sale agreement for a site on Lakeside Parade, Jordan Springs. The new Jordan Springs Public School has been constructed on the site to service the growing population. The school will accommodate up to 600 students and has been designed to allow future expansion.

Contributions

It is recommended the Department continue to liaise with the proponent to resolve any Council or agency concerns regarding contributions towards this amendment.



Appendices

Appendix A – Minister’s approval to amend the plan

Appendix B – Lendlease request to amend the plan

Appendix C – Employment Development Strategy

Appendix D – Recommended location of the Outer Sydney Orbital

Appendix E – Maps

Appendix F – Lendlease response to submissions report

Appendix G – Revised Flood Modelling and Evacuation Report (Molino Stewart)

Appendix H – Strategic Bushfire Study (Meridian Urban)