



PLANNING PROPOSAL JUSTIFICATION REPORT

HOLLINSWORTH ROAD,
MARSDEN PARK

SEPTEMBER 2019
PREPARED FOR LOGOS PROPERTY



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1. INTRODUCTION

1.1. OVERVIEW

Urbis has prepared this Planning Proposal request for Logos Property to initiate an amendment to State Environmental Planning Policy (Sydney Region Growth Centres) 2006 (**SRGC SEPP**).

The Planning Proposal is submitted to Blacktown City Council (**Council**) in accordance with clause 3.33 of the Environmental Planning and Assessment Act 1979 (**EP&A Act**) and the Department of Planning and Environment's (**DPE**) '*A Guide to Preparing Planning Proposals*'.

The objective of the Planning Proposal is to make minor amendments to SRGC SEPP to the alignments of 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 for the purpose of an industrial estate. The amendments will affect the following properties:

- Lot 23, Lot 24 and Lot 25 DP262886;
- Lot 36 and Lot 37 DP262886; and
- Lot 5 DP1210172.

Specifically, this Planning Proposal seeks to:

- 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 construction on Lot 24.
- Lot 23 DP262886 will be affected by a minor change 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.

This proposal does not seek to amend the existing permissible land uses or built form controls for the site. Given 'roads' and 'drainage infrastructure' are permissible with consent in the IN1 Zone and relevant SP2 Zones under SRGC SEPP, the Planning Proposal will not affect the assessment and determination of any development application for built form and works.

The amendments proposed are administrative in nature and have been developed in consultation with neighbouring landowners and Council to facilitate a more appropriate infrastructure arrangement for the site and surrounding properties.

1.2. SUPPORTING DOCUMENTATION

The following supporting documents are included:

- Proposed SEPP Mapping | Appendix A;
- Stormwater Strategy prepared by Costin Roe | Appendix B;
- Transport and Accessibility Report prepared by GTA Traffic Consultants | Appendix C; and
- Workplace Travel Plan prepared by PTC Consultants | Appendix D.

2. SITE AND LOCALITY

2.1. SITE

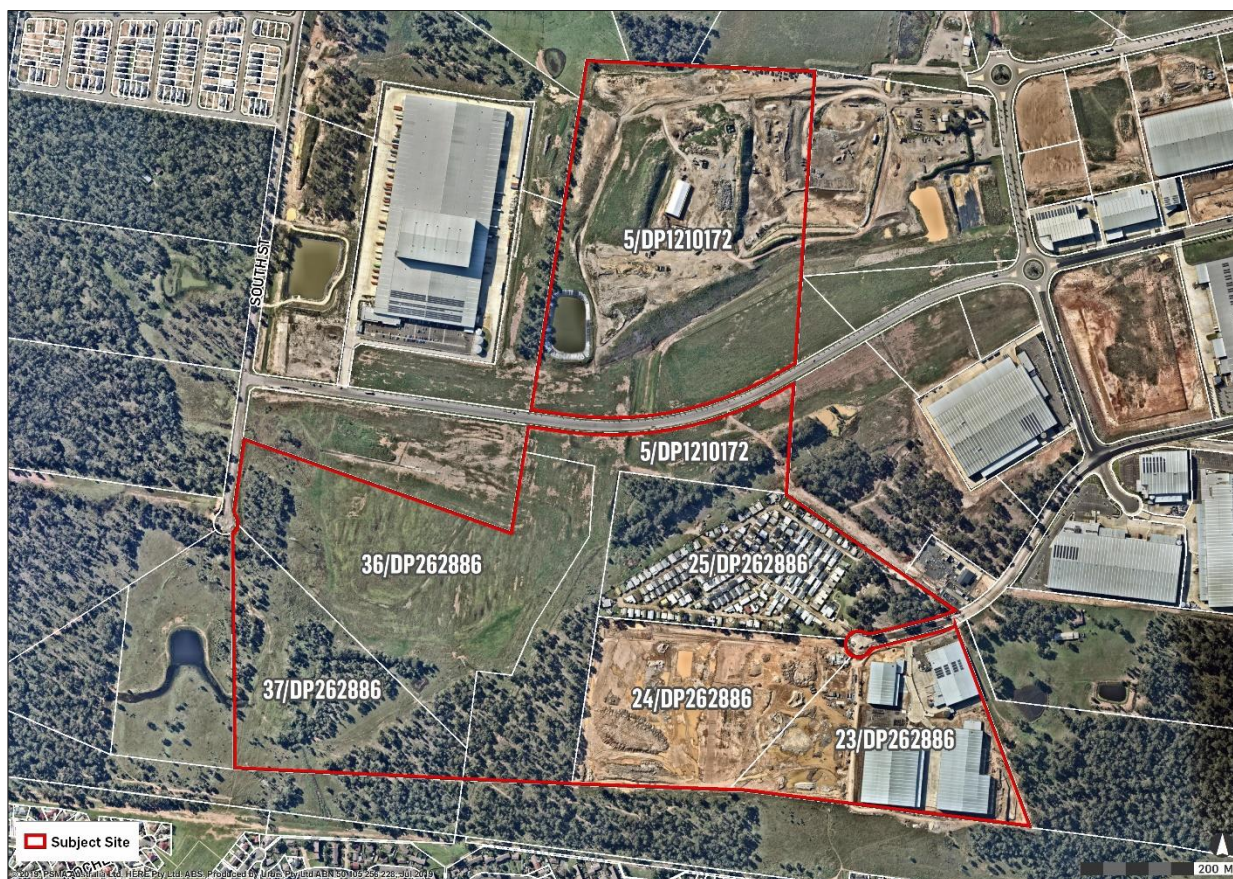
The site is located in the Marsden Park Industrial Precinct, 40 kilometres' northwest of Sydney's CBD and in close proximity to the M7 Motorway. The site is accessible at north-eastern corner via Hollinsworth Road and is currently vacant with previous rural and agricultural land uses. Early works on site have commenced in accordance with the development consent to DA15-275.

Table 1 provides a brief description of the site. Figure 1 identifies each site.

Table 1 – Site Description

Legal description	Lot 23 DP262886 Lot 24 DP262886 Lot 25 DP262886 Lot 5 DP1210172 Lot 36 DP262886 Lot 37 DP262886
Current land uses	Lot 25 DP262886 is zoned for industrial uses; however it also accommodates a range of semi-permanent residential dwellings (Town and Country Estate Caravan Park). Lot 23 and 24 DP262886 has been recently cleared in accordance with the development consent to DA15-275 and has previous accommodated rural/agricultural land uses.

Figure 1 – Aerial Photograph



Source: Six Maps

2.2. SURROUNDING CONTEXT

The surrounding context of the site is summarised as follows:

- Directly north of the site is the Ingenia Town and Country Estate Caravan Park. Further north of the site is a quarry.
- Directly south of the site is the future Castlereagh Freeway road reserve. The residential suburbs of Bidwell and Hassall Grove are located further south of the site. The M7 is located approximately 1.5km south west of the site.
- Directly east of the site is land identified for future industrial uses. Further east of the site are bulky goods and other commercial/light industrial land uses recently developed and under construction. Richmond Road is approximately 1 km east of the site.
- Directly west of the site is land identified for future industrial uses.

Figure 2 below indicates the surrounding context and the indicative proposed land uses for the locality.

Figure 2 – Site Locality



Source: Watch This Space Design

Figure 3 – Photos of Locality



Picture 1 – Neighbouring property to the east



Picture 2 – Neighbouring property to the north



Picture 3 – New industrial development



Picture 4 – New industrial development

2.3. ACCESSIBILITY AND TRANSPORT

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.

West of Harris Avenue, Hollinsworth Road remains 7 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.

To the south of the site is the reserved road corridor for the future Castlereagh Motorway that will link the WestLink M7 Motorway with Springwood Road/ Hawkesbury Road, located west of Hawkesbury-Nepean River.

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.

3. PROJECT BACKGROUND

3.1. OVERVIEW OF PLANNING HISTORY

Lot 23 and 24 DP262886 (the Logos site) has an extensive planning history since the rezoning of the land under the Precinct Acceleration Protocol by the DPE in 2010 to create the Marsden Park Industrial Precinct. Table 2 provides an overview of relevant development history of the site.

Table 2 – Overview of Site Planning History

Item	Date	Summary	Site Ownership
Development consent for subdivision and civil works Reference: DA15-275	9 September 2015	Blacktown City Council grant development consent to DA15-275 (as modified) for subdivision to create of four Torrens title industrial lots, one lot for half width road construction of Hollinsworth Road, one lot for future bus-only link road and associated bulk earthworks and drainage infrastructure.	EJ Cooper and Son Pty Ltd
Planning Proposal to amend the SRGC SEPP.	Gazetted 16 December 2016	EJ Cooper and Son Pty Ltd submit a Planning Proposal request to amend the SRGC SEPP to realign/relocate drainage infrastructure and road infrastructure to facilitate to future industrial development.	EJ Cooper and Son Pty Ltd
Section 96(2) Modification to DA15-275 Reference: MOD-17-00550	Approved August 2018	Logos Property acquire the site and design a development scheme for an industrial warehousing and logistics estate. The development scheme requires modifications to DA15-275 to amend the site levels, subdivision plan, drainage strategy and propose the full-width construction of Hollinsworth Road.	Logos Property
State Significant Development Application (SSDA) for industrial warehousing and logistics estate Reference: SSD 8606	Approved August 2018	Logos Property submit a SSDA to the DPE for the construction of warehouse buildings, loading docks, hardstand areas, internal access roads, and car parking spaces, service and infrastructure augmentation, and landscaping works.	Logos Property

3.2. CONSULTATION WITH BLACKTOWN CITY COUNCIL

The proponent has met with Blacktown City Council on several occasions to discuss the site and the development proposal. Council have requested that Logos Property submit a Planning Proposal request to update the relevant mapping to reflect the realignments to drainage and road infrastructure proposed by the development scheme. Council has requested minor mapping amendments to the Planning Proposal.

This Planning Proposal has been prepared in accordance with ongoing consultation and discussion Council.

The following provides a summary of consultation with Council on 14 August 2017.

Table 3 – Summary of Consultation with Blacktown City Council – August 2017

Item	Comment
The gazettal of the Planning Proposal will not be linked to consent conditions (DA15/275) related to the release of the construction certificate, subdivision certificate or submission of a SSDA.	Noted. The development as proposed under the SSDA and modification to DA15-275 is permissible with consent.
The Planning Proposal must include provision to ensure the relocation of the zone boundaries of adjoining property (Lot 5 DP1210172 and Lots 36 & 37 DP262886 to west) to ensure the relocated road is consistent with the adjoining site once it leaves the Logos site.	This Planning Proposal seeks an amendment to the zone boundaries for Lot 5 DP1210172 and Lots 36 & 37 DP262886 to the west of the site as requested by Council.
The proposed realigned SP2 Local Road (Hollinsworth Road) must meet with South Street at a right angle and not affect the E2 (Environmental Conservation) Zone at the corner of Hollinsworth Road and South Street.	As demonstrated in the Transport and Accessibility Report prepared by GTA Consultants (Appendix C), the road realignment will meet South Street at a right angle and not affect the E2 (Environmental Conservation) Zone.
The Planning Proposal will run separately to other minor Planning Proposals.	Noted.

The following provides a summary of consultation with Council on 22 January 2018 which was attended by representatives of Ingenia, Sydney Business Park and Logos Property.

Table 4 – Summary of Consultation with Blacktown City Council – January 2018

Item	Comment
Agreed in principle that the realignment of the local drainage zone to the west is appropriate given its relationship with the development scheme and the reduced impact to existing residents.	Noted. Agreed by all parties that the realignment of the drainage zone is to be included in the Planning Proposal.
A Stormwater Drainage Concept should be submitted with the Planning Proposal to demonstrate the alternative arrangement is compliant with Council's policies.	A Stormwater Drainage Concept Plan has been prepared by Costin Roe in support of this Planning Proposal and is included in Appendix B.

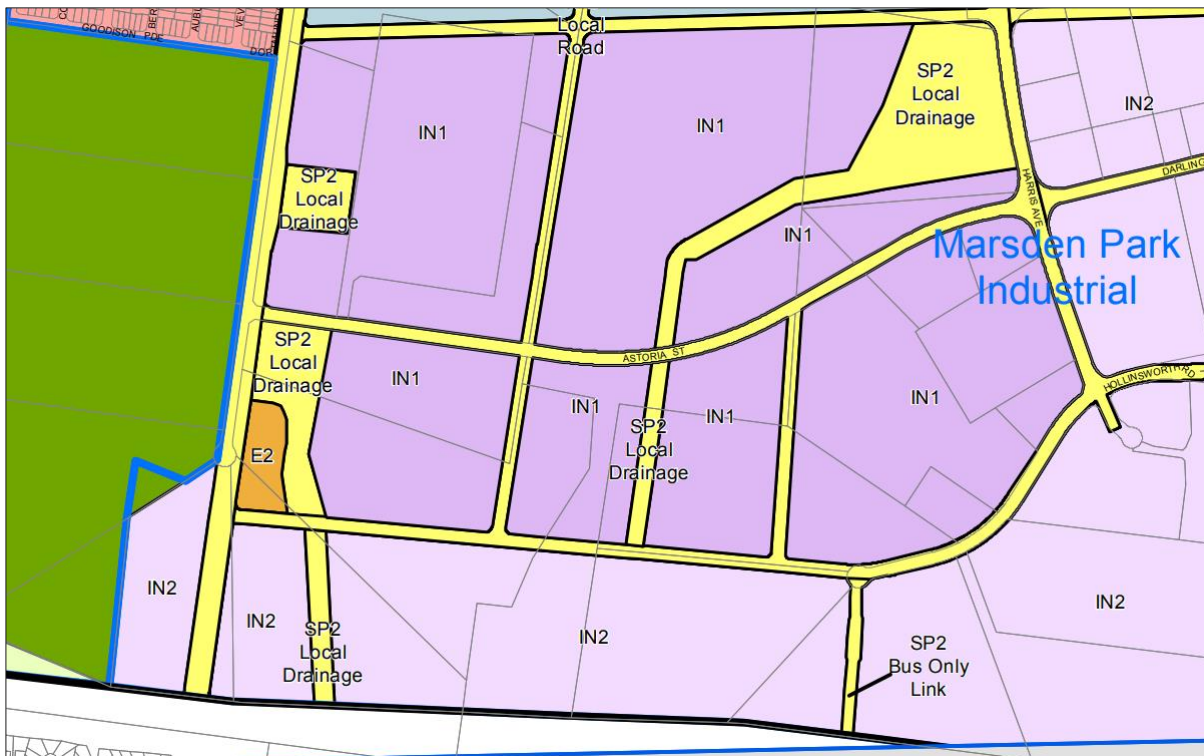
4. STATUTORY PLANNING CONTEXT

4.1. STATE ENVIRONMENTAL PLANNING POLICY (SYDNEY REGION GROWTH CENTRES) 2006

4.1.1. Zoning

The site and surrounding sites are zoned part IN2 (Light Industrial), IN1 (General Industrial), and SP2 (Infrastructure) as shown in Figure 4. There is a small portion of land zoned E2 (Environmental Conservation) at the future intersection of Hollinsworth Road and South Street.

Figure 4 – SRGC SEPP Land Zoning Map – Sheet LZN_005 – Existing



Source: NSW Legislation

4.1.2. Aims of the SRGC SEPP

The aims of the SRGC SEPP are as follows:

- “(a) to co-ordinate the release of land for residential, employment and other urban development in the North West Growth Centre, the South West Growth Centre and the Wilton Priority Growth Area,*
- (b) to enable the Minister from time to time to designate land in growth centres as ready for release for development,*
- (c) to provide for comprehensive planning for growth centres,*
- (d) to enable the establishment of vibrant, sustainable and liveable neighbourhoods that provide for community well-being and high quality local amenity,*
- (e) to provide controls for the sustainability of land in growth centres that has conservation value,*
- (f) to provide for the orderly and economic provision of infrastructure in and to growth centres,*
- (g) to provide development controls in order to protect the health of the waterways in growth centres,*
- (h) to protect and enhance land with natural and cultural heritage value,*
- (i) to provide land use and development controls that will contribute to the conservation of biodiversity.”*

The current alignment of Hollinsworth Road with a half width located on Lot 25 DP262886 will restrict the delivery of Hollinsworth Road for the Logos site and industrially zoned land further west to South Street as there are residential dwellings located in the zone. Realigning Hollinsworth Road will enable truck and car access to the Logos site and adjacent sites to the west that will make industrial development in the Precinct viable.

The Logos development scheme proposes to drain from the Logos site to the north-western corner, which links to the south-western corner of Lot 25 DP262886. Realigning the drainage zone to this location will facilitate a more efficient outcome for the Logos site, as well as reducing the number of homes on Lot 25 DP262886 that would need to be relocated when Council acquire the land. This outcome improves amenity for existing residents and will facilitate a more efficient drainage concept for the development.

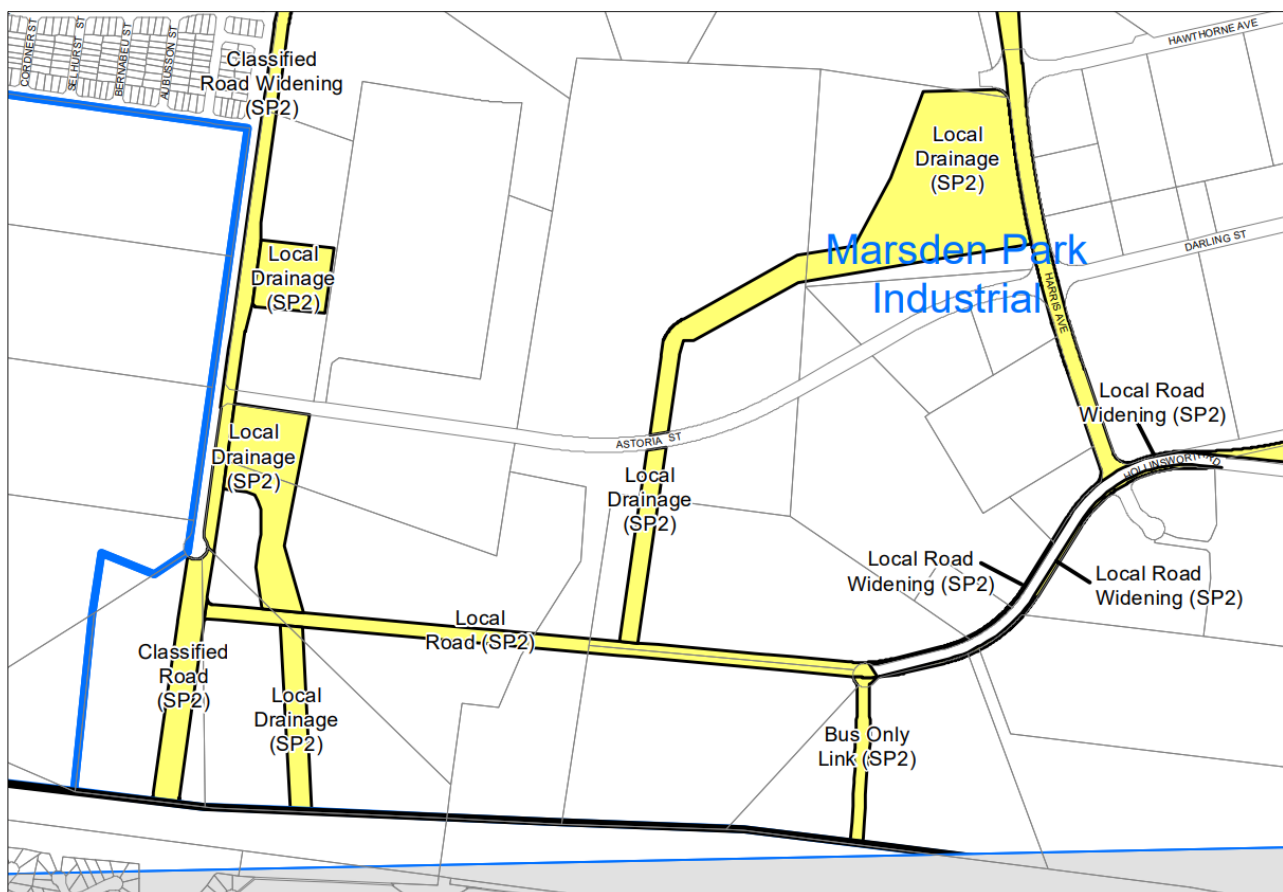
The amendments proposed are a more efficient and coordinated approach to infrastructure provision that will enhance the viability of industrial development in the Precinct. The delivery of industrial development and subsequent economic investment in the area will contribute towards creating liveable neighbourhoods where residents can live close to work.

The Planning Proposal is consistent with the aims of the SRGC SEPP.

4.1.3. Land Reservation Acquisition

Figure 5 shows the current SRGC SEPP Land Reservation Acquisition Map. The Planning Proposal seeks to update the current map to be consistent with the proposed realignment but does not seek to alter the relevant acquisition provisions applying to each SP2 (Infrastructure) Zone. The proposed Land Reservation Acquisition Map is shown on Page 14 of this Report.

Figure 5 – SRGC SEPP Land Reservation Acquisition Map – Sheet LRA_005 – Existing



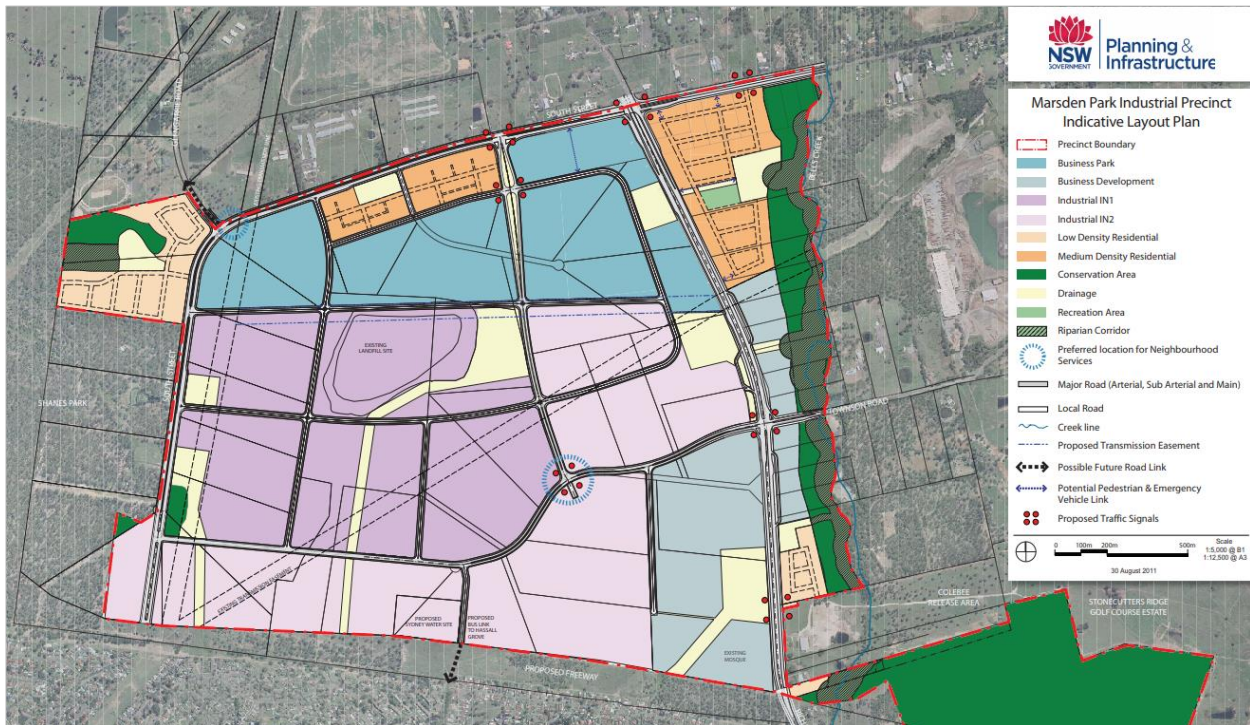
Source: NSW Legislation

4.2. BLACKTOWN GROWTH CENTRE PRECINCT DCP 2010

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.

Figure 6 reproduces the Marsden Park Industrial Precinct ILP as provided on the Department of Planning & Environment website (dated 30 August 2011).

Figure 6 – Marsden Park Industrial Precinct Indicative Layout Plan (ILP)



Source: NSW Government

5. PART 1 – OBJECTIVES AND INTENDED OUTCOMES

5.1. NEED FOR THE PLANNING PROPOSAL

The current zoning that applies to Lot 23 DP262886 locates a half width SP2 Infrastructure (Local Road) Zone on the northern boundary for the half width of the Hollinsworth Road extension. The other half of the road is located along the southern boundary of Lot 25 DP262886. In recent years, Lot 25 DP262886 have lodged multiple development applications with Council to expand their existing facilities.

It has become evident to Logos Property that the owners of Lot 25 DP262886 have no intention of constructing the half width of Hollinsworth Road that is intended by the SP2 Infrastructure (Local Road) zoning. The development scheme 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. Roads are permissible with consent in all zones on the Logos 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.

5.2. OBJECTIVES

The key objective of this planning proposal is to facilitate minor housekeeping amendments to SRGC SEPP to be consistent with the development scheme for the site.

This will be achieved by:

- Realigning the SP2 Infrastructure (Local Road) Zone as it relates to Hollinsworth Road in order to be consistent with the alignment proposed by the development scheme for the Logos site; and
- Realigning the SP2 Infrastructure (Drainage) Zone to the north of the site in order to be consistent with the proposed drainage strategy.

5.3. INTENDED OUTCOMES

The Planning Proposal will have the following positive outcomes:

- The burden of the half-width 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 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.

6. PART 2 – EXPLANATION OF PROVISIONS

The objectives of this Planning Proposal can be achieved through the amendments to the SRGC SEPP as detailed in Table 5.

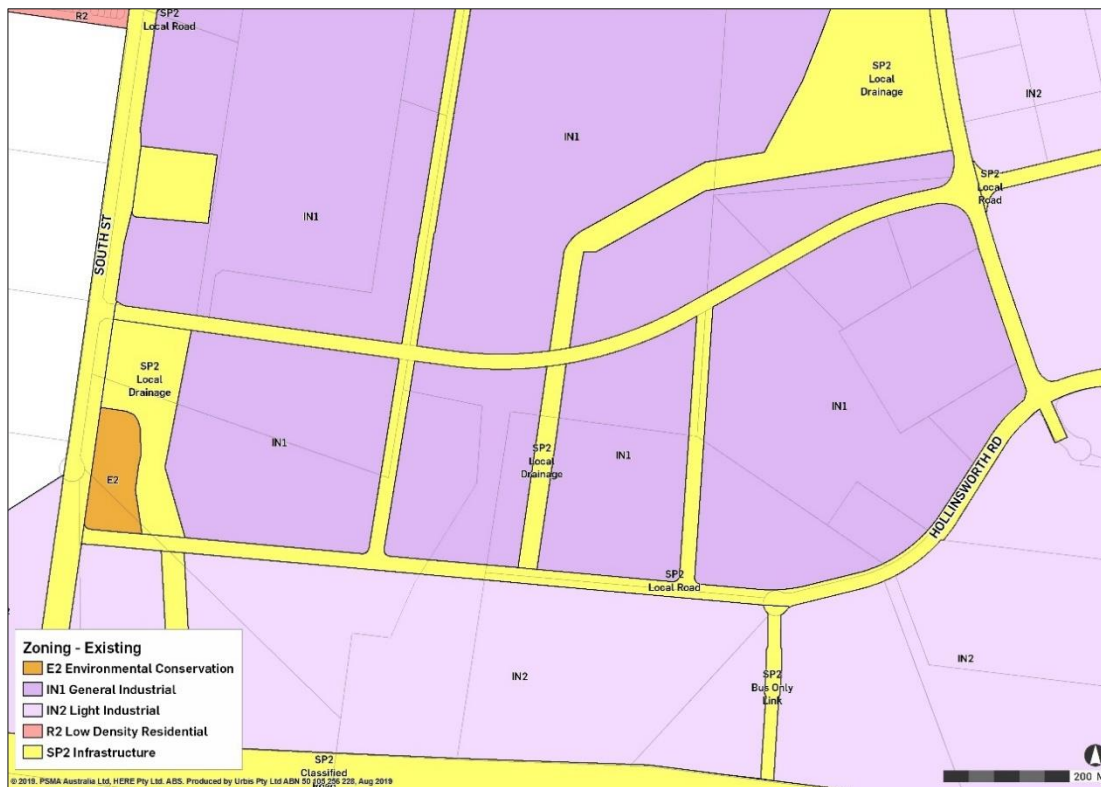
Table 5 – Explanation of Provisions

Policy	Nature of amendment
<i>State Environmental Planning Policy (Sydney Region Growth Centres) 2006 – North West Growth Centre Land Zoning Map - Sheet LZN_005</i>	Amend the existing <i>Land Zoning Map</i> in accordance with the proposed <i>Land Zoning Map</i> : <ul style="list-style-type: none"> Realign the SP2 Infrastructure (Local Road) and SP2 Infrastructure (Local Drainage) zone boundaries.
<i>State Environmental Planning Policy (Sydney Region Growth Centres) 2006 – North West Growth Centre Land Reservation Acquisition Map Sheet LRA_005</i>	Amend the existing <i>Land Reservation Acquisition Map</i> in accordance with the proposed <i>Land Reservation Acquisition Map</i> : <ul style="list-style-type: none"> Realign the SP2 Infrastructure (Local Road) and SP2 Infrastructure (Local Drainage) Zone boundaries.
<i>State Environmental Planning Policy (Sydney Region Growth Centres) 2006 – North West Growth Centre Floor Space Ratio Map Sheet FSR_005</i>	Amend the existing <i>Floor Space Ratio Map</i> in accordance with the proposed <i>Floor Space Ratio Map</i> .
<i>State Environmental Planning Policy (Sydney Region Growth Centres) 2006 – North West Growth Centre Height of Buildings Map Sheet HOB_005</i>	Amend the existing <i>Height of Buildings Map</i> in accordance with the proposed <i>Height of Buildings Map</i> .
<i>State Environmental Planning Policy (Sydney Region Growth Centres) 2006 – North West Growth Centre Lot Size Map Sheet LSZ_005</i>	Amend the existing <i>Lot Size Map</i> in accordance with the proposed <i>Lot Size Map</i> .

6.1. LAND ZONING

Figure 7 shows the existing and proposed SRGC SEPP North West Growth Centre Land Zoning Map.

Figure 7 – SRGC SEPP North West Growth Centre Land Zoning Map Sheet LZN_005



Picture 5 – Existing

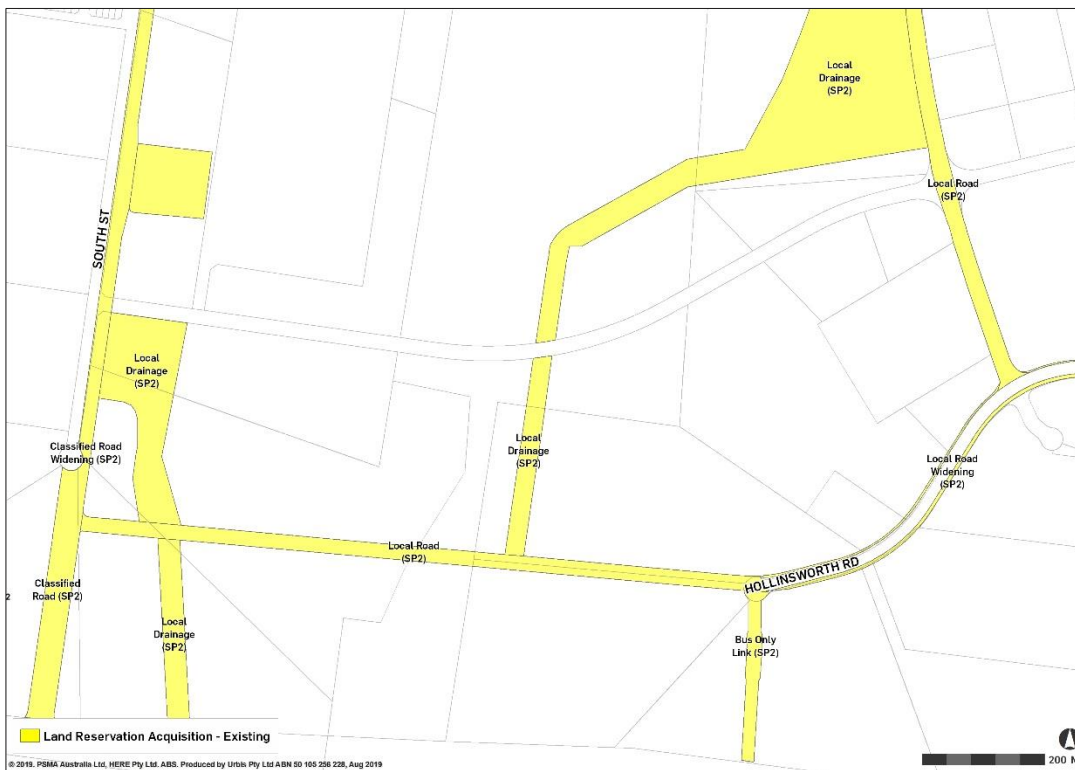


Picture 6 – Proposed

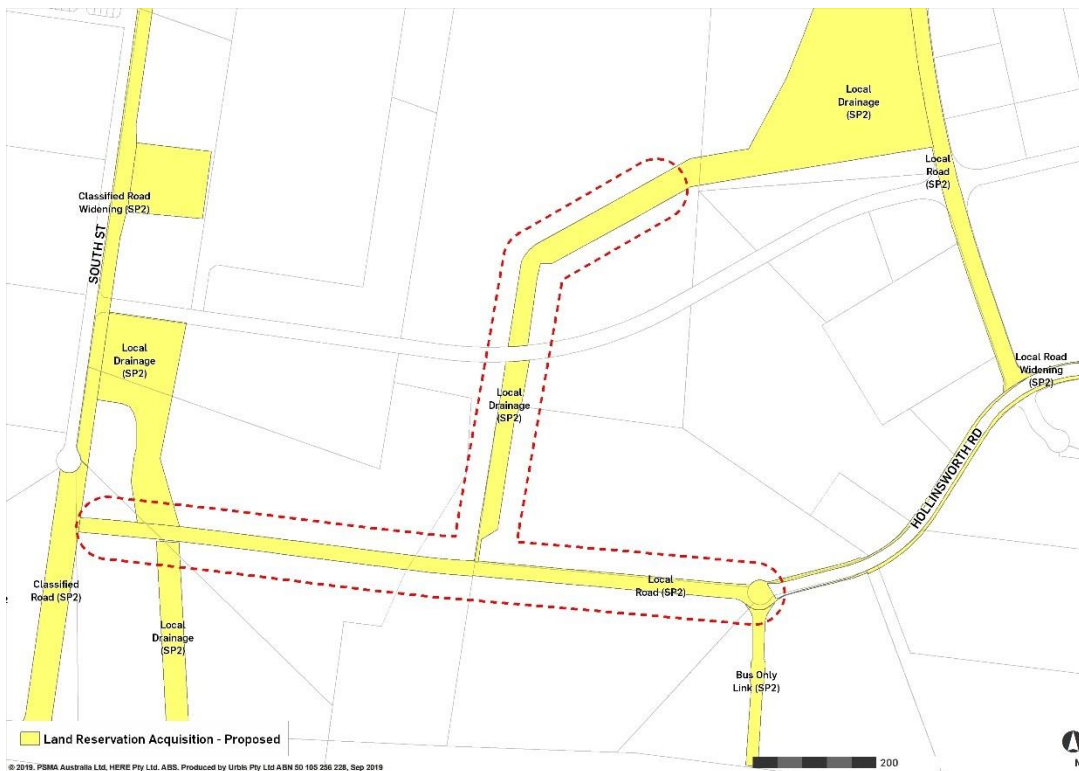
6.2. LAND RESERVATION ACQUISITION

Figure 8 shows the existing and proposed SRGC SEPP North West Growth Centre Land Reservation Acquisition Map.

Figure 8 – SRGC SEPP North West Growth Centre Land Reservation Acquisition Map Sheet LRA_005



Picture 7 – Existing



Picture 8 – Proposed

6.3. FLOOR SPACE RATIO MAP

Figure 9 shows the existing and proposed SRGC SEPP North West Growth Centre Floor Space Ratio Map.

Figure 9 – SRGC SEPP North West Growth Centre Floor Space Ratio Map Sheet FSR_005



Picture 9 – Existing



Picture 10 – Proposed

6.4. HEIGHT OF BUILDINGS

Figure 10 shows the existing and proposed SRGC SEPP North West Growth Centre Height of Building Map.

Figure 10 – SRGC SEPP North West Growth Centre Height of Buildings Map Sheet HOB_005



Picture 11 – Existing



Picture 12 – Proposed

6.5. LOT SIZE

Figure 11 shows the existing and proposed SRGC SEPP North West Growth Centre Lot Size Map.

Figure 11 – SRGC SEPP North West Growth Centre Lot Size Map Sheet LSZ_005



Picture 13 – Existing



Picture 14 – Proposed

7. PART 3 – JUSTIFICATION

7.1. SECTION A – NEED FOR THE PLANNING PROPOSAL

7.1.1. Q1. Is the planning proposal a result of an endorsed local strategic planning statement, strategic study or report?

The Planning Proposal is not the result of any strategic study or report. The proposed SRGC SEPP amendment has arisen from a site-specific requirement rather than any strategic study or report. It is primarily an administrative and mapping necessity to reflect the realignment of Hollinsworth Road and a drainage corridor required to be consistent with the future development of the subject site.

7.1.2. Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The Planning Proposal is the best means of achieving the objectives outlined in Section 5.2 of this report for the following reasons:

- **Residential dwellings associated with the adjacent land ownership and caravan park operations:** Lot 25 DP262886 (Town and Country Estate Caravan Park) currently enjoys existing use rights and is not required to build the half-width of the road. Logos Property submit that the full-width of the road be located on the subject site to remove the burden of the half-width road from Lot 25 DP262886 and allow orderly and economic redevelopment of the subject site.
- **Location of drainage zone:** The current location of the drainage zone severs Lot 25 DP262886, and when the land is acquired by Council will necessitate the relocation of several homes. The relocation of the zone to the western boundary will minimise impacts to current residents and be consistent with the drainage strategy on the Logos site.
- **Potential for development consistent with existing planning controls:** Under the existing controls, the construction of Hollinsworth Road and drainage infrastructure is permissible with consent in the SP2 (Infrastructure) and IN1 (General Industrial) Zones. The rezoning is a logical and appropriate reflection of the proposed road realignment and drainage strategy.
- **Accuracy in mapping:** Given the road and drainage works are permissible in all zones, the SSDA and section 4.55(2) modification to DA15-275 can be approved, resulting in a differing arrangement from the current mapping. It is necessary to update the mapping to be consistent with the proposed road and drainage arrangements.

The amendment of relevant land use maps is the best means of reflecting the road alignment and drainage strategy proposed by the development scheme for the subject site.

7.2. SECTION B – RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

7.2.1. Q3. Will the planning proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

The Planning Proposal is not directly related to any specific strategic study or report. Notwithstanding, consistency with the Greater Sydney Plan and Central City District Plan is discussed below.

Greater Sydney Region Plan

A key objective of the Region Plan is to deliver a Western Economic Corridor, which aims to strengthen economic opportunities in Western Sydney, including Marsden Park. The subject site and surrounding sites are located in the Marsden Park Industrial Precinct, which holds a significant portion of undeveloped industrial land.

The proposed amendments to the SEPP ensure that essential infrastructure is located appropriately in the Marsden Park Industrial Precinct. This will increase the viability of industrial development on the site and adjacent sites in the Precinct and strengthen economic investment in the region as envisaged by the Region Plan.

The SP2 Infrastructure (Local Road) zoning on the site in its current location is not conducive to facilitating industrial redevelopment, as if the subject site does construct the full-width extension of Hollinsworth Road within the site, the proposed development is no longer viable. Additionally, if the road is not realigned the viability of industrial redevelopment on several sites to the west of the site is jeopardised as they will not be afforded a potential connection to Hollinsworth Road.

This outcome would be inconsistent with the aims of the Regional Plan to support population growth by providing jobs closer to homes. The site is strategically located in industrial precinct in close proximity to a number of residential suburbs and has the potential to provide additional jobs to the local community. The Planning Proposal is consistent with the Regional Plan, as it will facilitate industrial redevelopment in Marsden Park and provide numerous employment opportunities.

Central City District Plan

The site is in the 'Central City District' of the District Plans released by the Greater Sydney Commission. Under the Central City District Plan Marsden Park is identified as an emerging strategic centre and the largest employment zone in the North West Growth Area.

The Central City 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. A key action is to "integrate the Marsden Park Industrial Precinct with the town centre, including walking and cycling connections".

The Planning Proposal is consistent with these aims of the Plan, as it will improve the viability of industrial development in Marsden Park. This will provide a number of industrial jobs, which will assist in meeting the 2036 minimum 5,000 additional job target for Marsden Park. The formalisation of Hollinsworth Road will also provide east-west connections through the precinct.

7.2.2. Q4. Will the planning proposal give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

Our Blacktown 2036

Our Blacktown 2036 is Blacktown City Council's key community strategic plan and identifies key community priorities and aspirations for the LGA over the next 20 years.

Strategic Direction 3 is relevant to the proposal:

- *Strategic Direction 3: A smart and prosperous economy*
 - *Community outcome: Strategic economic opportunities and partnerships facilitate sustainable growth of our local and regional economy, attract investment to our City and foster local business and employment.*

The Planning Proposal will improve the viability of industrial development in Marsden Park as it improves access to unused industrial land and stimulates investment and the local economy and generates local and regional jobs.

7.2.3. Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

The Planning Proposal's consistency with current SEPPs is summarised in the table below. The Planning Proposal's consistency with Regional Environmental Plans (REPs) for the Sydney and Greater Metropolitan Regions, which are deemed SEPPs, is summarised in the following table.

Table 6 – Consistency with State Environmental Planning Policies

State Environmental Planning Policy (SEPP)	Proposal
SEPP (Educational Establishments and Child Care Facilities) 2017	The planning proposal will not affect the application of the SEPP.
State Environmental Planning Policy (Aboriginal Land) 2019	The planning proposal will not affect the application of the SEPP.
State Environmental Planning Policy (Coastal Management) 2018	The planning proposal will not affect the application of the SEPP.
State Environmental Planning Policy (Concurrences) 2018	The planning proposal will not affect the application of the SEPP.
State Environmental Planning Policy (Gosford City Centre) 2018	The planning proposal will not affect the application of the SEPP.
State Environmental Planning Policy (Primary Production and Rural Development) 2019	The planning proposal will not affect the application of the SEPP.
State Environmental Planning Policy (Three Ports) 2013	The planning proposal will not affect the application of the SEPP.
SEPP Amendment (Child Care) 2017	The planning proposal will not affect the application of the SEPP.
SEPP (State and Regional Development) 2011	The planning proposal will not affect the application of the SEPP.
SEPP (Sydney Drinking Water Catchment) 2011	The planning proposal will not affect the application of the SEPP.
SEPP (Urban Renewal) 2010	The planning proposal will not affect the application of the SEPP.
SEPP (Affordable Rental Housing) 2009	The planning proposal will not affect the application of the SEPP.
SEPP (Western Sydney Parklands) 2009	The planning proposal will not affect the application of the SEPP.
SEPP (Exempt and Complying Development Codes) 2008	The planning proposal will not affect the application of the SEPP.
SEPP (Western Sydney Employment Area) 2009	The planning proposal will not affect the application of the SEPP.

State Environmental Planning Policy (SEPP)	Proposal
SEPP (Kosciuszko National Park – Alpine Resorts) 2007	The planning proposal will not affect the application of the SEPP.
SEPP (Infrastructure) 2007	The planning proposal will not affect the application of the SEPP.
SEPP (Miscellaneous Consent Provisions) 2007	The planning proposal will not affect the application of the SEPP.
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	The planning proposal will not affect the application of the SEPP.
SEPP (Sydney Region Growth Centres) 2006	<p>The planning proposal seeks to amend the SRGC SEPP as it relates to the subject site.</p> <p>As detailed in Section 4.1.2, the amendments are consistent the aims of the SEPP and will ensure the orderly and economic provision of infrastructure in Marsden Park.</p>
SEPP (State Significant Precincts) 2005	The planning proposal will not affect the application of the SEPP.
SEPP (Building Sustainability Index: BASIX) 2004	The planning proposal will not affect the application of the SEPP.
SEPP (Housing for Seniors or People with a Disability) 2004	The planning proposal will not affect the application of the SEPP.
SEPP (Penrith Lakes Scheme) 1989	The planning proposal will not affect the application of the SEPP.
SEPP (Kurnell Peninsula) 1989	The planning proposal will not affect the application of the SEPP.
SEPP No. 1 Development Standards	The planning proposal will not affect the application of the SEPP.
SEPP No. 19 Bushland in Urban Areas	The planning proposal will not affect the application of the SEPP.
SEPP No. 21 Caravan Parks	<p>The planning proposal will affect Lot 25 DP262886 (Town and Country Estate Caravan Park) which is currently operated as a caravan park.</p> <p>The aim of SEPP No.21 Caravan Parks is to encourage:</p> <p><i>(a) the orderly and economic use and development of land used or intended to be used as a caravan park catering exclusively or predominantly for short-term residents (such as tourists) or for long-term residents, or catering for both, and</i></p> <p><i>(b) the proper management and development of land so</i></p>

State Environmental Planning Policy (SEPP)	<p>Proposal</p> <p><i>used, for the purpose of promoting the social and economic welfare of the community, and</i></p> <p><i>(c) the provision of community facilities for land so used, and</i></p> <p><i>(d) the protection of the environment of, and in the vicinity of, land so used.</i></p> <p>The Planning Proposal will limit impacts to existing residents, as the realignment of the drainage zone will reduce the number of home relocations required when Council acquire the land in the future. This will protect the social and economic welfare of current residents. The Planning Proposal is consistent with SEPP No. 21 Caravan Parks.</p>
SEPP No. 33 Hazardous and Offensive Development	The planning proposal will not affect the application of the SEPP.
SEPP No. 36 Manufactured Home Estates	The planning proposal will not affect the application of the SEPP.
SEPP No. 44 Koala Habitat Protection	The planning proposal will not affect the application of the SEPP.
SEPP No. 47 Moore Park Showgrounds	The planning proposal will not affect the application of the SEPP.
SEPP No. 50 Canal Estate Development	The planning proposal will not affect the application of the SEPP.
SEPP No. 55 Remediation of Land	<p>The rezoning will not affect the application of the SEPP for any future development applications for the site.</p> <p>The planning proposal is consistent with the SEPP.</p>
SEPP No. 64 Advertising and Signage	The planning proposal will not affect the application of the SEPP.
SEPP No. 65 Design Quality of Residential Apartment Development	The planning proposal will not affect the application of the SEPP.
SEPP No. 70 Affordable Housing (Revised Schemes)	The planning proposal will not affect the application of the SEPP.

Table 7 – Consistency with Regional Environmental Plans

Regional Environmental Plan	Proposal
Sydney REP No. 8 – Central Coast Plateau Areas	The planning proposal will not affect the application of the REP.

Regional Environmental Plan	Proposal
Sydney REP No. 9 – Extractive Industry	The planning proposal will not affect the application of the REP.
SREP No. 16 – Walsh Bay	The planning proposal will not affect the application of the SREP.
SREP No. 20 – Hawkesbury-Nepean River	The planning proposal will not affect the application of the SREP.
SREP No. 24 – Homebush Bay Area	The planning proposal will not affect the application of the SREP.
SREP No. 26 – City West	The planning proposal will not affect the application of the SREP.
SREP No. 30 - St Marys	The planning proposal will not affect the application of the SREP.
SREP No. 33 – Cooks Cove	The planning proposal will not affect the application of the SREP.
Sydney (SREP) (Sydney Harbour Catchment) 2005	The planning proposal will not affect the application of the SREP.
Greater Metropolitan REP No. 2 – Georges River Catchment	The planning proposal will not affect the application of the REP.
Willandra Lakes REP No. 1 – World Heritage Property	The planning proposal will not affect the application of the REP.
Murray REP No. 2 – Riverine Land	The planning proposal will not affect the application of the REP.

7.2.4. Q6. Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?

The Planning Proposal is consistent with the relevant matters for consideration under the section 9.1 Ministerial Directions (dated 28 February 2019) as outlined below.

Table 8 – Section 9.1 Compliance Table

Ministerial Direction	Proposal
Employment and Resources	
<p>1.1 Business and Industrial Zones</p> <p><i>The objectives of this direction are to:</i></p> <p><i>Encourage employment growth in suitable locations;</i></p> <p><i>Protect employment land in business and industrial zones, and;</i></p> <p><i>Support the viability of identified centres</i></p>	<p>The Planning Proposal relates to land zoned IN2 (Light Industrial) and SP2 (Infrastructure). The Planning Proposal will not result in a net loss of IN2 (Light Industrial) zoned land as the minor portion IN2 land to be rezoned to SP2 on the subject site will be compensated by the rezoning of the half-width SP2 Zone to IN2 Light Industrial on Lot 25 DP262886.</p> <p>It is considered that any future redevelopment of the site would require the full-width road to be constructed wholly within the subject land given the existing use rights over the</p>

Ministerial Direction	<p>Proposal</p> <p>half-width road SP2 Infrastructure zoning on the adjacent property.</p> <p>It would not be viable to redevelop the site for industrial purposes without the extension of Hollinsworth Road. The rezoning of land will enable redevelopment of the subject site, and adjacent sites to the east required to further extend Hollinsworth Road, for employment generating uses.</p> <p>The Planning Proposal is consistent with the direction.</p>
1.2 Rural Zones	Not applicable.
1.3 Mining, Petroleum Production and Extractive Industries	Not applicable.
1.4 Oyster Aquaculture	Not applicable.
1.5 Rural Lands	Not applicable.
Environment and Heritage	
<p>2.1 Environmental Protection Zones</p> <p><i>(1) The objective of this direction is to protect and conserve environmentally sensitive areas.</i></p>	The Planning Proposal will have no impact on the environmental protection zone adjacent to the future South Street and Hollinsworth Road intersection.
2.2 Coastal Management	Not applicable.
2.3 Heritage Conservation	Not applicable.
2.4 Recreation Vehicle Areas	Not applicable.
2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs	Not applicable.
Housing, Infrastructure and Urban Development	
3.1 Residential Zones	Not applicable.
<p>3.2 Caravan Parks and Manufactured Home Estates</p> <p><i>(1) The objectives of this direction are:</i></p> <p><i>(a) to provide for a variety of housing types, and</i></p> <p><i>(b) to provide opportunities for caravan parks and manufactured home estates.</i></p>	<p>The Planning Proposal will not limit the objectives of direction 3.2 to provide for a variety of housing types and provide opportunities for caravan parks and manufactured home estates.</p> <p>The Planning Proposal will minimise the impact of home relocations in the caravan park that would occur under the current zoning.</p>
3.3 Home Occupations	Not applicable.
<p>3.4 Integrating Land Use and Transport</p> <p><i>(1) The objective of this direction is to ensure that urban structures, building forms, land use locations,</i></p>	The Planning Proposal will alter a zone relating to urban land, including industrially zoned land. Notwithstanding, the Planning Proposal does not significantly alter the location of affected zones and as such, does not significantly alter the

Ministerial Direction	Proposal
<p><i>development designs, subdivision and street layouts achieve the following planning objectives:</i></p> <p><i>(a) improving access to housing, jobs and services by walking, cycling and public transport, and</i></p> <p><i>(b) increasing the choice of available transport and reducing dependence on cars, and</i></p> <p><i>(c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and</i></p> <p><i>(d) supporting the efficient and viable operation of public transport services, and</i></p> <p><i>(e) providing for the efficient movement of freight.</i></p>	<p>applicable planning objectives.</p> <p>Given the minor nature of the zoning amendments, it is submitted that the Planning Proposal is consistent with the direction.</p>
3.5 Development Near Regulated Airports and Defence Airfields	Not applicable.
3.6 Shooting Ranges	Not applicable.
3.7 Reduction in non-hosted short-term rental accommodation period	Not applicable.
Hazard and Risk	
4.1 Acid Sulphate Soils	Not applicable.
4.2 Mine Subsidence and Unstable Land	Not applicable.
<p>4.3 Flood Prone Land</p> <p><i>(1) The objectives of this direction are:</i></p> <p><i>(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</i></p> <p><i>(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.</i></p>	<p>Refer to Section 7.3.2 for an assessment of the proposed drainage provision to manage stormwater events.</p>
4.4 Planning for Bushfire Protection	Not applicable.
Regional Planning	
5.1 Implementation of Regional Strategies	Not applicable.
5.2 Sydney Drinking Water Catchments	Not applicable.
5.3 Farm Land of State and Regional Significance on	Not applicable.

Ministerial Direction	Proposal
the NSW Far North Coast	
5.4 Commercial and Retail Development along the Pacific Highway, North Coast	Not applicable.
5.9 North West Rail Link Corridor Strategy	Not applicable.
5.10 Implementation of Regional Plans (1) The objective of this direction is to give legal effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans.	As demonstrated in Section 7.2, the Planning Proposal is consistent with the directions of the Region Plan.
5.11 Development of Aboriginal Land Council land (1) <i>The objective of this direction is to provide for the consideration of development delivery plans prepared under State Environmental Planning Policy (Aboriginal Land) 2019 when planning proposals are prepared by a planning proposal authority</i>	The Aboriginal Heritage of the site was analysed during the assessment of SSD 8606. The Planning Proposal is consistent with SSD 8606 and the mitigation measures approved.
Local Plan Making	
6.1 Approval and Referral Requirements (1) <i>The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development</i>	The Planning Proposal is administrative in nature and does not propose any additional approval or referral requirements.
6.2 Reserving Land for Public Purposes (1) <i>The objectives of this direction are:</i> (a) <i>to facilitate the provision of public services and facilities by reserving land for public purposes, and</i> (b) <i>to facilitate the removal of reservations of land for public purposes where the land is no longer required for acquisition.</i>	The Planning Proposal requests 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 Council can acquire the drainage corridor. The Planning Proposal is consistent with this direction.
6.3 Site Specific Provisions	No unnecessarily restrictive site-specific provisions are proposed by this Planning Proposal.
Metropolitan Planning	
7.1 Implementation of A Plan for Growing Sydney (1) <i>The objective of this direction is to give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney.</i>	The Planning Proposal is consistent with the directions and actions of the <i>Greater Sydney Region Plan</i> , which has replaced <i>A Plan for Growing Sydney</i> , as outlined in Section 7.2.1 of this report.
7.2 Implementation of Greater Macarthur Land Release Investigation	Not applicable.

Ministerial Direction	Proposal
7.3 Parramatta Road Corridor Urban Transformation Strategy	Not applicable.
7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan <i>(1) The objective of this direction is to ensure development within the North West Priority Growth Area is consistent with the North West Priority Growth Area Land Use and Infrastructure Strategy (the Strategy).</i>	The Planning Proposal is consistent with the North West Priority Growth Area Land Use and Infrastructure Implementation Plan and Direction 7.4 as it will facilitate industrial development in Marsden Park.
7.5 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan.	Not applicable.
7.6 Implementation of Wilton Priority Growth Area Interim Land use and Infrastructure Implementation Plan	Not applicable.
7.7 Implementation of Glenfield to Macarthur Urban Renewal Corridor	Not applicable.
7.8 Implementation of Western Sydney Aerotropolis Interim Land Use and Infrastructure Implementation Plan	Not applicable.
7.9 Implementation of Bayside West Precincts 2036 Plan	Not applicable.
7.10 Implementation of Planning Principles for the Cooks Cove Precinct	Not applicable.

7.3. ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

7.3.1. Q7. 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 Planning Proposal will not affect any critical habitats, populations or ecological communities. The subject site is located in an area rezoned for industrial purposes and is subject to active consent DA15-275. As such, it is considered that these factors and any potential impacts have already been rigorously assessed.

7.3.2. Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

Potential environmental effects of this Planning Proposal are considered below.

Transport

GTA Consultants Pty Ltd (GTA) were engaged to prepare a detailed Transport Impact Assessment addressing the potential traffic related impacts and the on-site car parking and loading arrangements.

Traffic Impacts

Key findings from GTA's Transport Impact Assessment include:

- The total daily traffic generation for the site based on the RMS Guidelines equates to 4,958 vehicle movements. This generates an AM peak of 561 and PM peak of 603 vehicle movements per hour;
- The RMS Guidelines indicate that 80% of heavy vehicle movements occur outside the standard AM and PM peak periods, between 9am and 4pm, and only up to nine per cent of total daily heavy vehicle movements occurring in the peak periods. The anticipated total daily heavy vehicle movements in peak period is 80 vehicle movements;
- The AECOM report modelled a new intersection of Hollinsworth/Richmond Road/Townson Road, which consists of four-way cross intersection that allowed for full vehicle movements in all directions. The modelling found that the intersection would be operating at near capacity during the weekday AM and PM peak periods; and
- SIDRA modelling for all internal access roads in the estate, found in the report prepared by ARUP in 2009, showed that the access roads would operate at a satisfactory level of service or better in 2036.

Based on the above, the Transport Impact Assessment concludes that:

"it is expected that there will be adequate capacity on the broader road network within the industrial precinct, as well as along Richmond Road, to accommodate the traffic generated by the proposed estate.

Therefore, the traffic generated from the proposed estate is not expected to compromise the safety or function of the surrounding road network."

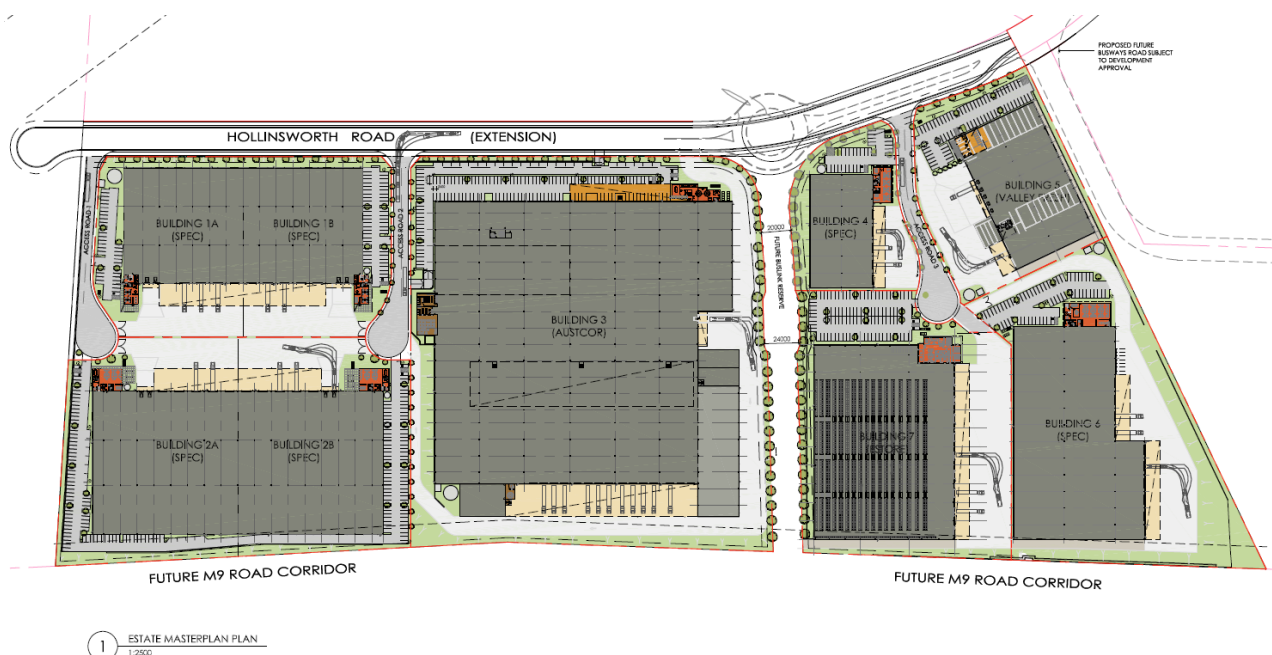
The expected generated by the proposal on the future road network are considered to be acceptable.

Access

Vehicular access to the proposed development is proposed via three entries along Hollinsworth Road on the northern boundary of the site. Each access has a 7.2 to 9.5 metre wide carriageway set within an approximately a 13 metre wide road reserve. Vehicular access points as identified in Figure 12 benefit from all vehicular movements (left in and out; right in and out).

The proposed access roads will operate at a satisfactory level of service and be designed to be consistent with the dimensional requirements as set out in Council's DCP and the Australian Standard for Off Street Car Parking and Commercial Vehicle Facilities (AS2890.1:2004, AS2890.2:2002 and AS2890.6:2009).

Figure 12 – Vehicular Access Plan



Source: Watch This Space Design Ltd Drawing Ref LG MAR DA01 Rev D (06 March 2018)

Loading and Circulation

GTA's Transport Impact Assessment and supporting architectural plans identify that each proposed building is provided with a designated loading area. The loading docks within each building are able to accommodate heavy vehicles between 15.2 metres to 19 metres. Detailed swept path analysis of these heavy vehicles is provided in the Transport Impact Assessment found at Appendix G of this report. Large 26 metre B-double vehicles can also be accommodated on the site, the Transport Impact Assessment states:

"Where 26-metre B-double vehicle access is required to a building site, loading/ unloading would occur from the hardstand area. Swept path analyses indicate there is sufficient area within the hardstand areas of most building sites to allow for a B-double vehicle to enter, manoeuvre within the site and exit to the road in a forward direction."

The proposed loading facilities and manoeuvrability on the site is more than suitable for the future operation of the site.

The development is consistent with the intended uses for the Marsden Park Industrial Precinct and is not expected to compromise the safety or function of the surrounding road network during the peak periods.

Public Transport

The site is serviced by the route Nos 749, 751 and 757 and are operated by Busways. There is a bus stop at the end of Hollinsworth Road which is within a 400m radius and there are multiple bus stops located along Hollinsworth Road, towards the north-east, which are within an 800m radius of the site.

Although the subject site is located approximately 6.2km walking distance from Schofields Train Station, route Nos 751 & 757 provides connection between the site and the station. Schofields Station is served by the North Shore, Northern & Western Line (T1) and Cumberland Line (T5).

To increase the public transport uptake by employees, the following measures could be considered:

- Create a map identifying the location of bus stops and routes (i.e. Transport Access Guide (TAG)) and make this available to all users;
- Improved wayfinding signage between the site and nearby public transport interchanges could be discussed with Blacktown City Council; and
- Promote the use of apps for public transport connectivity.

Pedestrian Pathways

As the subject site was previously a greenfield land, the surrounding road network lacks sufficient pedestrian amenities and there are no existing footpaths along the Hollinsworth Road frontage. Moreover, the surrounding land use is typically characterised by industrial zones, and as such, it is unlikely that employees and visitors will walk to the site (NSW Guidelines to Walking & Cycling (2004) suggests that 400m-800m is a comfortable walking distance).

It is proposed that all sub-arterial roads within Marsden Park Industrial Precinct, including Hollinsworth Road will be provided with shared paths along one side of the road.

Cycle Pathways

There are no existing cycleways along Hollinsworth Road or the surrounding local roads. However, an off-road cycleway is provided along Richmond Road which provides a north-south connection between Riverstone and Windsor (north) and Colebee and the Westlink M7 (south).

The Council's Bike Plan (2016) outlines future bicycle routes which will provide improved cycling connection throughout the LGA and to neighbouring town centres. The Council proposed to provide developer funded cycleways along Hollinsworth Road. This cycleway will provide connection to the existing cycleway along Richmond Road, which in turn provides connection to the wider cycleway network.

End of Trip Facilities

In order to increase cycling trips to/from the site, in the future, staff WC/change rooms and showers will be provided, and a working partnership could be established with Blacktown City Council to improve the bicycle network around the site.

Refer to the Traffic, Parking and Access Assessment Report and the Workplace Travel Plan prepared by PTC Consultants.

Drainage

The modification to the geometry of the drainage channel on the SEPP maps is the result of a change to the design of the channel. The channel geometry is based on a trapezoidal arrangement and contains a base width of 9.5m, side batters of 1 in 4 and 5.0m and 2.5m major and minor access paths on each side of the channel.

The channel is proposed to be constructed between the Hollinsworth Road extension and Darling Street. The channel will convey flows from several contributing catchments as set out on drawing Co12829.06-DA443.

These contributing catchments include Logos Stage 2 & 3 lots, the RMS corridor south of Logos development, the SBP land west of Logos/Ingenia & the land north of Ingenia. The channel has been designed to convey the 1% AEP (1 in 100-year ARI) design flows from 9.6m³/s at the upstream extent and up to 17.9m³/s at the downstream.

It is noted that the Hollinsworth Road extension, Logos development and RMS corridor catchments will be conveyed between Hollinsworth Road and the existing Ingenia Affordable Living Development to the head of the TC4 Channel. This will be via 2x 2700mm wide by 1200mm high RCBC units. This arrangement being generally per the JPW SWMS concept noted above. The RCBC arrangement allows for emergency flow and maintenance access between the TC4 Channel and Hollinsworth Road.

the box culverts shall terminate within the Ingenia land on the southern side of the HV Transmission easement within the SP2 Zoned corridor. North of the transmission easement, water shall drain through open channel TC4 as documented on the Costin Roe civil drawings.

Costin Roe Consulting, Logos, SBP & Blacktown Council agreed to a concept layout provided by Calibre following initial concepts and consultation between the parties.

7.3.3. Q9. Has the planning proposal adequately addressed any social and economic effects?

The Planning Proposal will have the following positive social and economic impacts:

- Minimises the removal of several homes on Lot 25 DP262886 which will be required under the current alignment of the SP2 Infrastructure (Local Road) and SP2 Infrastructure (Local Drainage) zones;
- Enables truck access to the Logos site which will allow redevelopment on the site which has wider economic benefits to Blacktown LGA;
- The full-width construction of Hollinsworth Road will improve accessibility to industrial land; and
- Updating of the environmental planning instrument for additional clarity and accuracy.

7.4. SECTION D – STATE AND COMMONWEALTH INTERESTS

7.4.1. Q10. Is there adequate public infrastructure for the planning proposal?

The Planning Proposal does not create additional requirements for public infrastructure. It is considered that public infrastructure requirements will be considered in future development applications pertaining to the subject site.

7.4.2. Q11. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

No consultation with State or Commonwealth public authorities has been carried out other than consultation with RMS and Transport for NSW regarding the design requirements of the future bus-way link. It is acknowledged that Blacktown City Council will consult with any relevant public authorities following Gateway determination.

8. PART 4 – MAPPING

The proposed mapping amendments to the SEPP are attached at Appendix A, which includes amendments to the following maps:

Table 9 – List of SEPP maps proposed to be amended

<i>State Environmental Planning Policy (Sydney Region Growth Centres) 2006 – North West Growth Centre Land Zoning Map - Sheet LZN_005</i>
<i>State Environmental Planning Policy (Sydney Region Growth Centres) 2006 – North West Growth Centre Land Reservation Acquisition Map Sheet LRA_005</i>
<i>State Environmental Planning Policy (Sydney Region Growth Centres) 2006 – North West Growth Centre Floor Space Ratio Map Sheet FSR_005</i>
<i>State Environmental Planning Policy (Sydney Region Growth Centres) 2006 – North West Growth Centre Height of Buildings Map Sheet HOB_005</i>
<i>State Environmental Planning Policy (Sydney Region Growth Centres) 2006 – North West Growth Centre Lot Size Map Sheet LSZ_005</i>

9. PART 5 – COMMUNITY CONSULTATION

In preparation of this Planning Proposal the applicant has been in consultation with Blacktown City Council (refer to Section 3.2).

It is understood that Council will exhibit the Planning Proposal in accordance with the requirements of Schedule 1, Part 1, Division 1, section 4 of the EP&A Act and any other requirement determined by the Gateway process. Logos Property will discuss with Council the most appropriate measures of community consultation in addition to any statutory requirements, if such measures are required. It is anticipated that the public exhibition would be notified by way of:

- A public notice in local newspaper(s);
- A notice on the Blacktown City Council website; and
- Written correspondence to adjoining and surrounding landowners.

The Gateway determination, Planning Proposal and specialist studies would be publicly exhibited at Council's offices and any other locations considered appropriate to provide interested parties with the opportunity to view the submitted documentation.

10. PART 6 – PROJECT TIMELINE

The below provides an indicative project timetable for the planning proposal. The timetable provides a mechanism to monitor the progress of the planning proposal through the plan making process.

Table 10 – Project Timeline

Key Milestones	Timeframe
Council refers to DPIE for Gateway Determination	October 2019
Gateway Determination issued	December 2019
Government agency consultation and public exhibition	January 2020
Consideration of submissions	February 2019
Report to Council	February 2019
Submission to DPIE to finalise the LEP	March 2020
Notification and gazettal of LEP	April 2020

This timetable has been prepared to reflect the complexity of the planning proposal, the nature of additional information that is likely to be required, and the need for agency and community consultation. The indicative milestones have been subject to consultation and recent discussion with Blacktown City Council.

It is anticipated that the project timeline will be assessed by the Department. Amendments may be required at Gateway to ensure a necessary level of confidence that the LEP will be finalised within a reasonable time.

11. CONCLUSION

This Planning Proposal request has been prepared to initiate the preparation of an amendment to the SRGC SEPP as it relates to the proposed industrial development of Lot 23 and 24 DP262886 in Marsden Park.

The intended outcome of this Planning Proposal is to facilitate minor housekeeping amendments to realign essential road and drainage SP2 Infrastructure zone boundaries. The arrangement proposed by this Planning Proposal has been discussed with adjacent landowners and Council, and the physical drainage and road works are permissible with consent under the current land zoning.

This Planning Proposal is required as an administrative matter to update the relevant land use and acquisition maps to be consistent with the arrangements proposed by the development scheme.

The Planning Proposal has significant planning merit for the following reasons:

- It is consistent with the actions and directions of metropolitan and local strategic planning policies to promote economic investment in Western Sydney.
- It will improve the economic viability of industrial development on the site and surrounding sites by appropriately locating essential infrastructure to service the Precinct.
- It will reduce the impact of land acquisition and subsequent home relocations for residents of Lot 25 DP262886.
- It will improve the clarity and certainty of the relevant land use maps for landowners, Council and the community.
- It will have no adverse environmental impacts.

It is recommended that Blacktown City Council support the proposed amendment to the SRGC SEPP and progress the proposal for Gateway Determination.

DISCLAIMER

This report is dated 9 September 2019 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of The Client (**Instructing Party**) for the purpose of Planning Proposal (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A PROPOSED MAPPING

APPENDIX B STORMWATER STRATEGY

APPENDIX C TRANSPORT AND ACCESSIBILITY REPORT

APPENDIX D WORKPLACE TRAVEL PLAN



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