



22 October 2010

MARSDEN PARK INDUSTRIAL PRECINCT

1.0 Request for Review

On 13 September 2010, the Minister of Planning wrote to the Chair of the NSW Planning Assessment Commission requesting the Commission to undertake a review of the Department's approach and proposed planning outcomes for the draft Precinct Planning Package for the Marsden Park Industrial Precinct.

Janet Thomson and Garry Payne were nominated to undertake the review, Ms Thomson was the Chair.

2.0 Briefing by the Department

The Commission was provided with copies of the Marsden Park Post Exhibition Planning Report including the proposed Indicative Layout Plan (ILP) the proposed Growth Centres SEPP amendment, the Development Control Plan (DCP), a submission summary, the Growth Centres Biodiversity Certification Assessment Report and the proposed Voluntary Planning Agreement (VPA) and the associated exhibition documents.

Subsequently, on 15 October 2010, senior staff of the Department briefed the Commission regarding the proposal.

3.0 Background

In 2005, the Growth Centres Commission was established to oversee the release of land within the Growth Centres of South West and North West Sydney. In November 2008, the Growth Centres Commission was integrated into the Department now making these recommendations.

The Marsden Park Industrial Precinct is located within Blacktown Local Government area and is 551ha in area. The Precinct is in multiple ownership.

On 27 June 2008, the Marsden Park industrial precinct was released for urban development under the Precinct Acceleration Protocol (PAC). Following the exhibition, the Department in

collaboration with Blacktown City Council undertook an extensive review process to finalise the documents.

4.0 Proposal

The key elements of the Marsden Park Industrial Precinct (Pre and Post Exhibition) are shown in the table below:

Table 1-1: Summary of Planning Outcomes for the Marsden Park Industrial Precinct Plan

Summary statistics	Exhibited ILP (ha)	Revised ILP (ha)
Land use		
Detached Residential (R2)	15.7	17.2
Attached Residential (R3)	29.8	29.4
Business Park (B7)	67.4	70.6
Bulky Goods Retailing (B5)	36.5	39.8
General Industrial (IN1)	0	99.3
Light Industrial (IN2)	205	107.3
Drainage	51.9	35.9
Conservation and Open Space	92.5	63.6 ¹
Road Reserves	51.5	59.9
Deferred land (Bells Creek corridor)		27.5
<i>Total site area</i>	<i>550.3</i>	<i>550.3</i>
Other Indicators		
Net density (dwellings/ha)	16.2	16.2
Yield (dwellings)	1,121	1,228
Population	3,200	3,504
Jobs	10,000	10,000

5.0 Exhibition

The draft planning documents were placed on public exhibition from 25 February 2009 to 1 February 2010, during this time 57 submissions were received. The Department's consideration of these submissions resulted in some changes to the exhibited documents. The major issues identified in submissions and by the PAC and any subsequent changes are detailed below.

6.0 Issues Identified

6.1 Drainage

Following concerns raised regarding drainage and flooding across the site, the exhibited Water Cycle Management Assessment was reviewed.

Based on changes to the design, changes were made to drainage areas across the Precinct, as a result efficiencies were gained in detention basins and drainage channels to reduce land take and identify more appropriate locations. As a result the total area required for drainage basins is 11.4ha less than the exhibited ILP.

6.2 Bells Creek Corridor

The exhibited Precinct Plan indicated that the Bells Creek Corridor would be acquired by Council using s.94 Contributions. However Council is no longer planning on purchasing these lands. As the zoning of the Bells Creek Corridor is proposed to be different to the exhibited document, the Department of Planning recommended that the zoning of this land retain its existing zoning for the short term pending further review.

6.3 Town and Country Caravan Park

The Town and Country Caravan Park has been operating from the Precinct for around 20 years. The caravan park accommodates approximately 250 sites and it is understood there are several long term residents of up to 20 years.

Several submissions raised concerns regarding the rezoning of the Town and Country Caravan Park. The rezoning of the Caravan Park will not force its closure.

Several submissions also raised concerns regarding the impact of the proposal on the Caravan Park. This issue is addressed in the proposed DCP including buffer areas. It is also recognized that future applications for development on the site will be assessed on their merits including potential impact on adjoining development.

6.4 Development Control Plan

During exhibition of the proposal several concerns were raised regarding the content of the DCP. Subsequently several changes were made to the DCP including further buffer distance to the Caravan Park, controls to prevent certain landuses from having direct access to Richmond Road and/or South Street.

The PAC raised the issue of encouraging industrial development to generate alternative sources of power. In this regard the PAC supports the intent of Section 6.5 of the DCP which encourages the use of alternative sources of energy including photovoltaics by all developments and requires all new industrial buildings to achieve a minimum 4 Star Green Star rating. However, the PAC considers that these provisions could be strengthened to further encourage the use alternative sources of energy including solar power and other green initiatives in industrial areas in particular.

7.0 Issues Identified by the PAC

During their meeting with the Department, the Commission identified the following additional issues.

7.1 Transmission lines

It is noted that existing transmission line traverse the site, however these will be relocated and replaced with new smaller slim line poles running predominantly along proposed road reserves within the Precinct. The PAC supports the relocation of the lines and consider it unfortunate that electricity services are not located underground.

7.2 Public Transport

Public transport will be via buses on Richmond Road and internally via a loop along Hollinsworth Road extension to South Street and then either to the future Town Centre or connections to the east.

The exhibited documents indicate that development of the Precinct will increase public bus service frequency and that there will be in the order of a 14 per cent reduction in car use and increases in public transport, walking and cycling modes (from 0.4 per cent to 2 per cent) with the increased urbanization of Marsden Park Industrial Precinct.

The draft ILP provides east-west links to new communities at Riverstone and Schofields and the Richmond Rail Line. It also provides bus connections to link the future Marsden Park Town Centre to Rouse Hill Major Centre and other cross-regional connections.

The PAC support the provision of improved public transport access to the precinct, and note that whilst the draft ILP does provide links to the new Richmond Rail Line, the predicted increase in the use of public transport is relatively small and would be significantly greater if rail services were more accessible in this location.

7.3 Voluntary Planning Agreement

The Marsden Park Industrial Precinct Voluntary Planning Agreement ensures that the acceleration of the Marsden Park Industrial Precinct be at no cost to the Government. A Draft VPA was exhibited with the Precinct Planning Package for public information.

7.4 SEPP Amendment

The Commission note that SEPP 1 does not apply to the Growth Centres SEPP however note that, Clause 4.6(4) of the Growth Centres SEPP provides for flexibility in FSR and height controls.

8.0 Conclusion

The Commission considers that the Department has undertaken a thorough assessment of the proposal and that the proposed planning outcomes for the Marsden Park Industrial Precinct are reasonable. The Commission also considers that the Department has adequately considered all relevant issues including those raised in submissions.

9.0 Recommendation

The PAC recommends that the provisions regarding Ecologically Sustainable Development in the DCP be strengthened to further encourage industrial development to use alternative sources of energy and undertake other green initiatives.



Janet Thomson
Member



Garry Payne
Member