

Planning Proposal

Lot 1 DP 1097685 corner of Vardys Road and Sunnyholt Road

Kings Langley

May 2014

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1 Introduction

This Planning Proposal has been prepared in response to Planning and Infrastructure (P&I) instructing Blacktown Council to submit a planning proposal for a Gateway determination in relation to a site on the corner of Vardys Road and Sunnyholt Road, Kings Langley (refer Figures 1 & 2).

Figure 1. Site Location

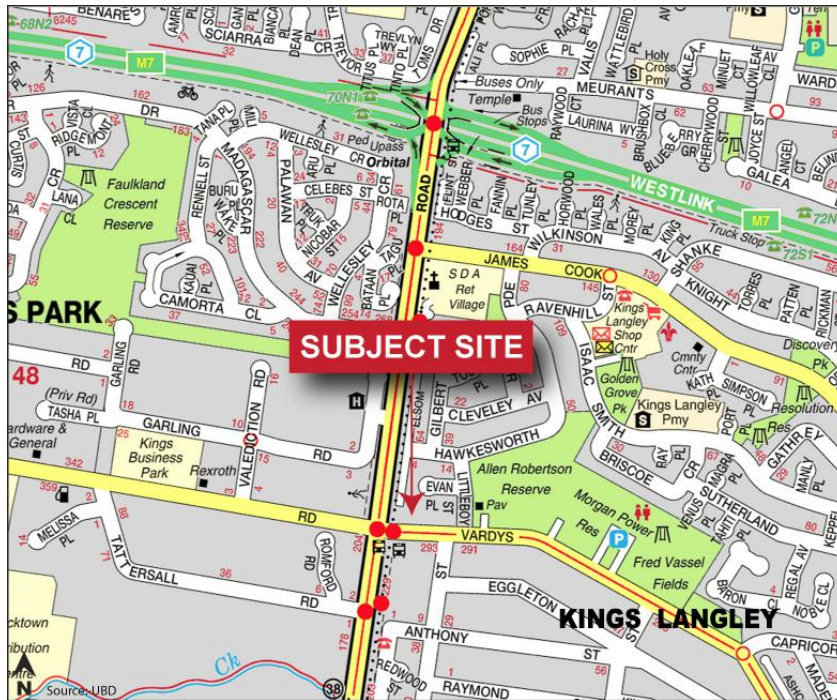


Figure 2. Aerial View of Site



This Planning Proposal has also been prepared having consideration to the P&I guidelines entitled *A Guide to Preparing Local Environmental Plans* and *A Guide to Preparing Planning Proposals* dated October 2012.

In support of this planning proposal the following information is provided:

- Description of the subject site and its context.
- Photographs of the site.
- Overview of the key elements of the planning proposal.
- Statement of the objectives and intended outcomes of the proposal.
- Explanation of the provisions of the proposal.
- Summary of the justification for the proposal.
- Details of the public benefit that will result from the proposal.
- Consideration of the relevant local and state planning provisions and s117 directions.
- Summary of social and economic benefits.

2 Background

The subject site is presently zoned 2(a) Residential 'A' under Blacktown Local Environmental Plan 1988. The 2(a) Zone allows a range of housing types with consent, including dwelling houses, townhouses and villas, integrated housing (minimum of 5 dwellings on smaller individual allotments) and dual occupancies.

As part of the preparation of its Standard Instrument Local Environmental Plan (LEP), currently known as Draft Blacktown L E P (BLEP) 2013, Blacktown Council considered a proposal from the landowner, Tilrox Pty Ltd (the proponents), to rezone the site R4 High Density Residential. The R4 Zone allows Residential Flat Buildings, but prohibits dwelling houses, dual occupancies semi-detached housing and multi dwelling housing. The R4 Zone would enable the proponent to develop the site for the purpose of residential flat buildings on the site, ranging in height from two storeys along the Evan Place frontage to six storeys along the Vardys Road frontage.

Council did not support the proponent's request to apply the R4 Zone to the entire site because

- The proposal was considered to be inconsistent with Blacktown's strategic planning framework which has the stated aims to focus medium and high density residential housing types in the Urban Renewal Precincts of Blacktown City Centre, Mount Druitt Major Centre, and the Seven Hills and Rooty Hill Town Centres; and
- The site is considered to be subject to a variety of constraints including limited road access and drainage issues associated with the creek that runs through the site.

As a compromise, the exhibited Draft BLEP 2013 proposed a dual zoning, with the R2 Low Density Residential Zone applying to the northern half of the site (fronting Evan Place) and the R3 Medium Density Residential Zone applying to the southern half of the site (fronting Vardys Road). Council's intent of the dual zoning was to allow a range of detached dwellings and townhouses to 'reflect local development in the area whilst still allowing some development potential for the site to help offset costs associated with site constraints.'

The current 2(a) zoning allows for townhouse type development over the entire site. Council's proposal effectively reduces the development potential of the site to townhouse development over only half the site.

Notwithstanding the above, under recently introduced review provisions for rezoning proposals, the proponent had P&I undertake a review of why Council had not progressed the rezoning in its original form. This request was referred to the Sydney West Joint Regional Planning Panel (JRPP) for its consideration on 27 August 2013. The Sydney West JRPP subsequently forwarded correspondence to the Minister for Planning and Infrastructure recommending a density lower than that requested by the proponent but higher than that proposed by Council through Draft BLEP 2013.

By letter dated 24 September 2013 P&I instructed Blacktown Council to submit a planning proposal for a Gateway determination in accordance with the

recommendations from the JRPP. The JRPP recommended reducing the scale of the original proposal to:

- *“Two (2) storey town house typology on that section of the site generally on the northern side of the existing watercourse, interfacing with Evan Place.*
- *Three (3) storey residential typology to Vardys Road and the southern element of Sunnyholt Road frontages, rising to four (4) storeys where appropriately recessed, on that section of the site generally south of the existing watercourse.”*

The JRPP considered this approach to the development of the site *“is compatible with the intended future urban form of the locality and considers development of the site will secure a public benefit by construction of a missing element of the drainage system servicing the locality”*.

3 Site Analysis and Context

3.1 Regional and Local Context

The site, identified in [Figure 1](#), is located in the suburb of Kings Langley approximately 39 kilometres west of the Sydney central business district.

Kings Langley is well serviced by public transport, Hillsbus route T61 and Busways routes 743 and 718 that service the suburb and connect it with the larger suburbs of Blacktown, Castle Hill, Seven Hills and Parramatta. The Blacktown to Parklea transitway travels adjacent to Sunnyholt Road. The Vardys Road T-way bus stop is on Sunnyholt Road, approximately 50 metres south of the subject site (refer [Figure 3](#)). The T-way will also connect to the new North West Rail Link which will operate at least every five minutes in peak connecting to Chatswood Interchange.

Figure 3. View of Vardys Road T-way bus stop from the subject site



Kings Langley is serviced by two (2) primary schools located in the suburb and falls in the catchment area for Blacktown Boys High School, Blacktown Girls High School and Seven Hills High School.

Kings Langley has two shopping centres and is close to both Blacktown Hospital and the Norwest Private Hospital.

Key demographic profiles of Kings Langley from 2011 Census are:

- Current mix of dwellings is 6% medium density versus 13% in Blacktown LGA.
- 13% of households contain only 1 person, compared with 16% in Blacktown LGA.

- From 2006 – 2011 the largest increase in household size was single person households followed by couples without children
- The total number of dwellings in Kings Langley increased by 36 between 2006 and 2011.

More locally the subject site is located on the southwest corner of the residential area of Kings Langley. The area is generally characterised by single detached dwellings.

Access to the site is currently off Evan Place to the north. A service road off Sunnyholt Road called Elsom Street intersects with the subject site at the northwestern end of the site.

Adjoining the subject site to the east is Allen Robertson Reserve and Morgan Power Reserve. These fields include both rugby league and soccer fields and passive open space.

On the southern side of Vardys Road opposite the subject site is an older residential area characterised by single storey weatherboard, fibro and brick dwelling houses.

The semi commercial/light industrial area of Kings Park is located opposite the subject site on the western side of Sunnyholt Road. Two-storey brick commercial and light industrial buildings dominate the streetscape along the western side of Sunnyholt Road.

3.2 Site Analysis

The subject site is legally described as Lot 1 DP 1097685 and is located on the northeastern corner of the intersection of Sunnyholt Road and Vardys Road, Kings Langley. The subject site is generally rectangular in nature with the exception of the southwestern corner of the site where a small area of land is owned by Blacktown City Council for drainage purposes and contains a drainage culvert that drains under Sunnyholt Road. The subject site has the following dimensions:

- Northern boundary approximately 180 metres
- Western boundary to public reserve 96.3 metres
- Southern boundary to Vardys Road – 160.1 metres
- Western boundary to Sunnyholt Road – 70 metres
- Western boundary to drainage culvert – 33.3 metres
- Southern boundary to drainage culvert – 19.2 metres

The total area of the subject site is 18,171.05m².

The site is generally flat with the exception of two watercourses that run through the site (refer [Figure 2](#)). The subject site is generally at the bottom of a valley with land to the east in the Allen Robertson Reserve sloping down from the east to the site. Land to the south of Vardys Road slopes down to Vardys Road whilst land to the north slopes down to the subject site.

The predominant physical feature of the site is the two drainage courses that run through the site and combine to discharge to the culvert at the southwestern corner of the site which drains under Sunnyholt Road (refer [Figure 3](#)). One of the drainage channels enters the site in the north and flows from Evan Place and flows in a south westerly direction, whilst the main drainage

course enters the site from the eastern end via the existing playing fields which flows in a westerly direction into the drainage culvert at the south western end of the site (refer [Figures 4 & 5](#)).

The site is generally clear of vegetation with the majority of the site being covered in grassland. The drainage corridors contain a range of trees both native and exotic which include a stand of Sheoak trees at the western end of the watercourse. Towards the east, the watercourse contains a number of exotic plants including Mulberry trees, Weeping Willows and Privet trees. The watercourse is heavily congested with weeds.

Figure 4. View of drainage culvert under Sunnyholt Road



Figure 5. View of water course entering the site from Evan Place



3.3 Flooding Impact

Currently the two watercourses that run through the site are heavily overgrown with weeds which impact on the efficiency of the drainage of these watercourses.

As part of a previous proposal to subdivide the site SGC Consultants were commissioned to determine flood levels across the site and design a possible realignment of the creek to contain the 100-year ARI storm event. A copy of the report can be found at [Appendix 1](#).

Importantly SGC Consultants have consulted with Blacktown Council and the State Government to obtain the principles for redirection and reconfiguration of the watercourse. Letters from both Blacktown Council and the then Department of Water and Energy are included as appendices to the Flood Study Report. As required by Blacktown City Council, the design of the new creek alignment and shape is required to contain the 100-year ARI storm event. The Flood Study indicates that a hydrological simulation based on the XP-RAPTS model developed and obtained from the Council of the new creek alignment as shown in the concept plans does contain the 100 year ARI storm event.

As part of the Planning Proposal it is proposed to redesign the characteristics of the watercourse so that it contains the 100-year ARI event.

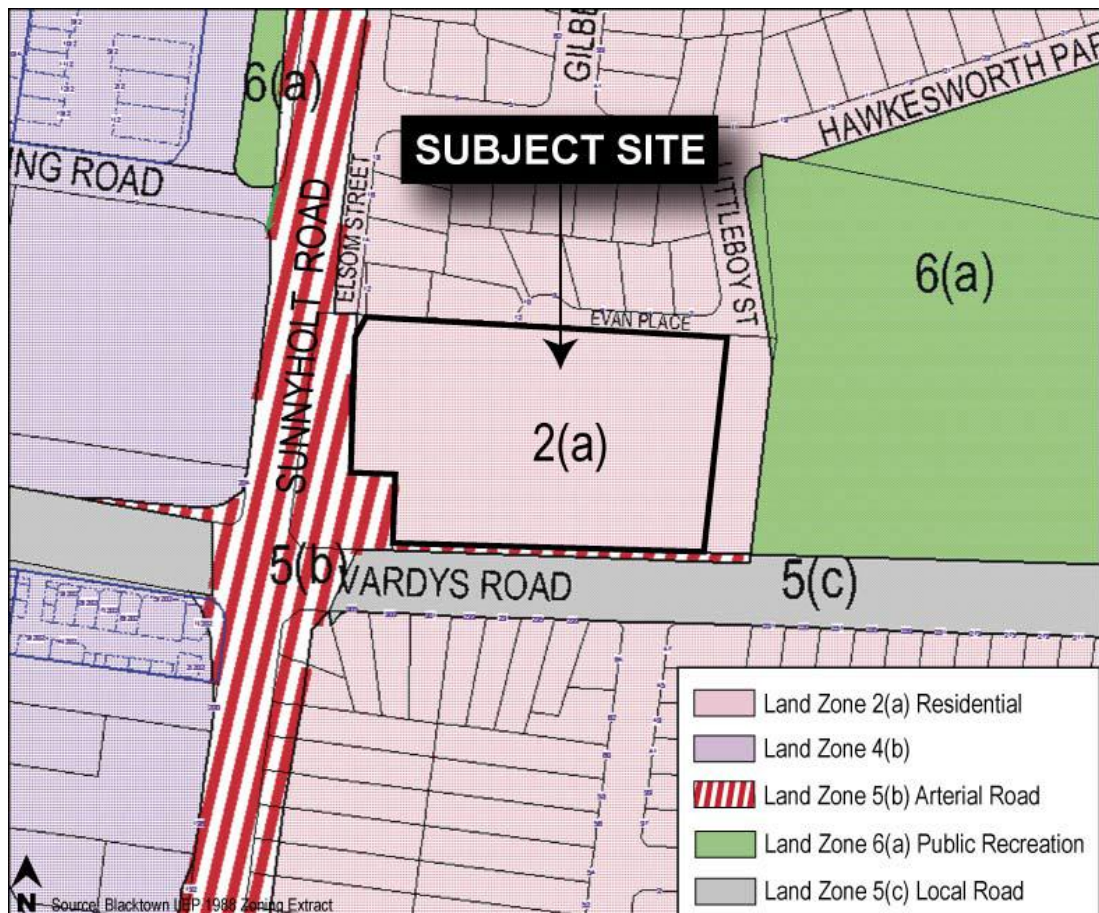
The JRPP considered the development of the site *“will secure a public benefit by construction of a missing element of the drainage system servicing the locality”*.

4 Statutory Context

4.1 Blacktown Local Environmental Plan 1988

Under Blacktown Local Environmental Plan 1988 (the current LEP for Blacktown) the subject site is zoned Residential 2 (a).

Figure 6. Existing Zoning Map



Source: Blacktown LEP 1988 Land Zoning Map

The objectives of the 2 (a) zone are:-

- (a) to make general provision to set aside land to be used for the purpose of housing and associated facilities,
- (b) to identify existing residential areas of a predominantly single dwelling character, and to maintain that character by prohibiting residential flat buildings,
- (c) to enable sensitive infill development of other housing types if the infill development is of a bulk, scale and appearance that does not adversely impact on adjoining development or the amenity of the locality,

(d) to enable development for a variety of housing forms, including townhouses, villas, integrated housing, dual occupancies and the like, if such development does not interfere with the amenity of surrounding residential areas by way of overshadowing, overlooking, or loss of privacy,

(e) to allow people to carry out a reasonable range of activities from their homes, where such activities are not likely to adversely affect the living environment of neighbours, and

(f) to allow within the zone a range of non-residential uses which:

(i) are capable of visual integration with the surrounding environment,

(ii) either serve the needs of the surrounding population or the needs of the City of Blacktown without conflicting with the basic intent of the zone, and

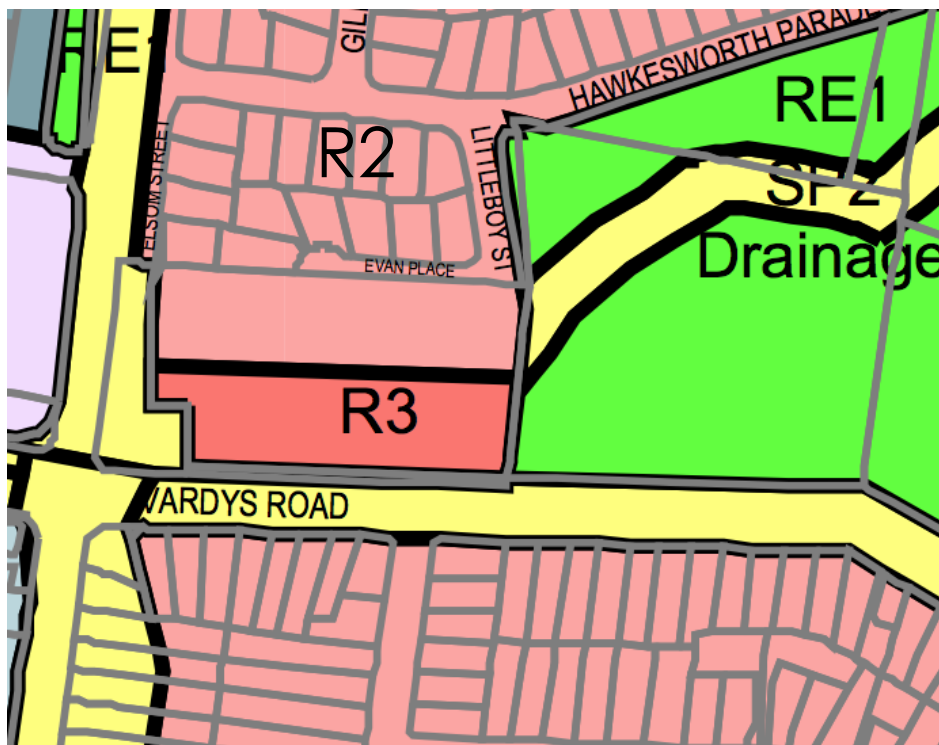
(iii) do not place demands on public services beyond the level reasonably required for residential use.

The 2(a) Zone allows a range of housing types with consent, including dwelling houses, townhouses and villas, integrated housing (minimum of 5 dwellings on smaller individual allotments) and dual occupancies. Residential flat buildings are prohibited development.

4.2 Draft Blacktown Local Environmental Plan 2013

Draft BLEP 2013 was recently on public exhibition and proposes a dual zoning for the site: R2 Low Density Residential and R3 Medium Density Residential, as shown in Figure 7 below.

Figure 7. Proposed Land Zoning Map under exhibited draft BLEP 2013



Source: Draft BLEP 2013 Land Zoning Map

The objectives of the R2 zone are: -

- To provide for the housing needs of the community within a low-density residential environment.
- To enable other land uses that provide facilities or services to meet the day-to-day needs of residents.
- To enable certain activities to be carried out within the zone that do not adversely affect the amenity of the neighbourhood.

Of relevance, residential flat buildings and multi-dwelling housing (townhouses) are prohibited.

The objectives of the R3 zone are:-

- To provide for the housing needs of the community within a medium density residential environment.
- To provide a variety of housing types within a medium density residential environment.
- To enable other land uses that provide facilities or services to meet the day-to-day needs of residents.
- To enable certain activities to be carried out within the zone that do not adversely affect the amenity of the neighbourhood.

The R2 Zone permits dwelling houses and dual occupancies. However, multi-dwelling housing (townhouses) and residential flat buildings (units) are prohibited.

The exhibited Draft BLEP 2013 proposes a maximum height limit of 9 metres for the subject site, as shown in Figure 8 below. Draft BLEP 2013 does not stipulate a floor space ratio for the subject site.

Figure 8. Proposed Height of Buildings Map under exhibited draft BLEP 2013



Source: Blacktown draft LEP 2013 Height of Buildings Map

5 The Planning Proposal

The Planning Proposal was prepared in accordance with the P&I Guideline document entitled “A Guide to Preparing Planning Proposals”.

A planning proposal is a document that explains the intended effect of a proposed local environmental plan (LEP) and sets out the justification for making that plan.

This Planning Proposal is prepared subject to the requirements of Section 55 (2) of the EP&A Act and is comprised of the following six (6) parts:

- | | |
|---------------|--|
| Part 1 | A statement of the objectives or Intended outcomes of the proposed instrument |
| Part 2 | An explanation of the provisions that are to be included in the proposed LEP |
| Part 3 | The justification for those objectives, outcomes and the process for their implementation |
| Part 4 | Maps, where relevant, to identify the intent of the planning proposal and the area to which it applies |
| Part 5 | Details of the Community Consultation that is to be undertaken on the planning proposal |
| Part 6 | Project timeline |

5.1 Objectives and Intended Outcomes

The objective of this Planning Proposal is to rezone the subject site to allow the development of higher density residential housing than is currently allowed on the site under Blacktown LEP 1988 or proposed under Draft BLEP 2013.

As noted in Section 2.0, P&I have indicated support for the site to be rezoned to allow:

- *“Two (2) storey town house typology on that section of the site generally on the northern side of the existing watercourse, interfacing with Evan Place.*
- *Three (3) storey residential typology to Vardys Road and the southern element of Sunnyholt Road frontages, rising to four (4) storeys where appropriately recessed, on that section of the site generally south of the existing watercourse.”*

Specific details of the proposed development, including its physical appearance and how site constraints are to be addressed will be provided by the proponent at the development application stage. However, for the purpose of this planning proposal, it is expected that the general form of development will be as follows:

Town house typology: this type of development will form the interface with Evan Place and will be of a scale that is complementary to the existing built form in the local area.

Residential flat buildings: restricted to the Vardys Road and Sunnyholt Road frontages.

Access: Access to the residential flat buildings is proposed to be off Vardys Road while access to the town house typology development will be off Evan Place.

5.2 Explanation of Amended Provisions

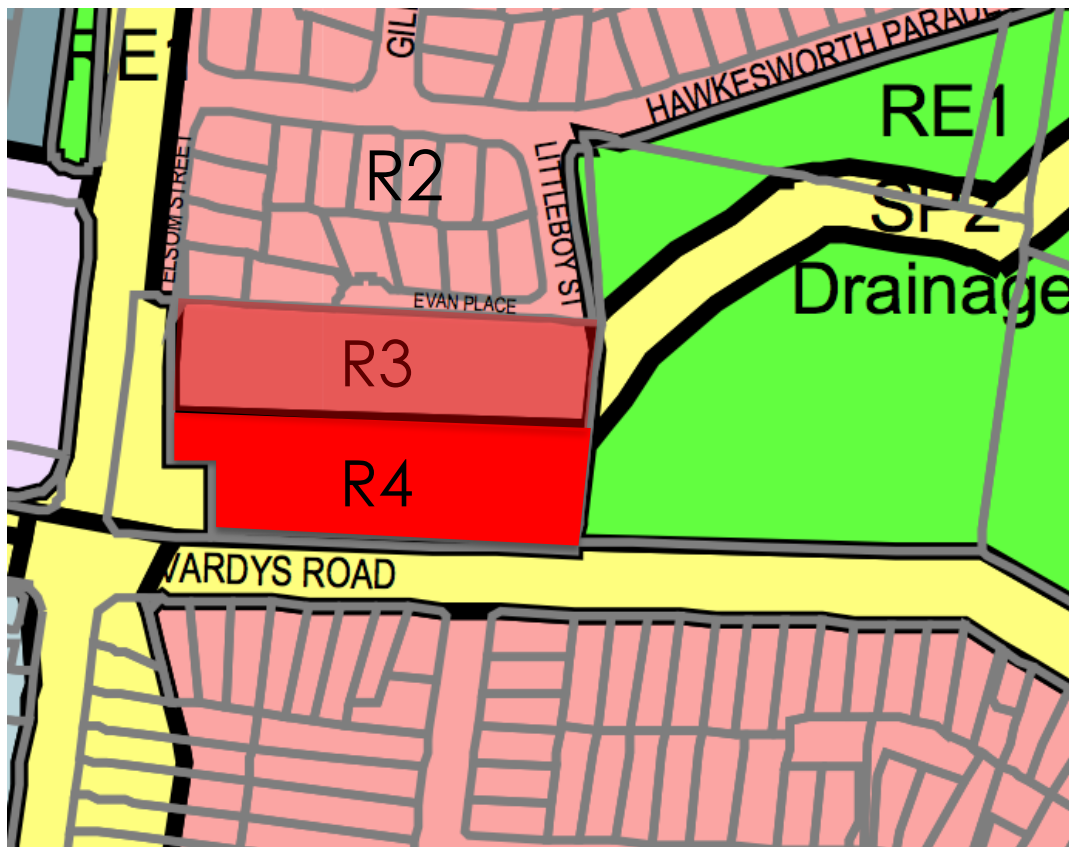
To achieve the proposed objectives and intended outcomes, the Planning Proposal seeks to amend draft Blacktown Local Environmental Plan 2013 Land Zoning Map and Height of Buildings Map as follows:

Amend Land Zoning Map

The Land Zoning Map shows the land uses that apply to the site. Land Zoning Map Sheet LZN_013 will be amended for the subject site as detailed in Figure 9.

It is proposed to zone the northern portion of the subject site *R3 Medium Density* and the southern portion of the site *Residential R4 High Density Residential*.

Figure 9. Proposed Land Zoning Map (according to JRPP recommendations)



The proposed zoning is justified because it will implement the directions of P&I by:

- permitting development of townhouse typology on that part of the site interfacing with Evan Place and existing residential development;
- prohibiting residential flat buildings on that part of the site interfacing with Evan Place; and
- permitting development of residential flat buildings on that part of the site fronting Vardys Road and the southern portion of the site fronting Sunnyholt Road.

The proposed location of the boundary between R3 and R4 zone boundary is justified having consideration to:

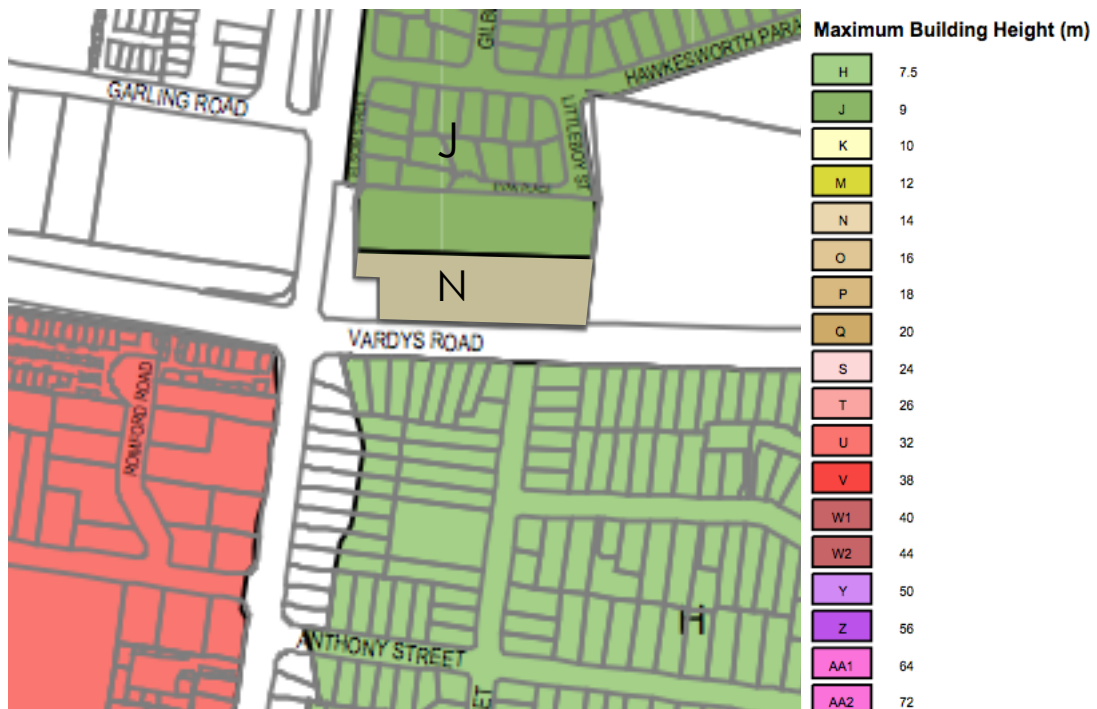
- the approximate location of the creek that divides the site; and
- JRPP's recommendation that development of townhouse typology be "generally on the northern side of the existing watercourse" and the residential flat building development be "on that section of the site generally south of the existing watercourse."

Height of Buildings Map identifies the maximum height in metres of any new development. The Height Of Buildings Map Sheet HOB_013 will be amended for the subject site as detailed in [Figure 10](#).

The section of the site to the north and interfacing with Evan Place will have a maximum height of 9 metres. This coincides with the R3 zoning and proposed townhouse typology development.

The section of the site generally to the south and fronting Vardys Road will have maximum height of 14 metres. This coincides with the R4 zoning and proposed residential flat building development.

Figure 10. Proposed Height of Buildings Map (according to JRPP recommendations)



The proposed heights are justified because they will implement the directions of P&I by:

- Limiting the height of the northern section of the site being zoned R3 Medium Density Residential to 2-storey; and
- Limiting the height of the southern section of the site being zoned R4 High Density Residential to 4-storey.

An amendment to the Blacktown DCP can be considered to ensure any residential flat building is appropriately recessed when rising above 3-storey.

5.3 Justification

5.3.1 Need for a Planning Proposal

1. Is the Planning Proposal a result of any strategic Study or Report

Yes. P&I determined that the proposal should proceed to Gateway determination and requested Blacktown Council to submit a planning proposal. This decision was made following:

1. consideration of a request for a pre-Gateway review for a proposal to amend Blacktown Local Environmental Plan 1988/Draft Blacktown Local Environmental Plan 2013
2. the recommendation of the Sydney West Joint Regional Planning Panel (JRPP);
3. advice provided by Blacktown Council; and
4. other relevant considerations of the proposal.

The JRPP recommended that the planning proposal should be submitted for a Gateway determination. The JRPP advice and justification for the recommendation was as follows:

Strategic Merit – *The proposal will complement transport infrastructure and help meet housing targets for the sub region.*

Local Context – *The site is located rear to a T-Way Station that connects within a reasonably short distance to Blacktown City Centre which in turn offers a variety of commercial facilities, social amenities and regional transport connectivity.*

The site is adjacent to a nominated Urban Renewal Precinct proposed in the medium term for higher density housing. This ultimately will assist to integrate the sites development into its broader local context.

The Panel also considered the scale of development that underscored the original planning proposal would not be in character with the nearby neighbourhood and the broader urban residential context and recommended "a more satisfactory integration would be achieved by development of the site under controls providing zoning and height controls which permits development providing –

- Two (2) storey town house typology on that section of the site generally on the northern side of the existing watercourse interfacing with Evan Place.
- Three (3) storey residential unit typology to Vardys Road and Southern element of Sunnyholt Road frontages, rising to four (4) storeys where appropriately recessed, on that section of the site generally south of the existing watercourse."

The Panel further considered "this approach to the site development is compatible with the intended future urban form of the locality and considers development of the site will secure a public benefit by construction of a missing element of the drainage system servicing the locality".

2. Is the Planning Proposal a better means of achieving the objectives or intended outcomes, or is there a better way

Yes. The Planning Proposal is seen as the best means of achieving the objectives or intended outcomes of the proposed plan because:

- It provides clear and publicly-available justification for the planning proposal; and,
- it explains the intended effect of the proposed plan.

5.3.2 Relationship to Strategic Planning Framework

3. 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

Yes. The Planning Proposal is generally consistent with the identified applicable regional and sub-regional strategies. The consistency of this proposal with the Metropolitan Plan for Sydney 2036, the Draft Metropolitan Strategy for Sydney 2031 and the Draft North West Subregional Strategy is summarised in [Table 1](#).

Table 1. Consistency of Planning Proposal against applicable strategies

METROPOLITAN PLAN FOR SYDNEY 2036		
Relevant Objectives	Assessment	x/✓
OBJECTIVE A3 To contain the urban footprint and achieve a balance between greenfield growth and renewal in existing areas	Proposal will provide for additional housing in an existing area and will not contribute to the growth of the urban footprint.	✓
OBJECTIVE D1 To ensure an adequate supply of land and sites for residential development.	Planning Proposal will provide for increased supply of dwellings.	✓
OBJECTIVE D2 To produce housing that suits our expected future needs.	The provision of higher density housing will meet the expected future needs of housing being well located in relation to public transport, shopping and services.	✓
OBJECTIVE D3 To improve housing affordability	Provision of higher density housing would generally be more affordable than traditional single detached forms of housing located within the area.	✓
DRAFT METROPOLITAN STRATEGY FOR SYDNEY 2031		
Relevant Objectives	Assessment	x/✓
OBJECTIVE 1: Develop a new land release Policy and make new areas available for housing and job	Proposal encourages growth within the Metropolitan Urban Area to reflect market demand.	✓

OBJECTIVE 5: Deliver new housing to meet Sydney's growth	Proposal delivers new housing in area close to existing infrastructure in both infill and greenfield areas.	✓
OBJECTIVE 6: Deliver a mix of well- designed housing that meets the needs of Sydney's population	Sydney needs a greater number of smaller houses such as units, terraces and townhouses, to meet the changing population and moves in market demand. Demand is influenced by both demographics, and what is popular in the market. Proposal will deliver a mix of housing types.	✓
OBJECTIVE 19: Build resilience to natural hazards	Realignment of creek will help manage the risk of flooding in the local area.	✓
OBJECTIVE 21: Improve air quality	Transport is one of the main causes of emissions, as is industry, although industry rates are improving. The Metropolitan Strategy for Sydney approach to integrated land use and transport planning will help reduce exposure to air pollution and improve local air quality.	✓
OBJECTIVE 23: Protect, enhance and rehabilitate our biodiversity	regenerate degraded natural bushland, including riverbanks, and degraded waterways through a \$10 million fund	✓
OBJECTIVE 24: Plan and deliver transport and land use that are integrated and promote sustainable transport choices	We can maximise the benefits of investment in transport infrastructure if we increase opportunities for new housing and employment in areas close to existing or planned public transport. This will also help us meet the target in NSW 2021 to increase the percentage of the population living within 30 minutes by public transport of a city of major centre in Metropolitan Sydney. ²	✓
West Central and North West Subregion	Proposal will help subregion deliver target of 148,000 new homes by 2031.	✓
DRAFT NORTH WEST SUBREGIONAL STRATEGY		
Relevant Objectives	Assessment	x/✓
C1 Ensure adequate supply of land and sites for residential development	Proposal provides for additional housing in existing urban area focussed around public transport node.	✓
C2 Plan for a housing mix near jobs, transport and services	Proposal provides for a mix of housing types that is near jobs in the adjacent employment precinct and focussed around a public transport node.	✓
C4 Improve housing affordability	Provision of a mix of 1, 2 & 3 bedroom dwelling units will improve housing affordability.	✓

C5 Improve the quality of new development and urban renewal	The proposed residential dwellings will be architecturally designed in accordance with SEPP 65 <i>Design Quality of Residential Flat Development</i> .	✓
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4. Is the Planning Proposal consistent with the local council's Community Strategic Plan, or other local strategic plan

No. This Planning Proposal is not consistent with the Blacktown Housing Strategy.

Council's housing strategy is a policy document that establishes the planning directions for new housing development within the City of Blacktown. This document has informed the development of the draft Blacktown LEP 2013.

In summary, the strategy identifies that all future higher density forms of housing should be concentrated in identified Urban Renewal Precincts (URPs) around centres and public transport nodes such as railway stations.

The strategy concludes that housing outside the URPs should be maintained as low rise, low density housing consisting of single detached dwellings and dual occupancy development in order to preserve the character and amenity of the existing low density environment.

The planning proposal promotes higher density residential development on a site that is outside any URP but on a public transport node.

5. Is the Planning Proposal consistent with applicable State Environmental Planning Policies

Yes. The proposal is seen to be consistent with all relevant State Environmental Planning Policies (SEPPs).

A preliminary assessment has been undertaken on the consistency of the proposal with the applicable SEPPs. This assessment is summarised in [Table 2](#).

A more detailed assessment of the consistency of the proposal with the applicable SEPPs will be undertaken at the development assessment stage.

[Table 2.](#) Consistency of proposal with applicable SEPPs

SEPP	Comment	Consistent ✓/X
SEPP No. 55 – Remediation of Land	The site is currently zoned for residential development and there is no evidence/history that suggests the site might be contaminated.	✓
SEPP No. 65 – Design Quality of Residential Flat Development	Any future development on the site will need to be designed to comply with the requirements of SEPP 65.	✓
SEPP (Building Sustainability Index: BASIX) 2004	Any future development on the site will need to be designed to comply with the requirements of BASIX.	✓

SEPP (Infrastructure) 2007	The proposal has frontage to a classified road and a local road. Consideration will need to be given regarding the vehicular access arrangements to the site and the potential impact of traffic noise or vehicle emissions on future development proposals. Preliminary assessment indicates that the vehicular access arrangements can be designed to ensure the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development on the site. Any future development will need to be designed to ameliorate potential detrimental impacts from being adjacent to a classified road.	✓
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6. Is the Planning Proposal consistent with applicable Ministerial Directions (s 117 directions)

Yes. [Table 3](#) provides an assessment of the Planning Proposal against the applicable Ministerial Directions. The Planning Proposal is assessed as being generally consistent with the identified applicable Ministerial Directions.

Table 3. Applicable Ministerial Directions

Ministerial Direction	Comment	✓/X
3. Housing, Infrastructure and Urban Development		
3.1 Residential Zones	Proposal will improve the choice, accessibility and distribution of housing stock. It will also help reduce the consumption of land on the urban fringe.	✓
3.4 Integrating Land Use and Transport	Proposal provides for housing in close walking distance to T-way bus stop. This will reduce travel demand and have a direct impact on the environment.	✓
4. Hazard and Risk		
4.3 Flood Prone Land	The creek will be redesigned to contain the 100-year ARI storm event.	✓
6. Local Plan Making		
6.1 Approval and Referral Requirements	The Planning Proposal does not include any consultation, concurrence or referral provisions. Development is not identified as designated development.	✓
6.3 Site Specific Provisions	The objective of the planning proposal is to rezone the site to an existing zone already applying in the draft LEP.	✓
7. Metropolitan Planning		
7.1 Implementation of Metropolitan Plan for Sydney 2036	The proposal is identified as being consistent with the key directions for the provision of housing.	✓

5.3.3 Environmental, Social and Economic Impact

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

No. There has been no critical habitat or threatened species, populations or ecological communities, or their habitats, identified on this site.

8. Are there any other likely environmental impacts as a result of the Planning Proposal (and if so), how are they to be managed?

No. There are no further likely environmental impacts identified in addition to those already discussed in this proposal.

9. Has the Planning Proposal adequately addressed any social and economic effects?

Yes. The proposal will deliver a number of positive social and economic benefits, including:

- A mix of housing well located to public transport, shops and amenities;
- Greater housing choice;
- Improved affordability;
- Improved sustainability due to sites proximity to public transport and services;
- Improved streetscape and public domain;
- Reduction in car distances travelled;
- Provision of additional in-fill housing to meet needs of expanding population; and,
- Help ease pressure on the provision of additional in-fill medium density residential development scattered throughout the predominantly low-density residential suburbs of Blacktown.

The following identifies the potential negative social effects and how they have been addressed:

Increased traffic

The strategic location of the subject site in relation to public transport will ensure that there will be a significant number of future tenants that will make use of the buses that are within easy walking distance of the site.

For those that need to use a car the site is very well located on the corner of Vardys Road and Sunnyholt Road with convenient access to the M2 and M7 motorways.

The residential flat building will have vehicular access to Vardys Road only and the townhouse development will be restricted to Evan Place. This will ensure that any additional traffic movements generated from the development of the site will not detrimentally impact on the network of more local streets.

Provision of high-density development is not compatible with existing low-density development in the locality

The Joint Regional Planning Panel considered the scale of development and determined that a satisfactory integration of the potential development of the site with the low density residential development in the local area would be achieved by development of the site under controls providing zoning and height controls which permits development as provided by this proposal.

The Panel further considered *"this approach to the site development is compatible with the intended future urban form of the locality and considers development of the site will secure a public benefit by construction of a missing element of the drainage system servicing the locality"*.

5.3.4 State and Commonwealth Interests

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

Yes. The locality of the Planning Proposal is very well served by existing public transport and road infrastructure. It is expected that the roads and public transport will continue to be able to adequately serve the area.

The subject site is well serviced by the key public utility services including:

- Water;
- Sewer;
- Electricity; and,
- Telephone & Internet services.

11. 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.

5.4 Mapping

This planning proposal is supported by the following maps:

Figure 1. Site Location

Figure 2. Aerial View of Site

Figure 6. Existing Zoning Map

Figure 7. Proposed Land Zoning Map

Figure 8. Proposed Height of Buildings Map

Figure 9. Proposed Land Zoning Map

Figure 10. Proposed Height of Buildings Map

5.5 Community Consultation

Community consultation will be undertaken in accordance with the requirements of the gateway determination. This Planning Proposal is considered to be a type that falls within the definition of a low impact Planning Proposal and may be adequately exhibited for a period of 14 days.

It is anticipated that any public exhibition would include:

- Notification on the Blacktown Council and P&I websites;
- Advertisements in local newspapers; ;
- Notification in writing to adjoining landowners and tenants, and any other relevant stakeholders; and
- Exhibition material on display at Council's customer service centres.

5.6 Project Timeline

Table 4 provides project timelines for both a scenario where the planning proposal receives the support of Council and for a scenario where a pre-Gateway review is required in the absence of Council support.

Table 4. Project Timeline

Milestone	Timing
Gateway Determination	June 2014
Public Exhibition	July 2014
Report to Council	August/September 2014
Submit to Department	October 2014

6 Summary

The Planning Proposal provides a detailed assessment of the subject site and explains the effect of and justification for the amending LEP in accordance with the criteria provided by P&I in “A Guide to Preparing Planning Proposals”.

In summary;

1. The Planning Proposal Is consistent with State Government strategies on the provision of additional new housing.
2. The subject site is ideally located within walking distance of public transport, shops and services.
3. There are demonstrated social benefits resulting from the proposed amendment including
 - a range and diversity of housing types;
 - improved affordability;
 - provision of housing with good access to public transport; and
 - construction of a missing element of the drainage system servicing the locality.

Although the proposal is not identified in Blacktown Council's Housing Strategy the proposal is seen to have strategic merit and will complement transport infrastructure, help meet housing targets for the subregion and provide housing choice in the local area.

