

Planning and Assessment

IRF19/7893

Gateway determination report

LGA	Blacktown
PPA	Blacktown City Council
NAME	Make minor amendments to the Growth Centres SEPP to align the SP2 Infrastructure (Local Road) and SP2 Infrastructure (Local Drainage) zones with the redevelopment of Lots 23 & 24 DP262886 Hollinsworth Road, Marsden Park (0 homes, 0 jobs)
NUMBER	PP_2018_BLACK_010_00
LEP TO BE AMENDED	Blacktown LEP – Amendment to State Environmental Planning Policy (Sydney Region Growth Centres) 2006
ADDRESS	Hollinsworth Road, Marsden Park
DESCRIPTION	Lot 23, Lot 24 and Lot 25 DP262886, Lot 36 and Lot 37 DP262886, and Lot 5 DP1210172
RECEIVED	28 November 2019
FILE NO.	IRF19/7893
POLITICAL DONATIONS	There are no donations or gifts to disclose and a political donation disclosure is not required
LOBBYIST CODE OF CONDUCT	There have been no meetings or communications with registered lobbyists with respect to this proposal

1. INTRODUCTION

1.1 Description of planning proposal

The planning proposal seeks to make minor amendments to State Environmental Planning Policy (Sydney Region Growth Centres) 2006 within the Marsden Park Industrial Precinct. The proposal seeks to align the SP2 Infrastructure (Local Road) and SP2 Infrastructure (Local Drainage) zones as they relate to the redevelopment of Lots 23 & 24 DP262886 Hollinsworth Road, Marsden Park (Logos Property) for the purpose of an industrial estate. Both a Council DA (DA15-275) and a State Significant DA (SSD-8606-Mod-2) have been granted for the development of these two lots. The development is hindered by the development of local road and drainage infrastructure, which is located on multiple lots and reliant on the joint construction by adjoining land owners.

To progress the development of the two lots, the planning proposal seeks the following:

- Realign the SP2 Infrastructure (Local Road) Zone located currently on part Lot 24 DP262886 and part Lot 25 DP262886 (the Ingenia site) approximately 12 metres

south so that the entire SP2 Infrastructure (Local Road) Zone is located on Lot 24. This will enable the full width road to be constructed on Lot 24.

- Make a minor change to Lot 23 DP262886 relating to the geometry of the roundabout resulting from the 12m south realignment of the road.
- Realign the SP2 Infrastructure (Local Road) Zone on the adjoining lots to the west (Lot 36 and 37 DP262886 and Lot 5 DP1210172) in order for the Hollinsworth Road extension to intersect with the future South Street extension at a right angle.
- Realign the SP2 Infrastructure (Local Drainage) Zone located on Lot 25 DP262886 and Lot 5 DP1210172 approximately 50 metres west in order to align with the proposed drainage strategy for the site.

1.2 Site description

The site is in the Marsden Park Industrial Precinct, 40 kilometres northwest of Sydney's CBD and approximately 1.5 kilometres north the M7 Motorway. The site is accessible at the north-eastern corner via Hollinsworth Road and is currently vacant with previous rural and agricultural land uses.



Figure 1 Lot descriptions of subject sites (Source: Six Maps)

1.3 Existing planning controls

As shown in Figure 2 below the site and the surrounding area are zoned part IN2 (Light Industrial), IN1 (General Industrial), and SP2 (Infrastructure).

The following list identifies the lots which apply to the planning proposal.

Lot 23 DP262886	Lot 5 DP1210172
Lot 24 DP262886	Lot 36 DP262886
Lot 25 DP262886	Lot 37 DP262886

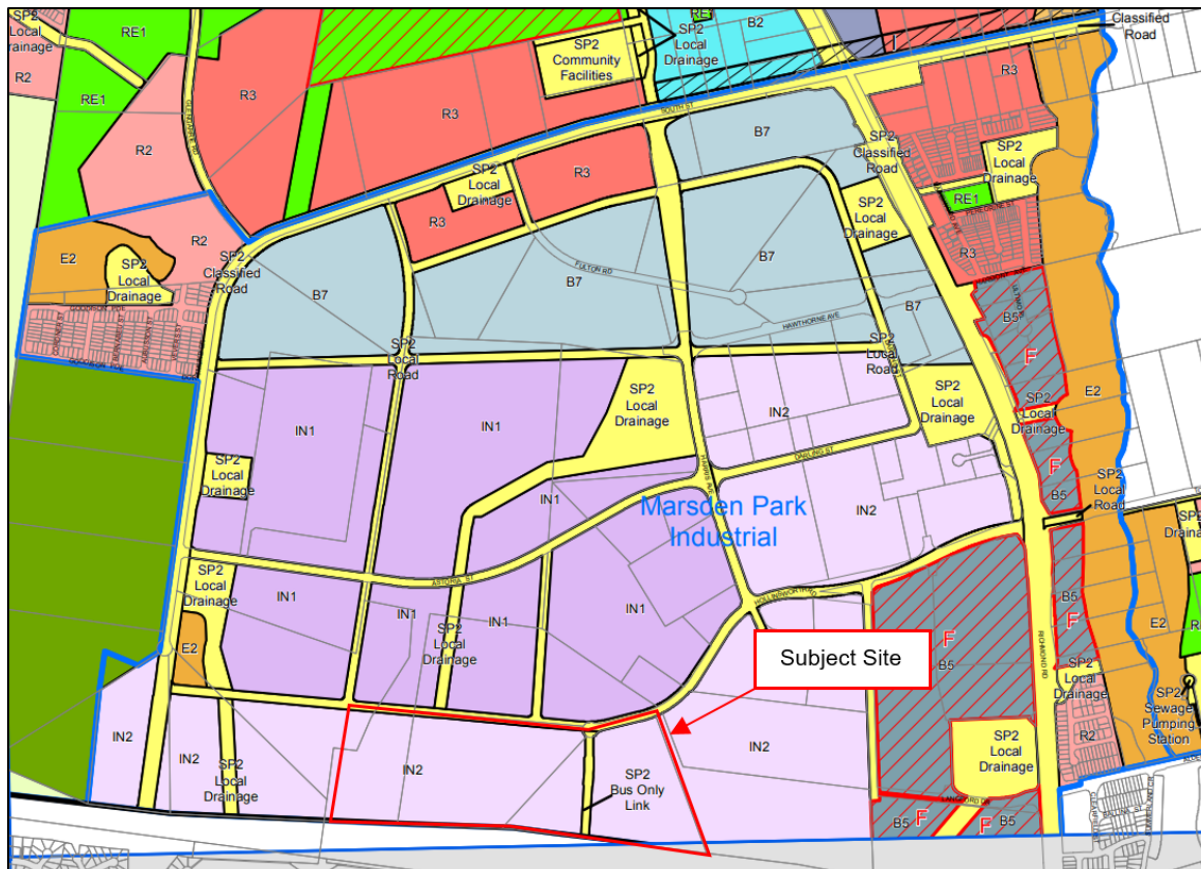


Figure 2 Current land zoning map for subject site.

The Marsden Park Industrial Precinct (Schedule 3) of the Blacktown City Council Growth Centre Precincts Development Control Plan 2010 (**BCC Growth Centre DCP**) applies to the site. Council has confirmed that, given the minor nature of the changes, the planning proposal does not need to change the DCP.

1.4 Surrounding area

As illustrated in Figure 3 below, the subject site is surrounded by industrial-type uses with the exception of the existing Ingenia Town and Country Estate Caravan Park to the north and the road reserve directly to the south for the future Castlereagh Freeway. The residential suburbs of Bidwell and Hassall Grove are located further south of the site and the M7 is located approximately 1.5km south west.

Hollinsworth Road is one of four east-west aligned vehicle access points between the Industrial Precinct and Richmond Road, the key arterial road connecting Marsden Park with the WestLink M7 Motorway. Hollinsworth Road has been partially upgraded between Richmond Road and Harris Avenue to accommodate two lanes in each direction.



Figure 3 Site location and surrounding zones

To the west of Harris Avenue, Hollinsworth Road remains seven metres wide with one-lane in each direction. It currently only provides access to a 225-dwelling retirement living facility (Ingenia Lifestyle Stoney Creek Retirement Community), located north of the subject site.

The construction timing of the future motorway as well as the bus-only link is unknown at this stage. The bus-only link will connect the Marsden Park Industrial Precinct with Hassall Grove and Bidwill to the south.

1.5 Summary of recommendation

The planning proposal is recommended for Gateway as it will facilitate the development of the southern portion of the Marsden Park Industrial precinct. The proposal is considered a minor amendment to the Growth Centres SEPP as it does not significantly alter the overall design or outcome envisaged for the precinct.

It is recommended the planning proposal be amended prior to community consultation to update the timeline in Part 6 to represent a timeline from the Gateway determination date.

It is also recommended Council consults with the following public authorities:

- Transport for NSW
- Sydney Water

2. PROPOSAL

2.1 Objectives or intended outcomes

The key objective of this planning proposal is to facilitate minor housekeeping amendments to the Growth Centres SEPP to allow the development of the subject site to progress the approved DA while meeting the desired outcome for the precinct.

This will be achieved by:

- Realigning the SP2 Infrastructure (Local Road) Zone as it relates to Hollinsworth Road to be consistent with the alignment proposed by the development approval for the Logos Property site; and

- Realigning the SP2 Infrastructure (Drainage) Zone to the north of the site to be consistent with the proposed drainage strategy.

The following outcomes will result from the planning proposal:

- The burden of the half-width road of Hollinsworth Road on Lot 25 DP262886 under the current zoning will be removed and Logos Property will construct the full-width of the road on their site.
- The realignment of the drainage zone will ensure the site and surrounding developments are serviced with appropriate drainage infrastructure.
- Relocating the drainage zone will minimise the need for home relocations on Lot 25 DP262886 that would be required under the current arrangement.
- The mapping will be updated to be consistent with the road alignment and drainage strategy proposed by the SSDA (SSD-8606-Mod-3) and modification to DA15-275, which offers clarity and certainty to landowners, Council and the community.

The amendments proposed by this Planning Proposal will result in a logical and orderly development of the site and in turn meet the economic and commercial objectives of the Marsden Park Industrial Precinct.

2.2 Explanation of provisions

The proposal seeks to amend the existing State Environmental Planning Policy (Sydney Region Growth Centres) 2006 maps to relocate the road and drainage infrastructure identified as SP2 zoned land on to individual lots.

2.3 Mapping

The proposal seeks to amend the following maps:

- Land Zoning Map (LZN_005)
- Land Reservation Map (LRA_005)
- Floor Space Ratio Map (FSR_005)
- Height of Building Map (HOB_005)
- Minimum Lot Size Map (LSZ_005)

The below map comparison illustrates the proposed changes.

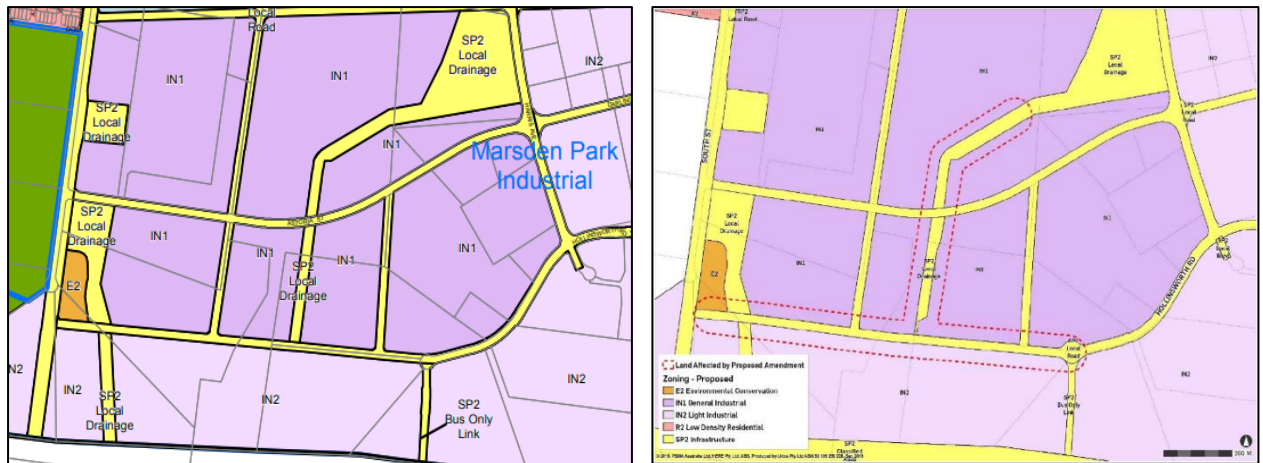


Figure 4 Land zoning map existing (left) and proposed (right)



Figure 5 Height of building map existing (left) and proposed (right)

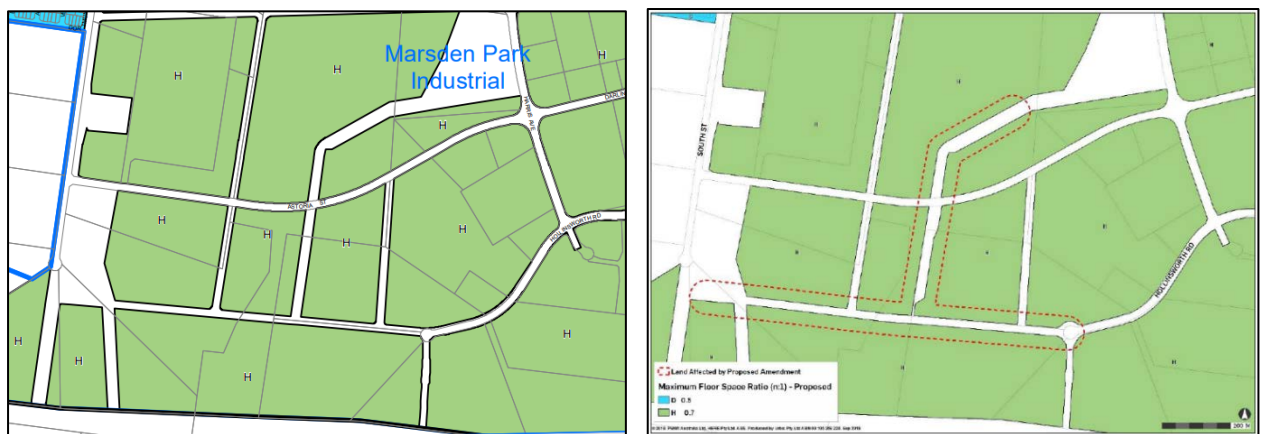


Figure 6 Floor space ratio map existing (left) and proposed (right)

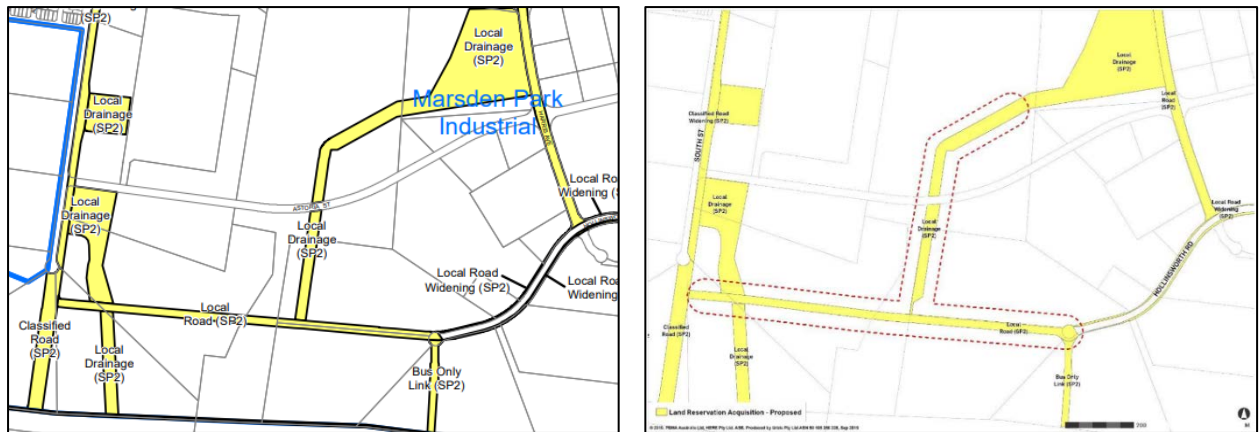


Figure 7 Land reservation map existing (left) and proposed (right)



Figure 8 Maximum lot size map existing (left) and proposed (right)

The proposed maps submitted with the planning proposal clearly identify the area to be amended, no changes are required prior to community consultation.

3. NEED FOR THE PLANNING PROPOSAL

The proposed changes to the zoning and development controls can only be achieved via amendments to the Growth Centres SEPP Maps.

The development approval requires the full-width construction of Hollinsworth Road to service the future industrial estate, and Logos Property intend to construct the full-width of Hollinsworth Road on their site.

The drainage strategy prepared for the industrial estate proposes to drain to the north-western corner of the site which would then connect to the adjacent Ingenia site at the south-western boundary. This arrangement necessitates a shift of the current SP2 Infrastructure (Local Drainage) Zone from the centre of Lot 25 DP262886 to the western boundary, which will then connect to a drainage basin to the north.

The scheme proposed by Logos Property differs from the alignment of Hollinsworth Road and drainage strategy contained under the SRGC SEPP. Accordingly, these maps require updating to be consistent with the proposed scheme.

4. STRATEGIC ASSESSMENT

4.1 State

A Plan for Growing Sydney identifies new land release areas as an important component of Sydney's overall housing and employment supply. The proposal is consistent with A Plan for Growing Sydney as it will facilitate the development of an industrial estate which will provide employment opportunities within the Marsden Park Industrial precinct.

4.2 District

Marsden Park Industrial Precinct is located within the Central City District Plan area. The District Plan recognises the importance of protecting and supporting employment and urban services land to attract economic activity. The plan also identifies a job target of 5,000-10,000 jobs for Marsden Park by 2036.

The Planning Proposal is consistent with the aims of the District Plan as it will facilitate the development of the precinct and contribute to meeting the job target for Marsden Park.

4.3 Local

The proposal is not the result of any strategic study or report by Council. This proposal is a site-specific amendment seeking to make minor administrative and mapping amendments to the Growth Centres SEPP. Given the minor nature of the proposal no strategic study is required for this planning proposal.

Our Blacktown 2036

It is considered that the proposal is consistent with the Our Blacktown 2036 strategy as it will improve the viability of industrial development in Marsden Park by providing access to unused industrial land and stimulating investment into the local economy and will generate local and regional employment.

4.4 Section 9.1 Ministerial Directions

The proposal is considered to be consistent with all relevant Section 9.1 Ministerial Directions with the exception of below:

1.1 Business and Industrial Zones

This direction applies to the proposal as it seeks to affect land within an existing industrial zone. The proposal is consistent with this direction as it will not result in a net loss of industrial zoned land as the minor portion of IN2 land to be rezoned to SP2 over the subject site will be compensated by the rezoning of the half-width SP2 land to IN2 on the Ingenia Site (Town and Country Estate Caravan Park).

3.2 Caravan Parks and Manufactured Home Estates

This direction applies to the proposal as it applies to the existing caravan park on Lot 25 DP262886. The proposal is consistent with the direction as it seeks to relocate the SP2 zoned drainage and road infrastructure from the Ingenia site (Town and Country Estate Caravan Park) to the Logos Property site, which will negate the need to remove the home sites within proximity to the SP2 zoned land.

6.2 Reserving Land for Public Purposes

The direction applies to the planning proposal as it seeks to alter two existing SP2 Infrastructure zones which are identified on the relevant Land Acquisition Reservation Map to be acquired by Blacktown City Council. The relocation of the

SP2 Infrastructure zones will incorporate suitable land reservation provisions to ensure Hollinsworth Road is constructed for a public purpose as intended and for Council to acquire the drainage corridor in the future.

4.5 State environmental planning policies (SEPPs)

As identified in this report this planning proposal seeks to amend the State Environmental Planning Policy (Sydney Region Growth Centres) 2006 by amending the Marsden Park Industrial Precinct to align road and drainage infrastructure. The proposal maintains the outcomes identified in the precinct.

The proposal is consistent with the other SEPPs.

5. SITE-SPECIFIC ASSESSMENT

5.1 Social

The proposed amendment is not considered to have any adverse social effects.

5.2 Environmental

There are no likely significant environmental effects anticipated.

5.3 Economic

There will be positive economic benefit because of the planning proposal. The rezoning will facilitate the development of the road and drainage infrastructure and provide additional jobs from the development of the industrial estate.

5.4 Infrastructure

This proposal seeks to amend the Growth Centres SEPP to relocate and develop road and drainage infrastructure to facilitate industrial development on the subject and adjoining sites.

6. CONSULTATION

6.1 Community

Council has advised that it intends to exhibit the planning proposal but has not indicated a specific timeframe. Council has advised that community consultation will involve an advertisement in a local newspaper and on Council's website. In addition, adjoining landowners will be notified in writing.

It is recommended Council amend the planning proposal to state that the proposal will be made publicly available for a minimum of 14 days.

6.2 Agencies

It is considered that Council should consult with:

- Transport for NSW
- Sydney Water

7. TIME FRAME

The planning proposal includes a project timeline which estimates completion of the LEP amendment in April 2020. It is considered that a six-month time frame for completion of the LEP amendment would be appropriate from the date of the Gateway determination.

It is recommended the planning proposal be amended to reflect a six-month timeframe from the date of the Gateway determination.

8. LOCAL PLAN-MAKING AUTHORITY

Council has requested to be the local plan-making authority. Council should not be authorised to be the local plan-making authority as the planning proposal seeks to amend a State Environmental Planning Policy (Sydney Region Growth Centres) 2016.

9. CONCLUSION

The planning proposal is supported to proceed with the recommended conditions below.

10. RECOMMENDATION

It is recommended that the delegate of the Minister determine that the planning proposal should proceed subject to the following conditions:

1. The planning proposal should be made available for community consultation for a minimum of 14 days.
2. Consultation is required with the following public authorities:
 - Transport for NSW
 - Sydney Water
3. The time frame for completing the LEP is to be six months from the date of the Gateway determination.
4. Given the planning proposal seeks to amend the Growth Centres SEPP, Council should not be authorised to be the local plan-making authority to make this plan.



Ian Bignell
Manager Place and Infrastructure
(Blacktown)

Gina Metcalfe
Acting Director Central
(Western)
Greater Sydney Place and
Infrastructure

Assessment officer: Ryan Klingberg
Senior Planning Officer, Central (Western)
Phone: 9860 1561