



Planning Proposal

22 & 24 John Hines Avenue, Minchinbury

September 2016

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INTRODUCTION

This Planning Proposal has been prepared by Urbis on behalf of the Transport Workers Union of NSW (the Proponent) and seeks to amend the *Blacktown Local Environmental Plan 2015* as it applies to 22 & 24 John Hines Avenue, Minchinbury. The Planning Proposal is submitted to Blacktown City Council in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979* and the Department of Planning and Infrastructure's 'A guide to preparing planning proposals' dated October 2012.

The objective of the Planning Proposal is to enable the use of the subject site as an office premises and industrial training facilities to be permissible with consent under the *Blacktown Local Environmental Plan 2015*.

PROPOSED AMENDMENTS TO THE BLACKTOWN LOCAL ENVIRONMENTAL PLAN 2015

This Planning Proposal seeks to permit the development of 22 & 24 John Hines Avenue, Minchinbury as an Office Premises and an Industrial Training Facility. It is proposed that this will be achieved by way of a Schedule 1 Amendment to the *Blacktown Local Environmental Plan 2015* which will specifically reference 22 & 24 John Hines Avenue, Minchinbury as well as the land use table for the B5 Business Development zone.

PLANNING ASSESSMENT

The Planning Proposal has been assessed against relevant State and local planning considerations and positioned within the context locality.

This planning proposal includes the following:

- Description and analysis of the site and local context with reference to metropolitan strategic planning and infrastructure projects;
- Consideration of previous existing planning framework and its application to 22 & 24 John Hines Avenue, Minchinbury;
- Objectives and intended outcomes of the Planning Proposal;
- Explanation of the provisions of the proposed amendment to the *Blacktown Local Environmental Plan 2015*;
- Justification of the concept design and Planning Proposal; and
- Consideration of the community consultation likely to be associated with the Planning Proposal.

The Planning Proposal offers significant benefits and opportunities for the development of the site and to the local community including:

- The planning proposal is consistent with state and local government strategic planning initiatives, recognising the need for social infrastructure such as the Transport Workers Union.
- The planning proposal will provide appropriate planning frameworks to allow the site to contribute to the protection of existing employment;
- The planning proposal will ensure that the Transport Workers Union of NSW can continue to provide a vital service to its members by providing appropriate support and training in a location which can be accessed by its members;
- The planning proposal will support the continued development of the M4 corridor for industrial and commercial development;
- The planning proposal will not result in unreasonable impacts to adjoining properties or the public domain;
- The proponent of the planning proposal is willing to work with Council to ensure that the Minchinbury community is included in the public consultation process; and
- The planning proposal is ultimately considered to be in the public interest.

For these reasons it is recommended that the Planning Proposal is endorsed by Council to enable a Gateway Determination by the Department of Planning and Environment.

1 Introduction

1.1 OVERVIEW

This Planning Proposal is submitted to Blacktown City Council on behalf of the Transport Workers Union to support a request to initiate an amendment to the *Blacktown Local Environmental Plan 2015* (BLEP2015) to permit the development of 22 and 24 John Hines Drive as an Office Premises and an Industrial Training Facility.

As required by Section 55 of the EP&A Act, this Planning Proposal includes the following:

- Description of the subject site and context;
- Indicative site plan showing sufficient detail to indicate the effect of the proposal;
- Statement of the objectives and intended outcomes of the proposal;
- Explanation of the provisions of the proposal;
- Summary of the justification of the proposal; and
- Description of the community consultation process which have been undertaken as part of the preparation of this planning proposal and the community consultation which is expected to be undertaken as part of the assessment of the application.

The Planning Proposal has been prepared having regard to the NSW Department of Planning's 'A Guide to Preparing Planning Proposals' and 'A Guide to Preparing Local Environmental Plans' and is supported by a comprehensive analysis of the site opportunities and constraints.

1.2 THE TRANSPORT WORKERS UNION

The Transport Workers Union has been the collective voice for Australian transport industry for more than 120 years and presently represents transport employees and transport owner-operators across Australia. Members work in a wide range of industries including aviation, mining, oil and gas, road transportation and freight logistics, public transport and waste management. Over 3,800 members of the Transport Workers Union live in the Blacktown City Council.

As a national organisation, the Transport Workers Union has the collective power to create real change within the lives of not only transport workers, but also their families and the communities they live in. This helps to stand the Transport Workers Union apart as a union that works to make a tangible difference within our communities.

The Transport Workers Union of NSW has identified the need to relocate its existing Parramatta premises due to the significant growth in the Parramatta CBD which prohibits both Union officials and Union members from freely accessing the facilities. The existing operations at Parramatta include the following:

- Training Centre for the following training modules offered by the Union :
 - o Basic Delegate Training
 - o Advanced Delegate Training
 - o Union Governance training;
 - o Workcover training;
 - o OHS Training; and
 - o Industry specific and ad hoc training;
- Office space for Transport Workers Union of NSW professional and clerical staff; and
- Limited onsite parking

The proposed facility at Minchinbury will cater for the activities listed above and ensure that officials and members can freely access the site. The proposal facility but will also ensure that the Transport Workers Union of NSW will be located within close proximity to approximately 5, 000 of its members which work within Minchinbury, Erskine Park and Eastern Creek.

2 Land to which the Planning Proposal Applies

2.1 SITE DESCRIPTION AND LOCATION

The land the subject of this Planning Proposal is located at 22 and 24 John Hines Drive, Minchinbury which is formally identified as Lots 1 and 2 in DP 1193931. The site measures 5,610sqm in area and is outlined below in **Figure 1**. A Site Survey is attached as **Appendix A** of this report.

FIGURE 1 – EXISTING SITE AERIAL (SOURCE NEAR MAPS 2016)



The key characteristics of the site are provided below.

- The site has a singular street frontage to John Hines Drive to the east of approximately 70m. The remaining frontages of the site are vacant parcels of land;
- John Hines Drive has recently been extended to link the site and adjacent land with Kippist Avenue.
- Currently the site is largely vacant having recently been cleared. An electrical substation is located along the eastern boundary of the site;
- A line of trees are located along the south eastern boundary of the site however these are located on a neighbouring allotment;
- The site has a minor slope of less than 1m from the north-western corner to the south-eastern corner.

2.2 GENERAL LOCALITY

The existing site and locality are largely Greenfield development sites which are yet to be develop for either industrial or commercial purposes. It is expected that the extension of John Hines Drive to Kippist Avenue will serve as a catalyst for future development as can be seen to the east of the subject site which is presently being developed.

Existing development within close proximity to the subject site include Bunnings Warehouse to the North of the site and the existing industrial development located along Zeleny Road to the South of the site. Numerous industrial estates and industrial facilities are located along the M4 and Great Western Highway

3 Local Planning Controls

This section provides a summary of the existing local planning framework relevant to the subject site.

3.1 BLACKTOWN LOCAL ENVIRONMENTAL PLAN 2015

The *Blacktown Local Environmental Plan 2015* (BLEP 2015) is the Local Environmental Planning Instrument applying to the site. The key provisions of this instrument which apply to the site are detailed below.

3.1.1 LAND USE ZONING

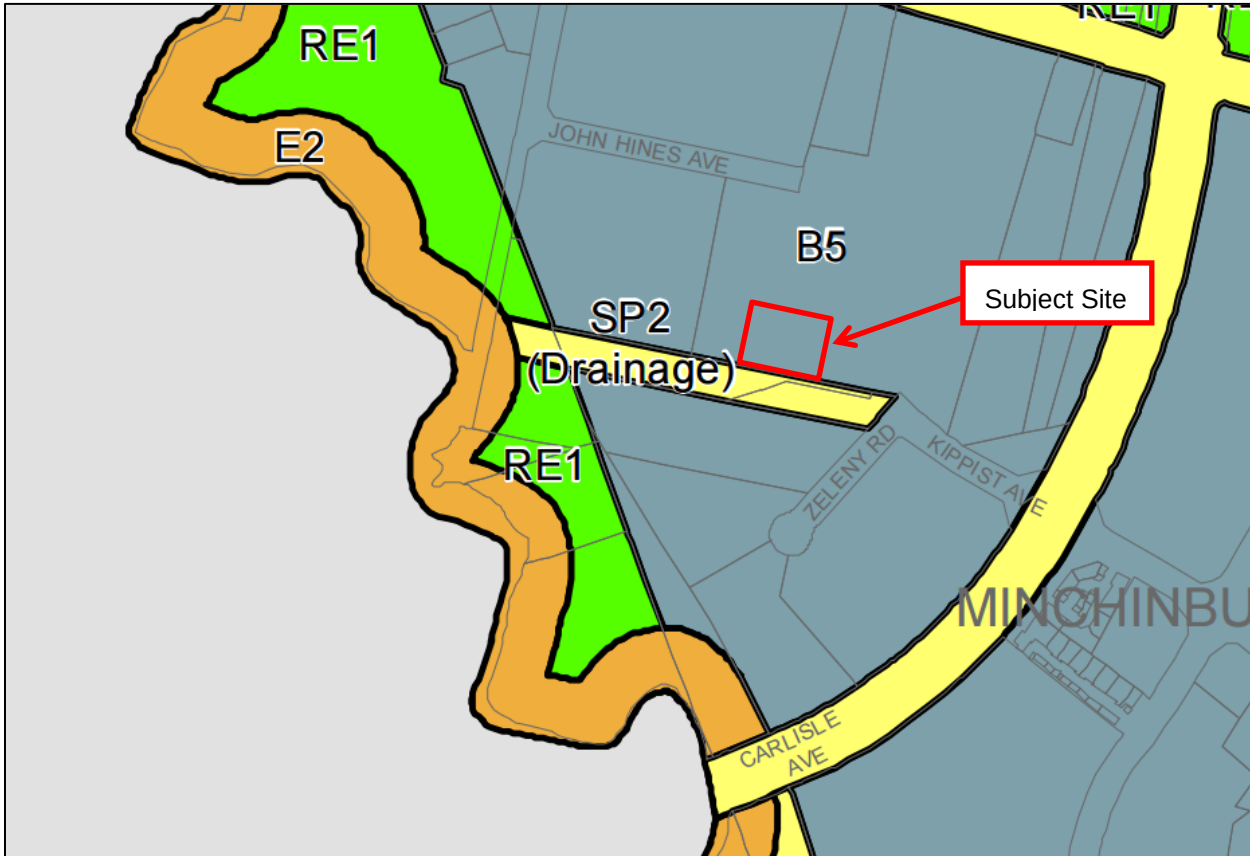
The existing zoning of the site under the BLEP2015 is B5 Business Development. Key planning controls for the B5 zone are summarised in Table 1. Pockets of land zoned SP2 (Drainage), RE1 Public Recreation and E2 Environmental Conservation are located within close proximity of the site however these zones are not located on the subject site.

TABLE 1 – B5 BUSINESS DEVELOPMENT PLANNING CONTROLS

CONTROL	B5 BUSINESS DEVELOPMENT
Zone Objectives	- To enable a mix of business and warehouse uses, and bulky goods premises that require a large floor area, in locations that are close to, and that support the viability of, centres. - To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area. - To maintain the economic viability of centres by limiting general retailing and commercial activity. - To allow development that is compatible with the scale and form of the surrounding area.
Permissible development	Building identification signs; Bulky goods premises; Business identification signs; Child care centres; Food and drink premises; Funeral homes; Garden centres; Hardware and building supplies; Hotel or motel accommodation; Kiosks; Landscaping material supplies; Light industries; Neighbourhood shops; Passenger transport facilities; Plant nurseries; Respite day care centres; Roads; Rural supplies; Vehicle sales or hire premises; Warehouse or distribution centres; Water reticulation systems; Any other development not identified as prohibited development
Prohibited Development	Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Camping grounds; Caravan parks; Cemeteries; Commercial premises; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Entertainment facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home-based child care; Home businesses; Home industries; Home occupations; Home occupations (sex services); Industrial training facilities; Industries; Information and education facilities; Marinas; Mortuaries; Open cut mining; Recreation facilities (major); Residential accommodation; Resource recovery facilities; Restricted premises; Rural industries; Sewage treatment plants; Sex services premises; Signage; Tourist and visitor accommodation; Transport

CONTROL	B5 BUSINESS DEVELOPMENT
	depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Waste disposal facilities; Water recreation structures; Water recycling facilities; Water supply systems; Wharf or boating facilities

FIGURE 2 – EXISTING SITE ZONING (SOURCE: NSW LEGISLATION 2016)



3.1.2 HEIGHT OF BUILDINGS AND BUILDING HEIGHTS

The BLEP2015 does not apply a Height of Building or Floor Space Ratio Development Standard to the site. The lots adjoining the site are also not assigned a Height of Building or Floor Space Ratio Development Standard.

3.2 BLACKTOWN DEVELOPMENT CONTROL PLAN 2015

The Blacktown Development Control Plan 2015 (BDCP2015) details specific controls that govern building form, such as site coverage and landscaping, building materials and finishes, parking requirements, and dwelling mix and is applicable to future development of the subject site.

Any development application that results from this proposal will consider the BDCP2015 as it currently applies to the site.

4 Objectives and Intended Outcomes

4.1 OBJECTIVES

The key objective of this Planning Proposal is to obtain the necessary amendment to the BLEP2015 to facilitate the use of 22 and 24 John Hines Drive as an Office Premises and Industrial Training Facility which can be used by the Transport Workers Union of NSW. It is considered that this is in keeping with the orderly and economic use of the land.

A conceptual design for future development of the site for has been prepared and accompanies this Planning Proposal as **Appendix B**. The scheme is indicative of the intended proposed future development changes for the site which would be sought through a Development Application should the Planning Proposal be endorsed by the Department of Planning and Environment.

4.2 INTENDED OUTCOMES

The primary objective of the proposed is to enable the development of the site by the Transport Workers Union of NSW by allowing 22 and 24 John Hines Drive, Minchinbury to be developed as a purpose built Office Premises and Industrial Training Facility. This will be achieved through:

- Amend Schedule 1 of BLEP2015 to permit the development an Office Premises and Industrial Training Facility to facilitate the development of the site as a state headquarters for the Transport Workers Union of NSW;
- Maintain the existing developments standards which apply to the site which are considered appropriate for the future development of the site
- Avoidance unacceptable impacts on the character and amenity of the adjoining and surrounding commercial/industrial development and
- Provision of additional employment opportunities to the local and regional community.

5 Explanation of Provisions

5.1 OVERVIEW

It is proposed to permit development for the purpose of an Office Premises and Industrial Training Facility at 22 and 24 John Hines Drive, Minchinbury by way of an amendment to BLEP2015. An explanation of the proposed written provisions is provided within the following sub-sections.

5.2 SCHEDULE 1 AMENDMENT TO BLACKTOWN LOCAL ENVIRONMENTAL PLAN 2015

One objective of this Planning Proposal can be achieved through the inclusion of the following amendment to Schedule 1 of the BLEP2015:

Use of Land at 22 and 24 John Hines Drive, Minchinbury

- 1) This clause applies to land at 22 and 24 John Hines Drive, Minchinbury being Lots 1 and 2 in DP1193931.
- 2) Development for the purpose of an Office Premises is permitted with development consent

The proposed amendment to the Schedule 1 of BLEP2015 to permit the development of the site as an Office Premises is considered appropriate, having regard to the following matters:

- The planning proposal is consistent with state and local government strategic planning initiatives, recognising the need for social infrastructure such as the Transport Workers Union.
- The planning proposal will provide appropriate planning frameworks to allow the site to contribute to the protection of existing employment;
- The planning proposal will ensure that the Transport Workers Union of NSW can continue to provide a vital service to its members by providing appropriate support and training in a location which can be accessed by its members.
- The planning proposal will support the continued development of the M4 corridor for industrial and commercial development
- The planning proposal will not result in unreasonable impacts to adjoining properties or the public domain
- The proponent of the planning proposal is willing to work with Council to ensure that the Minchinbury community is included in the public consultation process and the planning proposal is ultimately considered to be in the public interest.

5.3 LAND USE TALBE AMENDMENT TO BLACKTOWN LOCAL ENVIRONMENTAL PLAN 2015

The 'industrial training facilities' land use is already permissible in the IN1 General Industrial and IN2 Light Industrial zones. It is not permissible in the B5 Business Development zone (which applies to the Minchinbury Industrial Estate and the subject land).

As the B5 zone is basically a Light Industrial zone with bulky goods premises also permissible, this omission is an anomaly that should be rectified.

This objective of the Planning Proposal can be achieved by amending the B5 Business Development land use table to permit 'Industrial training facilities'.

5.4 BUILT FORM

The proposed amendment to the BLEP2015 does not propose any changes to the built form provisions of the BLEP2015, and is related to land use only.

Any future changes to built form on the site will be subject of future separate Development Application.

6 Justification for LEP Amendment

6.1 NEED FOR THE PLANNING PROPOSAL

The Department of Planning document “A Guide to Preparing Planning Proposals” includes the following questions in describing the need for the Planning Proposal.

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

The Planning Proposal is not the direct result of a strategic study or report. The proposed amendment to seek an additional permitted land uses on the site does however align with a number of state and regional strategic studies and reports including A Plan For Growing Sydney which is further discussed in Section 6.2 of this report.

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

The proposed use of the subject site as an Office Premises and Industrial Training Facility is currently prohibited within land zoned B5 Business Development under the BLEP2015. As such amendment to the BLEP2015 is the only feasible pathway to achieve the objectives of the Transport Workers Union of NSW. There are two (2) possible options available to achieve this objective, namely:

1. Amendment to Schedule 1 of the BLEP2015 to allow “Office Premises” on the site. This is considered to be the preferred methodology of both the Transport Workers Union of NSW and Blacktown City Council as it allows for the proposal to be considered on the individual merits of the site;
2. Amendment to the B5 Business Development Zone Land Use Table in the BLEP2015 to allow Industrial Training Facility as permissible uses within the B5 zone generally. This option is supported by the applicant and Blacktown City Council as it is broadly consistent with the B5 zone objectives which promote the establishment of a mix of uses that require a large floor area, close to centres, and land uses that are compatible with the scale and form of the surrounding area. It is noted that the B5 zone is applied to parts of the Minchinbury Industrial Estate, Prospect Industrial Estate, St Martins Village and parts of the Kings Park Industrial Area.

6.2 RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy?

A Plan for Growing Sydney was adopted by the NSW Government in December 2014 and replaced the Metropolitan Plan for Sydney 2036. The plan provides a high level strategic framework for the future ongoing development of the Sydney Metropolitan Area and details four overall goals. **Table 2** below provides an assessment of the planning proposal against these goals.

TABLE 2 – ASSESSMENT OF THE PLANNING PROPOSAL AGAINST THE GOALS OF A PLAN FOR GROWING SYDNEY

GOAL	PLANNING PROPOSAL
Goal 1 A competitive economy with world-class services and transport	The proposal will provide for the appropriate planning framework to be adopted for the site to ensure that it may be developed for the purposes of the Transport Workers Union of NSW. The union forms a vital piece of infrastructure for workers within the Blacktown Local Government Area and will ensure they can readily access this service.
Goal 2 A city of housing	The proposal does not relate to a residential allotment or land zoned for residential

GOAL	PLANNING PROPOSAL
choice, with homes that meet our needs and lifestyles	purposes. In doing this the proposal will not adversely impact on the acceleration of housing supply or local housing choices. The proposal will however ensure that a vital piece of social infrastructure in the form of the Transport Workers Union of NSW can be accessed in a location which is central to members.
Goal 3: A great place to live with communities that are strong, healthy and well connected	The proposal will ensure that the Transport Workers Union of NSW can develop the site for the purpose of an office premises and Industrial Training Facility. The representation provided by the union on behalf of its members will in part ensure the workplace environment remains a suitable place for all relevant parties.
Goal 4: A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources	The precinct has been identified for development by both private industry and Blacktown City Council and is cleared of natural vegetation. It is unlikely that the planning proposal would have any negative effect on critical habitat or threatened species, populations or communities.

A Plan For Growing Sydney identifies the Blacktown Local Government Area as being within the West Central Subregion. Three key priorities have been identified for the West Central Subregion. Table 5 below provides a summary of this priorities and how the proposal satisfies these priorities:

TABLE 3 – ASSESSMENT OF THE PLANNING PROPOSAL AGAINST THE RELEVANT PRIORITIES OF THE WEST REGION

PRIORITY	PLANNING PROPOSAL
A competitive economy	The proposal will ensure the appropriate planning framework is in place to allow for the development of the site by the Transport Workers Union of NSW which is an essential industry body for transport workers and actively contributes to the overall health of the NSW economy. The proposal will also create an employment generating land use both during and post construction which will allow local people to work closer to home.
Accelerate housing supply, choice and affordability and build great places to live	The proposal does not relate to a residential allotment or land zoned for residential purposes. The proposal will therefore not impact on housing supply or housing affordability.
Protect the natural environment and promote its sustainability and resilience	The future built form of the facility will be similar to that which was envisaged for the site under the BLEP2015. The proposal is unlikely to have any additional or unforeseen impacts on the natural attributes of the site.

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

Blacktown City 2030 is Council's long term Community Strategic Plan. The Plan identifies the main priority of our community and aspirations for the City over the next 13 years and beyond. Its directions and objectives are comprehensive and are based on principles of sustainability and social equity.

The Plan identifies six Strategic Directions, including "A Smart and Prosperous Economy". Under this direction, the Plan states that Council will:

- “Pursue strategic economic opportunities and partnerships to facilitate sustainable growth of the local and regional economy, attract investment to our City and ensure that Blacktown City Centre is the new Regional City.”
- “A centre of investment that stimulates job growth for the benefit of local people and the region.”

The Focus Areas under this direction include:

1. *Implement land use planning and economic development strategies that assist in creating local jobs for local people.”*
2. *Facilitate the development of targeted business sectors and growth industries with significant economic and local employment benefits.”*

The Planning Proposal is consistent with this Strategic Direction in Blacktown City 2030 as it will ensure the economic growth of both Minchinbury and the Blacktown Local Government Area as follows:

- Creation of an employment generating land use both during and post construction which will allow local people to work closer to home
- Provision of further support for workers in the transport industry by location a key piece of social infrastructure close to transport jobs
- Continued allowance for the development of adjacent sites for commercial or industrial purposes.

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

The planning proposal is consistent with all relevant State Environmental Planning Policies (SEPPs) as assessed in **Table 4** below.

TABLE 4 – COMPLIANCE OF THE PLANNING PROPOSAL WITH RELEVANT STATE ENVIRONMENTAL PLANNING POLICIES

POLICY	ASSESSMENT
State Environmental Planning Policy No 55— Remediation of Land	SEPP 55 introduces state-wide planning controls for the remediation of contaminated land. The policy states that land must not be developed if it is unsuitable for a proposed use because it is contaminated. If the land is unsuitable, remediation must take place before the land is developed. The site has recently been cleared and consequently the risk of contamination is considered to be low. The applicant has undertaken a Contamination Assessment of the site and a copy of this report is attached as Appendix C of this report.
State Environmental Planning Policy No 64— Advertising and Signage	No signage is proposed as part of this planning proposal. Should signage be proposed in the future development consent will be sought from Blacktown City Council.
State Environmental Planning Policy (Western Sydney Employment Area) 2009	The subject site is not located within land identified as part of State Environmental Planning Policy (Western Sydney Employment Area) 2009.

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

The planning proposal is consistent with all relevant ministerial directions as assessed in **Table 5** below.

TABLE 5 –COMPLIANCE OF THE PLANNING PROPOSAL WITH RELEVANT SECTION 117 DIRECTIONS

S.117 DIRECTION	ASSESSMENT
1.1 Business and Industrial Zones	The Planning Proposal: - Retains the areas and locations of existing businesses and industrial zones - Does not reduce the potential floor space for employment uses and related public services in business zones - Does not reduce the total potential floor space area for industrial uses in industrial zones - Enables an employment enabling development to be located in an employment enabling zone.
6.1 Approval and Referral Requirements	The planning proposal does not include provisions for referrals or concurrences of future Development Applications.
6.3 Site Specific Provisions	The planning proposal is prepared for the amendment to be consistent with the existing provisions of the BLEP2015, and does not propose additional or site-specific provisions to be made.
7.1 Implementation of A Plan For Growing Sydney	The planning proposal is consistent with the objectives of A Plan For Growing Sydney, as assessed in Tables 2 and 3 above.

6.3 ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

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?

The site is cleared of natural vegetation and it is unlikely that the planning proposal would have any negative effect on critical habitat or threatened species, populations or communities.

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

Traffic Management

The recently completed extension to John Hines Drive is considered by both the proponent and Blacktown City Council as being adequate to cater for the type and quantity of vehicles which will access the proposed development if approved in the future. A comprehensive Traffic and Parking Impact Assessment has not been undertaken at this stage of the development but will form an essential component of any future Development Application lodged for the site by the Transport Workers Union of NSW.

Acoustic Impact

Any future development application submitted by the Transport Workers Union of NSW is unlikely to result in acoustic impact on sensitive receivers due to its location and the likely built form of any development. An acoustic report will be provided as part of any Development Application if considered appropriate by Blacktown City Council.

Waste Management

A comprehensive Waste Management Plan will be prepared as part of the Development Application process. This plan will aim to minimise waste and will detail measures to address waste disposal through the demolition, construction and on-going operation of the facility.

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

The proposed development is considered to generate the following positive social and economic effects:

- Creating additional jobs for the Blacktown Area both during and post construction enabling people to live and work within their local area;
- Contribute to the protection of existing employment by ensuring the rights of workers are maintained and enhanced where appropriate
- Enhancing the social infrastructure of Blacktown through the provision of a vital community service in the form of the Transport Workers Union of NSW;

6.4 STATE AND COMMONWEALTH INTERESTS

Is there adequate public infrastructure for the planning proposal?

It is understood that the existing infrastructure has the capacity to accommodate development on the site. Accordingly, it is not anticipated that it will place unnecessary or additional demands on public infrastructure. Any upgrades to infrastructure to support a future development on the site would be investigated and potentially form a condition of consent for the development.

A full audit will be undertaken as part of the future development application reporting with any augmentation and mitigation outlined.

What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

No consultation with State or Commonwealth authorities has been carried out to date on the Planning Proposal. It is acknowledged that Blacktown City Council will consult with relevant public authorities following the Gateway determination.

7 Community Consultation

The project team met with senior Council officers in February 2016 to outline the proposed concept design and to understand Council's preferred pathway forward. The outcomes of this meeting confirmed the need for a Planning Proposal and that an amendment to Schedule 1 of the BLEP2015 was the most appropriate pathway forwards for the application.

Section 57 of the *Environmental Planning and Assessment Act 1979* requires a planning proposal to be publicly exhibited for community consultation. It is anticipated that the planning proposal would be exhibited for a period of 14 days dependent on the outcome of the gateway determination. This exhibition would be conducted in accordance with Council's policies for community consultation.

The proponent is will engage with Council following the lodgement of this planning proposal. This would include briefing councillors and Council staff to inform the process and to provide for a better understanding of the planning proposal prior to it being considered for gateway determination.

8 Conclusion

This planning proposal has been prepared to initiate an amendment to the *Blacktown Local Environmental Plan 2015* as it relates to land at 22 and 24 John Hines Drive, Minchinbury. The proposal will ensure the appropriate planning framework is in place to ensure the Transport Workers Union of NSW can utilise the site for the purpose of an office premises and industrial training facility.

This planning proposal has thoroughly assessed the proposed development controls and considered the site in the local planning context. The planning proposal offers significant benefits and opportunities for the development of the site and to the local workforce including:

- The planning proposal is consistent with state and local government strategic planning initiatives, recognising the need for social infrastructure such as the Transport Workers Union.
- The planning proposal will provide appropriate planning frameworks to allow the site to contribute to the protection of existing employment;
- The planning proposal will ensure that the Transport Workers Union of NSW can continue to provide a vital service to its members by providing appropriate support and training in a location which can be accessed by its members.
- The planning proposal will support the continued development of the M4 corridor for industrial and commercial development
- The planning proposal will not result in unreasonable impacts to adjoining properties or the public domain
- The proponent of the planning proposal is willing to work with Council to ensure that the Minchinbury community is included in the public consultation process and
- The planning proposal is ultimately considered to be in the public interest.

For these reasons it is recommended that the planning proposal is endorsed by Council to enable a Gateway Determination by the Department of Planning and Environment.

Disclaimer

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Appendix A

Site Survey

Appendix B

Concept Massing Plans

Appendix C

Contamination Assessment

Sydney

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