

BLACKTOWN & MT DRUITT CBD STUDIES

PREPARED FOR BLACKTOWN CITY COUNCIL

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CLIENT

Blacktown City Council



CONSULTANTS

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BATESSMART™

**ARCHITECTURE
INTERIOR DESIGN
URBAN DESIGN
STRATEGY**

MELBOURNE

1 Nicholson Street
Melbourne Victoria
3000 Australia
T +61 3 8664 6200
F +61 3 8664 6300

SYDNEY

43 Brisbane Street
Surry Hills New South Wales
2010 Australia
T +61 2 8354 5100
F +61 2 8354 5199

WWW.BATESSMART.COM

NOMINATED NSW REGISTERED ARCHITECTS

Philip Vivian Reg. No. 6696 / Simon Swaney Reg. No. 7305 / Guy Lake Reg. No. 7119

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DISCLAIMER

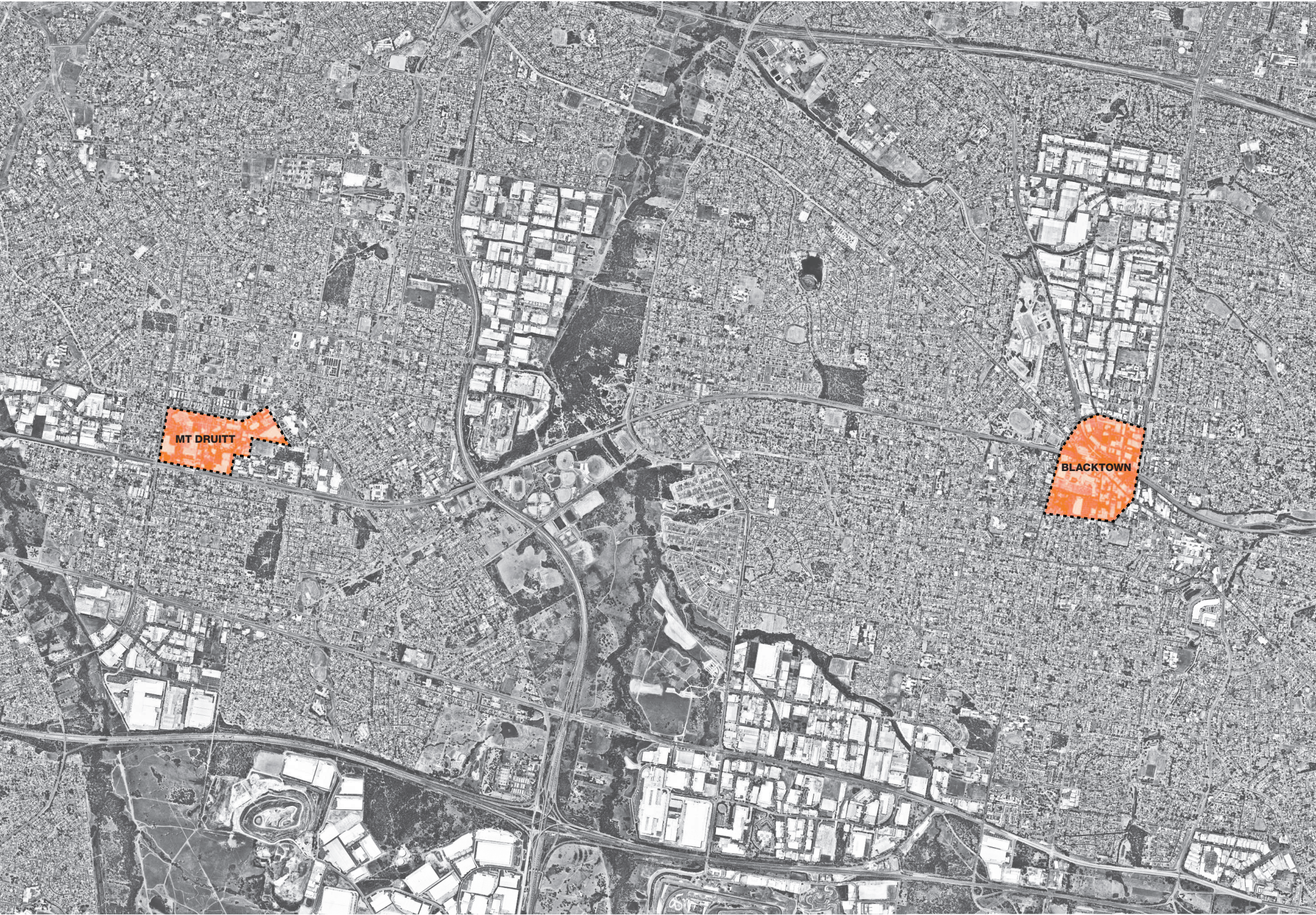
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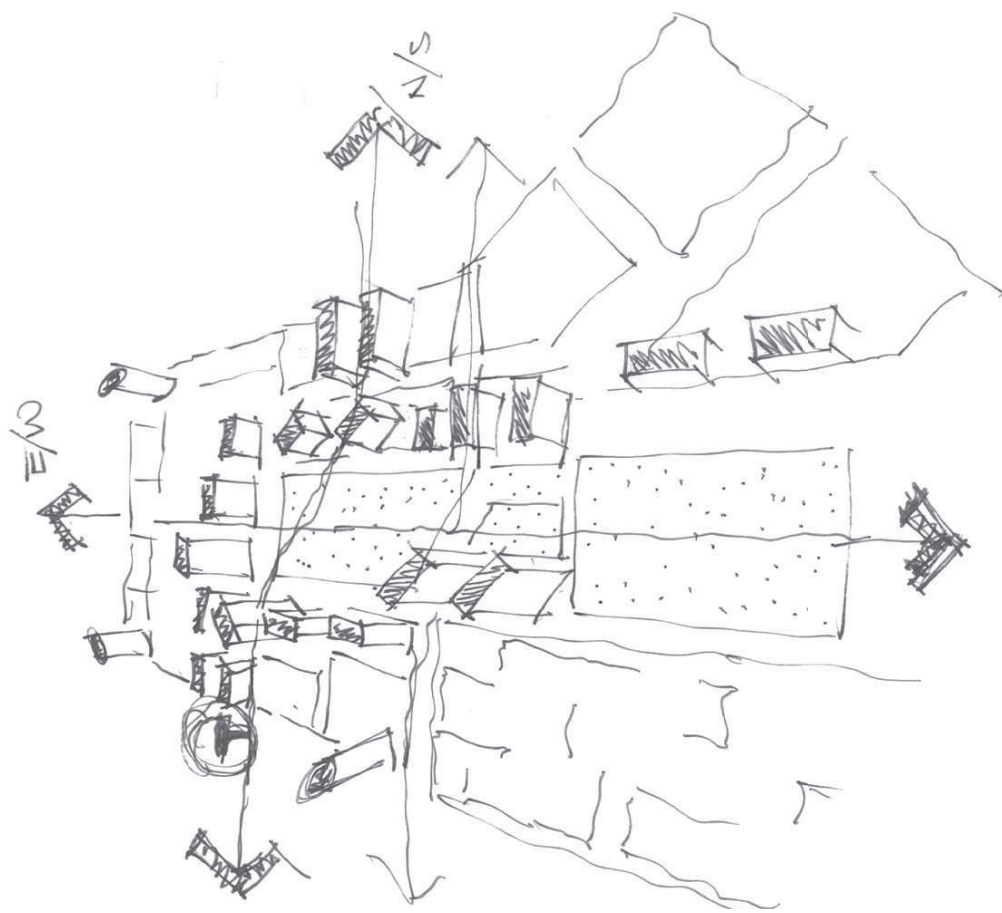
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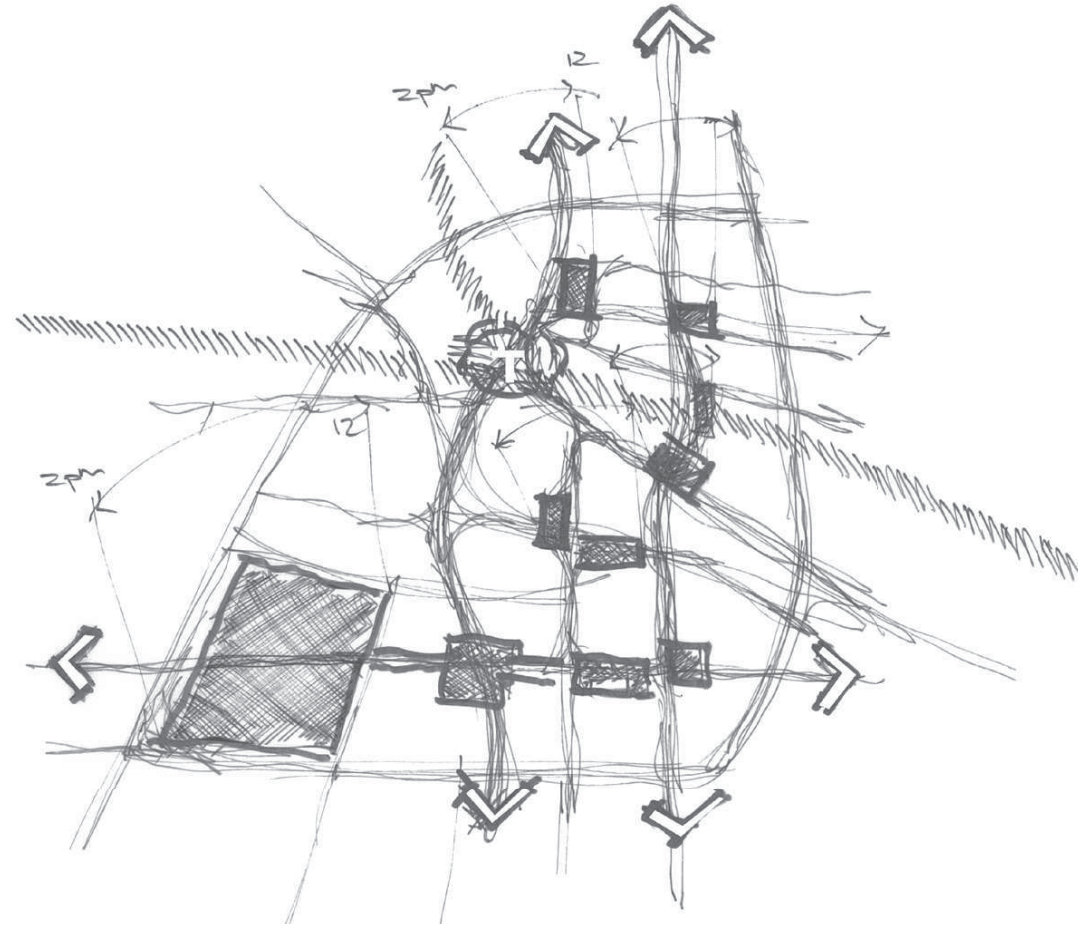




1.0 INTRODUCTION

This study has been prepared for Blacktown City Council to review the existing built form controls for Blacktown and Mount Druitt CBD's in order to create strong mixed use centres that are vibrant and great places to live, work and recreate, activated by residential, commercial and retail development. The review has focused on;

- / urban design outcomes which promote activation and connectivity
- / defining an appropriate future skyline for each CBD
- / building heights



“Our vision is to transform Blacktown & Mt Druitt CBD’s. We envisage the future of the city to be highly connected through a network of linked public spaces. New commercial and residential opportunities transform the cities into thriving civic spaces.”

2.0 CONTEXT ANALYSIS

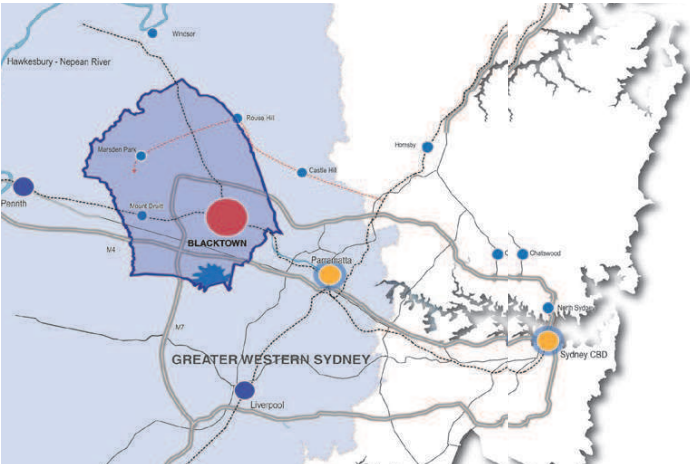


Image from 'Blacktown Planning Strategy 2036'

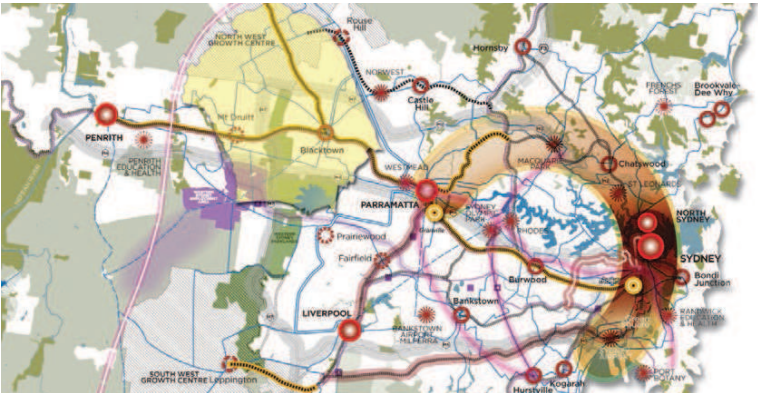
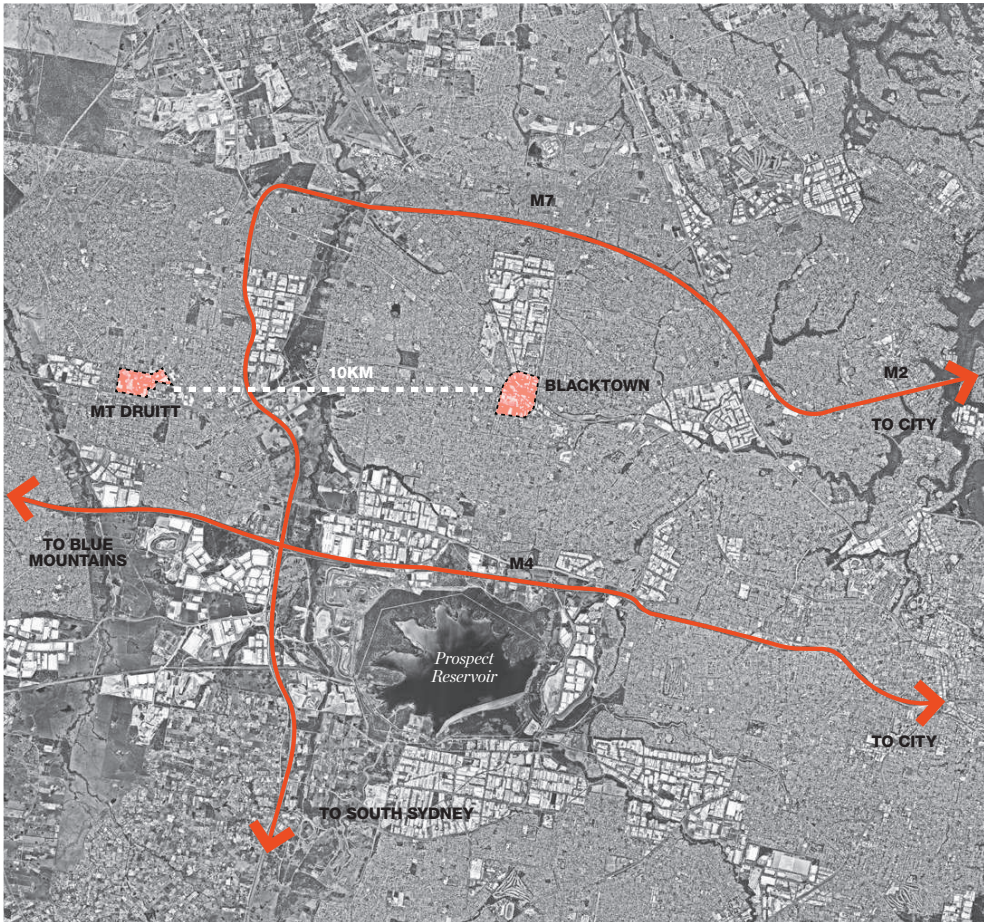


Image from 'Metropolitan Plan for Sydney 2036'

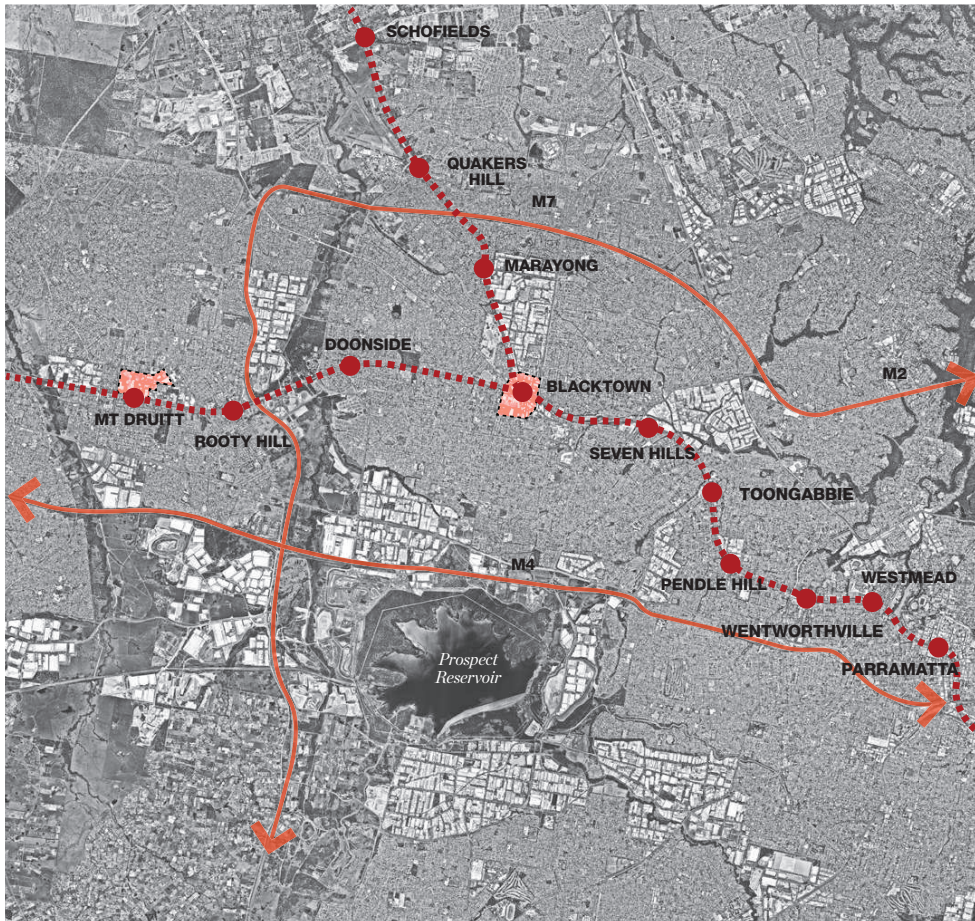
REGIONAL CONTEXT

"Blacktown City Centre, along with the Major Centres of Marsden Park, Mount Druitt and Rouse Hill, will support growth within the North West Subregion of Sydney. Further, the town, village and neighbourhood centres within the City will make the City one of the most self-contained LGAs in Sydney. Blacktown City will continue to be developed as a sustainable Regional City within the Sydney Metropolitan Area."
'Blacktown Planning Strategy 2036'



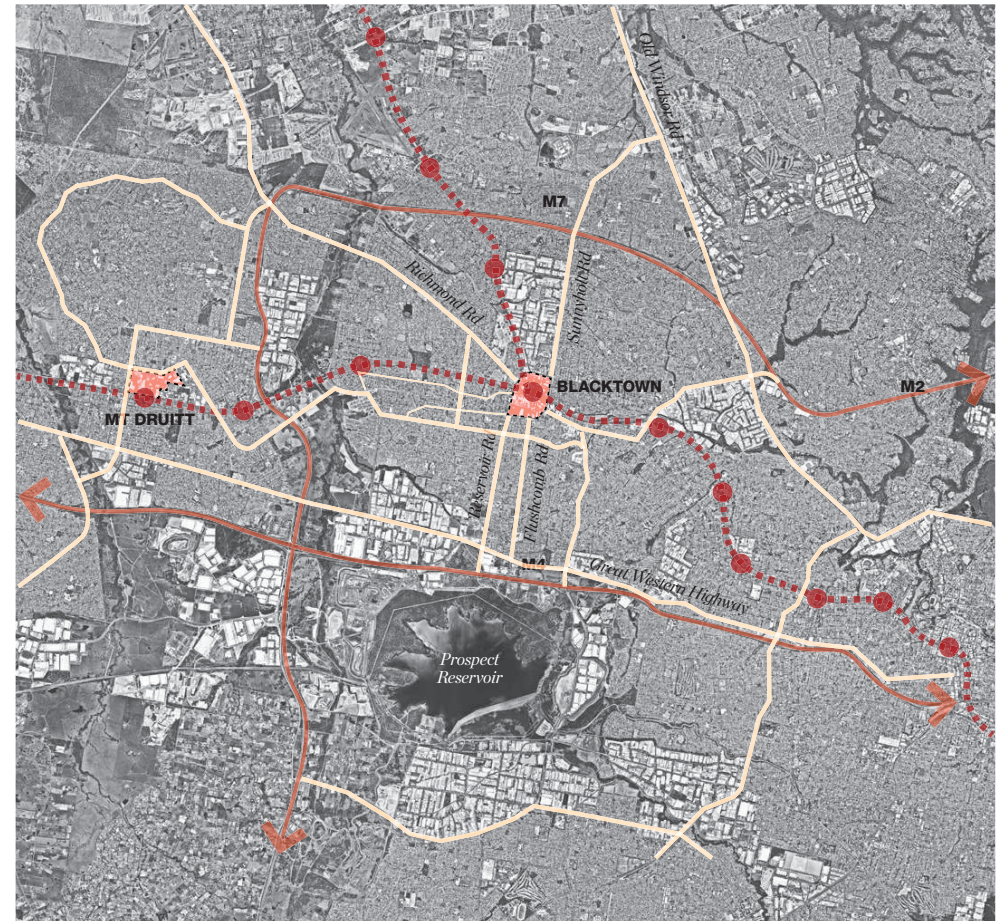
MOTORWAYS

Blacktown and Mount Druitt CBD's are very well serviced by surrounding motorways. The M7 is located to the North of Blacktown and bends South between Blacktown and Mt Druitt, providing great access to South Sydney, the North West and the City. The M4 is located 4km South of both centres and provides direct links East to the City and West to the blue Mountains. Interestingly, neither town centres are located directly adjacent to these motorways.



RAILWAYS

Both CBD's are serviced well by rail and are situated on the Western line linking the City to the Blue Mountains. Blacktown is also serviced by the Northern and Cumberland lines, which diverge at Blacktown heading North-West to Richmond.



MAJOR ROADS

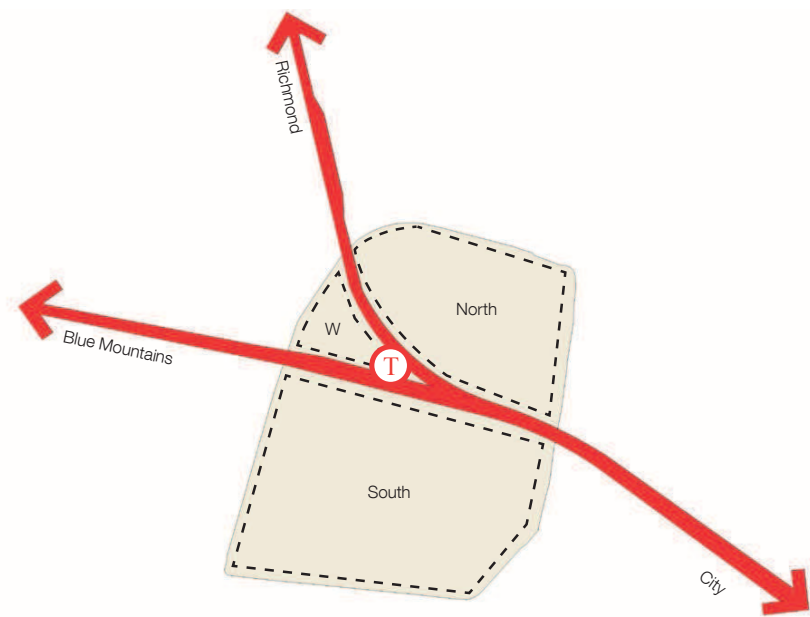
Numerous major roads link directly into the CBD centres, linking Blacktown and Mt Drutt to the surrounding motorways and neighbouring town centres.



3.0

BLACKTOWN CBD

3.1 BLACKTOWN CBD SITE ANALYSIS



RAILWAYS

The Railway slices the city into three zones and acts as a major divider between the North and the South. The North-West line to Richmond diverges at Blacktown, and creates an isolated triangle of land between the rail lines at the Western edge of the CBD.



CBD EDGE

A strong edge to the city is created by a network of major roads surrounding the city. Comprised by Sunnyholt Rd to the East, Newton Rd to the South, Balmoral St to the West and Third Avenue to the North.



ROAD CONNECTIONS

There are numerous major roads which connect directly into the city. Providing connection from Mount Drutt, Richmond, the M7, M4 and Great Western Highway directly into the central core of Blacktown.



PATHS

The most utilised pedestrian routes all link into Blacktown Train Station. Main St, Flushcombe Rd and Westpoint have a strong pedestrian network which the city should feed into when planning for the future. The pedestrian network peters out to the North of the CBD where there are few areas with active retail. This is more of a 'drive and drop' commercial and civic centre.

PRECINCTS

Blacktown CBD is defined by a series of clearly defined precincts. Notably Main St (1) is characterised by low-rise building and a fine grain network of streets and lanes. Westpoint (2) and the Civic Centre (4) to the South have larger blocks and mid-scale commercial buildings. The Northern precincts (5/6) are dominantly Civic and Mixed Use in nature whilst to the West (7/8) there is a clearly defined zone of public services and infrastructure.

- 1 Main St
- 2 Westpoint
- 3 Alpha Park / Residential
- 4 Civic Centre
- 5 North East - Mixed Use -
- 6 North West - Civic / Mixed Use
- 7 Infrastructure
- 8 Public Services



1. Main St



2. Westpoint



4. Civic Centre



5. North East Mixed Use

PUBLIC NODES

There are a series of public spaces and community focused buildings which act as anchor points which people use to locate and orient themselves within the city. Main Street, Library Square, the Village Green and Alpha Park have great character and are successful public spaces. The city plans on providing new public spaces in the future by expanding Alpha Park, and creating new public recreation spaces on Main St and Boys Avenue.

PUBLIC SPACE NODES

- ① Alpha Park
- ② Library Square
- ③ Village Green
- ④ Main St Promenade
- ⑤ Future - Boys Avenue Park
- ⑥ Future - Main St Square
- ⑦ Future - Alpha Park Expansion

COMMUNITY CENTRE NODES

- ⑦ Westpoint Shopping Centre
- ⑧ Blacktown Train Station
- ⑨ Sargent's Centre Community Facility
- ⑩ Blacktown Arts Centre



1. Alpha Park



2. Library Square



3. Village Green



6. Main St Square

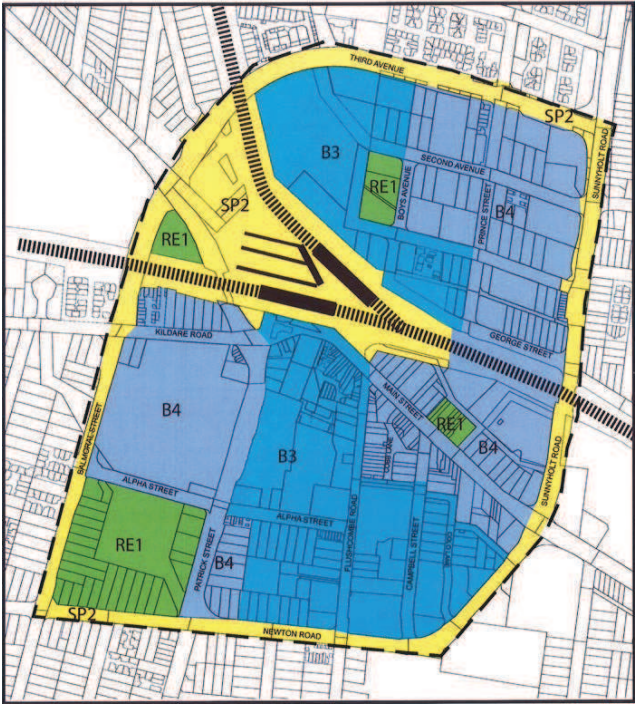
3.2 BLACKTOWN CBD CURRENT CONTROLS

LAND USE ZONES

There is a commercial core on both the North and South of the rail line. With Mixed use zones located to the North East, around Main St and to the Western Side of the Westpoint development. The triangular piece of land between the Rail Lines is zoned as infrastructure.

FSR

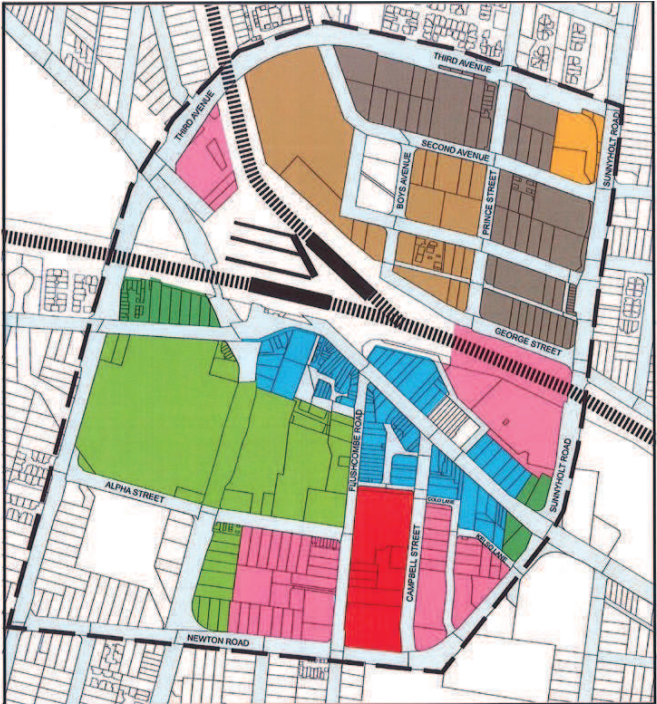
The FSR Control across the CBD ranges from between 3:1 and 8.5:1



LAND USE ZONES

LEGEND

- B4 MIXED USE
- B3 COMMERCIAL CORE
- RE1 PUBLIC RECREATION
- SP2 INFRASTRUCTURE
- STUDY AREA



FSR

LEGEND

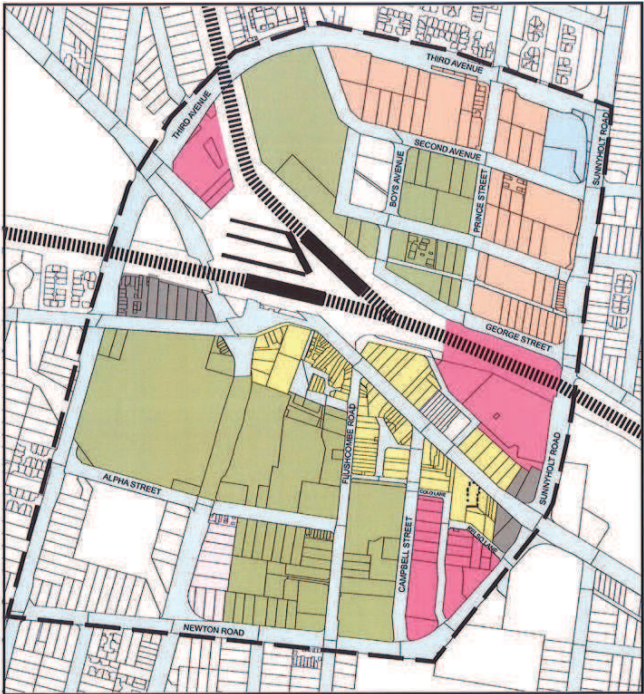
- 3:1
- 4:1
- 4.5:1
- 5:1
- 6:1
- 6.5:1
- 7.5:1
- 8.5:1
- STUDY AREA

BUILDING HEIGHTS

The tallest building height of 72m applies to almost half of the city's land.

To the South of the CBD The Westpoint site, and most of Flushcombe have a maximum height of 72m. Main St is defined by a maximum height of 26m. To the South East along Newton Rd there is a height range of 44-50m.

To the North of the CBD there is a height range of 56m-64m along the perimeter roads with a maximum height of 72m around Boys Ave Park and nearest the station



BUILDING HEIGHTS

LEGEND



EXISTING BUILDINGS

The CBD South has developed at a faster rate to the Northern precincts. Main St is an active retail precinct characterised by fine grain development and Westpoint acts as a major focal point for the City. To the South East there are a large number of 4-6 storey civic developments and a more recent 44m residential development to the corner of Main St and Sunnyholt Rd.

The Northern precinct is largely under-developed and is comprised of a series of 1-4 storey mixed use buildings with an under utilised pedestrian network.

Under construction 



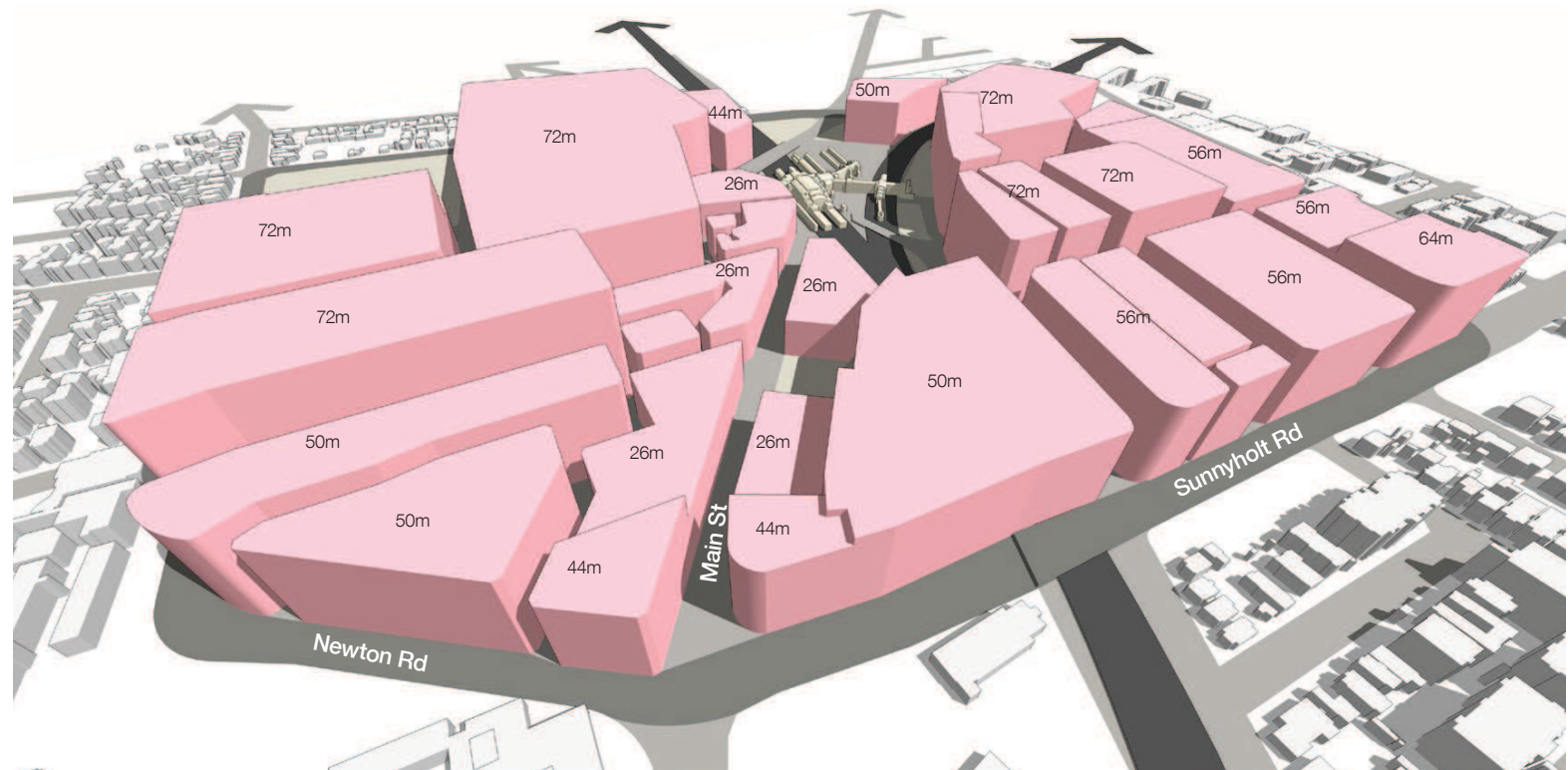
North East Aerial



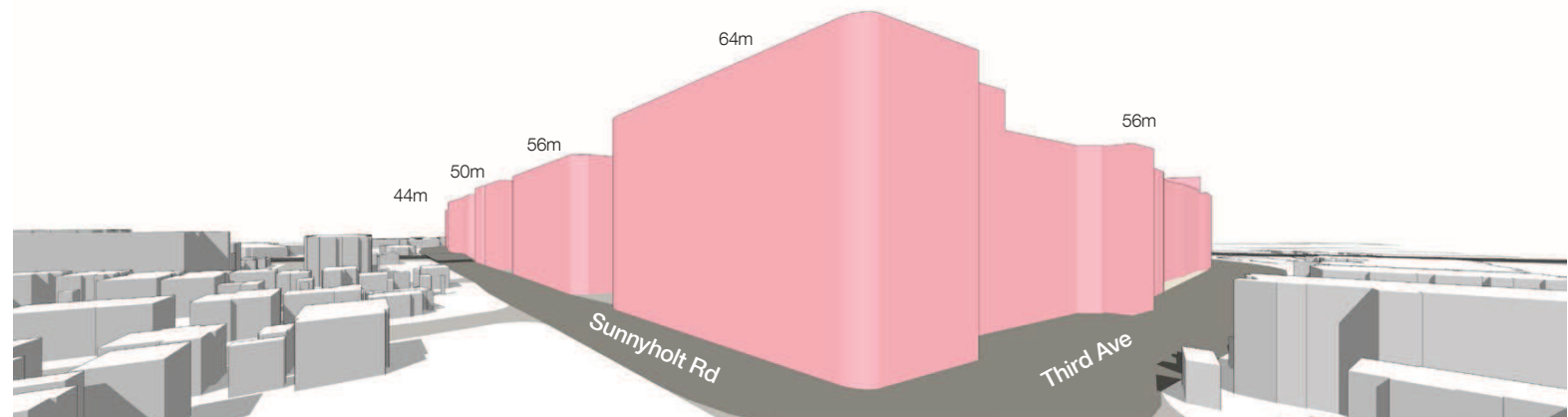
Perspective from Corner of Sunnyholt Rd and Third Avenue

HEIGHT CONTROL

The CBD's edge blocks have a height limit mostly set above 50-64m, creating a 'street-wall' and a strong edge to the city. There is a large transition in scale between the surrounding residential developments and the CBD's height limits.



North East Aerial

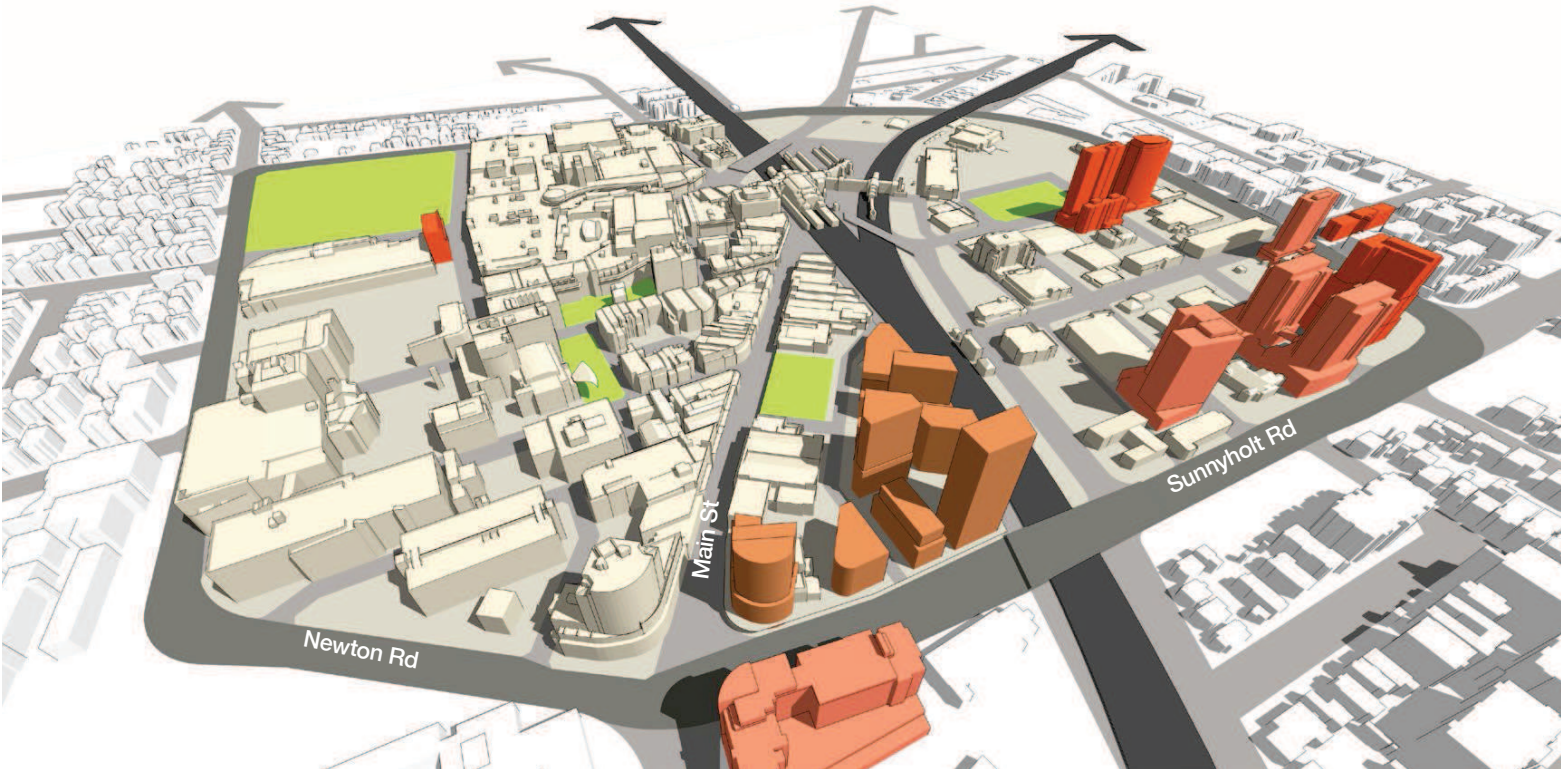


Perspective from Corner of Sunnyholt Rd and Third Avenue

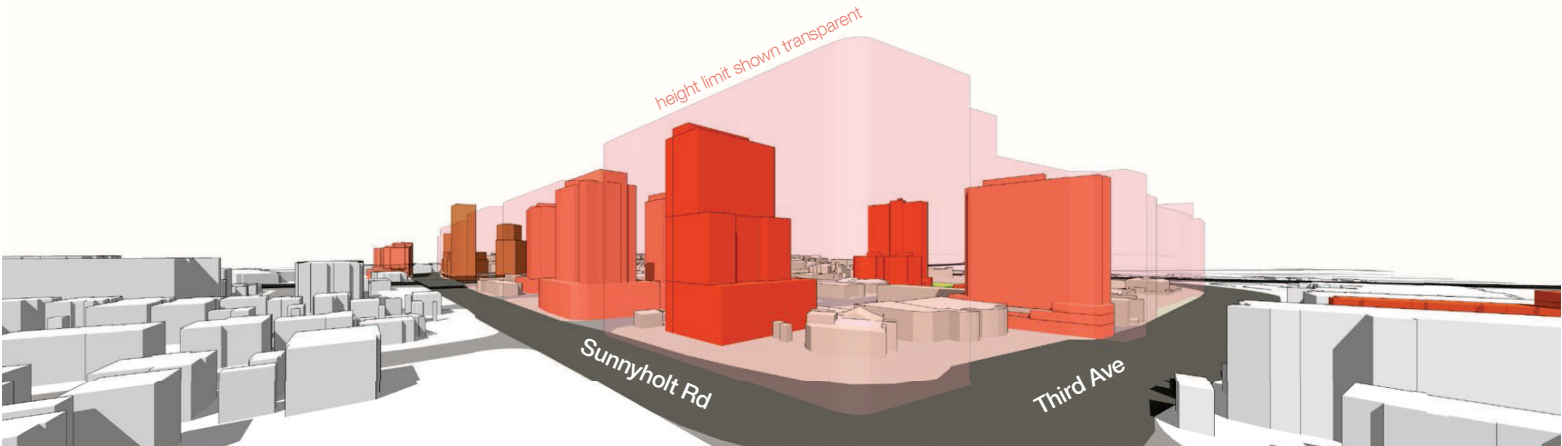
FUTURE DEVELOPMENTS

A number of large scale residential developments have been lodged or are under consideration in the Northern part of the city. They tend to max out the height and start to reinforce the strong edge stipulated by the street-wall scaled height control.

- DA's Approved
- DA's Pending
- Warrick Lane Masterplan



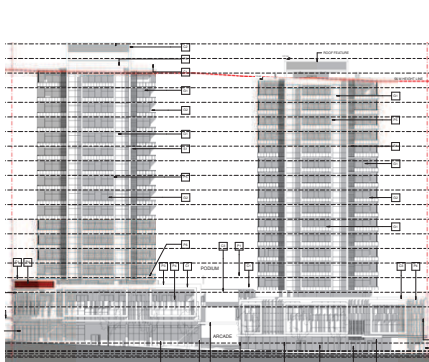
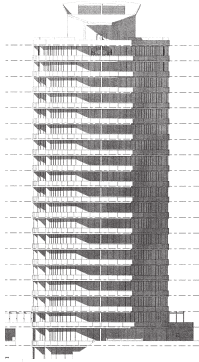
North East Aerial



Perspective from Corner of Sunnyholt Rd and Third Avenue



1.
2-8 Second Ave
Approved/ Under
Construction
2.
29-31 Second Ave
Approved
3.
16 Third Ave
Pending
4.
5 Second Ave
Approved/ Under Construction
5.
2 Second Ave
Pending
6.
2-4 First Ave
Pending
7.
Warrick Lane Masterplan
Pending



3.3 BLACKTOWN CBD URBAN FRAMEWORK

EXISTING NODES

- 1 Alpha Park
- 2 Library Square
- 3 Village Green
- 4 Main St Promenade
- 5 Blacktown Showground
- 6 Future - Boys Avenue Park
- 7 Future - Main St Square
- 8 Future - Alpha Park Expansion

Major Pedestrian Links

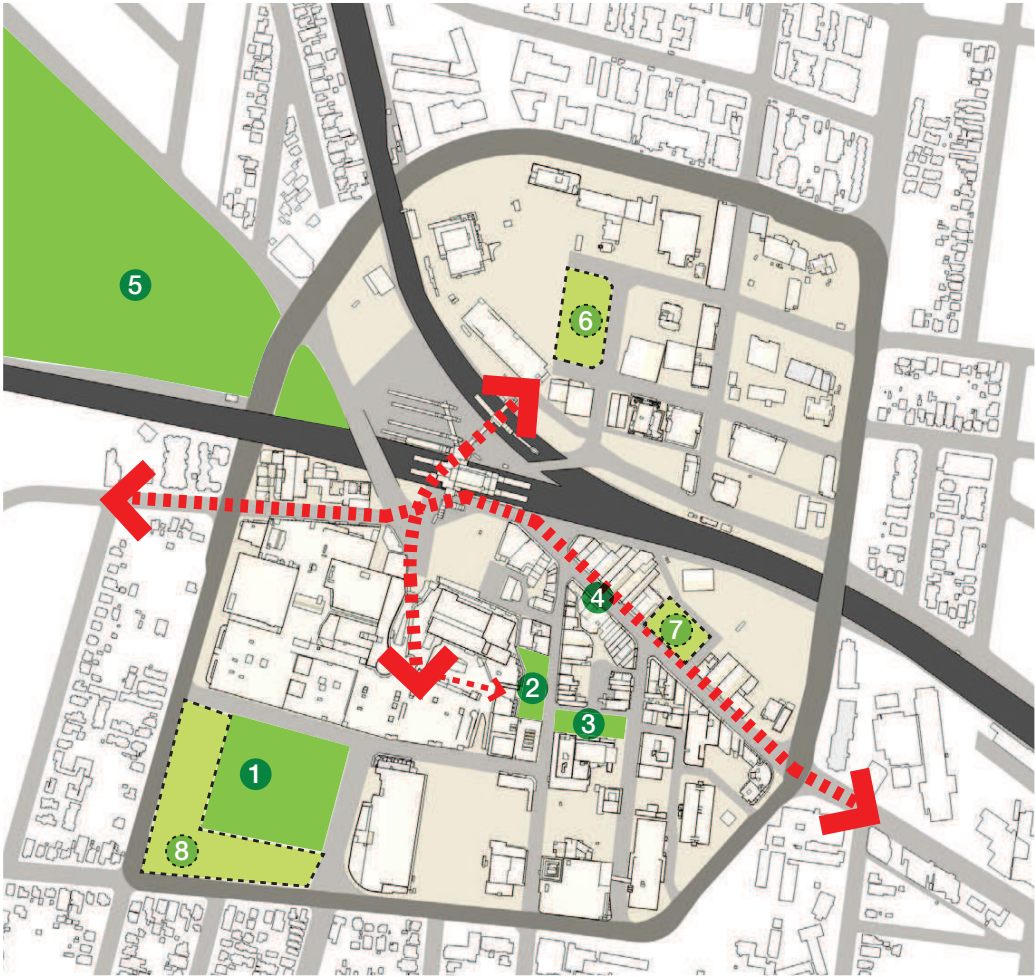


EXISTING FRAMEWORK

There is a strong East-West axis through the city, linking Main St to Westpoint and the train station. The train station acts as a major connection point linking the North to the South. Westfield links laterally into the library square and village green, creating a strong network of linked public spaces.

The CBD Structure plan encourages a North South link over rail at Prince St and a connection between Alpha park and Flushcombe Rd.

EXISTING CBD STRUCTURE PLAN
As Per Blacktown City Centre Masterplan, 2012



Existing framework diagram

KEY PRINCIPLES

The following principles underpin this study:

Principle 1 - Enliven the Blacktown CBD by encouraging an increase in residential population and support businesses through an increase in residential density and appropriate support use zoning.

Principle 2 - Add to the existing urban network of streets and lanes to provide the necessary links and connections demanded of the CBD by a higher density, increased residential population.

Principle 3 - Provide future nodes and public space locations to accommodate the needs of an increased CBD residential population.

Principle 4 - Reserve land for future commercial use that is consistent with the business role of Blacktown and Mt Druitt in the State Government's future vision for the greater Sydney metropolitan area.

Principle 5 - Provide active street frontages along critical streets and lanes to protect CBD streets from sterilisation (blank walls) and inappropriate use such as residential or car parking at the street boundary.

Principle 6 - Simplify planning controls to encourage residential development by:

- Removing FSR controls;
- Set more appropriate Height controls; and,
- Simplify Use controls.

PROPOSED FRAMEWORK

Through interrogation of the CBD Structure Plan (Blacktown City Centre Masterplan, 2012) we understand that the primary urban design principle of the city is about connecting public spaces. We propose to extend this network of linked public spaces and community buildings to encourage a movement network which has a clear set of links and connections. We have achieved this by proposing new public nodes and through site links

There are two strong North-South Axis supported by a number of East-West links. One connects Westpoint and their proposed expansion with the train station and Boys Ave Park. Whilst the potential over-rail bridge as suggested in the Section 94 Plan, connects Prince St with Campbell St and the new Main St Square. A strong East-West connection links Alpha Park through to Campbell Street.

A number of gateway sites have been noted at Major Road intersections with the CBD, these sites have significant prominence visually when approaching the city.

EXISTING NODES

- 1 Alpha Park
- 2 Library Square
- 3 Village Green
- 4 Main St Promenade
- 5 Blacktown Showground
- 6 Future - Boys Avenue Park
- 7 Future - Main St Square
- 8 Future - Alpha Park Expansion

POTENTIAL NODES

- 9 "Westpoint Expansion" New Public Space
- 10 "Workers Club" New Public Space
- 11 Over Rail Pedestrian Footbridge
- 12 Sargent's Square

-  Major Pedestrian Links
-  Pedestrian Footbridge
-  Gateway Sites



Proposed framework diagram

3.4

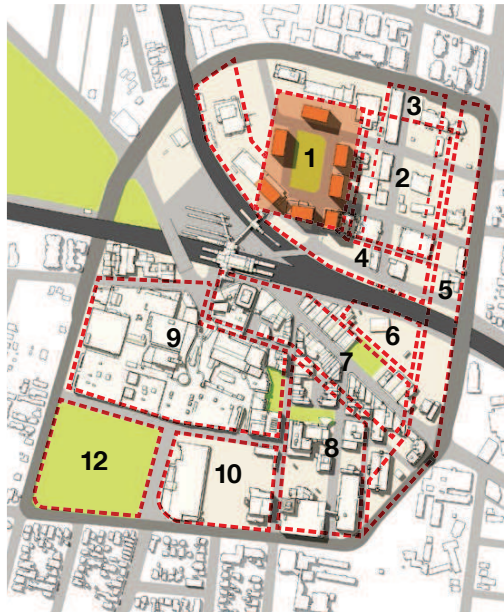
BLACKTOWN CBD

PLANNING CONCEPTS

CONCEPT 1

BOYS AVENUE PARK PRECINCT

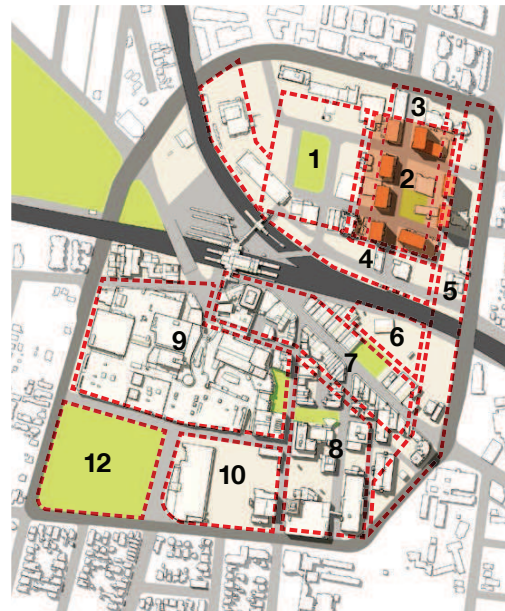
This concept explores the idea of increased density around public spaces. New low and mid-rise developments to the West and North of Boys Avenue Park would allow direct sun to the park whilst taller buildings along the parks East and Southern edge would capitalise on the parks amenity.



CONCEPT 2

SARGENT'S CENTRE PRECINCT

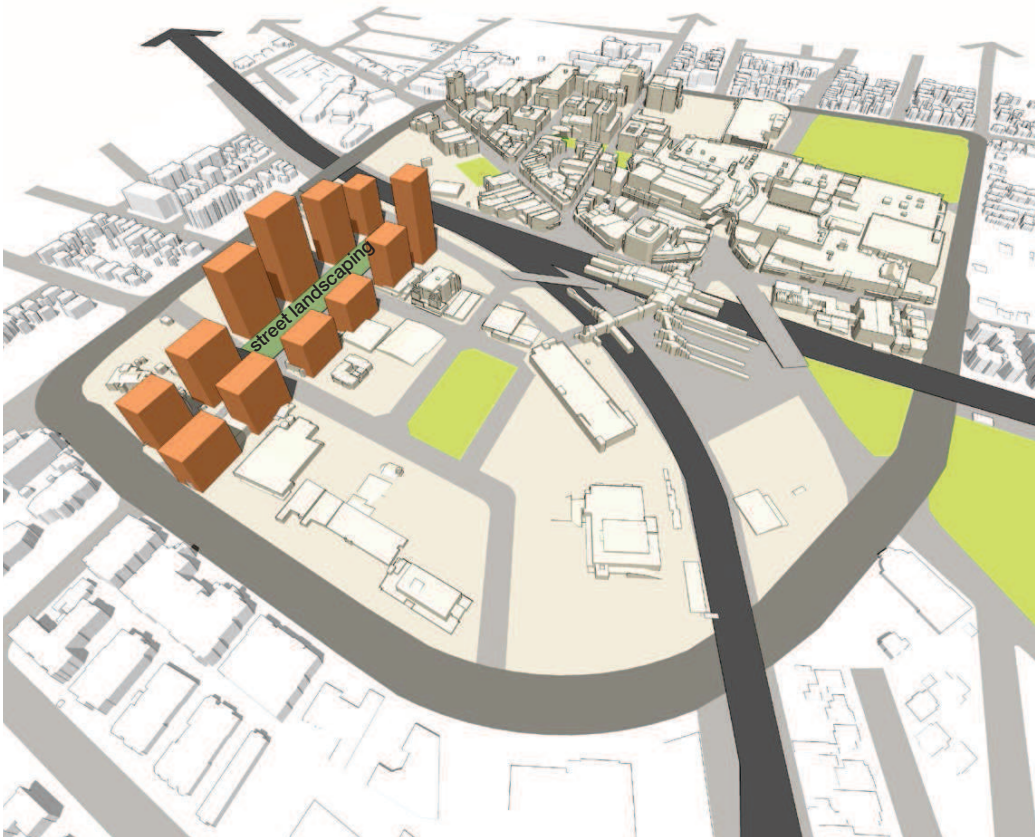
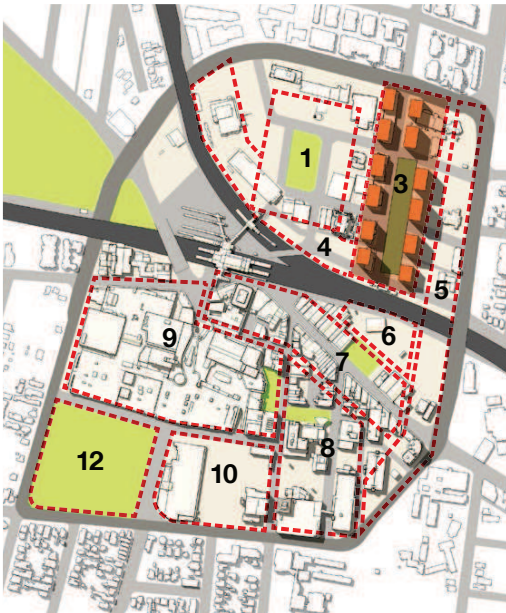
This concept explores the idea of increased density around public facilities.



CONCEPT 3

PRINCE STREET PRECINCT

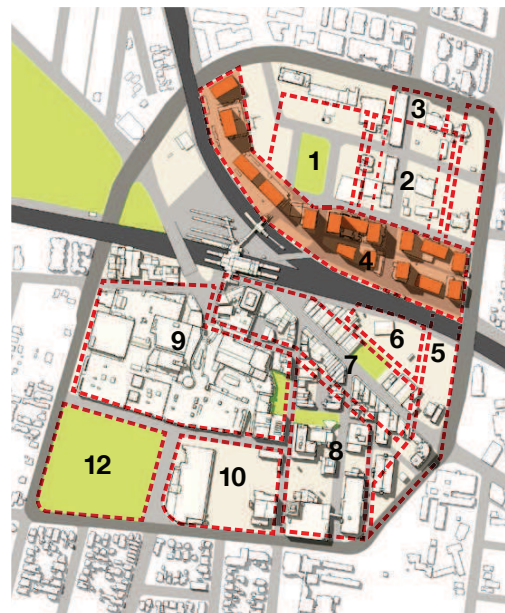
This concept explores the idea of increased density along major streets. A new North-South axis would be created by taller developments either side of Prince Street. This could connect with the proposed Main Street Plaza via an over-rail pedestrian footbridge.



CONCEPT 4

RAIL CORRIDOR PRECINCT

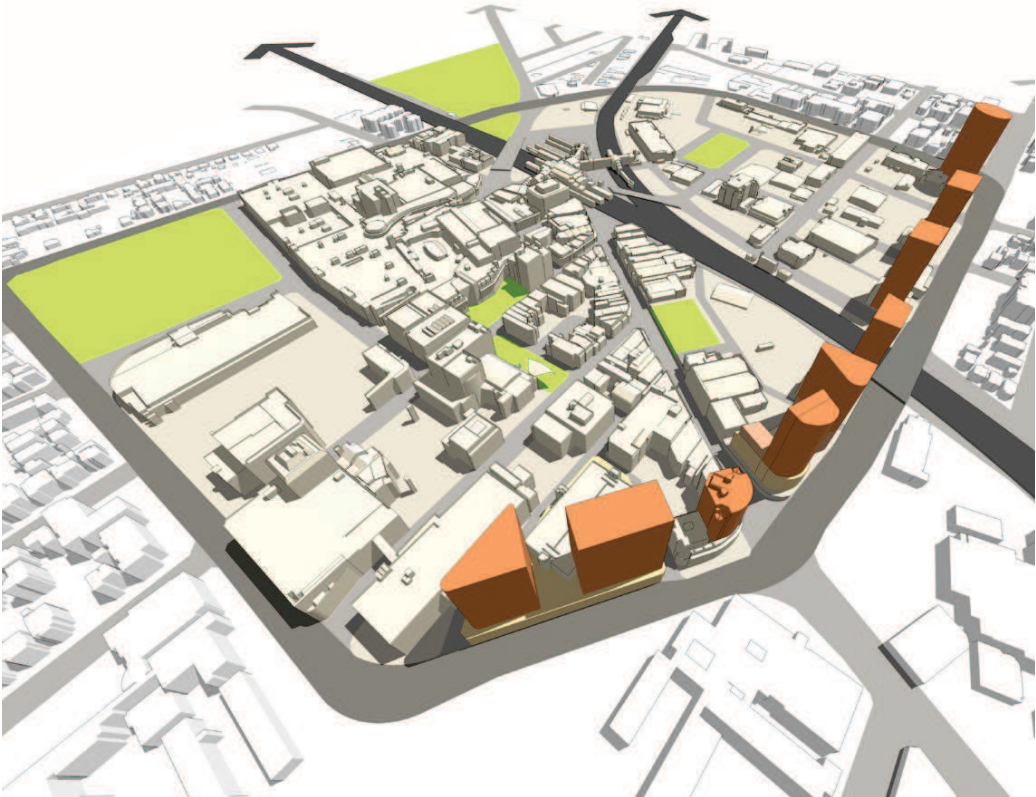
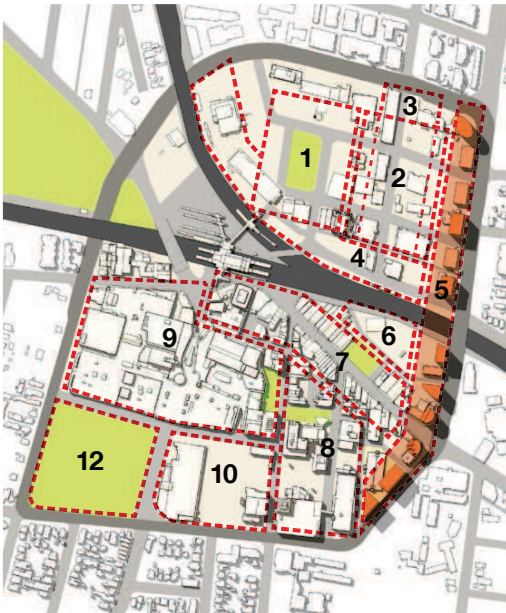
This concept explores the idea of increased density along the rail corridor. New developments to the North of the rail corridor would create a street wall defining the railway edge. Overshadowing impacts are negligible due to the rail corridor being located directly to the South.



CONCEPT 5

EASTERN EDGE OF CBD

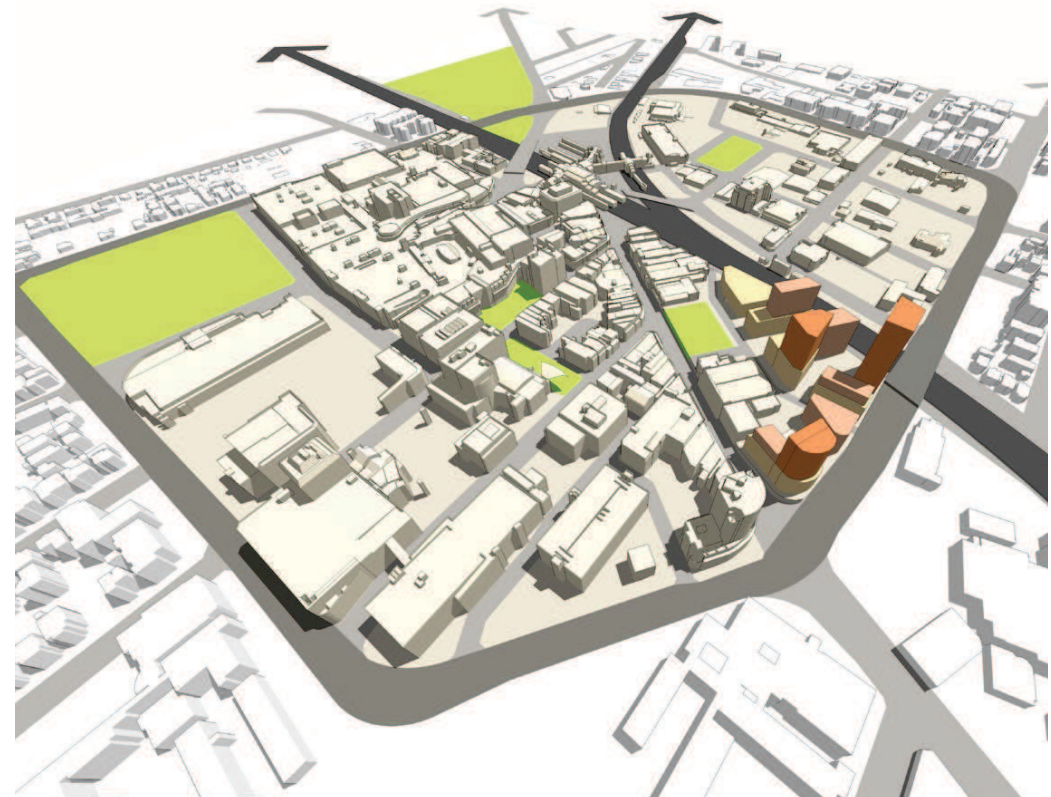
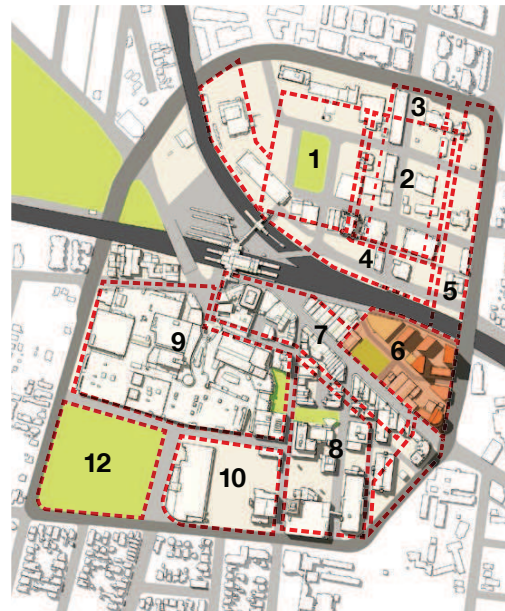
This concept explores the idea of increased density to the Eastern fringe of the City along Sunnyholt and Newton Road where Eastern outlook is premium. Increased height along this edge creates a street-wall defining the CBD edge.



CONCEPT 6

WARRICK LANE PRECINCT

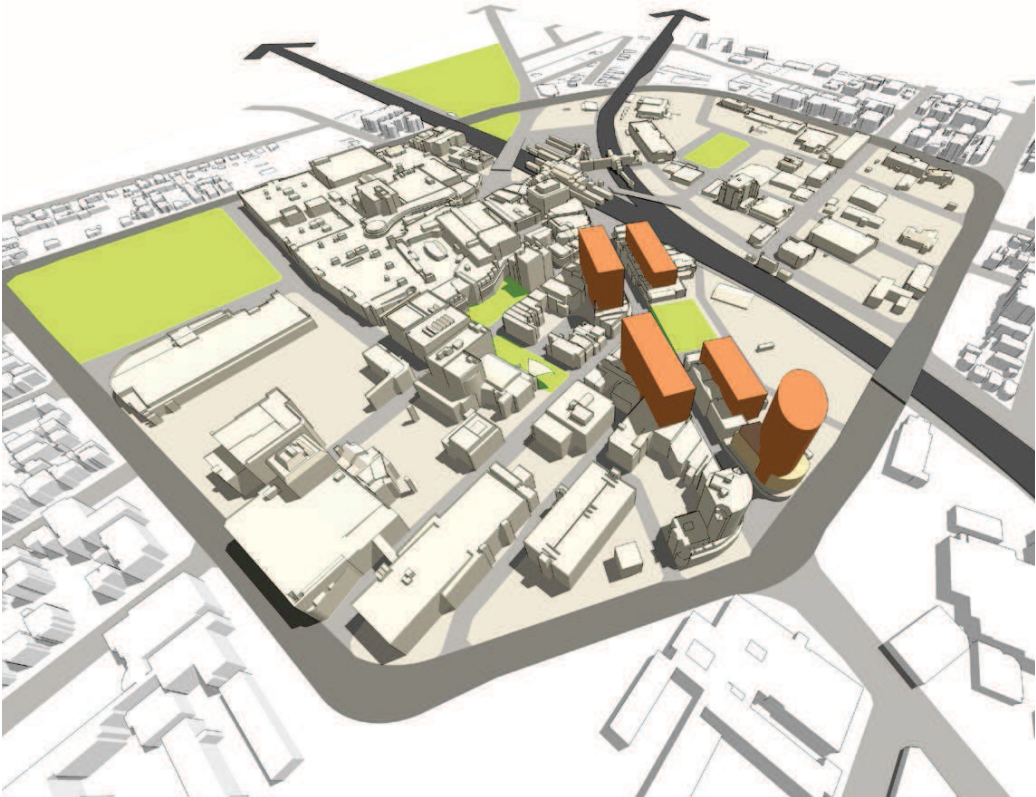
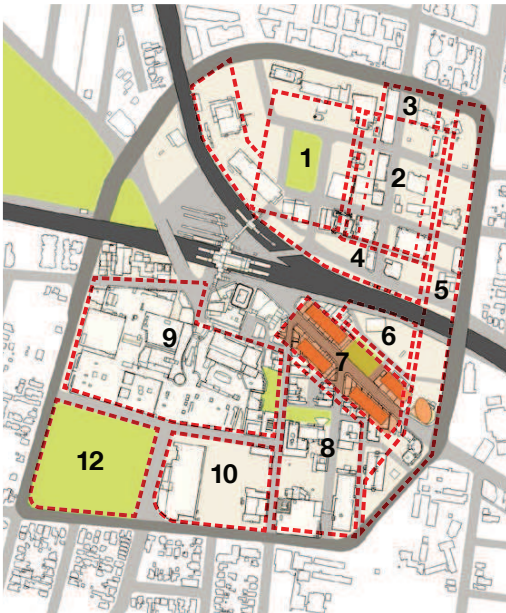
This concept interprets development adjacent a designated future civic space on the Blacktown Council Warrick Lane sites. A New public space would be created along Main Street with mid-high rise developments situated along the rail corridor at the Northern edge of this precinct.



CONCEPT 7

MAIN STREET PRECINCT

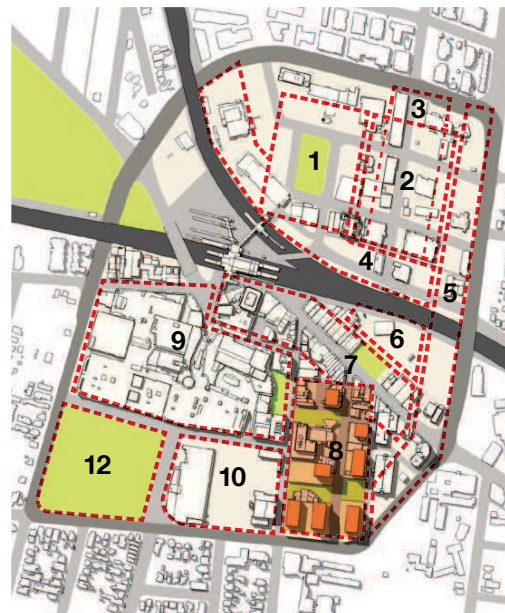
This concept explores the idea of increased density along major streets. The height of buildings along the North of Main Street would be designed to allow solar access to the Southern edge of Main Street.



CONCEPT 8

CAMPBELL STREET PRECINCT

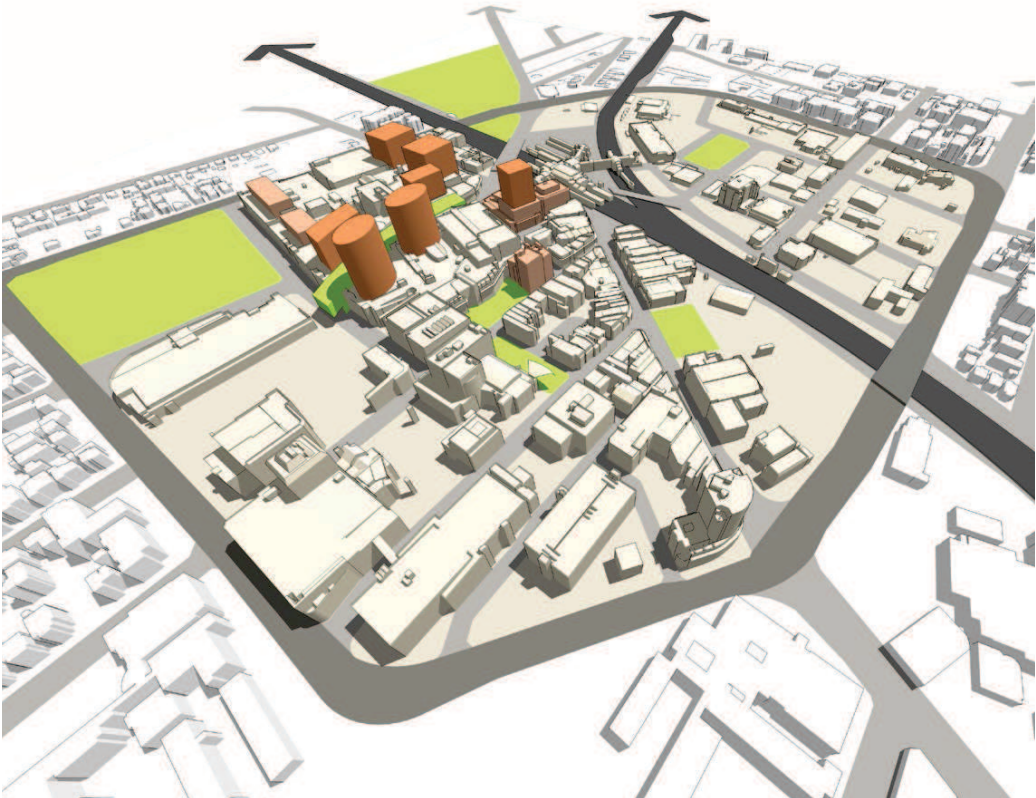
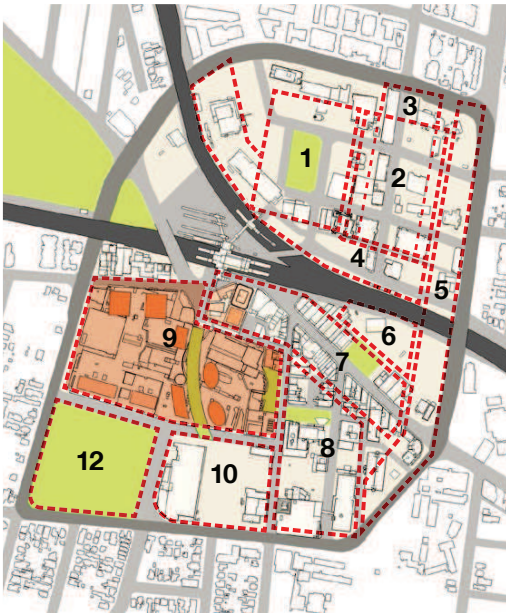
This concept explores the idea of increased density along major streets. A new series of public spaces or through site links would enhance the network of connected public spaces in this precinct.



CONCEPT 9

FUTURE WESTPOINT EXPANSION

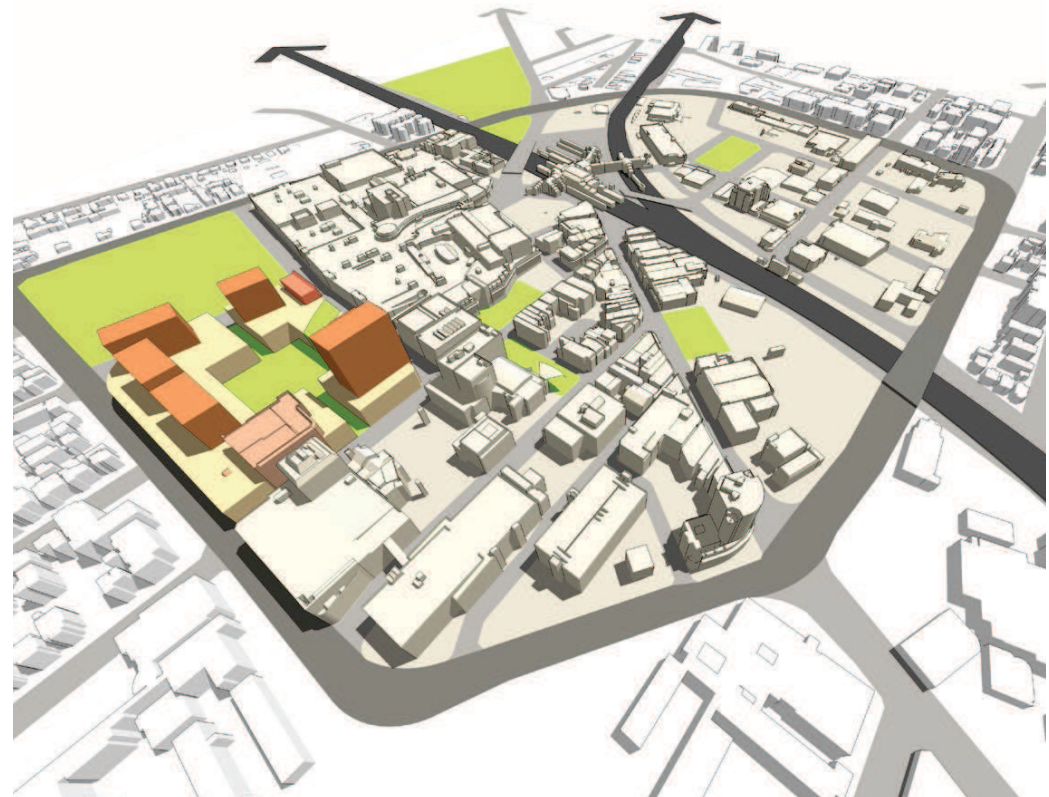
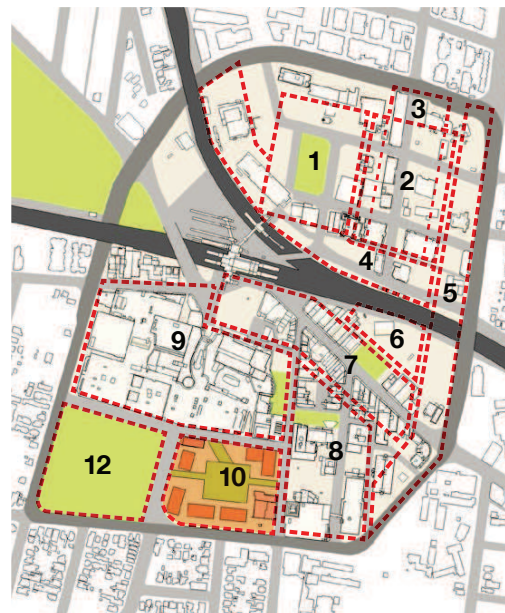
This concept explores the development potential of the existing Westpoint building and the sites bounded by Newton Road, Flushcombe Road, Alpha Street and Patrick Street. An East-West axis created by a network of through site links and new public spaces would connect Alpha Park to Campbell Street, improving the city's network of linked public spaces.



CONCEPT 10

PATRICK/ ALPHA/ NEWTON/ FLUSHCOMBE PRECINCT

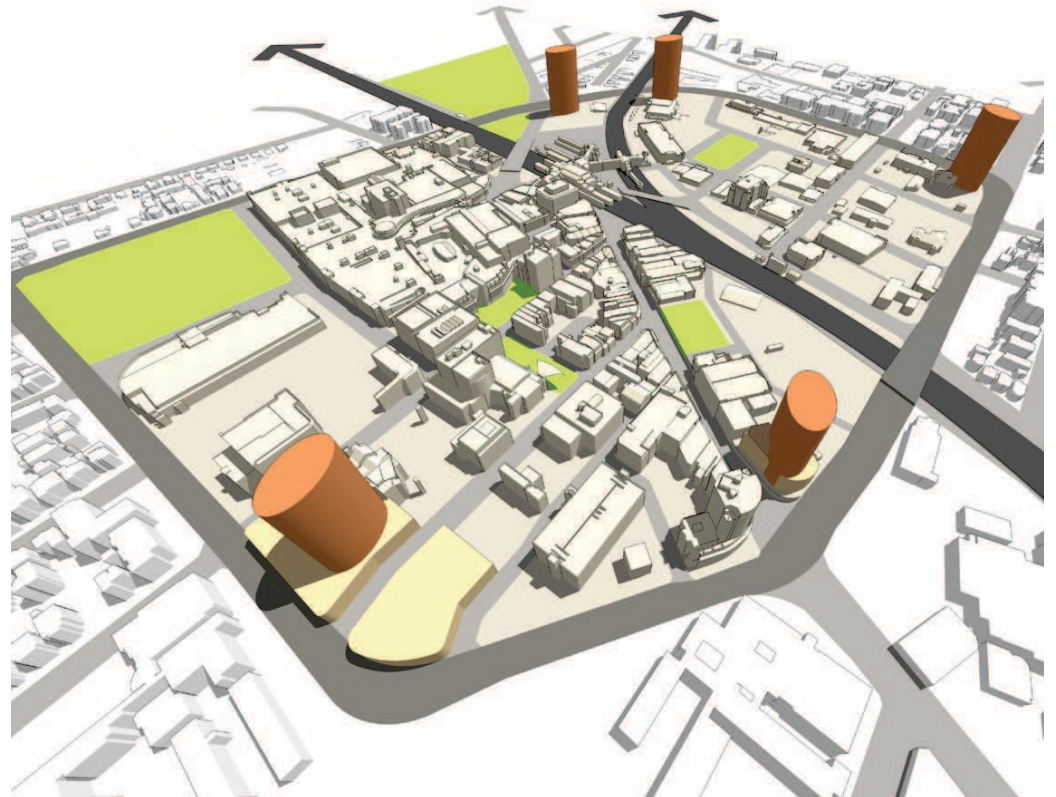
This concept explores the development potential of the sites bounded by Newton Road, Flushcombe Road, Alpha Street and Patrick Street. An East-West axis created by a network of through site links and new public spaces would connect Alpha Park to Campbell Street, improving the city's network of linked public spaces.



CONCEPT 11

GATEWAY SITES

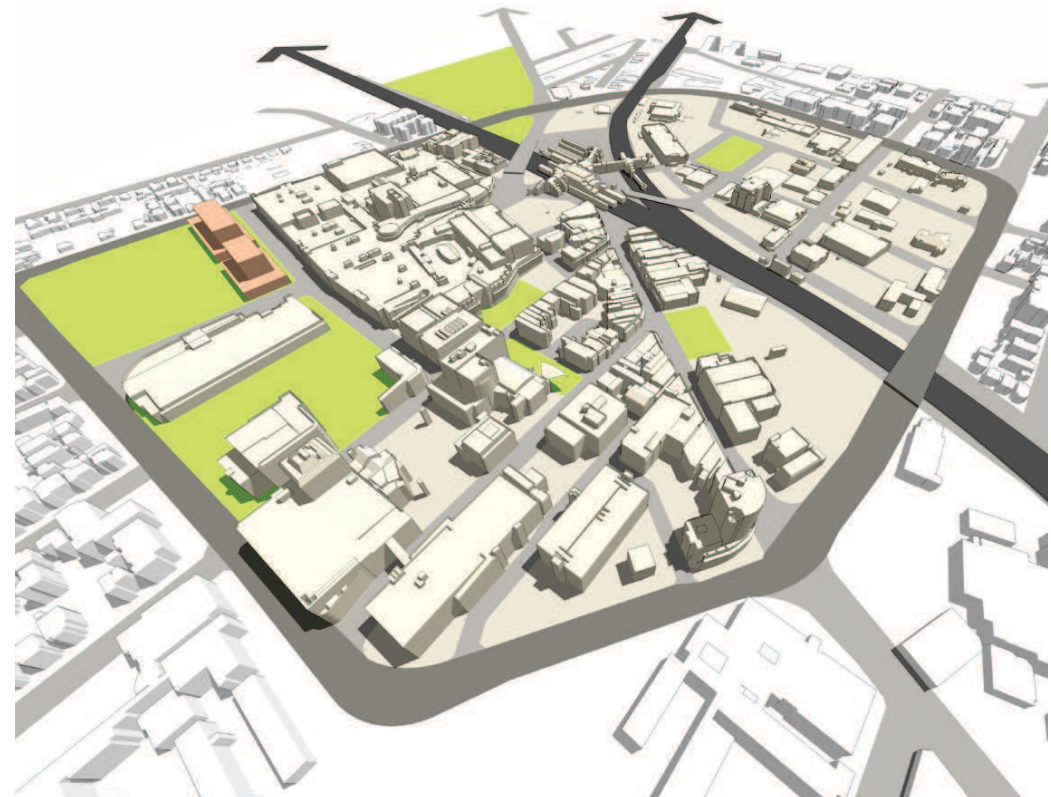
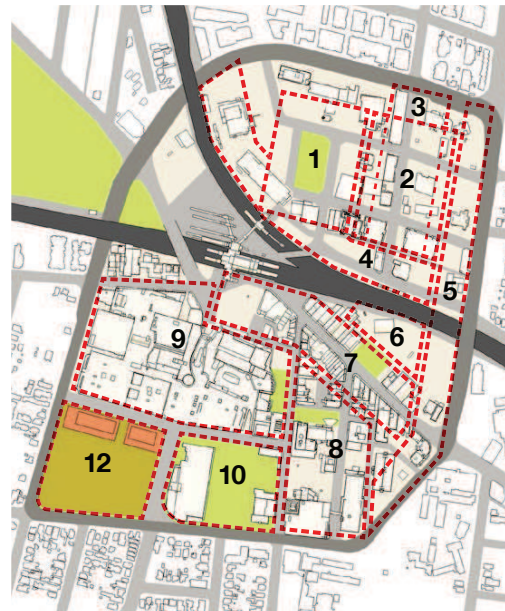
This Concept explores the idea of key 'gateway' sites located at entry points to the CBD. These sites would act as landmarks which signify the Blacktown CBD.



CONCEPT 12

ALPHA PARK PRECINCT

The City Masterplan allows for the expansion of Alpha Park to become a full block park. With this in mind we have developed a concept which increases the size of the park (from 18,000m² to 22,000m²) whilst allows 6-8 storey residential development to the Northern end of the park fronting Alpha St. Westpoint turns its back on the park with carparking facilities. Ground level community facilities with residential development above in this location increases pedestrian connectivity, provides direct access to Alpha Park from community facilities, provides passive surveillance of the park and screens the Westpoint Carpark.





3.5

BLACKTOWN CBD

URBAN SCENARIOS

3.5

BLACKTOWN CBD

URBAN SCENARIOS

SCENARIO 1

This scenario explores a combination of concepts established in the previous section of this report.

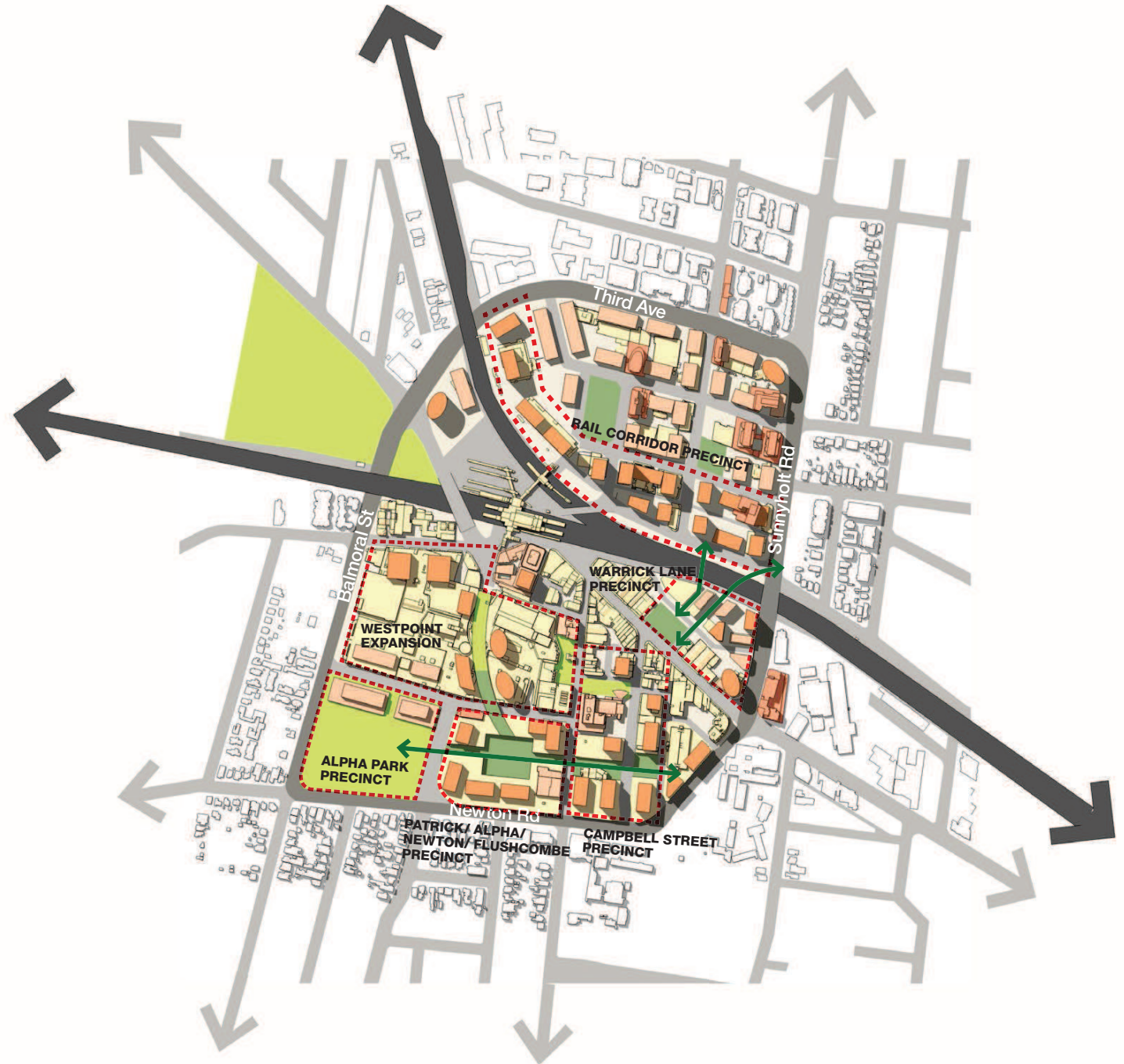
KEY CONCEPTS

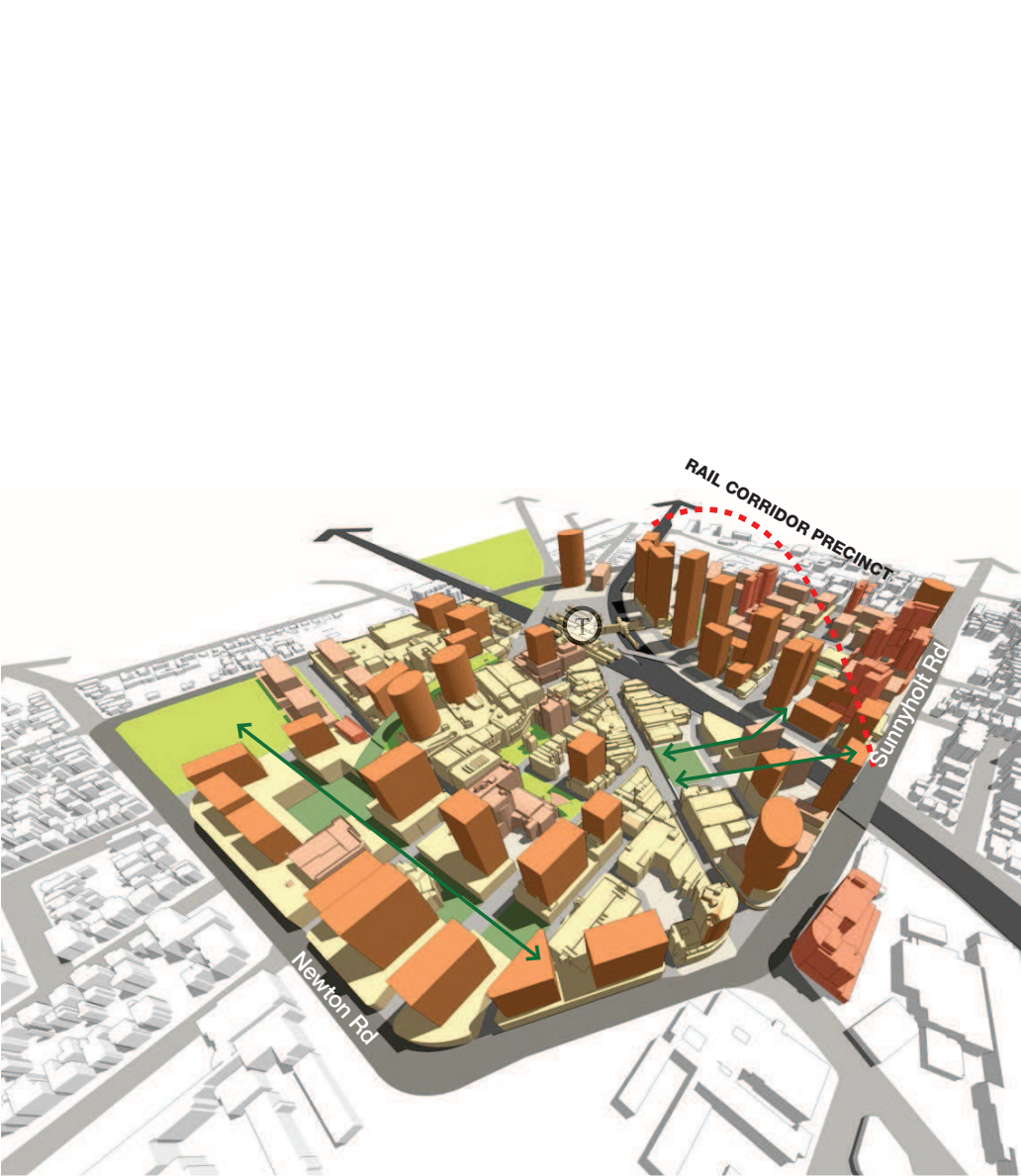
This scenario explores increased height aligned to the North of the rail corridor. Developments in this location have minimal overshadowing impacts to public spaces as the railway is located directly to the South of this precinct.

- Concept 4: Rail Corridor Precinct
- Concept 6: Warrick Lane Precinct
- Concept 8: Campbell Street Precinct
- Concept 9: Westpoint Expansion
- Concept 10: Patrick/ Alpha/ Newton/ Flushcombe Precinct
- Concept 11: Gateway Sites
- Concept 12: Alpha Park Precinct

KEY MOVES

- Increase heights along the North side of the Rail Corridor.
- Increase Campbell Street precinct heights.
- Introduce two 75m Gateway sites at the corners of Main Rd and Sunnyholt Rd and Third Ave and Sunnyholt Rd.





South East Aerial



North West Aerial

KEY

	lowrise	<6 storeys
	midrise	6-15 storeys
	highrise	16-30 storeys max
	lodged DA's	
	existing zoned public space	
	potential public/private open space and 'nodes'	

SCENARIO 2

This scenario explores a combination of concepts established in the previous section of this report.

KEY CONCEPTS

CBD North; This scenario explores increased density around major streets. A strong North-South axis linking Campbell St and Prince St encourages new major public nodes along this axis which facilitates pedestrian movement. Nodes may include open space and / or public service facilities such as the Sargent’s Centre and Blacktown Art Gallery.

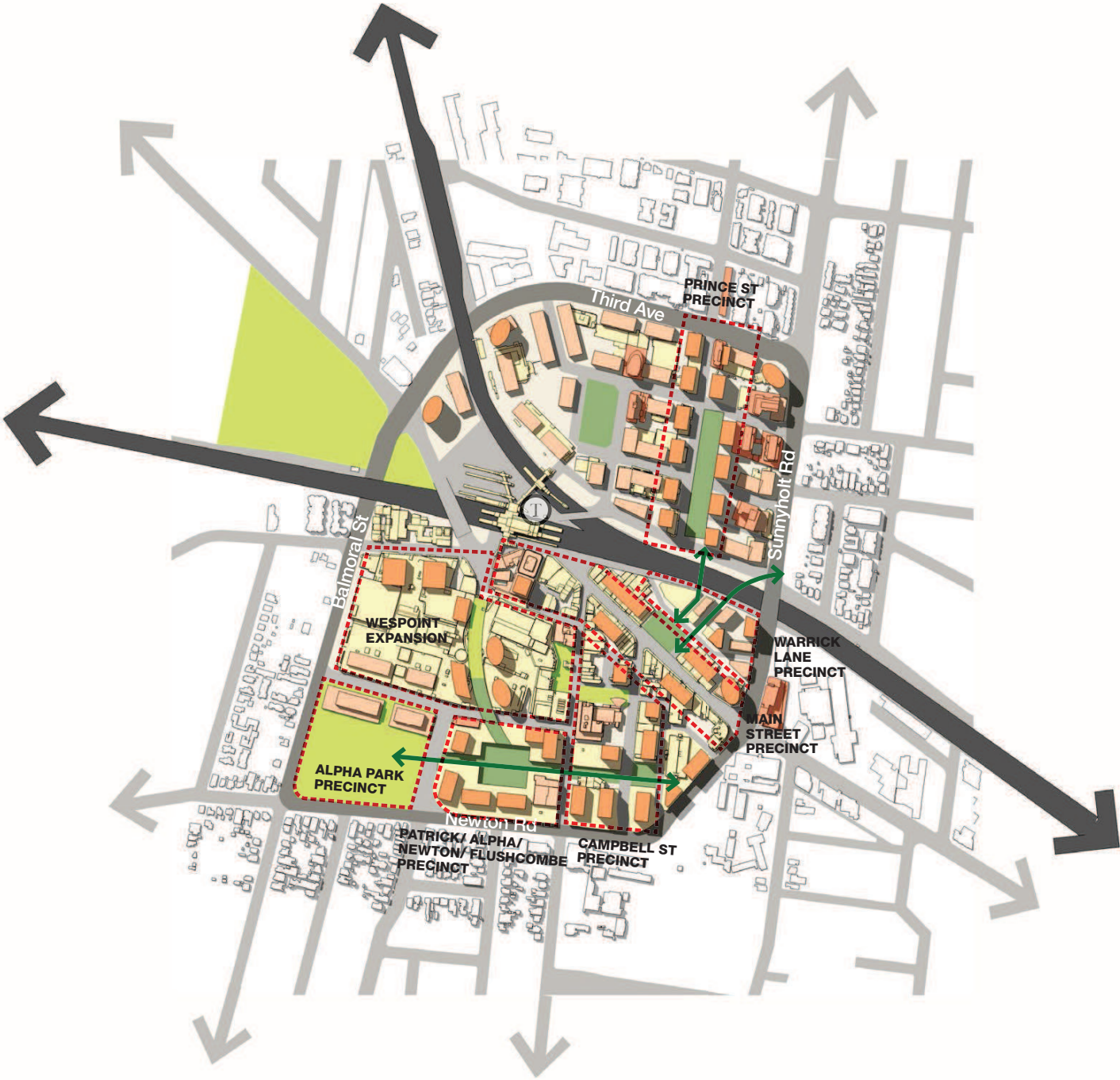
CBD South; This development option explores increased density along Campbell St, creating a sub-precinct which encourages links between public spaces.

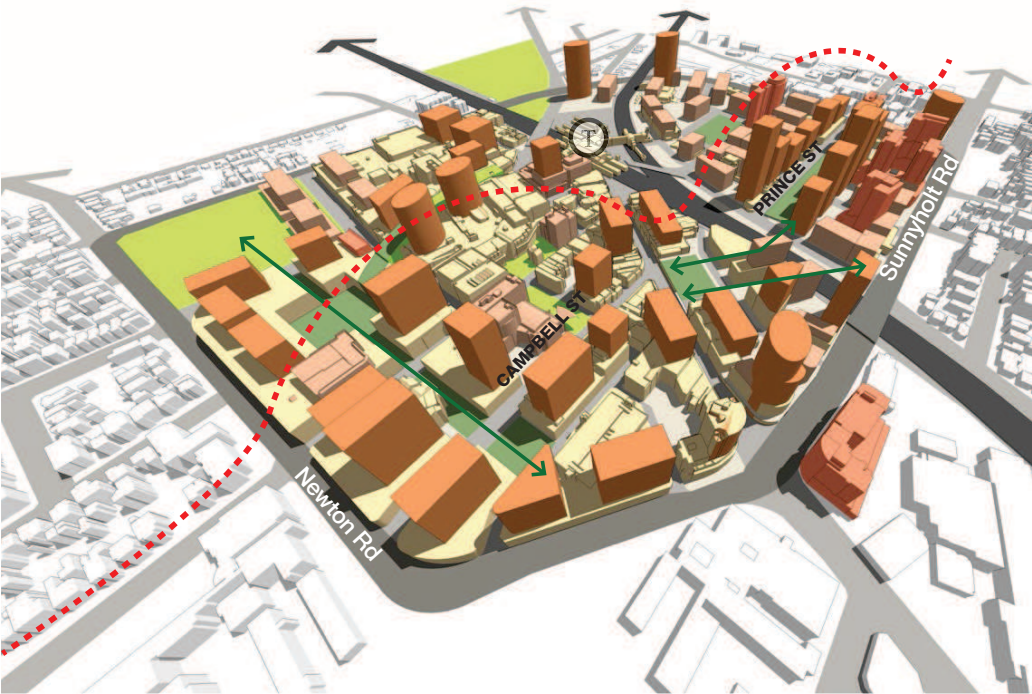
The North-South axis ensures sunlight access to streets.

- Concept 3: Prince Street Precinct
- Concept 6: Warrick Lane Precinct
- Concept 7: Main Street Precinct
- Concept 8: Campbell Street Precinct
- Concept 9: Westpoint Expansion
- Concept 10: Patrick/ Alpha/ Newton/ Flushcombe Precinct
- Concept 11: Gateway Sites
- Concept 12: Alpha Park Precinct

KEY MOVES

- Increase Prince Street precinct heights.
- Increase Campbell Street precinct heights.
- Introduce two 75m Gateway sites at the corners of Main Rd and Sunnyholt Rd and Third Ave and Sunnyholt Rd.





South East Aerial



North West Aerial

SCENARIO 3

This scenario explores a combination of concepts established in the previous section of this report.

KEY CONCEPTS

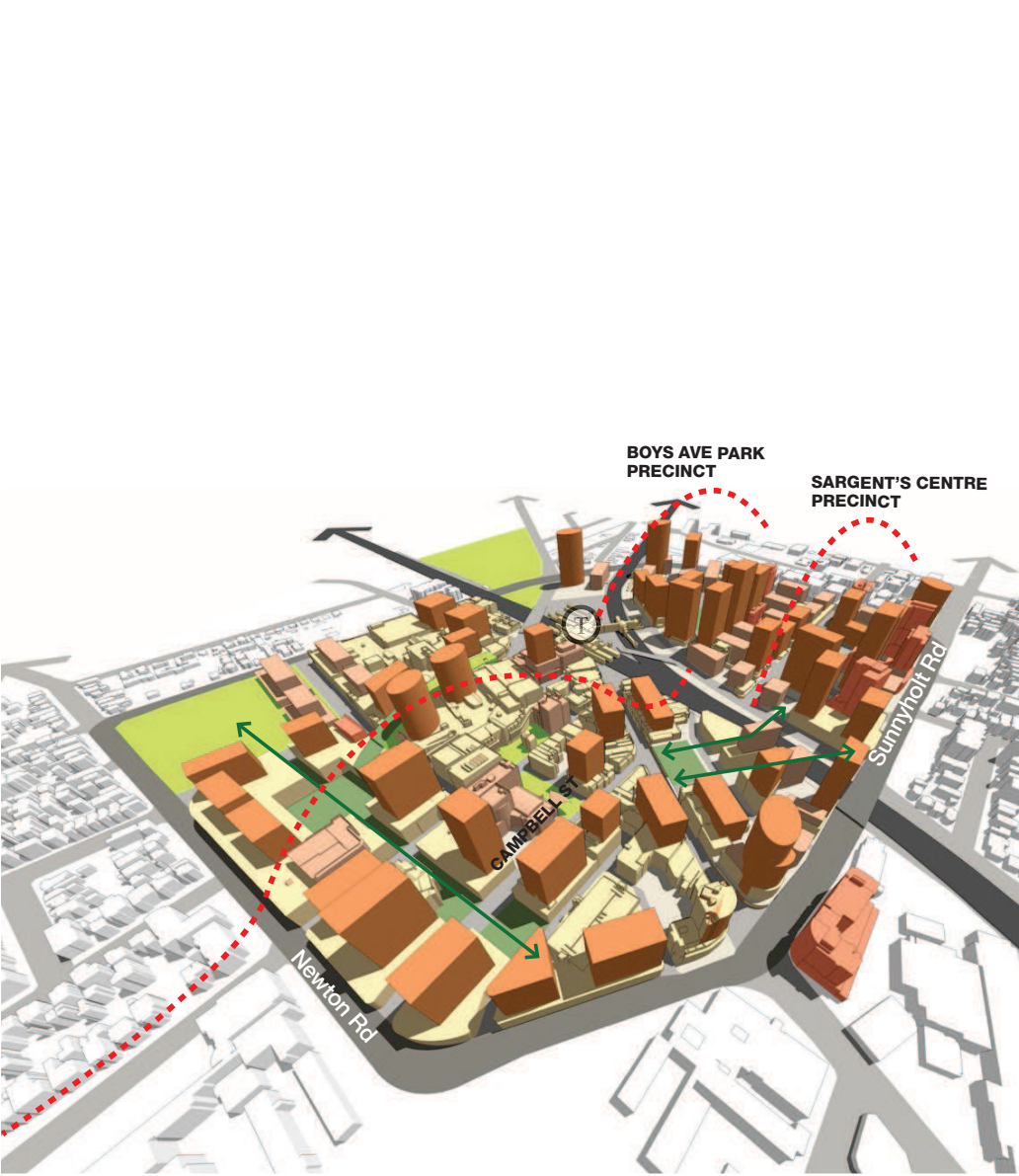
This scenario explores increased density around public spaces, creating three main precincts of urban renewal within the city. Boys Avenue Precinct, Sargent's Park Precinct and Campbell Street precinct all encourage increased density around new public 'nodes'.

- Concept 1: Boys Avenue Park Precinct
- Concept 2: Sargent's Centre Precinct
- Concept 6: Warrick Lane Precinct
- Concept 7: Main Street Precinct
- Concept 8: Campbell Street Precinct
- Concept 9: Westpoint Expansion
- Concept 10: Patrick/ Alpha/ Newton/ Flushcombe Precinct
- Concept 11: Gateway Sites
- Concept 12: Alpha Park Precinct

KEY MOVES

- Increase heights around the Sargent's Centre precinct.
- Increase heights around Boy's Ave Park precinct.
- Increase Campbell Street precinct heights.
- Introduce two 75m Gateway sites at the corners of Main Rd and Sunnyholt Rd and Third Ave and Sunnyholt Rd.





South East Aerial



North West Aerial

KEY

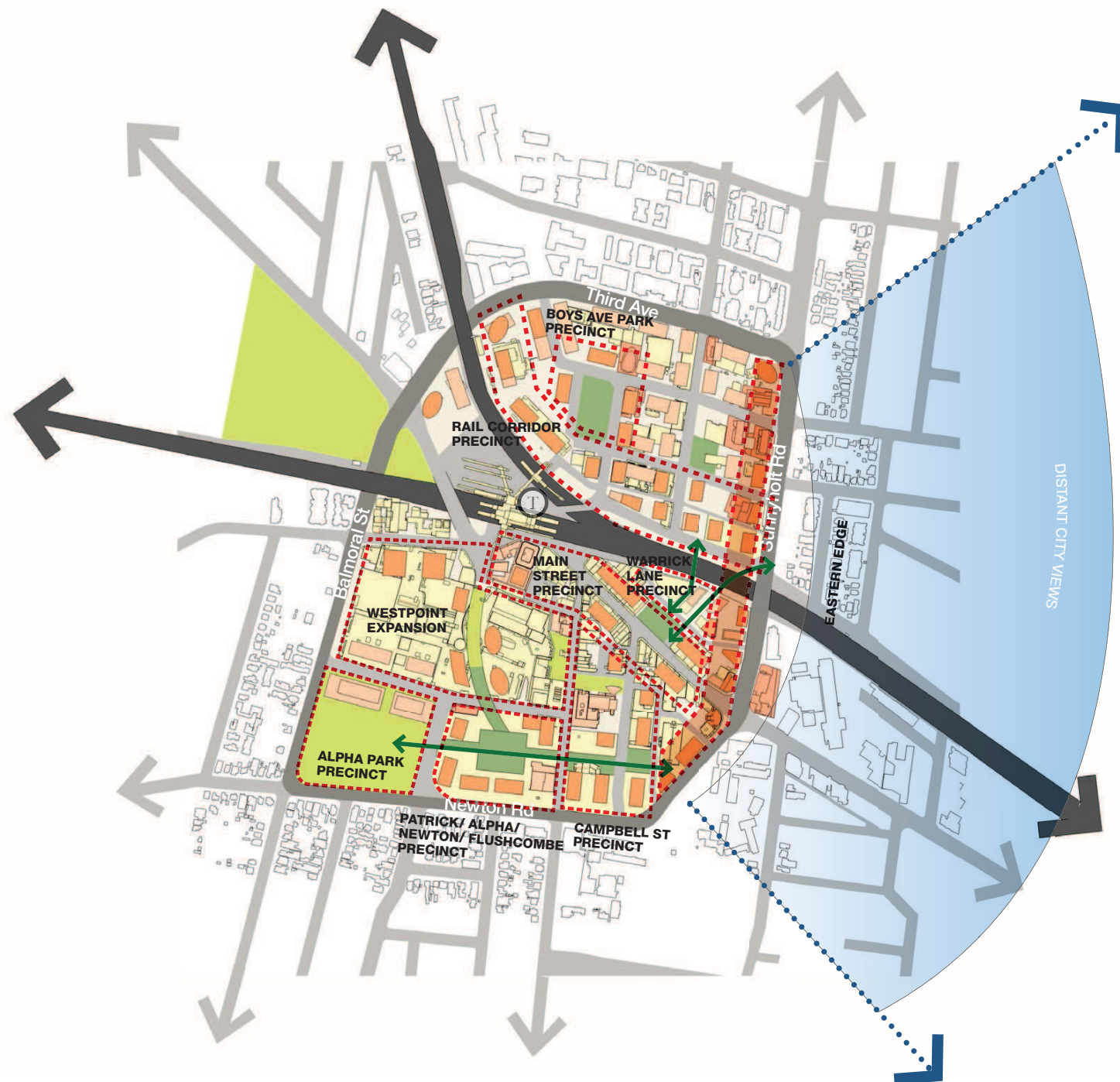
	lowrise	<6 storeys
	midrise	6-15 storeys
	highrise	16-30 storeys max
	lodged DA's	
	existing zoned public space	
	potential public/private open space and 'nodes'	

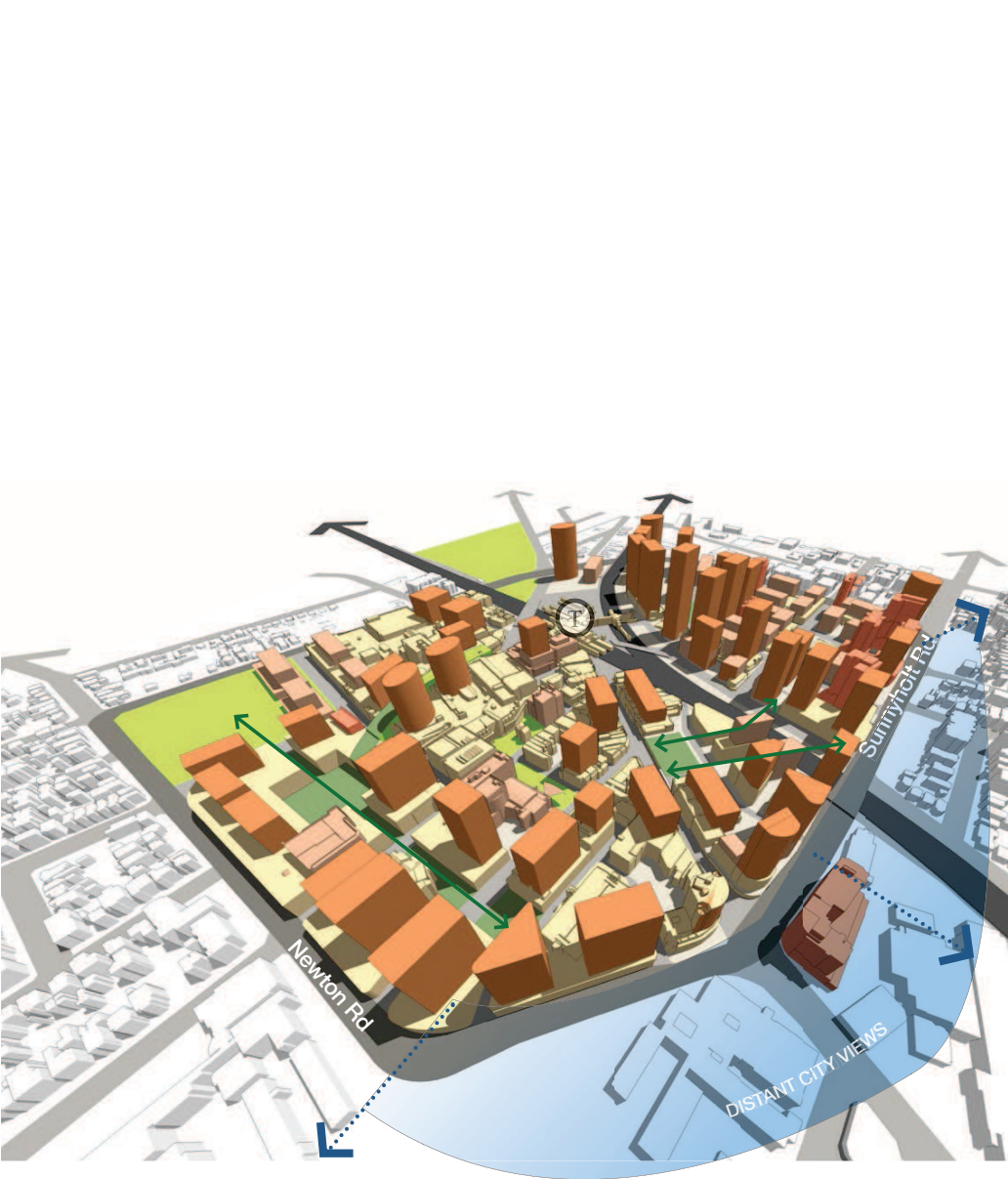
SCENARIO 4

KEY CONCEPTS

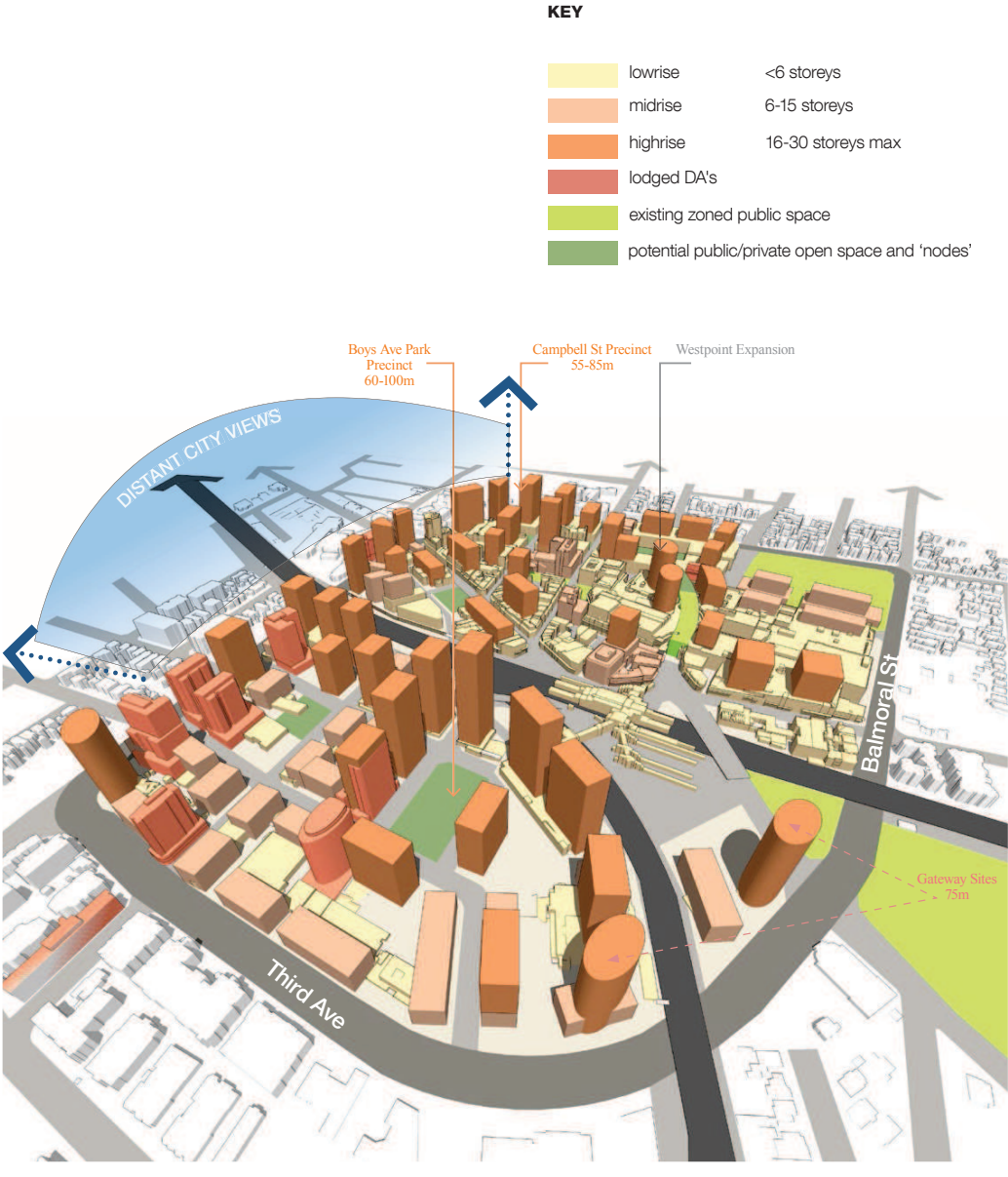
- Concept 1: Boys Avenue Park Precinct
- Concept 4: Rail Corridor Precinct
- Concept 5: Eastern Edge of CBD
- Concept 6: Warrick Lane Precinct
- Concept 7: Main Street Precinct
- Concept 8: Campbell Street Precinct
- Concept 9: Westpoint Expansion
- Concept 10: Patrick/ Alpha/ Newton/ Flushcombe Block
- Concept 11: Gateway Sites
- Concept 12: Alpha Park Precinct

- Increase heights along Sunnyside Road precinct North of the Rail Line.
- Increase heights along Sunnyside Road precinct South of the Rail Line.





South East Aerial



North West Aerial

3.6 BLACKTOWN CBD SKYLINE ANALYSIS EAST

SKYLINE FROM EAST, BLACKTOWN ROAD

- Existing buildings outside of CBD
- Existing buildings inside of CBD
- Possible Built Form
- DA's



Viewcone from East, Blacktown Rd



Existing



Proposed DA's & height control



Scenario 3- Possible Built Form