

8 March 2021

TfNSW Reference: SYD21/00212/01  
Council Reference: PP-2020-4030

Mr Kerry Robinson  
Blacktown City Council  
Chief Executive Officer  
PO Box 63  
Blacktown NSW 2148  
Attention: Rachel Agyare

Dear Mr Robinson,

**PLANNING PROPOSAL – 45 HOLLINSWORTH ROAD, MARSDEN PARK**

Transport for NSW (TfNSW) appreciates the opportunity to comment on the above Planning Proposal that was referred to us by Council in correspondence dated 16 February 2021, in accordance with the Gateway determination.

We understand that the Planning Proposal seeks to amend *State Environmental Planning Policy (Sydney Region Growth Centres) 2006* by:

- Rezoning the access handle to the site from SP2 Infrastructure (Local Road) to B5 Business Development; and
- Including additional permissible uses for 'hotel or motel accommodation' and 'office premises' in Appendix 5, Schedule 1.

The relevant Planning Proposal documentation has been reviewed by TfNSW and comments are provided in **Attachment A** overleaf. It is requested that the comments provided are satisfactorily addressed and/or considered by Council *prior* to any amendments to the State Environmental Planning Policy (Sydney Region Growth Centres) 2006 proceeding.

Should you have any questions or further enquiries in relation to this matter, please don't hesitate to contact Senior Land Use Planner – Andrew Popoff on 8849 2180 or via email: [Andrew.Popoff@transport.nsw.gov.au](mailto:Andrew.Popoff@transport.nsw.gov.au).

Yours sincerely



Cheramie Marsden  
**Senior Manager Strategic Land Use**  
**Land Use, Networks & Development, Greater Sydney**

**Attachment A: TfNSW comments on the Planning Proposal at  
45 Hollinsworth Road, Marsden Park**  
(8 March 2021)

**Comment:**

It is understood that the access handle zoned SP2 Infrastructure (Local Road) is not identified for acquisition on the SEPP Land Reservation Acquisition Map, and is not included in Council's Contributions Plan 21 Marsden Park.

It is proposed to remove the SP2 – Infrastructure (Local Road) zone, which Council considers is a redundant road in the network which serves as an internal driveway to 45 Hollinsworth Road. Due to security and safety reasons, the proponent would like to retain this existing internal driveway access.

The external impact of the traffic generated by the proposal / Master Plan is considered to be satisfactory.

**Recommendation:**

No objections are raised to rezoning the access handle to the site from SP2 Infrastructure (Local Road) to B5 Business Development.

**Comment:**

It is understood that, 'hotel or motel accommodation' is a permissible land use in the B5 Business Development zone under the Blacktown Local Environmental Plan 2015. The alignment of the Growth Centres SEPP with Blacktown LEP 2015 is an action in the *North West Priority Growth Area – draft Land Use and Infrastructure Implementation Plan* (LUIIP) prepared by the then Department of Planning and Environment in May 2017. Specifically, Action 5 of that Plan states that:

*"The Department will transfer planning controls from the State Environmental Planning Policy (Sydney Region Growth Centres) 2006 to local environmental plans through proposed amendments that will make development controls more consistent with the **Standard Instrument Local Environmental Plan**."*

We also note that general office premises should be located in planned centres. 'Office premises' are not permitted in the B5 Business Development zone under Blacktown LEP 2015, so allowing this use in that zone under the SEPP would be inconsistent with the LEP.

Permitting 'office premises' as an additional permitted use could negatively impact on the viability of nearby existing and planned centres, and also set an undesirable precedent within the B5 Business Development zone. Ancillary office use related to the dominant use could be considered as part of any DA.

**Recommendation:**

Due to the reasons specified above, no objections are raised to adding the additional permissible use for 'hotel or motel accommodation' to Appendix 5, Schedule 1 of the Growth Centres SEPP for this property only.

However, TfNSW does not support the additional permissible use of 'office premises' to Appendix 5, Schedule 1 of the Growth Centres SEPP.

## **Active Transport Considerations:**

### **Comment:**

Current NSW policies state the importance of walking and cycling to increase access to local centres and integrating transport with land use as part of the whole customer journey. Section 9.1 Directions – Direction 3.4 Integrating Land Use and Transport Subsection (4) indicates the following:

A planning proposal must locate zones for urban purposes and include provisions that give effect to and are consistent with the aims, objectives and principles of:

- (a) *Improving Transport Choice – Guidelines for planning and development* (DUAP 2001), and
- (b) *The Right Place for Business and Services – Planning Policy* (DUAP 2001).

Principle 7 of *Improving Transport Choice – Guidelines for planning and development* (DUAP 2001), states that best practice is achieved when:

- an established Austroads standard is upheld in the planning, design, location and construction of bicycle facilities, i.e. the cycle network, cycle parking in public spaces and end-of-trip facilities in private developments;
- bicycle facilities are supported by car restraint measures, such as lower speed limits or traffic calming measures, and investigations for traffic management measures consider the requirements of cyclists;
- suitable facilities including storage, shower and changing facilities are provided at work and other end-of-trip locations;
- bicycle storage is conveniently located close to building entries and at ground level in multi-storey buildings.

The Planning Proposal, and supporting documentation does not give adequate consideration to bicycle parking or end of trip facilities for staff, students and visitors within the requested B5 Business Development zone.

### **Recommendation:**

It is requested that the Planning Proposal ensures that provision for bicycle parking and end of trip facilities for staff, students and visitors is made in accordance with Section 9.1 Direction 3.4 Integrating Land Use and Transport Subsection (4), and supporting standards and guideline documents including:

- Locating bicycle facilities in secure, convenient, accessible areas close to the main entries incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines.