



BLACKTOWN CITY COUNCIL

PLANNING PROPOSAL

**LEP Amendment to Blacktown Local Environmental Plan 2015
Blacktown and Mount Druitt CBDs**

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PART 1 – Objectives or intended outcomes

At its Ordinary Meeting on 21 October 2015, Council resolved to support the creation of the Blacktown and Mount Druitt CBDs as strong mixed use centres, that are activated by their own substantial residential populations.

Bates Smart and Jones Lang LaSalle (JLL) were engaged to prepare reports that reviewed our existing land use zones, height of building and floor space ratio controls in the two CBDs, to ensure they align with current market expectations and support opportunities for growth.

The review of existing land use zones determined that the B3 Commercial Core zone was no longer an appropriate land use zone for the Mount Druitt CBD as the report did not identify any opportunity for investment grade office development. As there is no opportunity for investment grade office development in the Mount Druitt CBD, this Planning Proposal seeks to replace the B3 Commercial Core zone with the B4 Mixed Use zone. The B4 Mixed Use zone is considered the most appropriate zone to be applied to achieve Council's vision for the Mount Druitt CBD.

The review also determined that the current extent of the B3 Commercial Core zone in the Blacktown CBD, which was established to ensure that Blacktown could be elevated to 'Regional City' status, does not reflect the forecasted demand for investment grade office development and therefore represents a significant oversupply of land zoned for that purpose. As the current extent of the B3 Commercial Core zone does not reflect forecasted demand, this Planning Proposal seeks to reduce the extent of this zone in the Blacktown CBD and replace it with the B4 Mixed Use zone. This is the most appropriate zone to be applied to achieve Council's vision for the Blacktown CBD to be a vibrant centre activated by a substantial high density residential component. To ensure there is land available for future investment grade office development within the Blacktown CBD, approximately 4.5 hectares of land will remain zoned B3 Commercial Core.

The Planning Proposal also seeks to:

- increase building heights in both CBDs to make developments more viable
- introduce incentive building heights for key and gateway sites in both CBDs, if additional community infrastructure is provided and an architectural design competition has been undertaken
- remove FSR controls that apply in both CBDs. The removal of the FSR controls will alleviate the conflict that arises between the FSR and Height of Building controls, when an applicant cannot achieve the maximum FSR, due to the Height of Building control.
- add 'car park' as an additional permitted use to Lots 25 and 3-5A DP 11349 and Lots 1-3 DP 202276, 81-97 Main Street, Blacktown
- reclassify to Lot 5A DP11349 from community land to operational land as all of the other lots that form Reserve 474 are classified as operational.

This Planning Proposal has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* (the Act) and guidelines for preparing Planning Proposals published by the Department of Planning and Environment (DP & E).

This Planning Proposal relates only to matters to be amended in the Blacktown LEP 2015.

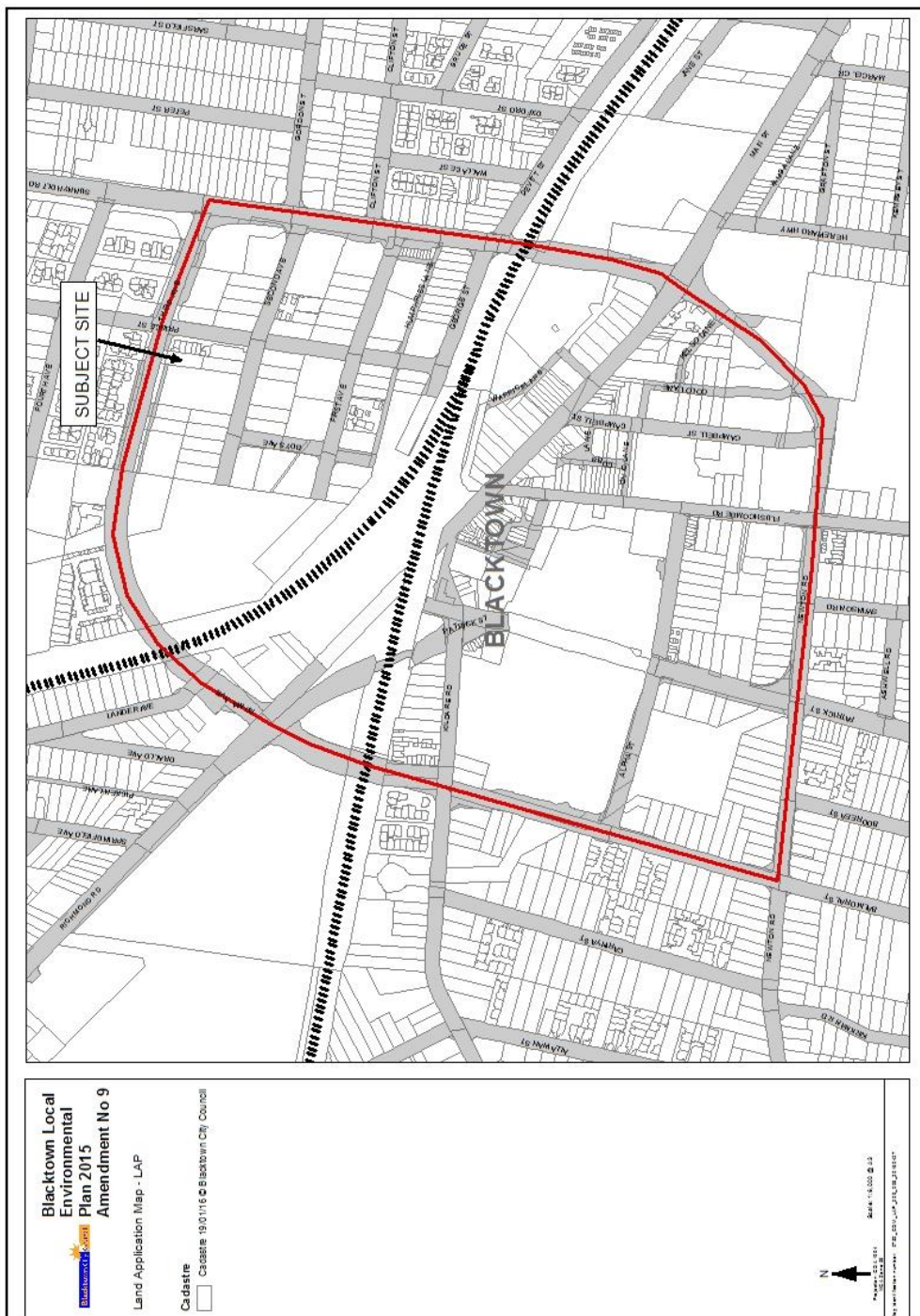
1.1 Applicable land

The Planning Proposal applies to land known as the Blacktown CBD (refer to Figure 1) and the Mount Drutt CBD (refer to Figure 2).

1. Blacktown CBD

The Blacktown CBD is defined by a ring road formed by Third Avenue, Sunnyholt Road, Newton Road and Balmoral Street as shown below.

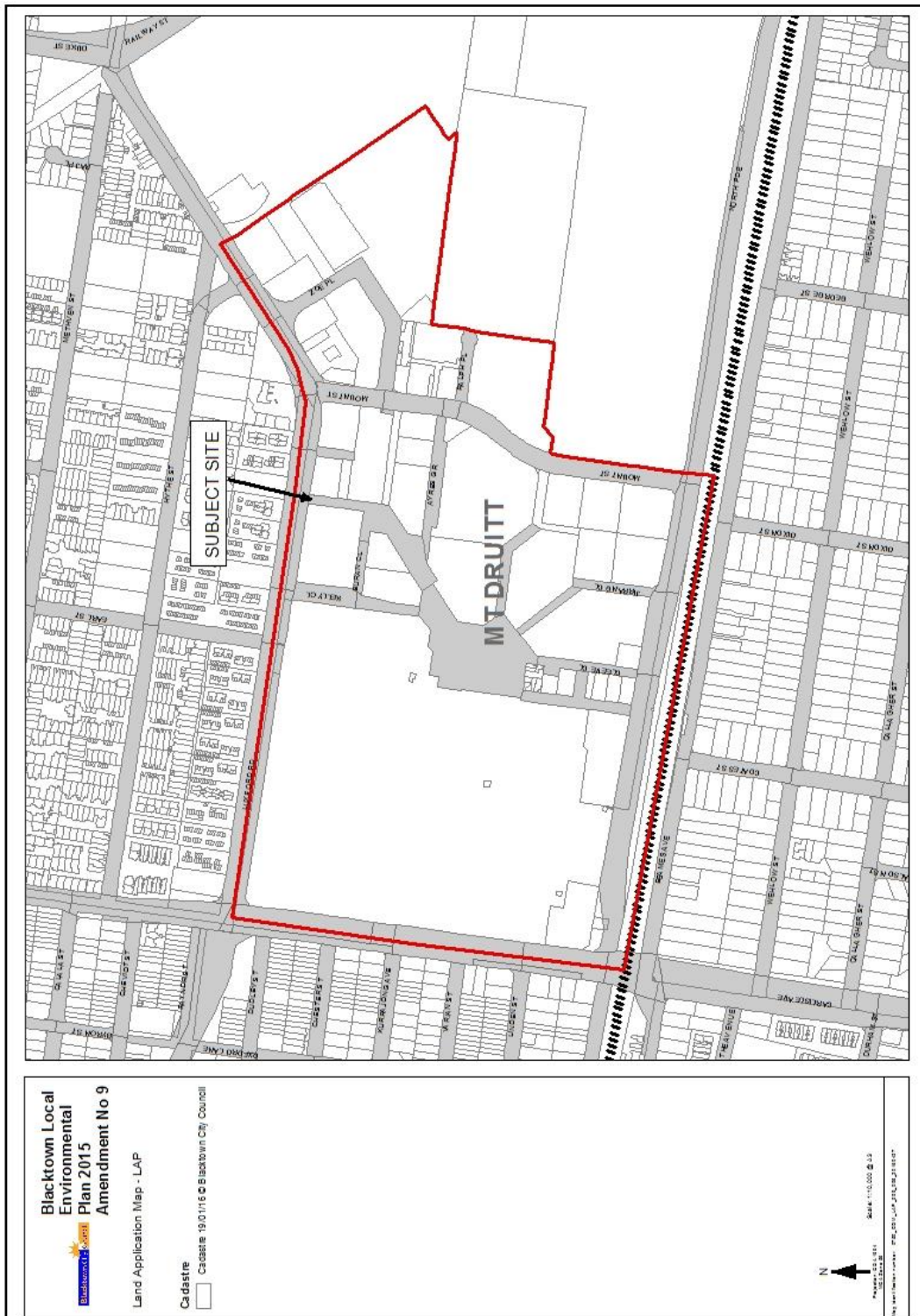
Figure 1 Blacktown CBD



2. Mount Druiŧ CBD

The Mount Druiŧ CBD is defined by Luxford Road, the boundary of Mount Druiŧ Hospital, the western boundary of the town centre reserve, Mount Street, North Parade and Carlisle Avenue as shown below.

Figure 2 Mount Druiŧ CBD



1.2 Current planning controls

The Blacktown and Mount Druitt CBDs are currently zoned a combination of B3 Commercial Core, B4 Mixed Use, SP 2 Infrastructure and RE1 Public Recreation in the Blacktown Local Environmental Plan 2015. The current planning controls are shown in Figures 3, 4, 5, 6, 7 and 8. The complete planning controls are available at www.legislation.nsw.gov.au.

Figure 3 Existing land zonings in the Blacktown CBD

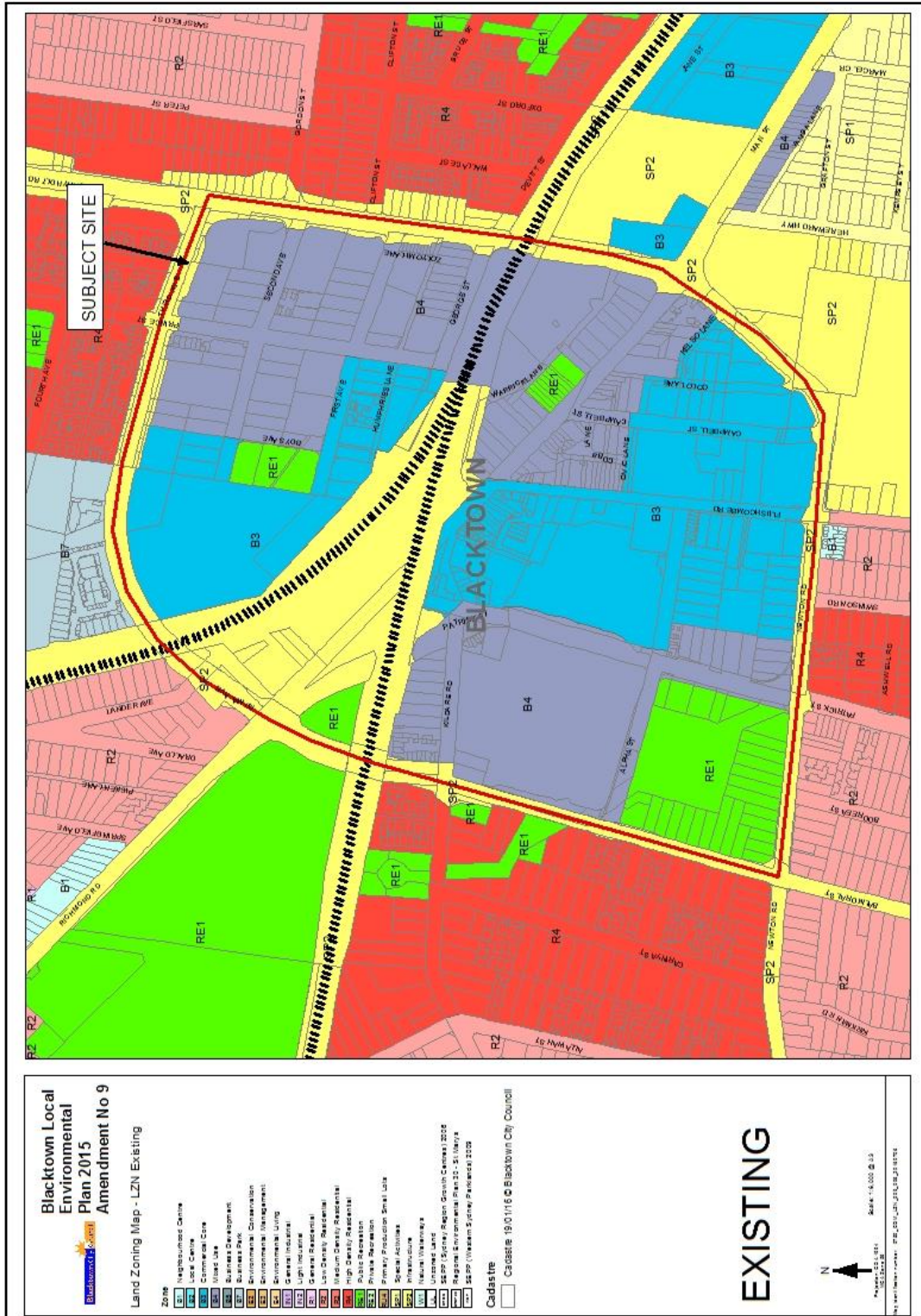


Figure 4 Existing Height of Building controls in the Blacktown CBD

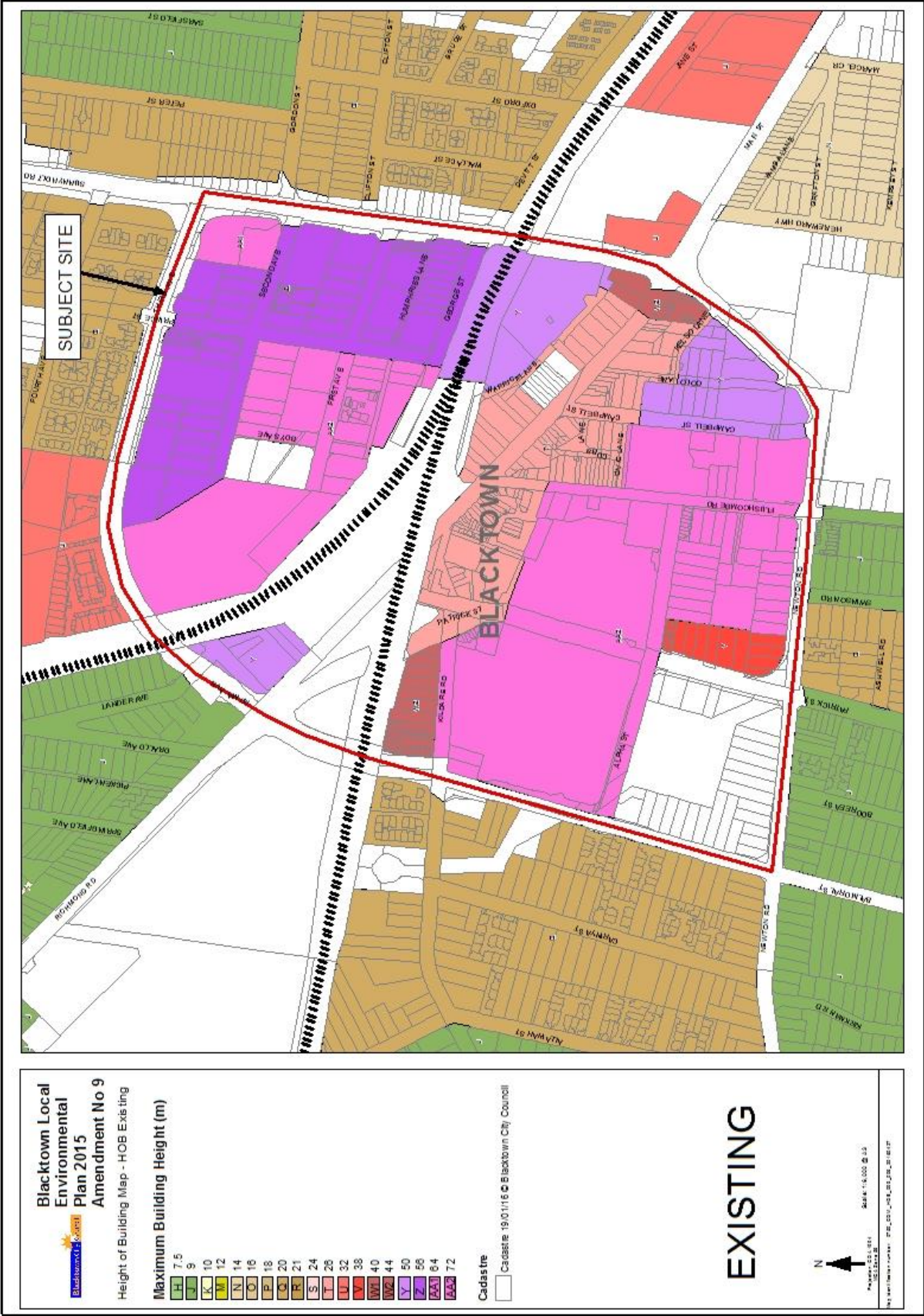


Figure 5 Existing Floor Space Ratio controls in the Blacktown CBD

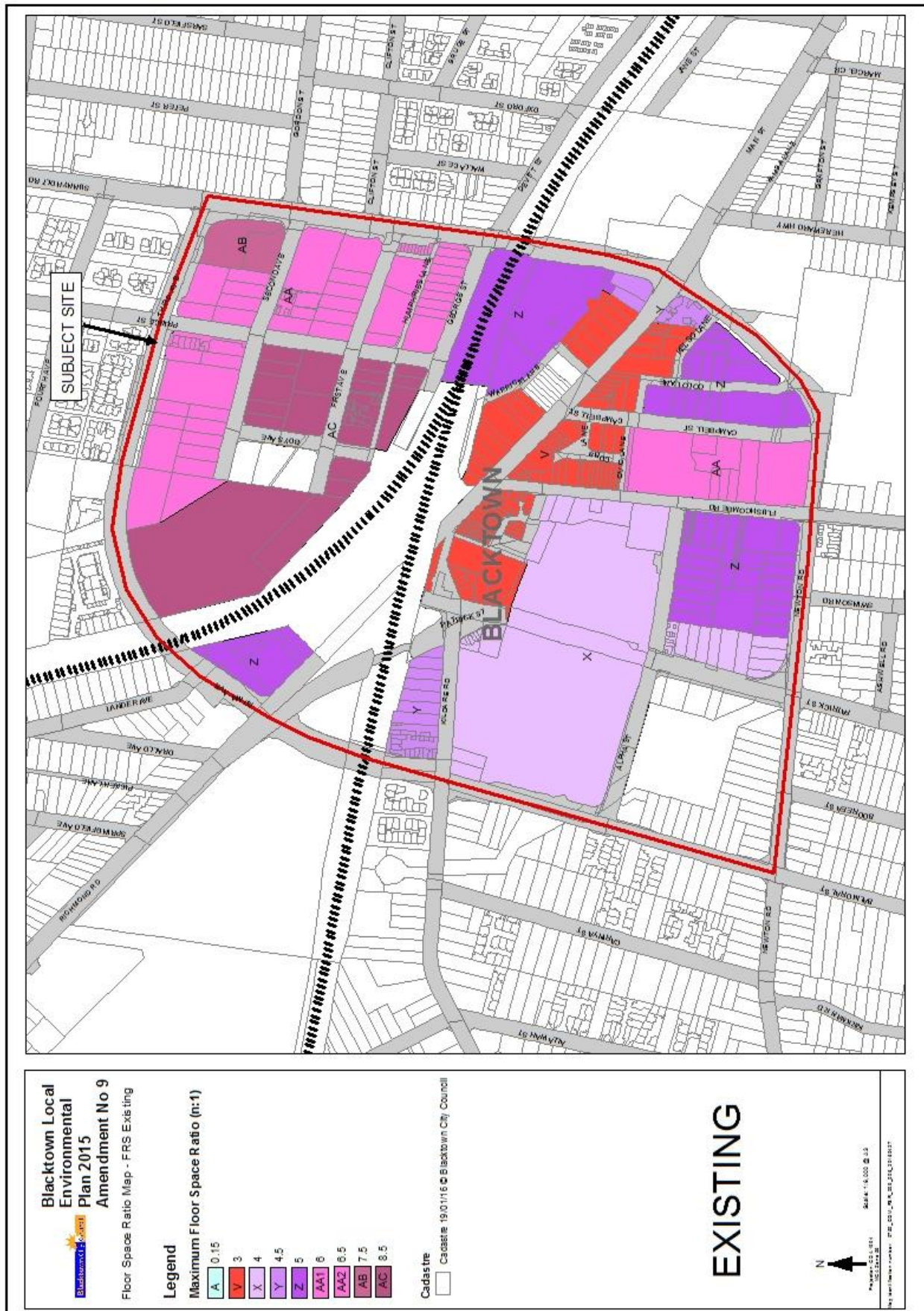


Figure 6 Existing land use zonings in the Mount Druitt CBD

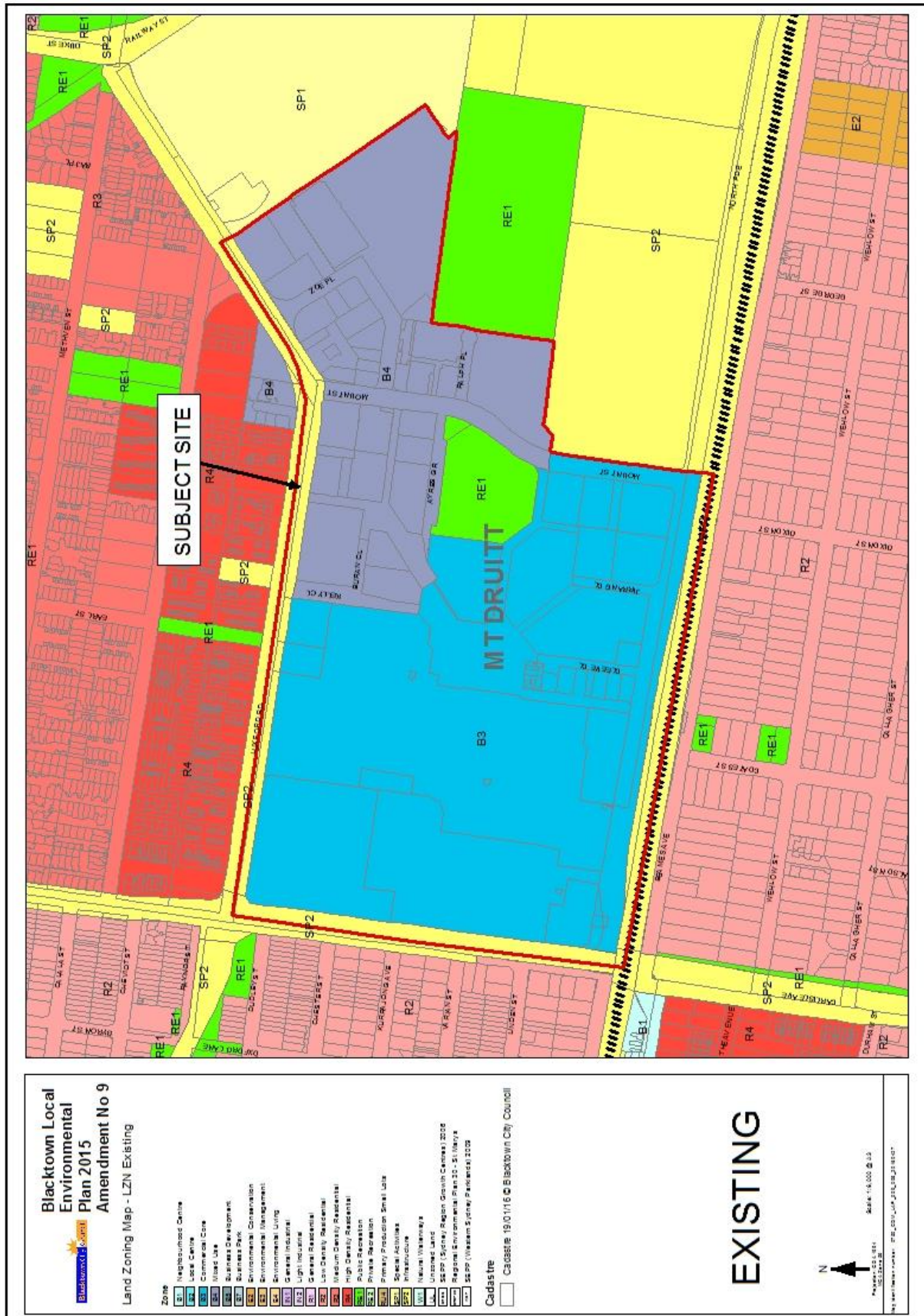
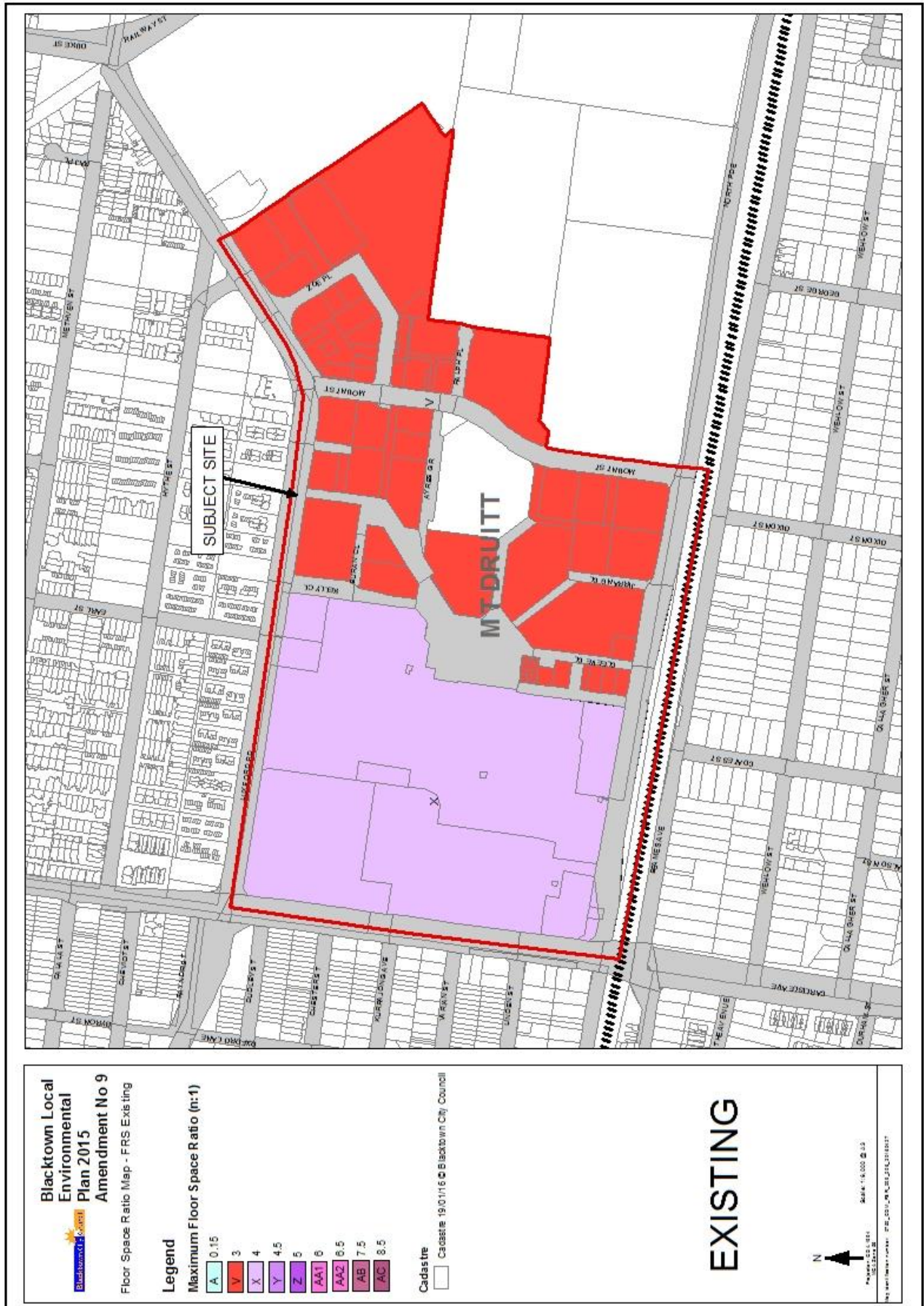


Figure 7 Existing Height of Building controls in the Mount Druitt CBD



Figure 8 Existing Floor Space Ratio controls in the Mount Druitt CBD



PART 2 – Explanation of provisions

2.1 Amendments to the Land Use Zoning, Height of Building and FSR maps in Blacktown LEP 2015

This Planning Proposal seeks the following amendments to maps in Blacktown LEP 2015:

- remove the B3 Commercial Core zone that applies to land within the Mount Druitt CBD and rezone that land to B4 Mixed Use
- reduce the area of land zoned B3 Commercial Core in the Blacktown CBD to the area shown on the proposed Land Zoning Map and apply the B4 Mixed Use zone
- rezone the northern side of Kildare Road, between Patrick Street, Balmoral Street and the Western Railway Line, in the Blacktown CBD from B4 Mixed Use to B3 Commercial Core
- increase the building heights in both CBDs as shown on the proposed Height of Building Maps in Figures 10 and 15 and as detailed in Table 1
- remove the FSR controls for the Blacktown and Mount Druitt CBDs.

2.2 Addition of incentive Height of Building maps to Blacktown LEP 2015 for the Blacktown and Mount Druitt CBDs

This Planning Proposal also seeks to add incentive height of buildings maps to Blacktown LEP 2015. The objectives of these maps are to:

- nominate Key Sites and Gateway Sites in the Blacktown CBD, where additional heights of 20m will be considered where design excellence is achieved through an Architectural Design Competition
- nominate Key Sites and Gateway Sites in the Mount Druitt CBD, where additional heights of 16m will be considered where design excellence is achieved through an Architectural Design Competition.

2.3 Insertion of Clause 7.15 incentive heights for Key Sites and Gateway Sites in the Blacktown and Mount Druitt CBDs into BLEP 2015

This Planning Proposal seeks to insert the following new clause into Part 7 of Blacktown LEP 2015 to achieve Council's vision for Key Sites and Gateway Sites.

Clause 7.15 Incentive heights for Key Sites and Gateway Sites in the Blacktown and Mount Druitt Central Business Districts

- (1) This clause applies to land identified on the Blacktown Incentive Height of Buildings Map and the Mount Druitt Incentive Height of Buildings Map.
- (2) The objective of this clause is to encourage additional commercial and/or residential development in the Blacktown and Mount Druitt Central Business Districts that achieves design excellence through an architectural design competition.
- (3) The consent authority may approve development that achieves the maximum height of buildings nominated on the Blacktown Incentive Height of Buildings Map and the Mount Druitt Incentive Height of Buildings Map, if an architectural design competition has been held to the satisfaction of Council in relation to the proposed development

Note. Council will prepare a Development Guideline to provide details on the architectural design competition requirements.

2.4 Permit 'car parks' as an additional permitted use in Schedule 1 of *Blacktown Local Environmental Plan 2015* on lots 25 and 3-5A DP 11349 and Lots 1-3 DP 202276, 81-97 Main Street, Blacktown.

In 2012, Council rezoned 81-97 Main Street, Blacktown to RE1 Public Recreation to create a central park for the Blacktown CBD. The aim was to create a park that would become a focal point for the community that would be living and working in the southern side of the Blacktown CBD and open up the Warrick Lane car park site to Main Street.

The draft plans for the redevelopment of the Warrick Lane car park propose the relocation of the existing car parking spaces into a basement car park below the RE1 Public Recreation zone on 81-97 Main Street, Blacktown.

Car parks are not a permissible land use in the RE1 Public Recreation zone under Blacktown Local Environmental Plan 2015. Rather than create a new planning proposal to permit car parks in the RE1 zone, it is considered more efficient to amend the existing Planning Proposal for the Blacktown and Mount Druitt CBDs to permit car parks on the RE1 Public Recreation zoned land on 81-97 Main Street, Blacktown. This would be achieved as an additional permitted use on the land.

2.5 Reclassify Lot 5A DP 11349, 91 Main Street, Blacktown from Community Land to Operational Land under *Blacktown Local Environmental Plan 2015*

The draft plans for the redevelopment of the Warrick Lane car park propose the relocation of the existing car parking spaces into a basement car park below the RE1 Public Recreation zone on 81-97 Main Street, Blacktown.

Council owned land needs to be classified under the Local Government Act 1993 as either Community or Operational Land. The majority of the properties that form Reserve 474 which constitutes the RE1 zoned land on Main Street have been classified as Operational Land in order to enable the car park to be development. The exception is Lot 5A DP 11349, 91 Main Street, Blacktown which was classified as Community Land when purchased. A reclassification is now needed to ensure that the car park can be developed on the land.

2.6 Detailed mapping amendments

Table 1 Description of map amendments

Blacktown Local Environmental Plan 2015		Proposed Amendment
Land Zoning	LZN 008	Remove B3 zone from map and replace with B4 zone
	LZN 013	<ul style="list-style-type: none">Remove B3 zone from map replace with B4 zone for the area north of the Western Railway lineReplace B4 zone with B3 zone for the area bounded by Balmoral Street, Kildare Road, Patrick Street and the Western Railway Line.
	LZN 014	<ul style="list-style-type: none">Replace B3 zone with B4 zone for the site

Blacktown Local Environmental Plan 2015		Proposed Amendment
		<p>bounded by Flushcombe Road, Newton Road, Patrick Street and Alpha Street.</p> <ul style="list-style-type: none"> • Replace B3 zone with B4 zone for the block bounded by Flushcombe Road, Civic Lane, Campbell Street and Newton Road. • Replace B3 zone with B4 zone for the block bounded by Campbell Street, Newton Road and Colo Lane. • Replace B3 zone with B4 zone for the block bounded by Kelso Lane, Newton Road and Colo Lane
Floor Space Ratio Map	FSR 008	FSR controls deleted
	FSR 013	FSR controls deleted
	FSR 014	FSR controls deleted
Height of Building Map	HOB 008	See Figure 14 (page 34) for details
	HOB 013	<ul style="list-style-type: none"> • For sites where height control AA2 applies, it is proposed that the height control be increased from 72 metres to 80 metres • For the site where height control AA1 64 metres applies, height control AA2 80 metres is proposed • For sites on Kildare Road where height control Z 56 metres applies, height control AA2 80 metres is proposed • For the site where height control Y 50 metres applies, height control AA2 80 metres is proposed • For the site where height control W2 44 metres applies, height control AA2 80 metres is proposed • For sites on the southern side of Main Street where height control T26 metres applies, height control Y 50 metres is proposed
	HOB-014	<ul style="list-style-type: none"> • For sites where height control AA2 applies, it is proposed for this height control be increased from 72 metres to 80 metres • For sites on the southern side of Main Street where height control T26 metres applies, height control Y 50 metres is proposed • For the sites on Campbell Street, Colo Lane, Kelso Lane and Newton Road where a height control Y 50 metres applies, height control AA1 64 metres is proposed. • For parts of the Warrick Lane Car Park where a height control Y 50 metres applies, height control AA2 80 metres is proposed. • For the site on the southern corner of Main Street and Newton Road where height

Blacktown Local Environmental Plan 2015		Proposed Amendment
Incentive Height of Buildings Map		<p>control W2 44 metres applies, the height of building control Y 50 metres is proposed</p> <ul style="list-style-type: none"> For the site on the northern corner of Main Street and Sunnyholt Road where height control W2 44 metres applies, the height of building control AA2 80 metres is proposed
	IHOB-008	<ul style="list-style-type: none"> Add a 40m x 40m parcel on Lot 100 DP 1036517, that is located on the corner of Carlisle Avenue and Luxford Road, as a Gateway Site Add Lot 3 DP 631037 as a Gateway Site Add Lot 3 DP 719982 as a Gateway Site Add Lot 13 DP 775622 as a Key Site
	IHOB-013	<ul style="list-style-type: none"> Add Lot 1 DP 1132726 on the corner of Sunnyholt Road and Third Avenue as a Gateway Site Add a 40m x 40m parcel on Lot 2022 DP 864788, that is part of the Blacktown RSL site and is directly adjacent to the Richmond Railway Line on Third Avenue, as a Gateway Site Add a site that is bounded by the Richmond Railway Line, Third Avenue and Richmond Road as a Gateway Site.
	IHOB-014	<ul style="list-style-type: none"> Add Lot 100 DP 740238 as a Gateway Site Add site on the northern corner of Main Street and Sunnyholt Road as a Gateway Site Add site bounded by Warrick Lane, Sunnyholt Road and the Western Railway Line as a Key Site Add site bounded by Flushcombe Road, Newton Road, Patrick Street and Alpha Street as a Key Site

PART 3 – Justification

3.1 Section A – Need for the Planning Proposal

Is the Planning Proposal a result of any strategic study or report?

Council commissioned Jones Lang LaSalle to analyse the current and future demand for and supply of residential and commercial development in both the Blacktown and Mount Druitt CBDs. In summary, the Jones Lang LaSalle report, titled *Appraisal and Economic Feasibility of Blacktown and Mount Druitt CBDs*, identified the following:

- there is very little opportunity for investment grade office development in the Mount Druitt CBD, and limited opportunity in the Blacktown CBD
- that population growth will increase the demand for support office development, which services the local population
- mixed use development could stimulate redevelopment
- a portion of the commercial core in the Blacktown CBD should be retained to provide for longer term commercial opportunities
- the forecast for dwelling uptake to 2031 is 216 dwellings per annum for the Blacktown CBD
- the forecast for investment grade office development in the Blacktown CBD to 2031 is 500 sqm per annum
- the forecast for retail growth for Blacktown is a GLAR (Gross Lettable Area Retail) of 3,178 sqm per annum. There are significant medium to long term retail opportunities, driven by population growth
- the forecast for GLAR in Mount Druitt is 1,760 sqm per annum. This demand will increase as population increases in Mount Druitt.

An architectural and urban design study was also undertaken by Bates Smart Architects, collaborating with Planning Lab, titled *Blacktown & Mount Druitt CBD Studies*. The study identifies particular areas within the two CBDs as Key Sites and Gateway Sites. Key Sites refer to areas of the CBD which are the focal point of pedestrian crosslinks, whereas Gateway Sites identify sites which should have a high level of architectural excellence.

For the Blacktown CBD, Bates Smart recommended:

- the reduction in the extent of the B3 zone to the area south of Main Street, bounded by Patrick Street, Flushcombe Road and Alpha Street
- the removal of FSR controls
- the nomination of the Kmart block located to the south of Alpha Street, bounded by Patrick Street, Newton Road and Flushcombe Road, as a Key Site where an additional height may be considered if a through site link and civic plaza are provided as part of the redevelopment
- increasing building height controls on the southern side of Main Street
- increasing building height controls on the eastern edge of the CBD along Newton Road and Sunnyholt Road
- increasing the building height control on the northern edge along Third Avenue through to Second Avenue
- assigning a 72 m height of building control to Gateway Sites
- Bates Smart did not recommend any change to the existing building height controls for the precinct bounded by the Richmond Railway Line, Second Avenue, Prince Street and the Western Railway Line.

Council, at its Ordinary Meeting held on 6 July 2016, resolved to prepare a Planning Proposal that:

- removes the B3 Commercial Core zone that applies to land within the Mount Druitt CBD and rezones that land B4 Mixed Use
- reduces the area of land zoned B3 Commercial Core in the Blacktown CBD to the area shown on the proposed land zoning map at attachment 3 to the Council report and apply the B4 Mixed Use zone to land that will not remain zoned B3
- rezones the northern side of Kildare Road, between Patrick Street, Balmoral Street and the Western Railway Line, from B4 Mixed Use to B3 Commercial Core
- increases building heights in the Blacktown and Mount Druitt CBDs as delineated on the proposed height of building maps at attachment 3 to the Council report (Figures 10 and 15 of this Planning Proposal)
- removes FSR controls for the Blacktown and Mount Druitt CBDs
- nominates Key Sites and Gateway Sites on the maps at attachment 3 to the Council report (Figures 12 and 17 of this Planning Proposal), where additional heights of 20 m in the Blacktown CBD and 16 m in the Mount Druitt CBD will be considered if key within site public domain improvements and linkages, design excellence and/or additional contributions to off-site public domain improvements are provided through redevelopment.

The proposal to create a new park with basement car parking is the first stage of the Warrick Lane Development which is one of Council's key transformation projects. Council's Community Strategic Plan, Our Blacktown 2036, outlines Council's approach to achieving community's aspirations for the City. Alongside the 6 strategic directions is a set of transformational projects that completes the vision for the City. The transformational projects identify key priorities for our community, including "breakthrough" areas to advance the long term strategy. Council, along with the other relevant stakeholders, will work towards delivering these projects, ensuring the vision is achieved. The transformational projects support delivery of the strategic directions. As strategies are confirmed, they will also become key actions in the Delivery Program and Operational Plan. The projects identified that will help transform Blacktown City include:

1. Blacktown International Sportspark (BISP) – BISP Master Plan – International Centre of Training Excellence
2. Blacktown City Centre – Warrick Lane development – University campus – Health precinct – Council offices
3. Riverstone Town Centre master plan
4. Animal Rehoming Centre

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

A Planning Proposal which seeks to rezone parts of the Blacktown and Mount Druitt CBDs from B3 Commercial Core to B4 Mixed Use is the best means to achieve Council's vision to support the creation of the Blacktown and Mount Druitt CBDs as strong mixed use centres that are activated by their own residential populations, as:

- the reduction or removal of the B3 Commercial Core zone, to be replaced by the B4 Mixed Use zone, will provide greater opportunity for residential development to occur
- increased building heights in both CBDs aim to make new developments more viable
- the introduction of incentive building heights for Key and Gateway Sites in both CBDs will allow for additional community infrastructure to be provided to support increased density

- the removal of FSR controls will alleviate the conflict that arises between FSR and Height of Building controls, when an applicant cannot achieve the maximum FSR due to the Height of Building control.

The draft plans for the redevelopment of the Warrick Lane car park propose the relocation of the existing car parking spaces into a basement car park below the RE1 Public Recreation zone on 81-97 Main Street, Blacktown. Car parks are not a permissible land use in the RE1 Public Recreation zone under Blacktown Local Environmental Plan 2015. Rather than create a new planning proposal to permit car parks in the RE1 zone, it is considered more efficient to amend the existing Planning Proposal for the Blacktown and Mount Druitt CBDs to permit car parks on the RE1 Public Recreation zoned land on 81-97 Main Street, Blacktown. This would be achieved as an additional permitted use on the land.

Council owned land needs to be classified under the Local Government Act 1993 as either Community or Operational Land. The majority of the properties that form Reserve 474, the RE1 zoned land on Main Street have been classified as Operational Land in order to enable the car park to be development. The exception is Lot 5A DP 11349, 91 Main Street, Blacktown. Seeking to reclassify Lot 5A DP 11349 through this planning proposal is the most expeditious way of seeking the reclassification of the land. This will alleviate the need to prepare a standalone planning proposal, which may take between 12 to 18 months to finalise.

3.2 Section B – Relationship to strategic planning framework

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)?

Metropolitan Strategy

A Plan for Growing Sydney is the NSW Government's metropolitan strategy for Sydney, published in December 2014. Relevant directions from *A Plan for Growing Sydney* are noted at Table 2 below.

A Plan for Growing Sydney Strategic Directions and Policy Settings	Consistency / Response
Goal 1: A competitive economy with world-class services and transport	
Direction 1.4 Transform the productivity of Western Sydney through growth and investment <ul style="list-style-type: none"> Growth targeted towards strategic centres New jobs close to centres; access to knowledge jobs in centres 	Yes Although the Planning Proposal calls for the reduction in the extent of the B3 zone in the Blacktown CBD and the removal of the B3 zone from the Mount Druitt CBD, Council's economic analysis provides evidence that there will be sufficient land available in both centres to support the limited employment growth that is predicted to occur in the future.
Direction 1.7 Grow strategic centres – providing more jobs closer to home <ul style="list-style-type: none"> Focus growth in strategic centres and transport corridors Invest in strategic centres across Sydney to grow jobs and housing and create vibrant hubs of activity 	Yes The Planning Proposal seeks to rezone most of the B3 Commercial Core zoned land in the Blacktown CBD and all of the B3 zoned land in Mount Druitt to B4 Mixed Use. This will facilitate mixed use development, allowing for a larger resident population in both CBDs, with sufficient land available to ensure employment growth meets future demand. Growth is focussed around both CBDs which are serviced by high frequency public transport.
Goal 2: A city of housing choice, with homes that meet our needs and lifestyles	
Direction 2.1: Accelerate housing supply across Sydney <ul style="list-style-type: none"> An additional 664,000 dwellings required across Sydney over the next 20 years Action 2.1.1 Accelerate housing supply in and around strategic centres 	Yes The rezoning will release an additional 24 hectares of land within the Mount Druitt Town Centre and an additional 12 hectares in the Blacktown CBD for mixed use development which will permit the construction of shop top housing.
Direction 2.2: Accelerate urban renewal across Sydney – providing homes closer to jobs <ul style="list-style-type: none"> The government will support Council-led urban infill and local efforts to lift housing production around centres New housing for centres that have public transport able to carry large numbers 	Yes The rezoning will release an additional 24 hectares of land within the Mount Druitt Town Centre and an additional 12 hectares in the Blacktown CBD for mixed use development which will permit the construction of shop top

A Plan for Growing Sydney Strategic Directions and Policy Settings	Consistency / Response
<ul style="list-style-type: none"> New housing in strategic centres 	housing.
Direction 2.3: Improve housing choice to suit different needs and lifestyles	Yes
<ul style="list-style-type: none"> Research indicates a shortage of apartments in outer Sydney 	The rezoning will release land for mixed use development which will permit the development of shop top housing in a range of different forms.
Provisions for the West Central Sub Region	Consistency / Response
<i>Accelerate housing supply, choice and affordability and build great places to live</i>	
<ul style="list-style-type: none"> Work with councils to identify suitable locations for housing and employment growth coordinated with infrastructure delivery (urban renewal), including around Priority Precincts, established and new centres, and along key public transport corridors including the North West Rail Link, the Western Line, the Cumberland Line, the Carlingford Line, the Bankstown Line, Sydney Rapid Transit and bus T-Ways 	<p>Yes</p> <p>Both the Blacktown and Mount Druitt CBDs are located on major transport corridors. The rezoning will permit the construction of shop top housing which will increase residential development in key centres. Local supply and demand are matched as there is sufficient space available for employment growth, which will be activated by the demands of the increased population.</p>
PRIORITIES FOR STRATEGIC CENTRES – BLACKTOWN	
<ul style="list-style-type: none"> Work with council to retain a commercial core in Blacktown as required, for long term employment growth 	Over 5 hectares of land will remain zoned B3 Commercial Core, with a Height of Building control of 80 metres to provide sufficient capacity for long term employment growth.
<ul style="list-style-type: none"> Work with council to provide capacity for additional mixed use development in Blacktown including offices, retail, services and housing 	The rezoning will release an additional 24 hectares of land within the Mount Druitt Town Centre and an additional 12 hectares in the Blacktown CBD for mixed use development, which will permit the construction of shop top housing.

Draft District Plan

The Draft West Central District Plan is the district strategy that applies to the Blacktown LGA. It was released in November 2016. Relevant priorities from the Draft District Plan that relate to this Planning Proposal are noted at Table 3 below.

Draft West Central District Plan Directions and Policy Settings	Consistency / Response
Relevant priorities for 'A Productive City'	
Productivity Priority 3 Manage growth and change in strategic and district centres and, as relevant local centres.	<p>The Planning Proposal is consistent with this Priority.</p> <p>The Planning Proposal zones land in the Blacktown CBD B3 Commercial Core zone to support the operation and viability of non-</p>

Draft West Central District Plan Directions and Policy Settings	Consistency / Response
	<p>residential uses including local office markets.</p> <p>The Planning Proposal provides the capacity to achieve the job targets set for the Blacktown CBD by zoning land in the Blacktown CBD either B3 or B4 and applying generous height of building controls. These planning controls ensure there is sufficient floor space available to meet the future demand for retail services, health and medical services, support office accommodation, as well as, investment grade office development.</p> <p>Whilst the Planning Proposal removes the B3 Commercial Core zone from Mount Druitt, the job target set for Mount Druitt can still be achieved within the B4 Mixed Use zone, as it is forecasted that most of the jobs growth in Mount Druitt will occur in retail services or support office services.</p>
<p>Productivity Priority 6: Grow economic activities in Blacktown Strategic Centre</p>	<p>The Planning Proposal is consistent with this Priority.</p> <p>Whilst the Planning Proposal proposes to reduce the amount of land zoned B3 in the Blacktown CBD, over 5 hectares of land will remain zoned B3 Commercial Core. A Height of Building control of 80 metres provides sufficient capacity for long term employment growth.</p> <p>The B4 Mixed Use Zone will provide sufficient capacity to grow economic activities in the Blacktown CBD by providing capacity for growth in retail floor space, support office development and residential development.</p> <p>It is important to note that Council is a key landowner in the Blacktown CBD. Council can grow economic activities within the Blacktown CBD and respond to any target set for either employment or housing through the redevelopment of its own land holdings.</p>

Draft West Central District Plan Directions and Policy Settings	Consistency / Response
<p>Productivity Priority 8: Prioritise the provision of retail floor space in centres</p>	<p>The Planning Proposal is consistent with this Priority.</p> <p>There is a forecasted retail growth of 3,178sqm per annum Gross Lettable Area Retail for the Blacktown CBD. The planning proposal ensures that there will be over 40 hectares of land zoned where retail floor space is permissible.</p> <p>There is a forecasted demand for is 1,760sqm per annum of Gross Lettable Area Retail in Mount Druitt. The planning proposal ensures that there will be over 38 hectares of land zoned where retail floor space is permissible.</p> <p>This quantum of land, combined with generous height of building controls should ensure there is sufficient land available to cater for the predicted growth in retail floor space in the Blacktown and Mount Druitt CBDs.</p>
Relevant priorities for ‘A Liveable City’	
<p>Livability Priority 1: Deliver West Central District’s five-year housing supply target</p>	<p>The Planning Proposal is consistent with this Priority.</p> <p>The Planning proposal increases the capacity of residential development in the Blacktown and Mount Druitt CBDs by increasing the area of land where shoptop housing is permissible and by increasing the Height of building controls in each centre.</p>
<p>Livability Priority 2: Deliver housing diversity</p>	<p>The Planning Proposal is consistent with this Priority.</p> <p>Providing increased capacity for residential development in the Blacktown and Mount Druitt CBDs should promote greater housing diversity through the provision of an increased supply of apartments. Higher Height of Building controls should also promote greater housing diversity through a more diverse supply of apartment type as developers are more likely to supply 3 and 4 bedroom dwellings in taller apartment buildings due to the views offered by these taller</p>

Draft West Central District Plan Directions and Policy Settings	Consistency / Response
	buildings.
Liveability Priority 3: Implement the Affordable Rental Housing Target	<p>There is no current local or District housing strategy that has identified current or future need for affordable rental housing in the Blacktown or Mount Druitt CBDs.</p> <p>There are also no guidelines developed by the Greater Sydney Commission or Department of Planning on how the affordable rental housing target will be implemented at the rezoning stage.</p>

Is the Planning Proposal consistent with the local council's Community Strategic Plan or other local strategic plan?

Blacktown City 2030 – City of Excellence is Council's Community Strategic Plan. It establishes a framework to enable Council to manage the future growth of the City. This Plan was released in 2013, before Council's decision to not pursue Regional City Status for Blacktown.

The relevant Strategic Directions and trigger projects are responded to in the Table below.

Blacktown City 2030 – City of Excellence Strategic Directions	Consistency/Response
<p>A vibrant and inclusive City Ensure that our local communities continue to be welcoming, vibrant and inclusive, individuals and groups achieve their potential and the City prospers as a centre of culture, art and learning</p>	This Planning Proposal will facilitate mixed use development, including shop top housing. The intention is to create a vibrant city with an active night-time economy. A mix of residential and employment uses activating the CBD will serve and benefit the whole City.
<p>A growing city supported by infrastructure Provide well-planned and liveable neighbourhoods with housing that meets the diverse needs for our growing community and is supported by transport and infrastructure that serves our current and future needs</p>	This Planning Proposal will increase the numbers of dwellings created in the two CBDs. Regard for the public domain will provide an attractive and liveable urban environment.

Blacktown City 2030 – City of Excellence TRIGGER PROJECTS	Consistency/Response
<p>Blacktown City Centre To provide a mix of business, employment, recreation, health, cultural, entertainment and education uses that promote a vibrant City Centre</p>	This Planning Proposal will permit an increase in the number of dwellings within the two CBDs, which will support businesses, and health, cultural, entertainment and education uses. The B4 Mixed Use zone will also create an active city, with ground floor commercial uses providing space for support offices, health services and hospitality.

Is the Planning Proposal consistent with the applicable state environmental planning policies?

State Environmental Planning Policy	Consistency/Response
SEPP 32 – Urban Consolidation (Redevelopment of Land)	Yes This Planning Proposal will promote the orderly and economic development of land by enabling mixed use development of existing commercially zoned land that has failed to be developed under existing planning controls.
SEPP 55 – Remediation of Land	Yes Clause 6 of SEPP 55 requires that, in preparing an environmental planning instrument, a planning authority is not to include in a zone any land that would permit a change of use to land that is: <ul style="list-style-type: none"> • in an investigation area; or • land in which a contaminating activity as identified in the contaminated land planning guidelines and is known to have been carried out; or • the proposed use includes residential use, unless there is no knowledge of prior contaminating use on the land, and on which it would have been lawful to carry out such development during any period in respect of which there is no knowledge (or incomplete knowledge). There is no knowledge of prior contaminating uses on the land and the shop top housing uses are therefore in compliance with this SEPP.
SEPP 64 - Advertising and Signage	Yes This Planning Proposal will not contradict or hinder the application of this SEPP.
SEPP (Building Sustainability Index: BASIX) 2004	Yes This Planning Proposal will not contradict or hinder the application of this SEPP.
SEPP (Exempt and Complying Development Codes) 2008	Yes This Planning Proposal will not contradict or hinder the application of this SEPP.
SEPP (Infrastructure) 2007	Yes This Planning Proposal will not contradict or hinder the application of this SEPP.

Is this Planning Proposal consistent with applicable Ministerial Directions (s. 117 directions)?

Number Directions/Objectives	Consistency/Response
1 Employment and Resources 1.1 Business and Industrial Zones	Consistent
(4)(c) requires that a Planning Proposal that will affect land within an existing business zone must not reduce the total potential floor space area for employment uses and related services in business zones .	This Planning Proposal seeks to rezone a proportion of the B3 Commercial Core zoned land in the Blacktown CBD, and all the B3 Commercial Core zoned land in the Mount Druitt CBD, to B4 Mixed Use. Total potential floor space

Number	Directions/Objectives	Consistency/Response
	<p>(5)(b) permits a Planning Proposal to be inconsistent with this direction where justified by a study (prepared in support of the Planning Proposal) which gives consideration to the objectives of this direction.</p>	<p>for employment uses has not been reduced.</p> <p>The increased B4 Mixed Use zone will allow for a larger resident population in the two CBDs, which will increase the demand for retail and support services. This will in turn spur increased commercial development in both CBDs. The economic study has shown that the demand for investment grade office development is minimal, if at all, in Mount Druitt and very limited in Blacktown. Commercial development is mainly support offices, servicing the residential community. The increased demand provided by an expanded residential population would therefore create more jobs in both CBDs.</p>
<p>2. Environment and Heritage 2.3 Heritage Conservation</p> <p>A Planning Proposal must contain provisions that facilitate the conservation of:</p> <p>(4)(a) items, places, buildings, works, relics, moveable objects or precincts of environmental heritage significance to an area, in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item, area, object or place, identified in a study of the environmental heritage of the area.</p> <p>(5) A Planning Proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Director-General of the Department of Planning (or an officer of the Department nominated by the Director-General) that:</p> <p>(a) the environmental or indigenous heritage significance of the item, area, object or place is conserved by existing or draft environmental planning instruments, legislation, or regulations that apply to the land .</p>	<p>Yes</p> <p>The Planning Proposal does not seek to change the existing Standard Instrument clause contained in Blacktown LEP 2015, Clause 5.10 Heritage Conservation and does not remove any listed heritage items in the two CBDs.</p>	
<p>3. Housing, Infrastructure and Urban Development 3.1 Residential Zones</p> <p>(4) A Planning Proposal must include provisions that encourage the provision of housing that will:</p> <p>(a) broaden the choice of building types and</p>	<p>Yes</p> <p>The proposed B4 Mixed Use zone will substantially increase the supply of land for shop top housing.</p>	

Number	Directions/Objectives	Consistency/Response
	<p>locations available in the housing market, and</p> <p>(b) make more efficient use of existing infrastructure and services, and</p> <p>(c) reduce the consumption of land for housing and associated urban development on the urban fringe, and</p> <p>(d) be of good design.</p> <p>(5) A Planning Proposal must, in relation to land to which this direction applies:</p> <p>(a) contain a requirement that residential development is not permitted until land is adequately serviced (or arrangements satisfactory to the council, or other appropriate authority, have been made to service it), and</p> <p>(b) not contain provisions which will reduce the permissible residential density of land.</p>	
3.4 Integrating Land Use and Transport	<p>The objectives of this direction are:</p> <p>(a) improving access to housing, jobs and services by walking, cycling and public transport, and</p> <p>(b) increasing the choice of available transport and reducing dependence on cars, and</p> <p>(c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and</p> <p>(d) supporting the efficient and viable operation of public transport services, and</p> <p>(e) providing for the efficient movement of freight.</p>	<p>Yes</p> <p>This Planning Proposal is consistent with the objectives of this direction in that it will permit increased mixed use development in the Mount Druitt and Blacktown CBDs, which are highly central and well serviced city centres, close to essential services, amenities and on major public transport routes.</p>
3.5 Development Near Licensed Aerodromes	<p>(4) In the preparation of a Planning Proposal that sets controls for the development of land in the vicinity of a licensed aerodrome, the relevant planning authority must:</p> <p>(a) consult with the Department of the Commonwealth responsible for aerodromes and the lessee of the aerodrome,</p> <p>(b) take into consideration the Obstacle Limitation Surface (OLS) as defined by that Department of the Commonwealth,</p> <p>(c) for land affected by the OLS:</p> <p>(i) prepare appropriate development standards, such as height, and</p> <p>(ii) allow as permissible with consent development types that are compatible with the operation of an aerodrome</p>	<p>Yes</p> <p>The Blacktown and Mount Druitt CBDs are not in the vicinity of a licensed aerodrome. Additionally, they are not in the OLS of Bankstown Aerodrome or the proposed OLS of the Western Sydney Airport.</p>

Number	Directions/Objectives	Consistency/Response
	d) obtain permission from that Department of the Commonwealth, or their delegate, where a Planning Proposal proposes to allow, as permissible with consent, development that encroaches above the OLS. This permission must be obtained prior to undertaking community consultation in satisfaction of section 57 of the Act.	
4. Hazard and Risk		Yes
4.1 Acid Sulfate Soils		
	The direction requires that: (6) A relevant planning authority must not prepare a Planning Proposal that proposes an intensification of land uses on land identified as having a probability of containing Acid Sulfate Soils on the Acid Sulfate Soils Planning Maps unless the relevant planning authority has considered an acid sulphate soils study assessing the appropriateness of the change of land use given the presence of acid sulfate soils. The relevant planning authority must provide a copy of any such study to the Director-General prior to undertaking community consultation in satisfaction of section 57 of the Act.	No part of the Mount Druitt or Blacktown CBDs are mapped as having Acid Sulfate Soils.
4.3 Flood Prone Land		Yes
	The objectives of this direction are: a) to ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and b) to ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land.	Blacktown CBD has a small area of flood prone land that is contained within one site. However this land has been zoned of a commercial or mixed use purpose since Blacktown LEP 1988. This does not apply to Mount Druitt CBD, as there is no flood prone land in the centre.
6. Local Plan Making		Yes
6.2 Reserving Land for Public Purposes		
	The objectives of this direction are: a) to facilitate the provision of public services and facilities by reserving land for public purposes, and b) to facilitate the removal of reservations of land for public purposes where the land is no longer required for acquisition.	This planning proposal does not seek to reduce the amount of land zoned for open space in the Blacktown or Mount Druitt CBDs.
7 Metropolitan Planning		Yes
7.1 Implementation of <i>A Plan for Growing Sydney</i>		

Number	Directions/Objectives	Consistency/Response
	Planning Proposals shall be consistent with A <i>Plan for Growing Sydney</i>	Consistency with A <i>Plan for Growing Sydney</i> is demonstrated above.

3.3 Section C – Environmental, social and economic impact

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

No impacts. The subject sites are located in the built-up areas of the Blacktown and Mount Druitt centres.

Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

This Planning Proposal seeks to facilitate Mixed Use development in the Mount Druitt and Blacktown CBDs. It has been prepared according to the vision for those two CBDs as developed by Blacktown Council and not to facilitate any particular development. The environmental impacts of any specific development facilitated by this Planning Proposal would be considered pursuant to a development application.

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

The rezoning of the B3 Commercial Core zone to B4 Mixed Use will facilitate an increase in the residential population in both CBDs. This will in turn increase the demand for retail and support office development, offering jobs. The demand for investment grade commercial development, which is suited to B3 Commercial Core zoned land, is minimal. The demand for residential development is strong. The expert report provides the economic rationale for this Planning Proposal and it is attached to this document at **Attachment 1**

An architectural and urban design study was undertaken by Bates Smart Architects to ensure that the impacts of increased building heights would be minimised. Bates Smart recommended locations where building height controls may increase, with consideration to through site linkages. The urban design study is attached to this document at **Attachment 2**.

3.4 Section D – State and Commonwealth interests

Is there adequate public infrastructure for the Planning Proposal?

Both CBD's are well serviced by existing public infrastructure assets required to service their population.

Consultation with the Department of Education will be undertaken to ensure they are aware of the potential increase in school enrolments into the future due to the potential increase in population that this Planning Proposal may facilitate.

What are the views of State and Commonwealth Public Authorities consulted in accordance with the gateway determination, and have they resulted in any variations to the Planning Proposal?

Relevant State and Commonwealth Public Authorities will be consulted in accordance with any Gateway Determination that may be issued by the Department of Planning and Environment.

Is there a net community benefit?

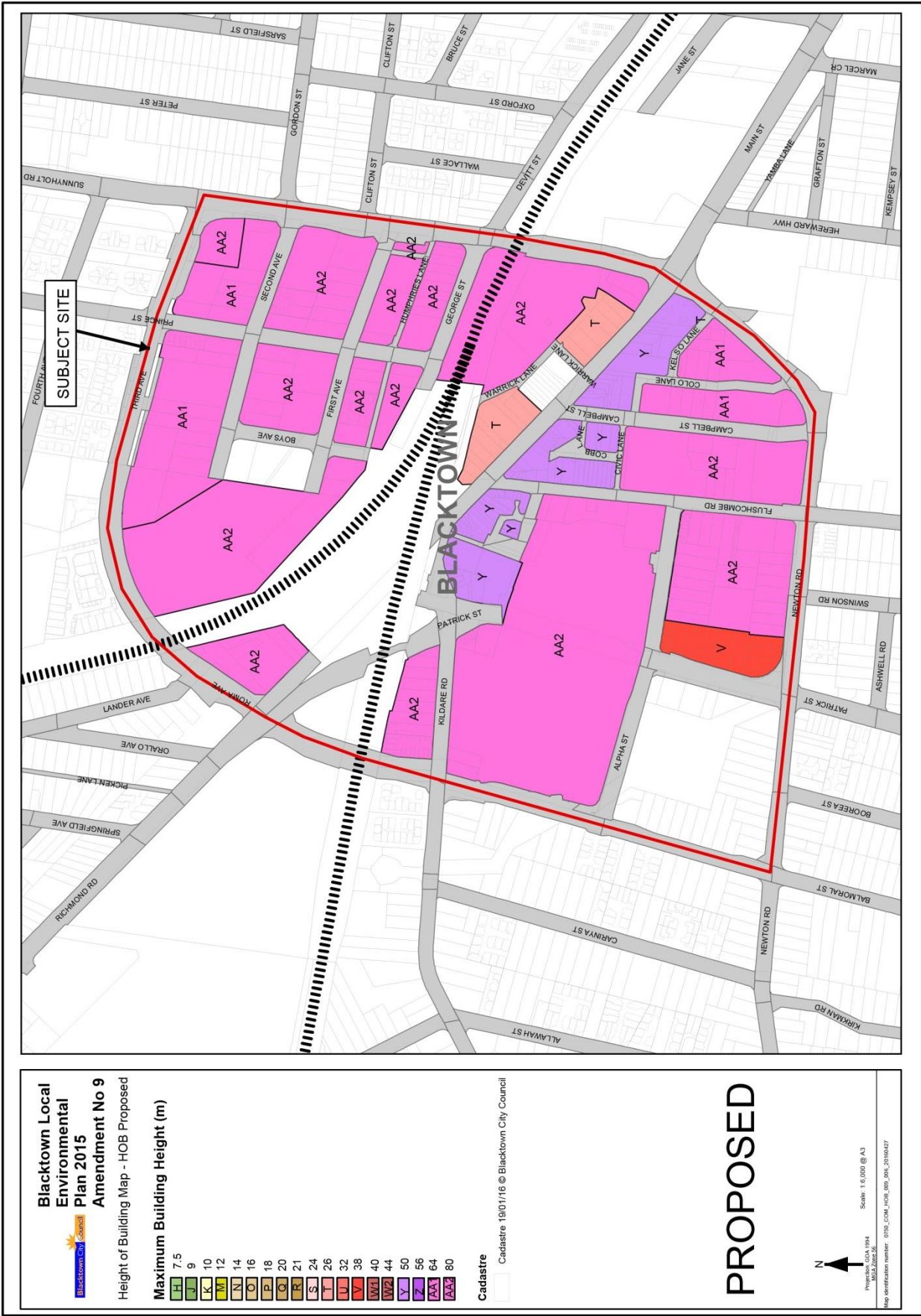
The Planning Proposal will result in a net community benefit as it will encourage mixed use development, servicing the growing population with residential accommodation and retail and support office development, needed by the local population.

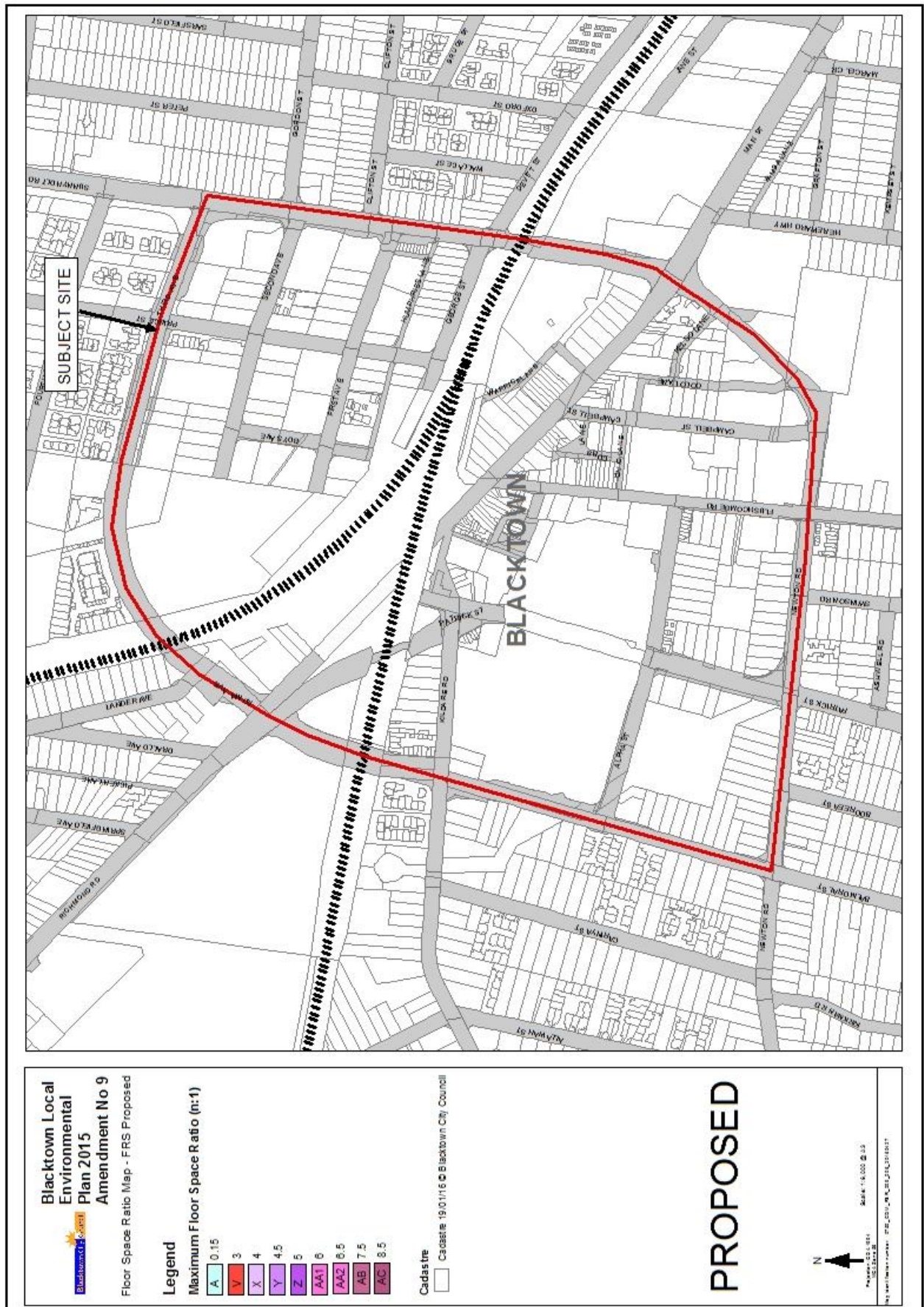
PART 4 – Mapping

Figure 9: Proposed amendments to LZN 013 and LZN 014



Figure 10: Proposed amendments to HOB 013 and HOB 014





Blacktown Local Environmental Plan 2015 Amendment No 9

Incentive Height of Building Map

Legend

Maximum Building Height (m)

AA3 100

Cadastre

Cadastre 19/01/16 © Blacktown City Council

PROPOSED

Scale: 1:0,000 @ A3

Projection: GDA 1984
MGA Zone 56

Map identification number: 0756_COM_HOIL_000_000_20160427

PROPOSED

Figure 13: Proposed amendments to LZN 008

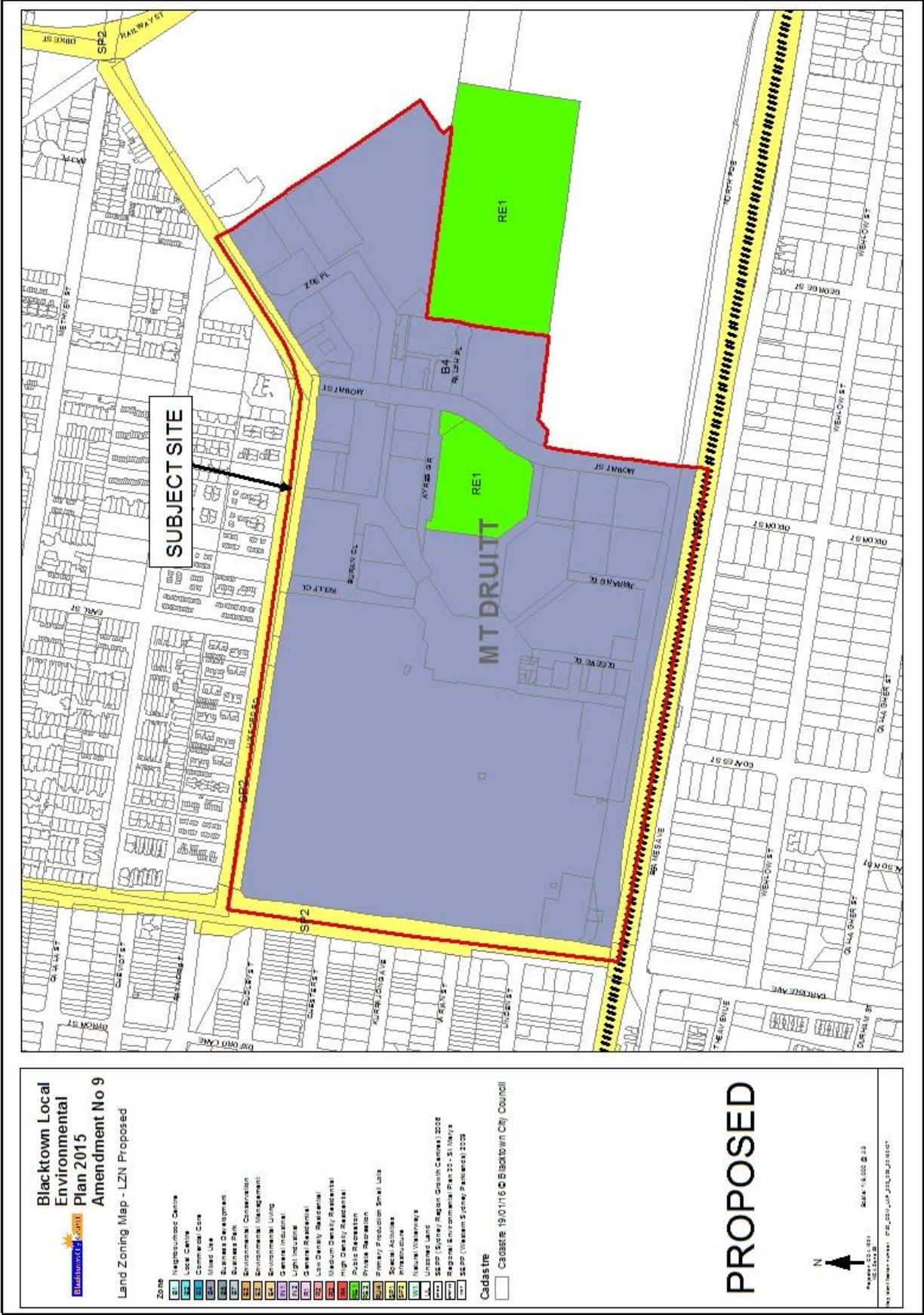


Figure 14: Proposed amendments to HOB 008

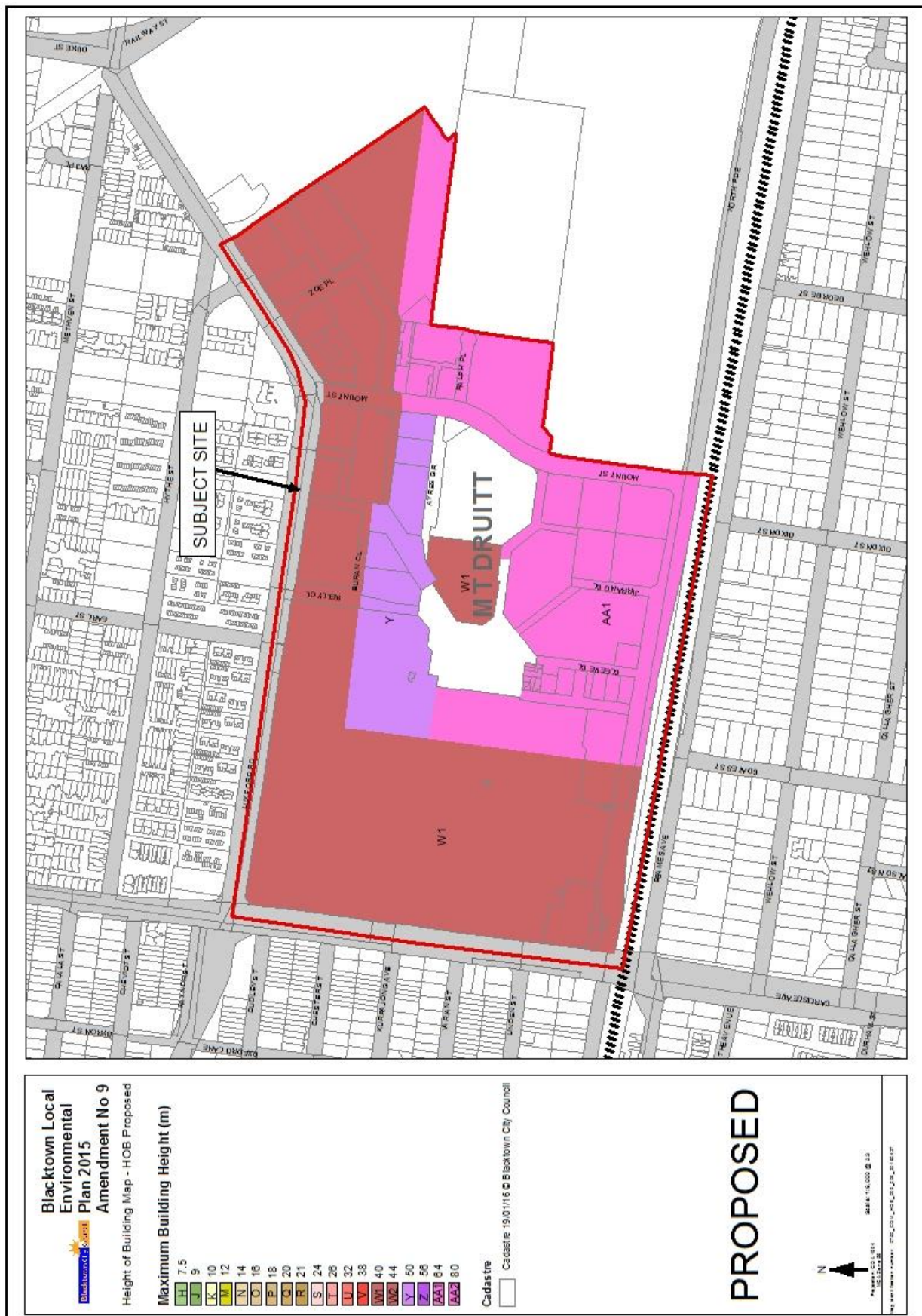


Figure 15: Proposed amendments to FSR 008

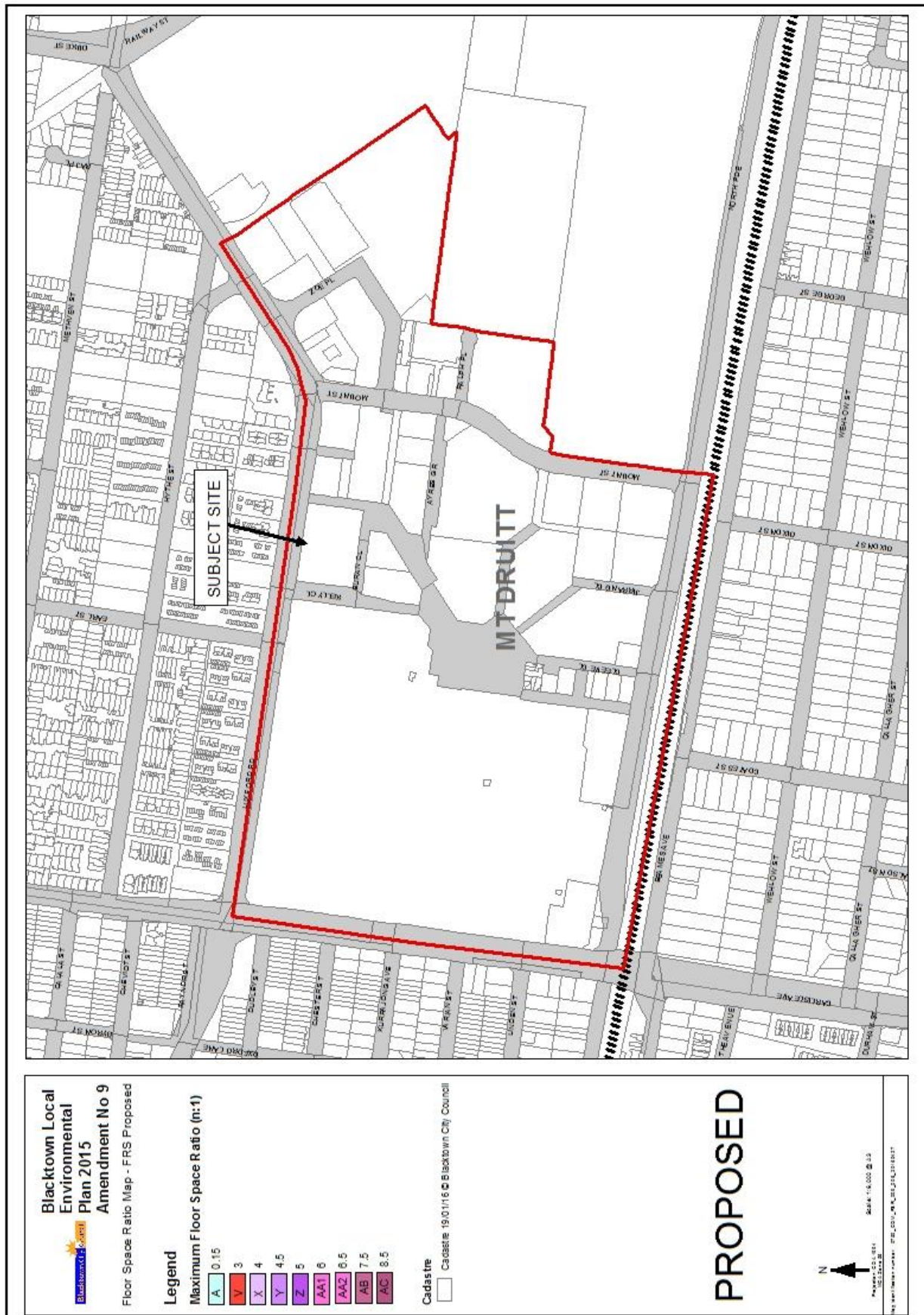
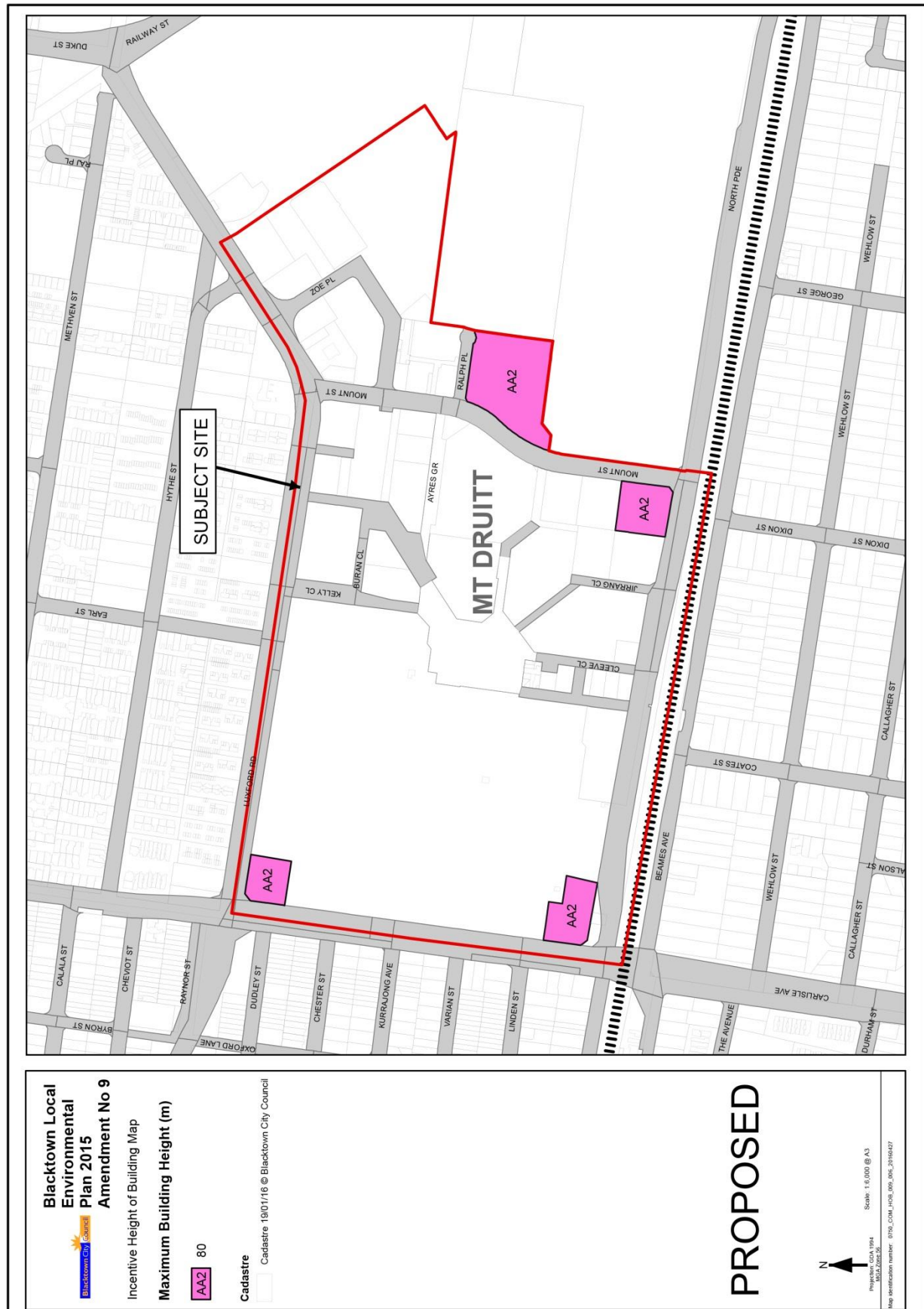


Figure 16: Proposed Incentive HOB 008



PART 5 – Community consultation

Public consultation is to be consistent with Clause 57 of the Environmental Planning and Assessment Act 1979. The scope of public consultation required would be detailed in the Gateway Determination.

PART 6 – Project timeline

Tasks	Timeframe
Revised Gateway Determination	June/July 2018
Public Authority Consultation	August 2018
Community Consultation for reclassification	September 2018
Update Planning Proposal/report to Council	November 2018
Department review of final Planning Proposal	December 2018

APPENDIX 1 - INFORMATION TO RECLASSIFY PUBLIC LAND THROUGH AN LEP

1a. Address Section 117 Direction 6.2 Reserving Land for Public Places

This planning proposal is justifiably inconsistent with this direction. It seeks to reclassify Lot 5A DP 11349 which forms part of the newly created Reserve 474 from community to operational as it is the only lot that forms Reserve 474 that has a community land classification. All of the other lots that form Reserve 474 are classified as operation land.

This lot needs to be classified as operational to allow for the construction of a basement car park which is an integral component of the redevelopment of Reserve 474 which will see the creation of a new central park for the Blacktown CBD.

1b. Address the checklist in Practice Note PN 16-001

- **The current and proposed classification of the land**

The land is currently classified “community”. The Planning Proposal proposes to reclassify it “operational”.

- **Whether the land is a ‘public reserve’ (defined in the LG Act)**

The land is a ‘public reserve’ as defined in the Local Government Act.

- **The strategic and site merits of the reclassification and evidence to support this**

The redevelopment of Reserve 474 is the first stage of the Warrick Lane Redevelopment. The Warrick Lane redevelopment is one of Council's key Transformation Projects as identified in our Community Strategic Plan.

The transformational projects identify key priorities for our community, including “breakthrough” areas to advance the long term strategy. Council, along with the other relevant stakeholders, will work towards delivering these projects, ensuring the vision is achieved. The transformational projects support delivery of the strategic directions. As strategies are confirmed, they will also become key actions in the Delivery Program and Operational Plan

- **Whether the planning is the result of a strategic study or report**

Yes, the urban design analysis undertaken by Cox Architects and JMD Landscape Architects identified the better use of the land by incorporating an underground car park and two flanking buildings to activate the reserve.

- **Whether the planning proposal is consistent with the council's community plan or other local strategic plan**

Our Blacktown 2036 outlines Council's practical approach to achieving community's aspirations for the City. Alongside the 6 strategic directions is a set of transformational projects that completes the vision for the City. The transformational projects identify key priorities for our community, including “breakthrough” areas to advance the long term strategy. Council, along with the other relevant stakeholders, will work towards delivering these projects, ensuring the vision is achieved. The transformational projects support delivery of the strategic directions. As strategies are confirmed, they will also become key actions in the Delivery Program and Operational Plan. The projects identified that will help transform Blacktown City include:

1. Blacktown International Sportspark (BISP) – BISP Master Plan – International Centre of Training Excellence
2. Blacktown City Centre – Warrick Lane development – University campus – Health precinct – Council offices
3. Riverstone Town Centre master plan
4. Animal Rehoming Centre

At the time of adoption of this Community Strategic Plan, the transformational projects are at different stages of development.

- **Whether an interest in land is proposed to be discharged, and if so, an explanation of the reasons why**

At this stage, Council has not resolved to discharge its interest in the land.

- **The effect of the re-classification (including the loss of public open space, the land ceases to be a public reserve or particular interests will be discharged)**

The reclassification of this central part of the reserve from community to operational is required to facilitate the redevelopment of this part of Reserve 474 to achieve Council's vision. Without the reclassification, Council would not be able to develop the land to allow for mixed use development to occur. It is this mixed use development that will activate the reserve.

- **Evidence of public reserve status or relevant interests, or lack thereof applying to the land (e.g. electronic title issues, notice in a Government Gazette, trust documents)**

This information is summarised in the table at Table 1 to the Planning Proposal.

- **Current use(s) of the land, and whether uses are authorised or unauthorised**

The lot is currently vacant awaiting demolition.

- **Current or proposed lease or agreements applying to the land, together with their duration, terms and controls**

There are no current leases that apply to the land. Currently, there are no proposed leases or agreements for the lot.

- **Current or proposed business dealings (e.g. agreement for the sale or lease of the land, the basic details of any such agreement and if relevant, when council intends to realise its asset, either immediately after re-classification or at a later time)**

The only current business dealings are as indicated in Table 1.

- **Any rezoning associated with the reclassification (if yes, need to demonstrate consistency with the endorsed Plan of Management or strategy)**

The lot will remain zoned RE1 to facilitate the construction of a park with basement car parking. This planning proposal also seeks to add 'car parks' as an additional permitted use to the properties zoned RE1 to allow for the construction of a basement car park.

- **How Council may or will benefit financially, and how these funds will be used.**

Council may enter into leaseholds with third parties. It has no intention at this time to dispose of land.

Table 1 INFORMATION TO RECLASSIFY LAND THROUGH AN LEP

Lot/DP	5A/11349
Land use	Community
Zoning	RE1
Lot/DP when acquired	5A/11349
Acquisition date	21/12/2017
How land was acquired	Negotiated
Transfer	
Trusts/Interests	Nil

Addendum to Planning Proposal to address the requirements of the Gateway Determination

1. Include an approximate maximum residential and employment yield generated by the proposal in each CBD

Residential Yield

The planning proposal will increase the residential yield or overall capacity of residential development in Blacktown CBD by approximately 3,700 Dwellings. Bonus heights provision will provide an additional yield of approximately 1,100 dwellings.

The planning proposal will increase the residential yield or overall capacity of residential development in the Mount Druitt CBD by approximately 2,100 Dwellings. Bonus heights provision will provide an additional yield of approximately 700 dwellings.

Employment Yield

The planning proposal has the potential to yield an additional 16,500 jobs in the Blacktown CBD. This creates an overall capacity of approximately 29,700 jobs within the Blacktown CBD.

The planning proposal has the potential to yield an additional 15,100 jobs in the Mount Druitt CBD. This creates an overall capacity of approximately 21,800 jobs within the Mount Druitt CBD.

2. Include additional information on the capacity of community infrastructure for the proposed growth including impacts on the following:

Parks and public spaces

The Blacktown and Mount Druitt CBD's have existing parks and public spaces located within the CBD's or within walking distance of the CBD's that provide passive and active recreational activities. These parks and reserves have the ability to be augmented to provide additional capacity to service an increase in population.

Parks and reserves located within the CBDs or within walking distance of the CBDs include:

- | | |
|-----------------------------------------------------------------|---------------------|
| • Blacktown - Alpha Park - | approx. 3Hectares |
| • Blacktown - Blacktown Showground - | approx. 17Hectares |
| • Blacktown - Captain Cook Memorial Park No 1 - | approx. 1.3Hectares |
| • Blacktown - Joseph Frank Park - | approx. 2.5Hectares |
| • Blacktown - Reserve 777 (Cnr Fourth Avenue and Prince Street) | approx. 4100sq.m |
| • Mount Druitt -Town Centre Reserve | approx. 5 Hectares |
| • Mount Druitt - Mount Druitt Aquatic Centre | approx. 1.6Hectares |
| • Mount Druitt- Town Square | approx. 1.2Hectares |
| • Mount Druitt - William Mason Reserve | approx. 2.7Hectares |
| • Mount Druitt – Bukari Reserve | approx. 1 Hectare |
| • Mount Druitt – Shennan Walkway | approx. 3000sq.m |
| • Mount Druitt – Luke Park | approx. 5000sq.m |
| • Mount Druitt – Monaghan Reserve | approx. 3000sq.m |

As well as the existing parks and public spaces, we are also proposing two new areas of open space that within the Blacktown CBD, these are:

- | | |
|------------------------------------|------------------|
| • Blacktown - The Northern Landing | approx. 6200sq.m |
| • Blacktown - Main Street | approx. 3100sq.m |

Community buildings including local schools and child care

Community Buildings

Both the Blacktown and Mount Druitt CBD's contain a range of community buildings with capacity to service an increase in population including:

- Max Webber Library
- Alpha Park Community Hall
- Blacktown Arts Centre
- Blacktown Senior Citizen Centre
- Bowman Hall
- Mount Druitt Community Hub, Senior Citizen Centre and Library
- Mount Druitt Community Hall

Schools

There are a number of existing Educational Establishments within a 1.5km catchment of the Blacktown and Mount Druitt CBDs. Consultation with the Department of Education will be undertaken to ensure that they are aware of a potential increase in enrolments at local schools.

However, Educational Establishment are permitted with consent in the B4 Mixed Use zone, therefore there is ability to development new Educational Establishment with the Blacktown or Mount Druitt CBDs to provide additional capacity to address increases in enrolments due to population increase.

Schools include:

- Blacktown South Public School, Blacktown North Public School, Blacktown West Public School. Seven Hills West Public School, St Patrick Catholic Primary School, Blacktown High School (Boys and Girls), Patrician Brothers College, Coreen School and TAFE Western Sydney Institute, Blacktown College.
- Mount Druitt Public School, Colyton Public School, Rooty Hill Public School, Sacred Heart Catholic School, St Aldans Catholic School, Rooty Hill High School, Chifley College, Loyola Senior High School, Bethel Christian School, St Bishoy Coptic Orthodox College, Australian Islamic College of Sydney and TAFE Western Sydney Institute, Mount Druitt College.

Child care

There are a number of child care centres in or near of the Blacktown and Mount Druitt CBDs. As child care centres are generally operated by private operators, the potential increase in population created by this planning proposal should create additional opportunities for child care providers to cater for any increase in demand due to population growth. Child care centres are a permitted with consent in the B4 Mixed Use zone.

Car parking

Blacktown CBD

Council's Parking Management Plan (PMP) acknowledges that if Council's vision for the Blacktown CBD is to be achieved, it will need to identify additional sites for the construction of multi deck car parking stations to cater for an increased demand for spaces. This would be achieved through Satellite Parking facilities on the periphery of the CBD's. Shuttle buses or a free transit would be provided to connect the parking to the CBD.

However, Councils current car parking stock and current planning controls that require new development to provide car parking on site provide sufficient existing capacity within the Blacktown CBD.

Off-street public car parks in the Blacktown CBD include:

- Westpoint Car Park 4800 car spaces up to 3 hours free.
- Warrick Lane Car Park 335 total car spaces - up to 4 hours
- Kmart Alpha Street Car Park 282 total car spaces - 4 hours
- Colo Lane Car Park 516 total car spaces - up to 3 hours
- Kelso Lane Car Park 37 total car spaces - 2 hours
- David Lane Car Park 26 total car spaces - 1 hour
- Newton Road 76 total car spaces – unrestricted
- First Avenue Commuter Car Park 489 car spaces
- Blacktown Station Commuter Car Park 117 spaces
- Humphries Lane Car Park 113 spaces
- Boys Ave Commuter Car Parking 122 spaces

Mount Druitt

Current car parking stock and planning controls that require new development to provide car parking on site provide sufficient existing capacity within the Mount Druitt CBD.

Off-street public car parks in the Mount Druitt CBD include:

- The Mount Druitt Hub Car Park 157 car spaces
- Commuter Car Park 220 car spaces
- Jirang Close Car Park 110 car spaces
- Shopsmart Outlet Centre 370 car spaces
- Vegas Parking lot (Paid day parking) 270 car spaces
- Westfield Car Park 2450 car spaces

Pedestrian links and cycle ways

Blacktown City Council's Integrated Transport Management Plan (ITMP) contains a Walking and Cycling Action Plan to address population growth with the Blacktown LGA. The Walking and Cycling Action Plan aims to:

- Increase the proportion of trips that can be undertaken by non-car modes
- Improve the general walking environment
- Increase cycling mode share of bicycle trips to 5% by 2016 (NSW State Plan 2010)
- Encourage active transport and active lifestyles
- Enhance liveability (NSW Government's Metropolitan Plan for Sydney 2036).

The ITMP identifies improvements to pedestrian accessibility in the Blacktown CBD to address population and employment growth, including new links from:

- Blacktown CBD to Blacktown showground
- Blacktown station to the Blacktown Business Park
- Blacktown CBD South to Blacktown CBD north across the Western Railway line
- Blacktown station to Warwick Lane car park
- Blacktown station to Newton Road
- Blacktown station to Colo Lane car park

The ITMP identifies several opportunities to improve pedestrian connectivity and accessibility in the Mount Druitt CBD to address population growth by:

- Encouraging active uses of the street fronts, open spaces and pedestrian routes in the URP
- Investigating the potential for new direct east to west and north to south pedestrian and cycle connections through the town centre
- Investigating building a pedestrian bridge over the railway connecting Beames Avenue and North Parade at Mount Street to connect the southern side of the railway line to the recreational and educational activities on the northern side for pedestrians
- Upgrading existing pedestrian infrastructure to be DDA compliant.

Local road networks and railway stations

Local Road Network - Blacktown CBD

The Blacktown CBD road network consists of a hierarchy of Arterial, Sub Arterial, Major Collector and local roads. The CBD is strategically located between the M7 Motorway and M4 Motorway. Blacktown, Reservoir and Flushcombe Roads link the City Centre to the M4 Motorway, and Sunnyholt Road links the City Centre to the M7 Motorway. Richmond Road provides a key link from the City Centre to the northern areas of the City.

A key component of the local road network is the CBD “Inner Ring Road” which consists of Newton Road, Balmoral Street, Third Avenue and Sunnyholt Road. The “Inner Ring Road” funnels traffic and allows through traffic to bypass the CBD.

Traffic modelling undertaken in 2012 to support the masterplanning of the Blacktown CBD identified significant spare traffic capacity on the Inner Ring Road. The modelling identified that the projected increase in population and employment growth would result in significant but not unacceptable future growth in traffic, most notably at the railway overbridge/underpass locations.

The traffic modelling identified that the Inner Ring Road will primarily require additional traffic capacity at the three future railway line overbridges and underpasses at Sunnyholt Road, Balmoral Street and Third Avenue. However, the traffic consultant recommended that one way clockwise operation, could avoid the future need for significant widening of these roads.

Local Road Network – Mount Druitt

The Mount Druitt CBD local road network is made up of a hierarchy of arterial, sub-arterial and major collector roads. The main north-south spine road is Carlisle Avenue which provides a connection between the M4 Motorway to the south and Luxford Road to the north. There are a number of east-west arterial, sub-arterial and local road connections and these include Woodstock Avenue and Luxford Road. Luxford Road provides excellent road connections to the surrounding suburbs.

Traffic modelling undertaken in 2012 to support the masterplanning of the Mount Druitt CBD identified that there is significant spare traffic capacity currently on the existing road network. However with the predicted growth in population the traffic model highlighted significant future daily traffic increases on most of the streets that would require road widening to increase the capacity of these roads. Road widening identified included:

- Carlisle Avenue from Woodstock Avenue to Great Western Highway widening to 6-8 lanes
- Carlisle Avenue Overbridge Road widening to 8 lanes
- Woodstock Avenue Road Widening from Carlisle Avenue to M7 widening to 6 lanes
- Rupertswood Road widening to 4 lanes
- Kimberley Street widening to 4 lanes

Railway Stations – Blacktown CBD

Blacktown Railway Station is at the intersection of the Richmond Line with the Western Line. Blacktown Station is a major activity focus in the Sydney public transport network.

In 2012 Blacktown was the 12th most important station overall on the Sydney Trains network. The station is currently much more important as a “residential” origin rail station than as a “commercial” destination rail station.

The large number of bus routes currently operating to and from the Bus Interchange on the northern side of Blacktown railway station (including the NW Transitway Bus Services) help to increase the importance of Blacktown as a residential area “origin” rail station primarily serving a dispersed residential catchment currently.

As a major suburban “employment centre” destination for journey to work travel, Blacktown railway station currently ranks higher than any of the other comparable major Western Sydney employment centres at Liverpool, Campbelltown and Penrith in terms of the total morning peak period passenger arrivals.

Railway Stations – Mount Druitt CBD

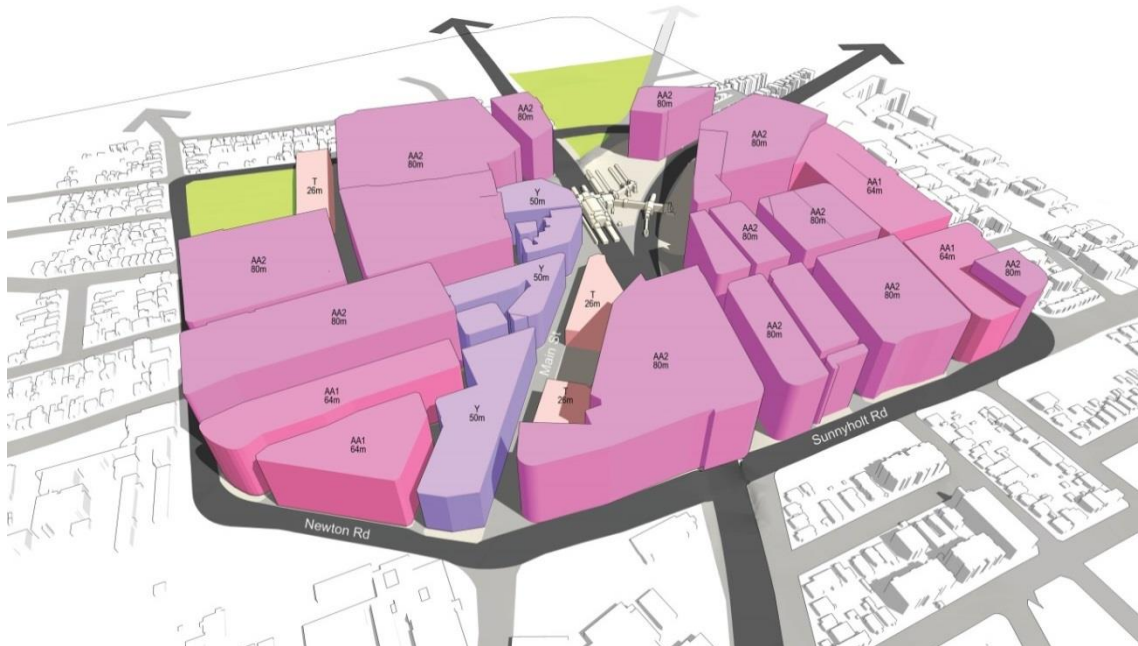
Mount Druitt railway station serves the well-established residential, commercial and educational activities in the Mount Druitt major centre as well as the surrounding suburbs to the north and south.

The station offers good accessibility with lift access to the platforms. There is limited at-grade commuter parking on both sides of the railway line. The station offers a good level of service with eight city-bound services between 0700 and 0800 and seven returning services from the City between 1800 and 1900. This equates to an average frequency of one train in every 7.5 minutes between 0700 and 0800, and one train returning every 8 minutes in between 1800 and 1900.

Rather than a commercial destination station, Mount Druitt station is an important residential origin station for the Blacktown LGA for morning peak rail passengers. As a major suburban residential origin station, Mount Druitt ranks significantly higher than other Western Sydney locations such as Liverpool, Campbelltown, Penrith, St Marys and Seven Hills.

3. Include 3D massing models to demonstrate conceptual building envelopes generated by the proposal

Blacktown CBD looking westward



Blacktown CBD looking westward with incentive building heights

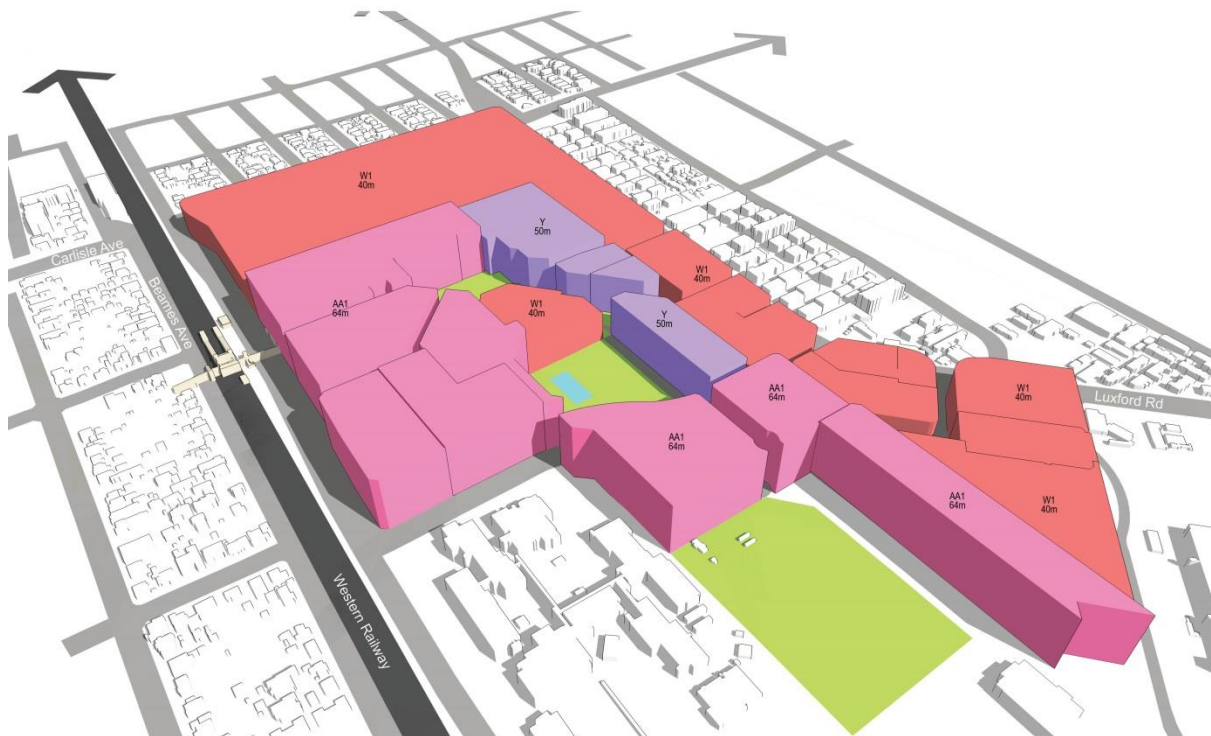


[illegible]

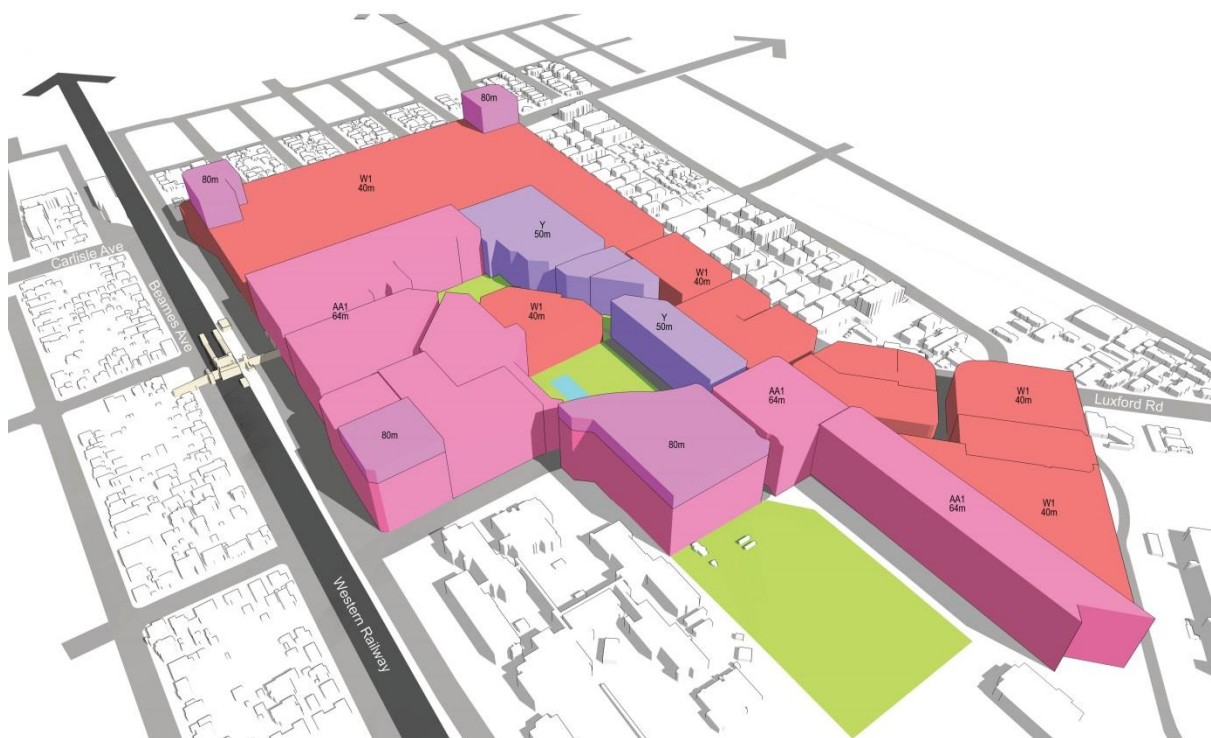
A 3D perspective rendering of the proposed development site. The site is bounded by Kildare Rd to the west, Balmoral St to the south, Patrick St to the east, and Newton Rd to the east. The development consists of several interconnected building volumes. Key features include:

- Building Heights:** Various heights are indicated on the buildings, such as 100m, 80m, 64m, 50m, and 26m.
- Building Types:** Some buildings are labeled with codes like AA1, AA2, and Y.
- Surrounding Context:** The site is situated within an urban environment, with existing buildings and streets visible around the perimeter.
- Orientation:** A north arrow is present in the top right corner of the image.

Mount Druitt CBD looking westward

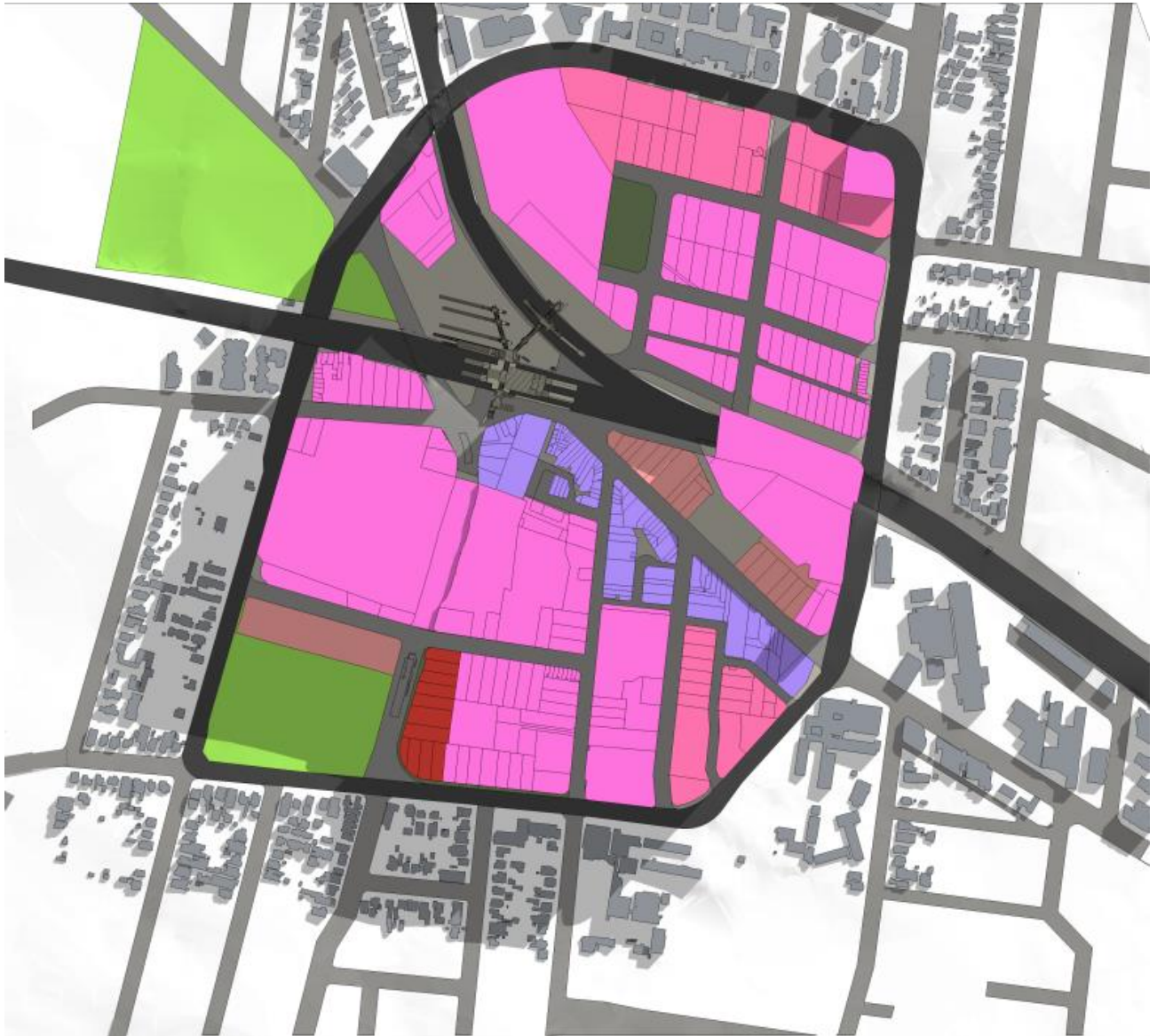


Mount Druitt CBD looking westward with bonus heights

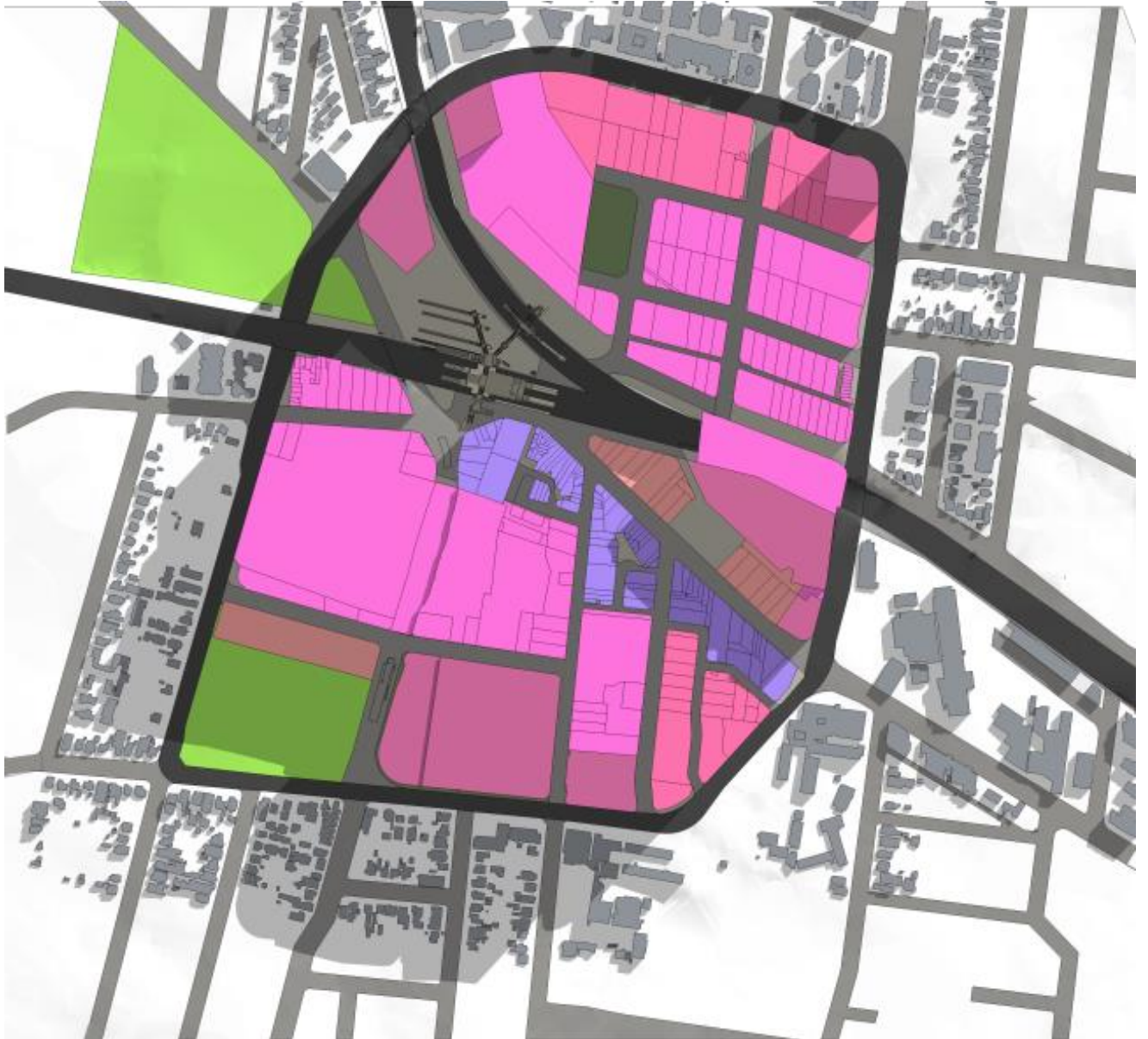


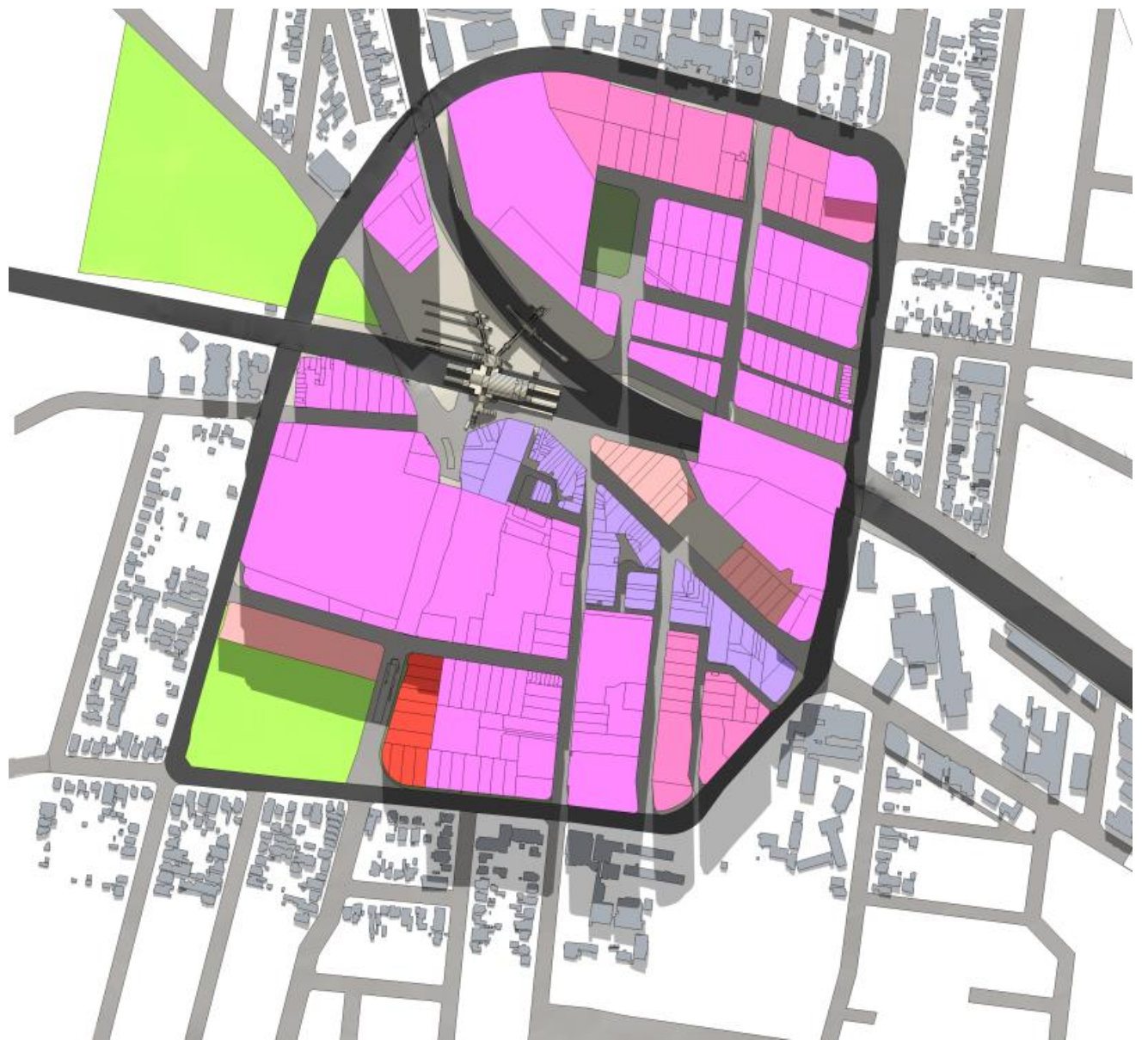
4. Include shadow diagrams to identify the extent of overshadowing

Blacktown CBD shadows 9am

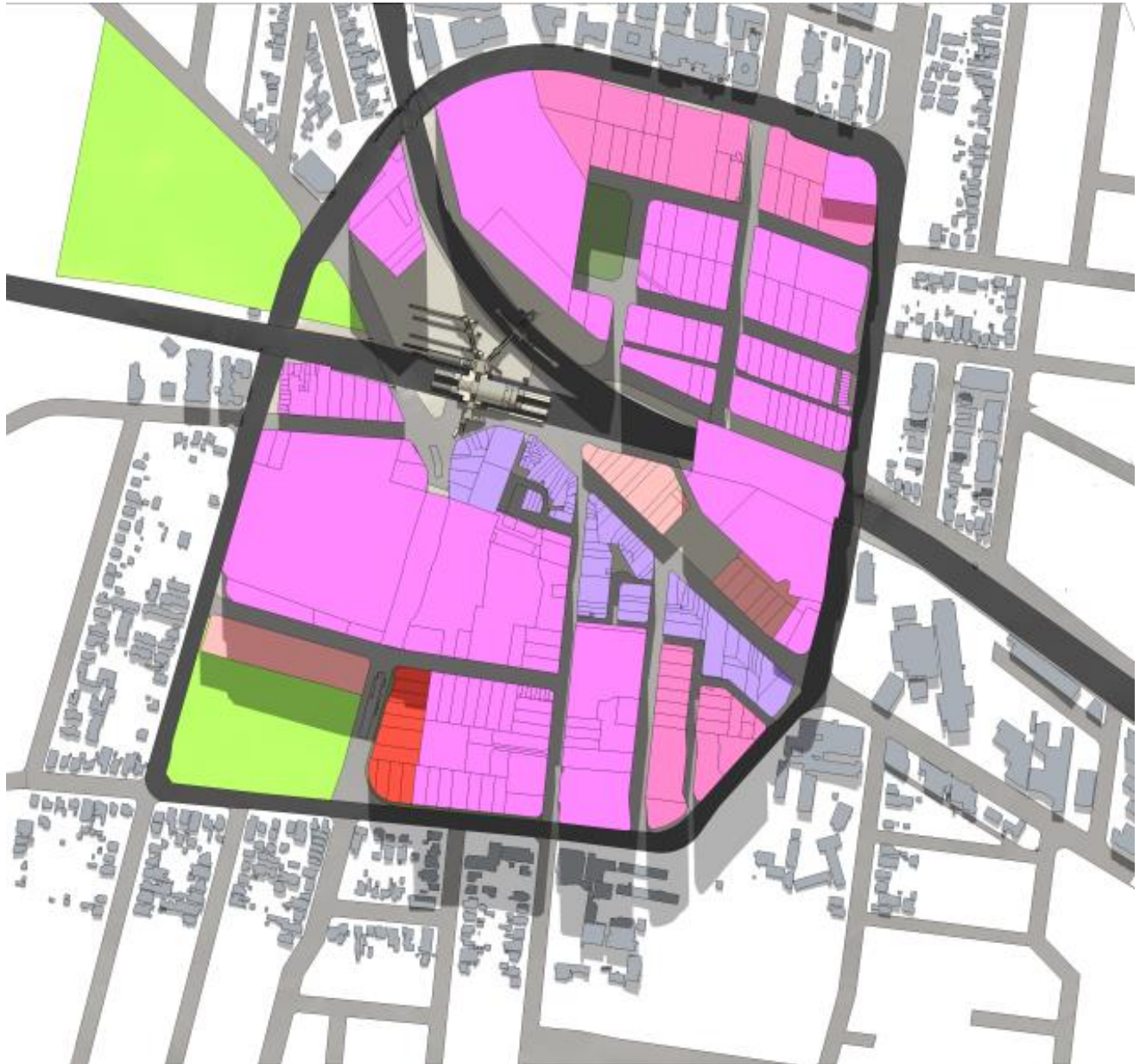


Blacktown CBD shadows 9am with incentive building heights

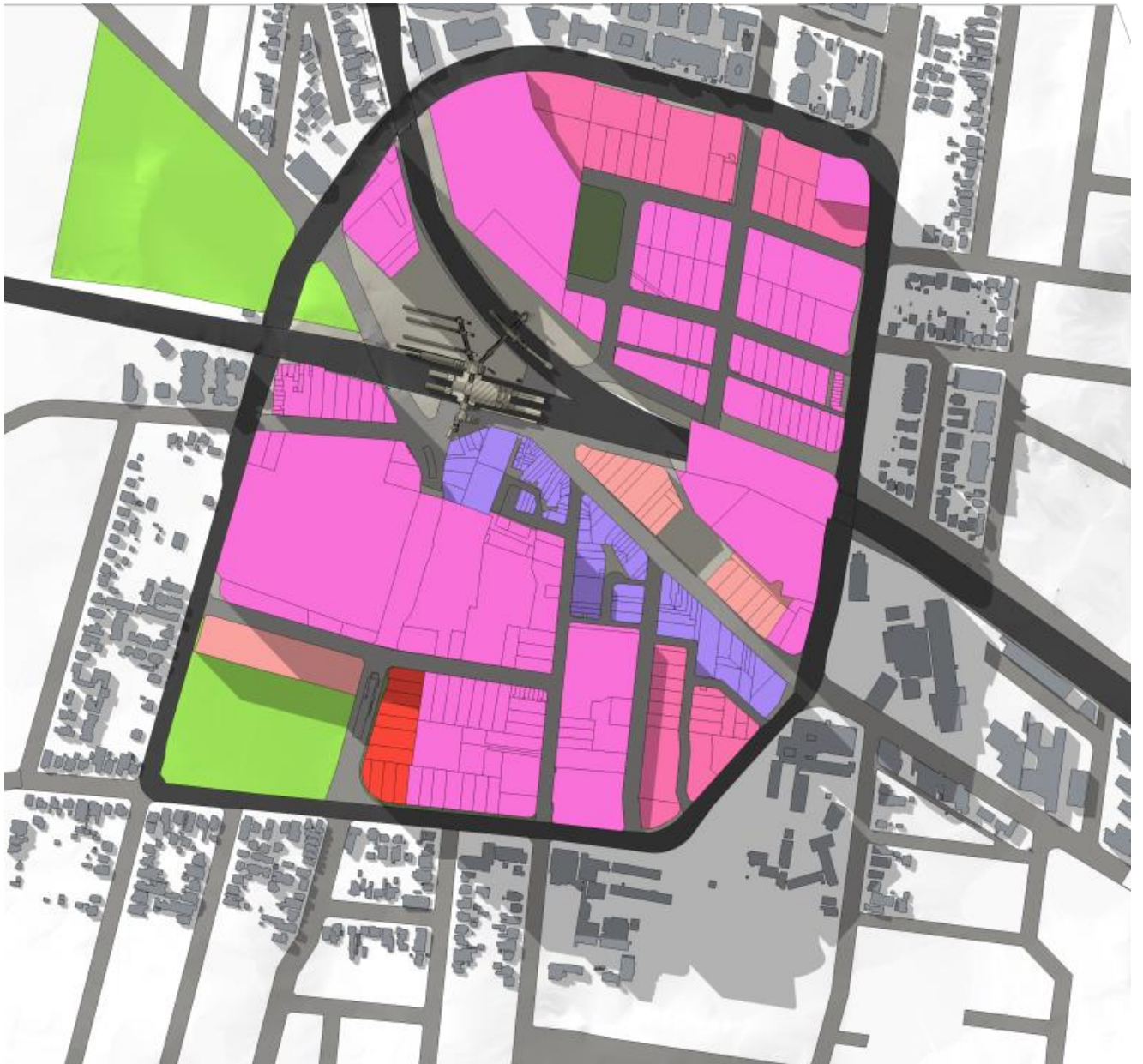




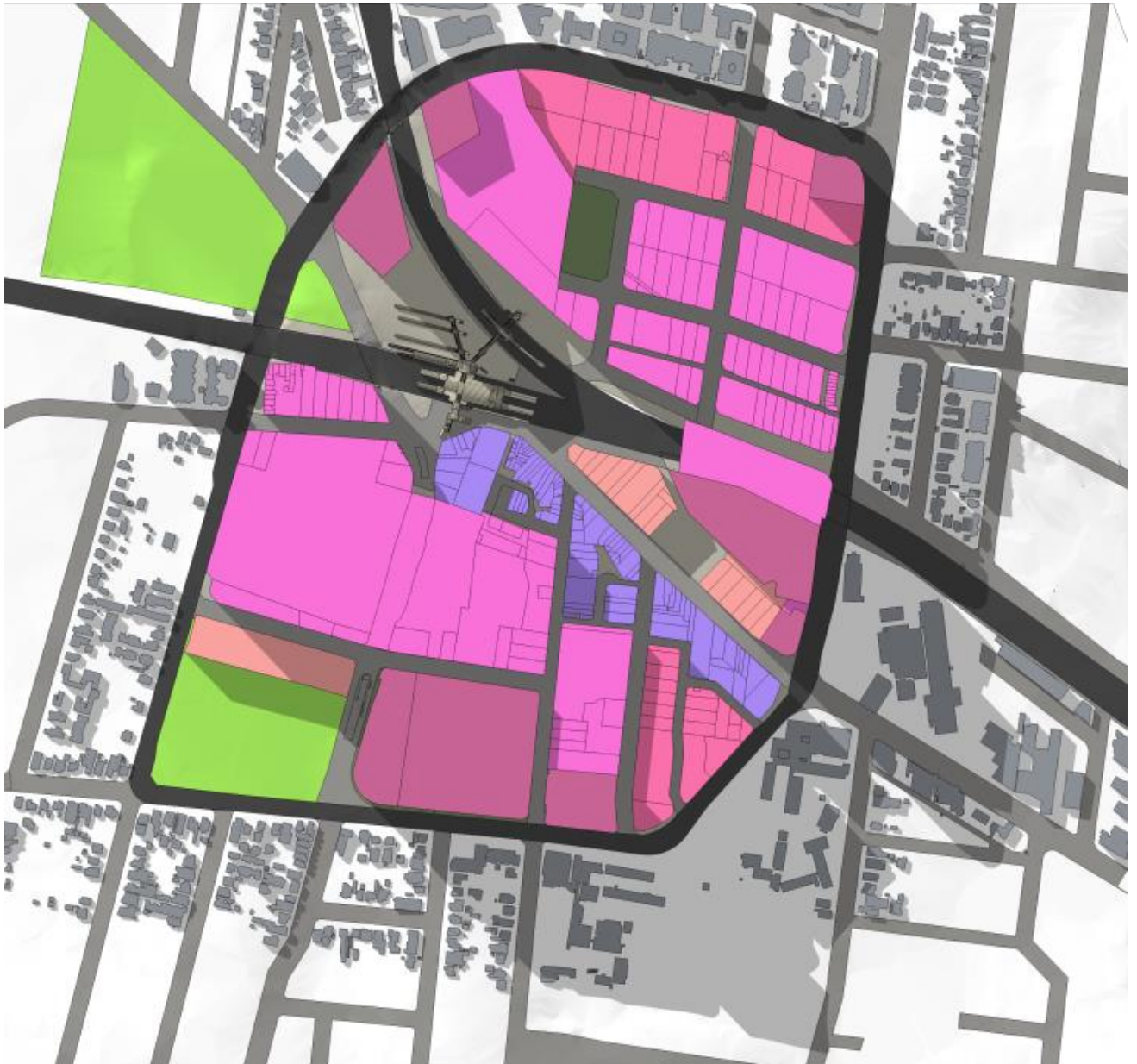
Blacktown CBD shadows 12pm with incentive building heights



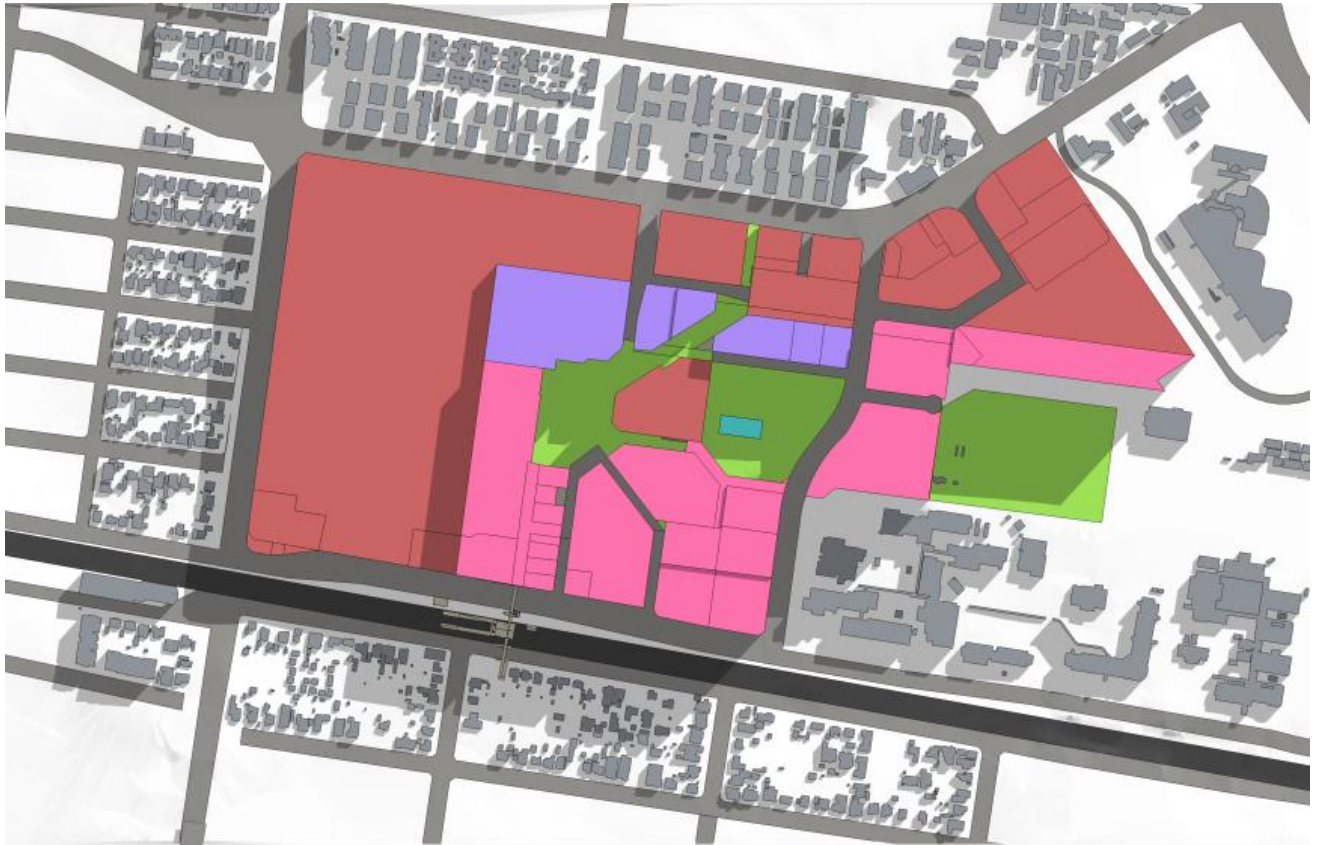
Blacktown CBD shadows 3pm



Blacktown CBD shadows 3pm with incentive building heights



Mount Druitt shadows 9am



Mount Druitt shadows 9am with incentive building heights



Mount Druitt shadows 12pm



Mount Druitt shadows 12pm with incentive heights



Mount Druitt shadows 3pm



Mount Druitt shadows 3pm with shadows



5. Include the Development Guideline for the Architectural Design Competition.

Guidelines for an Architectural Design Competition

The design competition should be undertaken prior to the lodgement of a formal development application to reduce the potential for delay in the development application process by providing more certainty of the final development outcome to both the landowner and the community.

Purpose of the Design Competition

The purpose of an architectural design competition is to promote innovative design solutions that achieve high quality buildings and spaces.

Objectives of the Architectural Design Competition

Design competition objectives are:

- To achieve a diversity of architectural response;
- To achieve a high standard of architectural excellence;
- To encourage flexibility within the urban design controls to allow for newer or unexpected solutions;
- To provide incentive through greater height; and
- To encourage a sense of civic pride.

The Design Competition Process

An architectural design competition is required when the proponent is proposing to utilise, all, or a portion, of the bonus height control for a site identified on the Blacktown LEP 2015 Incentive Height of Buildings map (IHOB).

The proponent is responsible for the running and the costs associated with the competition process from initiation and preparation of the brief, through to release of the jury's decision.

The process may be either an open or invited competition.

The following criteria apply to the invited design competition:

1. The proponent submits EOI's from 5 firms to BCC for the City Architect to select a minimum of 3 firms that will participate in the competition
2. The submissions are to be prepared by bone fide independent architects or firms that can demonstrate experience in the design of high quality buildings.

Each submission, whether in open or invited competition, will document:

- The contextual analysis and rationale for the design;
- Compliance with the competition brief and the statutory planning requirements;
- How the design is an economically feasible development option; and
- The manner in which design excellence is achieved.

Designs do not need to be documented to the level necessary for a full development application.

The proponent will supply competitors with the competition brief, which has been previously endorsed by Blacktown City Council.

The Competition Brief

The proponent of a design competition will prepare the design competition brief. The design competition brief is required to include the following:

- Include details of the relevant planning controls (LEP and DCP)
- Where a site includes a heritage item, is located within a conservation area or in the vicinity of a heritage item, include a heritage impact assessment and advise competitors to consider any conservation guidelines set out in the document
- Describe the proposed uses within the building, the percentage of each use, the proposed gross floor area (GFA) and height of building, estimated project budget and construction costs
- Indicate the level of documentation required for the submissions. The documentation should be sufficient to explain the design merits of the proposal and may include elevations, plans, montages and digital representations. The extent of documentation should relate to the scale of the project and should not be excessive
- Provide the terms of reference of the competition jury including the nomination of a jury Chair
- Make it clear that the competition is a public process and confirm that all entrants' names must be clearly visible on entries
- State that the copyright of any entry to a design competition remains with the originator of the work
- State the fees to be paid to each of the entrants and, as appropriate, the awarding of any prizes, commissions or bonus to a successful entrant. Fees paid to entrants must be appropriately scaled to recompense entrants for the extent of work undertaken; and
- Allow a minimum period of 28 days for the preparation of submissions by entrants.

Blacktown City Council will assess the brief according to the above requirements and may require the brief be amended prior to its endorsement and issue to the entrants. If the brief is not endorsed, Blacktown City Council must give its reasons to the proponent within 14 days of the lodgement of the brief.

The Competition Jury

The competition jury will comprise a minimum of three and not more than five members. At least one member will be a nominee of each of the following:

- The proponent; and
- Blacktown City Council; and
- Independent Juror (BCC should select this person from the BCC design and development services panel)

There will be equal proportionate representation from the proponent and Blacktown City Council. Jury members must:

- Not have a pecuniary interest in the development proposal;
- Not be an owner, shareholder or manager associated with the proponent or proponent's companies;
- Not be a staff member or councillor with an approval role in council's development assessment process.
- Members of the jury should have relevant design expertise and experience.

If the proposed development includes a heritage item or is within a heritage conservation area Blacktown City Council's heritage adviser should provide a heritage assessment of the proposal to the jury. The proponent will bear the cost of such advice.

The jury will convene for the review of the competition submissions as soon as possible following the close of the competition. If subsequent meetings are required for the jury to complete its deliberations these should follow as early as possible. The competition jury will be convened by Blacktown City Council, including the provision of administrative and secretarial services for the recording of the jury proceedings and preparation of the Design Competition Report. The proponent will be responsible for reimbursing Blacktown City Council for the secretarial services, to a fee of up to \$1,000.

The Jury's Decision and Design Competition Report

Entrant's submissions will be graded by the jury and its considerations and decision recorded in a Design Competition Report. The Report will:

- Summarise the competition process incorporating a copy of the competition brief;
- Outline the assessment of the design merits of each of the entries;
- Present the jury's decision, including the rationale for the choice of a nominated design and how this exhibits design excellence; and
- Outline any recommended design amendments or propose conditions of development consent that are relevant to the achievement of design excellence.

The Report may:

- Nominate the winning submission
- Indicate the highest graded submission and recommend design quality improvements that could be made to allow for an approval of a building that utilises the bonus height control
- Decline to endorse any entry.

The proponent may commission the winning designer/architect to prepare and submit a development application (DA) based on the winning submission.

Post Competition Process

Design Integrity

To ensure that design quality continues from the development application stage through construction drawings and into physical completion of the building the competition jury will recommend a process to monitor design integrity.

Generally, this will require the designer of the winning submission be nominated as the design architect. In some cases, the Jury may recommend a Design Integrity Panel monitor design excellence.

Certification that the design is substantially the same and retains the design excellence exhibited in the winning submission will be required at key project milestones, including lodgement of the DA, issue of construction certificate and at completion of the project.

Request for Review

In the event that;

- the Jury does not reach a decision,
- the proponent is not satisfied with the nomination
- the proponent wishes to make a substantive modification,
- Blacktown City Council considers the project submitted for approval (or as subsequently modified) to be substantially different, or
- Blacktown City Council indicates it will not grant consent to the design nominated,

either the proponent or Blacktown City Council may request that the Jury reconvene and make a recommendation as to what further competitive processes or requirements would be necessary to permit an alternative or revised design.

The Jury shall make such recommendation as it sees fit within 28 days of such a request. The cost of such review shall be borne by the proponent.

Completion of design competition process

A requirement in a LEP that a design competition be held in relation to the proposed development is deemed to be satisfied upon:

- the issue of a report by the competition jury, or
- the completion of any further competitive processes recommended by the Jury following a requested review, or
- should the Jury make no further recommendations, 28 days after such a request for review is made, in which case the competition requirement is considered discharged with no award of bonus height.