

Detailed information about proposal and DA submission material

1 Overview

- 1.1 This DA was lodged by Good Luck Plaza for development at 5 - 19 George Street, Blacktown. The proposal is for the construction of a part 15/part 16 storey shop top housing development comprising 7 basement parking levels and:
- a supermarket at ground level
 - 10 retail tenancies at ground level
 - 1 retail tenancy and an office (associated with the supermarket) on the upper ground mezzanine level
 - 2 retail tenancies on the southern side of the 2nd storey
 - a child care facility on the northern side of the 2nd storey which is capable of accommodating up to 85 children
 - a total of 227 residential apartments in both towers with a communal open space area, including a swimming pool provided on the shared 3rd storey podium level
 - landscaping on the podium levels
 - new street trees and public domain treatments.
- 1.2 The retail tenancies range in size from 65 m² to 500 m² and front Prince Street and Sunnyholt Road.
- 1.3 The applicant states that the fitout and use of the supermarket, retail tenancies and child care facility will be the subject of separate future DAs. This will include consideration of the hours of operation.
- 1.4 The existing trees and vegetation on the site are proposed to be removed. The proposal is clear of an existing tree on the adjoining site to the west to ensure that this tree is retained and protected.
- 1.5 The proposed apartment mix is:
- 27 x 1 bedroom apartments (12%)
 - 184 x 2 bedroom apartments (81%)
 - 14 x 3 bedroom apartments (6%)
 - 2 x 4 bedroom apartments (1%).
- 1.6 23 (10%) of the apartments are designed to be adaptable.
- 1.7 The site is subject to a maximum height limit of 80 m. The maximum building height is approximately 56 m.

2 Design

- 2.1 The building façade expression is created with a defined podium base, middle tower and top with the expression of the floating roof. The podium has clearly expressed vertical fins which give the podium form and create movement in the façade. Depending on a person's point of view, the podium appears solid standing at an acute angle to the façade or

transparent if looking at the podium directly. The towers have a horizontal expression with articulation of the slab edges.

- 2.2 Changes in contrast are achieved by the white, bronze and silver bands and the thickness of the bands is repeated up the tower, creating visual interest by grouping sets of 3 levels at a time.
- 2.3 Towers are orientated to the north, with the east tower rotated to the north-east and the west tower rotated to the north-west to optimise solar access and reduce overshadowing.
- 2.4 The east tower is 16 storeys and has a larger footprint compared to the west tower with 15 storeys. This approach creates differentiation, a hierarchy between the 2 towers and focuses on the built form of the east tower to create a landmark address to the street corner at Sunnyholt Road and George Street.
- 2.5 The building's frontage is orientated towards George Street with retail tenancies, mall and entries to residential towers off the street, with 3 retail tenancies fronting Sunnyholt Road.
- 2.6 The supermarket and mall are accessed from George Street and this entry point is differentiated by a change in façade materials. The entries to both of the residential towers are also articulated by a raised street awning.
- 2.7 The base of the east tower comprises large garden apartments that are sleeved along the boundary to provide a 4 storey base to the tower above. The glazed podium façade is extended up with openings whilst the bronze fin detail integrates the residential component into the podium façade. The façade gradually steps down along George Street to present a 3 storey façade at the western part of the site with open screens to the landscaped podium area above.
- 2.8 The communal open space area is located at the podium level and offers a circuitous landscaped pathway that links the facilities, including seating for individuals or groups, a barbecue area, a lawn area, a swimming pool, gym and sauna.
- 2.9 The application is accompanied by an Environmental Wind Assessment prepared by ARUP. The report provides recommendations such as screening the pool area and louvres to protect the wide balconies at the penthouse level, which are included on the plans.
- 2.10 A Design Verification Statement prepared by registered architect Jun Sakaguchi, Studio Director of Jackson Teese has been prepared for the development, in accordance with the requirements of SEPP 65.

3 Building separation

- 3.1 The proposal comprises a podium and tower design, with the podium at a zero setback to the boundaries, with the exception of the retail tenancies which are setback 1.5 m to ensure that door swings do not encroach on the shared pedestrian/bicycle pathway. An awning is provided for the Sunnyholt Road and George Street frontages that provides some weather protection.
- 3.2 The west tower features building separation to the north and west boundaries of at least 6 m, with the exception of minor window elements that encroach 0.5 m into the 6 m setback to the western boundary on the 5th storey and above. This setback is maintained for all levels of the west tower.
- 3.3 The east tower features building separation to the centreline of Humphries Lane to the north of at least 6 m for the 3rd and 4th storeys.
- 3.4 No building separation is necessary where building types incorporate angled window to achieve a blank party wall effect. Rather than zero separation or increasing separation, the applicant proposes an alternative solution that achieves the same results but is visually more appropriate.

4 Solar access

- 4.1 The orientation of the towers and layout of the apartments are designed to maximise solar access to the private open space areas and living rooms of the apartments. The design maximises the number of north facing apartments and locates larger apartments at the corners.
- 4.2 19% of the proposed apartments receive no direct sunlight at mid-winter and the future redevelopment of neighbouring sites will increase overshadowing of the site. Despite these constraints, the proposal creates sufficient opportunity for solar penetration to enhance the amenity of future residents.

5 Access, parking and waste servicing

- 5.1 Vehicular access is provided via Humphries Lane along the northern boundary of the site.
- 5.2 The development comprises a dedicated loading dock at the western part of the site that services deliveries for the site and waste collection. The internal, at-grade loading area can accommodate 2 heavy rigid vehicles and 1 medium rigid vehicle at a time. The loading area enables vehicles to manoeuvre within the site and ensures vehicles enter and exit in a forward direction.
- 5.3 Separate vehicular access is provided at the centre of the site that provides secure access to the car parking spaces.
- 5.4 7 basement parking levels are provided with a total of 436 car parking spaces comprising:
- 111 retail / supermarket spaces
 - 12 child care facility spaces for staff
 - 13 child care facility spaces for guardians/carers
 - 264 resident spaces
 - 36 resident visitor spaces.
- 5.5 67 bicycle parking spaces and 13 motorcycle parking spaces are provided in the basement levels.
- 5.6 The application is accompanied by a Traffic Impact Assessment prepared by The Transport Planning Partnership dated July 2019. The report identifies that the proposal provides a surplus of 122 car parking spaces above the requirements of the RMS Guide to Traffic Generating Development, as shown in the table below:

Proposed land use	Blacktown DCP parking requirements	RMS Guide to Traffic Generating Development parking requirements	Proposed parking spaces	Surplus parking spaces
Residential apartments	243	159	264	+105
Residential visitors	91	32	36	+4
Retail	98	98	111	+13
Child care facility	25	25	25	0
TOTAL	457	314	436	+122

- 5.7 The applicant has indicated that the surplus parking is in response to the increase in allowable building height on the site as a result of the recently gazetted height of building changes under the CBD Planning Proposal, as discussed in section 4 of the Assessment

report. The surplus car parking spaces are predominantly for residential purposes and are intended to accommodate further apartments which may be applied for as a modification as a result of the increase to the height of building controls.

- 5.8 The surplus car parking spaces satisfy the minimum car parking requirements under are permissible. No objection has been raised by RMS, nor our Traffic Management section.

6 Traffic generation

- 6.1 The application is accompanied by a Traffic Impact Assessment prepared by The Transport Planning Partnership dated July 2019. The report identifies that the traffic generation rates during the busiest morning and evening peak periods for each of the proposed uses is as follows:
- 43 vehicle trips per hour for the 227 apartments
 - 74 vehicle trips per hour for the supermarket
 - 81 vehicle trips per hour for the 13 retail tenancies
 - 64 vehicle trips per hour for the child care facility.
- 6.2 The overall expected vehicle trips per hour are:
- morning peak period: 186 (80 in and 106 out) vehicle trips per peak hour
 - evening peak period: 245 (133 in and 112 out) vehicle trips per peak hour.
- 6.3 The traffic assessment takes into consideration the cumulative traffic generated by this proposal, a higher yield proposal for potential future consideration given the additional height of buildings now permitted on the site under the gazetted CBD Planning Proposal and traffic growth anticipated by further developments in the locality. The report concludes that the future road network will operate satisfactorily following the completion of the proposed development.

7 Noise and vibration impacts

- 7.1 The application is accompanied by an Acoustic Assessment prepared by Acoustic Logic dated June 2019. The assessment considers noise impacts associated with:
- traffic from Sunnyholt Road and George Street
 - rail noise impacts from the adjacent T1 and T5 Rail Corridors
 - rail vibration impacts from the adjacent T1 and T5 Rail Corridors
 - noise emissions from the mechanical plant to service the building.
- 7.2 The assessment provides recommended construction measures with regard to glazing and seals to windows and doors, external wall construction, external roof and ceiling construction and glazing thickness of entry doors.
- 7.3 To achieve the allowable internal noise goals for the apartments, the western façades of both residential towers can have their windows open. However, in order to achieve suitable internal noise levels, the windows on all remaining facades would need to be closed. The report states that if any supplementary fresh air (ventilation system or other) is required, that it should be acoustically treated to ensure that the acoustic performance of the acoustic treatments provide suitable protection from noise emissions.
- 7.4 The report also assessed the impact of the operation of the trains and the potential to induce ground borne vibration that is transmitted through the subsoil. These vibrations can be perceptible close to railways, as tactile vibrations and as structure borne noise.
- 7.5 The report concluded that the overall vibration dose on the site, for both daytime and nighttime periods, complies with the requirements of Australian Standard AS 2670.2 1990.

The structure borne noise generated by the rail movements to the residential apartments located on the 3rd storey of the proposed development complies with the requirements of The Department of Planning *'Development Near Rail Corridors and Busy Roads – Interim Guideline'*. Therefore, no additional vibration isolation is required for the proposal.

8 Hunter Pipeline

- 8.1 The DA is accompanied by a Safety Management Study that was prepared in consultation with Caltex, the operator of the high-pressure gas pipeline because the Hunter Pipeline is located to the south of the site.
- 8.2 The application was referred to Caltex, who advised that it is very concerned about child care facilities in the vicinity of the pipeline. This is because very small children are not able to escape unassisted and child care facilities do not have a one to one ratio of carers to children. Caltex's default position for any proposed child care centre is to object. Caltex has identified in the Safety Management Study that the applicant is to consider emergency egress from proposed child care facilities to be away from the pipeline easement along George Street.
- 8.3 The application is accompanied by a Concept Fire Safety Strategy prepared by Warrington Fire dated July 2019. The Strategy identifies that in an emergency situation:
 - child care facilities staff will be familiar with the layout of the building and trained in emergency situations. Staff will provide assistance to children to evacuate the buildings
 - child care facilities staff will be alert and aware of the responsibility to assist children, even though children may be asleep at the time of an incident
 - children may not have mobility and staff will provide assistance during evacuation
 - young children may not be able to comprehend and respond to verbal instructions during an emergency and will require a high level of assistance from staff to evacuate.
- 8.4 The child care facility will benefit from a fire-isolated exit that opens directly to Humphries Lane (on the opposite side of the building to the Hunter Pipeline) and to Sunnyholt Road.
- 8.5 Appropriate conditions of consent are recommended to be imposed requiring the development to be in accordance with the Safety Management Study, in consultation with Caltex. Given that the applicant states that the fitout and occupation of the supermarket, retail tenancies and child care facilities are to be the subject of separate DAs, a condition is also recommended to be imposed requiring the applicant to demonstrate that any future DAs on the site are consistent with the Safety Management Study.
- 8.6 The applicant was requested to provide a full assessment of the child care facility, which requires an emergency and evacuation procedure under the Child Care Planning Guideline August 2017, NSW Department of Planning, Industry & Environment.
- 8.7 During the operational stage of the development and child care facilities, a safety management system will be established by implementation of an Emergency Management Manual and Evacuation Plans. The applicant has accepted the imposition of a condition of consent to ensure that a safety management system is implemented.
- 8.8 The application was referred to Caltex, who confirmed that the Safety Management Study (SMS) is now satisfactory and is to be implemented in the design, construction and operation of the development. Conditions are provided regarding vibration over the pipeline to be monitored and the limit of 20 mm/sec measured at ground level directly over the pipeline and a traffic management submission to indicate no loading above 8.25 tonnes per axle are to be included in the draft conditions.

9 Social impact assessment

- 9.1 The DA was accompanied by a Social Impact Assessment prepared by Cred Consulting, stating that the proposal is suitable with regard to providing socially sustainable high density residential development, meeting social infrastructure needs and meeting open space needs. The child care facility component of the proposal has also been considered with regard to the supply and demand of child care places and meeting the requirements of the National Quality Framework Assessment Checklist.
- 9.2 The assessment provides mitigation measures in response to potential social impacts, such as ensuring that:
- communal open spaces are completed and usable when residents move in
 - contributions are made towards pedestrian and cycling infrastructure and public open spaces (catered for in the condition of consent requiring the applicant to pay section 7.11 Contributions)
 - providing communal rooms within the development to support resident gatherings and celebrations to enhance the community benefits of this proposal. Benchmarking against standards suggest there will be demand for to 63 m² to 70 m² of community space resulting from the incoming population
 - pedestrian pathways to and from public transport and other community facilities are well lit
 - bike parking facilities are provided to encourage active transport.

10 Economic and retail impact study

- 10.1 The DA was accompanied by an Economic and Retail Impact Study prepared by Hill PDA Consulting that considers the economic and retail impact of the proposal during construction and operation. The assessment concludes the following:
- The site is part of the Blacktown CBD and the impacts on individual traders in the CBD is a matter of competition between traders in the same centre. It is not a relevant matter for consideration when determining the DA.
 - The net increase in trade, expected to be around \$16 million per annum, is insignificant compared to almost \$700 million total retail sales in the Blacktown CBD. It represents less than 2.4%.
 - Significant growth in population in the walkable catchment and in the wider Blacktown LGA will ensure growing retail sales in the CBD – around \$150 million more per annum 10 years from now. The proposed development will make only a minor contribution towards meeting further increases in demand for retail space in the CBD.
 - The proposed Good Luck Plaza will replace the existing Good Luck Plaza (that comprises a supermarket and retail shops and is located on the corner of Prince Street and First Avenue to the north-west) and will be quite differentiated from the rest of the Blacktown CBD as it will predominantly serve East Asiatic foods, groceries, food and personal services, whereas the balance of the Blacktown CBD will have a much larger offering of national and other conventional retailers. The level of competition is therefore expected to be very low.
 - Any adverse impacts from construction on nearby retailers should be easily mitigated through construction management practices. The Zol Fair shops (that comprises 8 small shops at 6-14 Sunnyholt Road to the north-east of the site) are expected to enjoy some patronage from construction workers during the construction period, being around \$700,000 in additional retail sales.