

Table 1 – Key Site Characteristics & Location Details

Location	The site is ideally located on the Old Windsor Road and immediately adjacent to: ▪ Norwest Business Park; and, ▪ Parklea Markets. The site is also well located to service the future employment precincts of Marsden Park and Box Hill.
Land Size	The site for the proposed motel has an area of 3,898sm which makes it ideally suitable for development of a mid-sized motel of around 100 rooms.
Transport	The site is strategically located at the intersection of the Blacktown – Parklea and Paramatta – Rouse Hill transit ways. The site is conveniently located in close proximity to the M2 and M7 motorways which provide convenient access to Sydney and its environs.

2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The planning proposal is seen as the best means of achieving the stated objective and intended outcome. The proposed motel and associated conference facility is prohibited ~~development~~ under the current BLEP 1988 and an ~~change amendment~~ to the ~~Blacktown~~ LEP 1988 is required to allow Blacktown Council to consider a proposal to develop the site for a motel with associated conference facilities.

3. Is there a net community benefit?

A net community benefit arises where the sum of all the benefits of a development or rezoning outweigh the sum of all costs. The justification to proceed with the ~~P~~planning ~~P~~proposal to allow the development of a motel on the site has taken into consideration the public interest and the consequence of not proceeding with the change in land use.

Table 2 demonstrates the net community benefit of the proposed amendment assessed against the criteria set out in the Department of Planning's Draft Centres Policy. The level of detail and analysis is proportionate to the size and likely impact of the proposed FLEP amendment.

Table 2 – Net Community Benefit Test Assessment

Will the LEP be compatible with agreed State and regional strategic direction for development in the area?	The proposed amendment will; ▪ Provide "fair access to housing, jobs, services and open space" which is a key vision of the Sydney Metropolitan Strategy 2005 for the shape of Sydney in 2031; and, ▪ Assist Blacktown LGA achieve employment capacity target of 128,000 by 2031 as identified in the North West Sub-regional Strategy.	✓ ✓
Is the LEP located in a global/regional city, strategic centre or corridor nominated within the Metropolitan Strategy or other regional/subregional strategy?	The proposed amendment is located along the Parramatta – Rouse Hill strategic bus corridor as identified in the Sydney Metropolitan Strategy 2005.	✓
Is the LEP likely to create a precedent or create or change the expectations of the landowner or other landholders?	The LEP deals specifically with a unique and significant under-utilised parcel of land (3,898sm) which is strategically located on the Parramatta – Rouse Hill transit way and in close proximity to the Norwest Business Park.	✓
Have the cumulative effects of other spot rezoning proposals in the locality been considered? What was the outcome of these considerations?	There are no cumulative effects from spot rezonings in the locality that need to be considered.	✓
Will the LEP facilitate a permanent employment generating activity or result in a loss of employment lands?	The LEP will facilitate the creation of around 30 full time jobs in the hospitality/service industry.	✓
Will the LEP impact upon the supply of residential land and therefore housing supply and affordability?	No.	✓
Is the existing public infrastructure (roads, rail, utilities) capable of servicing the proposed site?	A unique characteristic of this site is the strategic location at the intersection of the Blacktown–Parklea and Parramatta–Rouse Hill transit ways which are under-utilised and capable of servicing the site.	✓
Is there good pedestrian and cycling access?	There is good pedestrian and cycle access to the site along Old Windsor Road and from nearby residential areas.	✓

Is public transport currently available or is there infrastructure capacity to support future public transport?	The site is on the Parramatta –Rouse Hill Transitway and the existing infrastructure has been designed to accommodate future rail line along the alignment of Old Windsor Road.	✓
Will the proposal result in changes to the car distances travelled by customers, employees and suppliers?	The proposal will impact on car distances travelled by locating jobs close to where workers live and by providing accommodation close to the source of customers in the Norwest Business Park.	✓
If so, what are the likely impacts in terms of greenhouse gas emissions, operating costs and road safety?	The likely impact of less distances traveled by both customers and employees will result in a decrease in greenhouse gas emissions and operating costs for vehicles etc. The less kilometers traveled will also result in improved road safety.	✓
Are there significant Government investments in infrastructure or services in the area whose patronage will be affected by the proposal?	There is significant Government investment in the local road network and the North – West Transitway.	✓
If so, what is the expected impact?	The expected impact of the proposal is additional patronage on the Transitway which is a positive outcome for the significant Government investment. Preliminary discussions with the RTA indicate that the Transitway is currently under-utilised and that they would like to see more destination type land uses located along the Transitway.	✓
Will the proposal impact on land that the Government has identified a need to protect (e.g. land with high biodiversity values) or have other environmental impacts?	No.	✓
Is the land constrained by environmental factors such as flooding?	No	✓
Will the LEP be compatible or complementary with surrounding land uses?	The proposal provides a form of residential accommodation (short term) which is compatible with the surrounding residential land uses.	✓
What is the impact on amenity in the location and wider community?	The provision of quality designed motel premises will replace the existing vacant site at the rear of an existing service centre and will improve the amenity in the local area.	✓
Will the public domain improve?	There will be no impact on the public domain.	✓

Will the proposal increase choice and competition by increasing the number of retail and commercial premises operating in the area?	N/A	
If a stand-alone proposal and not a centre, does the proposal have the potential to develop into a centre in the future?	No.	✓
What are the public interest reasons for preparing the draft plan?	The public interest for preparing the draft plan is: ▪ the provision of affordable short term accommodation which will service the adjoining Norwest Business Park and the local community ; ▪ will assist Council and the North West Sub-region meet their employment targets; and, ▪ capitalises on opportunities for growth and economic development along a public transport corridor.	✓
What are the implications of not proceeding at this time?	The site will remain un-developed and the opportunity to provide what is seen as much needed accommodation for business travelers and visitors to the local area will not be realised.	✓

Section B – Relationship to strategic planning framework.

4. Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

As identified in the *Sydney Metropolitan Strategy Map* the planning proposal is strategically located;

1. On the edge of the Orbital Motorway Network.
2. Adjacent the Norwest Business Park which is identified as a specialised centre.
3. On the Parramatta-Rouse Hill Bus Transitway.

Appendix A provides an assessment of the planning proposal against the objectives and actions contained within both the *Sydney Metropolitan Strategy* and *Draft North West Sub-region Strategy*. The proposal is generally consistent with the objectives and actions of both applicable strategies.

5. Is the planning proposal consistent with the local council's Community Strategic Plan, or other local strategic plan?

There is no relevant Community Strategic Plan or any other local strategic plan.

6. Is the planning proposal consistent with applicable state environmental planning policies?

The Planning Proposal is not inconsistent with applicable State Environmental Planning Policy (SEPP).

7. Is the planning proposal consistent with applicable Ministerial Directions (s. 117 directions)?

Table 3 provides an assessment of the Planning Proposal against the applicable Ministerial Directions applying to planning proposals issued by the Minister for Planning under s117(2) of the Environmental Planning and Assessment Act 1979. The Planning Proposal is consistent with the applicable Ministerial Directions.

Table 3 – Assessment against Ministerial Directions

		✓/X
1. Employment and Resources 1.1 Business and Industrial Zones	The Planning Proposal complies with the primary objective of this direction by encouraging employment growth in a suitable location which presently supports existing jobs in the customer service sector. The planning proposal is not inconsistent with other objectives of this direction.	✓
3. Housing, Infrastructure and Urban Development 3.4 Integrating Land Use and Transport	The planning proposal is consistent with the aims, objectives and principles of: (a) <i>Improving Transport Choice – Guidelines for planning and development</i> (DUAP 2001), and (b) <i>The Right Place for Business and Services – Planning Policy</i> (DUAP 2001). In particular, the planning proposal will: (a) improve access to jobs and accommodation by public transport, and (b) have a choice of available transport and reduce dependence on cars, and	✓

	(c) reduce travel demand including the number of trips generated by the development and the distances travelled, especially by car, and (d) support the efficient and viable operation of existing North-West T-Way.	
6. Local Plan Making 6.3 Site Specific Provisions	The objective of the planning proposal will amend Blacktown Local Environmental Plan in order to allow the particular development proposal to proceed in the existing zone without imposing any further development standards or requirements in addition to those already contained in the LEP.	✓
7. Metropolitan Planning 7.1 Implementation of the Metropolitan Strategy	The Planning Proposal is consistent with the vision, land use strategy, policies, outcomes and actions of the Metropolitan Strategy, particularly in relation to providing suitable commercial sites and employment lands in strategic areas. Refer Appendix A for more detail on the relationship between the planning proposal and the Metropolitan Strategy.	✓

Section C – Environmental, social and economic impact.

8. Is there a likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

Preliminary investigations indicate that the land affected by the Planning Proposal does not contain critical habitat of any sort and therefore it is unlikely that any critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affect as a result of the proposal.

9. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

Preliminary investigations indicate there are no other likely environmental effects unique to this planning proposal that have not already been addressed. The Planning Proposal is considered minor in respect to environmental impact.

10. How has the planning proposal adequately addressed any social and economic effects?

There are a number of key economic benefits resulting from the proposed amendment to the BLEP which includes the following:

- Provision of jobs, many of which will be taken up by local residents given there is a relatively high level of employment self-containment in the ~~north-west~~North West sector.
- Providing necessary support services, in the form of accommodation for business travellers, to major local employment precincts.
- Enhancing and strengthening the economic role of the orbital corridor.
- Provide additional growth and patronage along the bus transitway public transport corridor;

The Planning Proposal is considered to have minor social impact.

Section D – State and Commonwealth Interests.

11. Is there adequate public infrastructure for the planning proposal?

The locality of the Planning Proposal is very well served by existing infrastructure as detailed in previous sections of this proposal.

The Planning Proposal will result in a relatively minor infill development which will not place any significance increase in demand for existing infrastructure.

12. What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?

Consultation with other public authorities has not occurred at this stage of the gateway process. It is expected that any consultation will be identified following the gateway determination and with the lodgment of any future development application for the site.

The gateway determination will specify the community consultation that must be undertaken on the planning proposal. Generally the Department of Planning have set a 14 day public exhibition period for planning proposals that are considered to be of low impact and 28 days for all other planning proposals.

Appendix A
Relationship to Strategic Planning Framework