

## Summary of Submissions

The purpose of this document is to provide a summary of the submissions received during the exhibition of the draft Precinct planning documents for Marsden Park Industrial Precinct in February 2010.

This document provides a response for each of the issues raised in the submissions.

A number of submissions were made by Government Agencies and Utility Providers prior to the exhibition period as a result of pre-exhibition consultation. These submissions are also included in Section 1 to ensure completeness when addressing the submissions. Detailed consultation with Agencies prior to exhibition is part of the Precinct planning process. This ensures a high level of certainty about Government policy prior to exhibition.

Figure B-1 identifies the location of submissions within the Precinct.

## Document Structure

This document contains a number of summary tables for each of the matters raised across the submissions. These tables have been grouped by submission author.

- Section 1: Government Agencies and Utility Providers
- Section 2: Blacktown City Council
- Section 3: Private Land Owners.

## **1. Government Agencies and Utility Providers**

Submission Author	Summary	Response
Department of Environment, Climate Change and Water (DECCW)	Suggests the area of Cumberland Plain Woodland Community vegetation would be more appropriately assessed as a Critically Endangered Ecological Community (CEEC).	The Ecological Assessment for the Precinct documented the vegetation and its status from both a State and Commonwealth perspective.
Department of Environment, Climate Change and Water	The Ecological Assessment to retain and protect Cumberland Plain Woodland in certified areas wherever possible.	The ILP has sought to co-locate compatible uses to maximise the retention of Cumberland Plain Woodland.
Department of Environment, Climate Change and Water	Recommends consideration be given to provision of open space and other sympathetic land uses that maximise the retention of remnant native vegetation.	<p>Remnant native vegetation has been kept where possible. There is one park planned for the Precinct which will allow some additional vegetation retention. The RTA M7 biobank land will remain protected.</p> <p>The Bells Creek has been deferred as Council can no longer commit to purchasing this area due to changes in Section 94 Contributions policy. The Bells Creek corridor will retain its existing rural zoning under the Blacktown LEP and will remain in private ownership. The deferred area will be re-exhibited and the zoning of this area for environmental protection will be considered during this process.</p>
Department of Environment, Climate Change and Water	Recommends all land west of South Street is zoned for a combination of conservation, riparian corridor and stormwater management. Concerned with the edge effects surrounding the non-certified area.	<p>Drainage Basin P has been designed to ensure non-certified land in the north west corner of the Precinct will be protected. Refer to Figure 4.1 in the Post-Exhibition Report illustrates the location of Drainage Basin P in relation to the non-certified land. The drainage basin design by J Wyndam Prince is included in Appendix D.</p> <p>The zoning of the area west of South Street has been modified due to the relocation of Drainage Basin P.</p> <p>Refer to ILP for updated land use. There are a number of areas identified as having conservation, riparian corridor and drainage land</p>

		<p>uses. The area of low density residential will remain.</p> <p>Controls within the DCP have been developed to ensure the edge effects of residential development do not impact on protected areas such as the non-certified area.</p>
Department of Environment, Climate Change and Water	Supports the overlaying of riparian corridor incorporating stormwater controls for the Non-Certified area located in the south west of the Precinct.	The drainage land will be owned by Blacktown City Council which provides edge effect protection for the non-certified land.
Department of Environment, Climate Change and Water	For all areas where vegetation is protected, retained or restored it is recommended an E2 Environmental Conservation zone apply together with provisions in the SEPP requiring approval for development within conserved areas to ensure vegetation is not cleared.	<p>The areas identified within the Precinct where vegetation will be protected are zoned E2 Environmental Conservation and RE1 Public Recreation. In some cases vegetation will be protected where appropriate in land zoned SP2 Infrastructure. This zoning helps to ensure public ownership.</p> <p>Clause 6.4 of the SEPP prevents the clearing of native vegetation as identified in the areas on the SEPP Native Vegetation Protection Map (Sheet NVP_005 and 006).</p>
Department of Environment, Climate Change and Water	<p>Preference that natural waterways be retained and restored as riparian corridors as natural waterways generally provide better biodiversity outcomes.</p> <p>Suggested natural waterways can be accommodated within drainage and infrastructure areas shown on ILP (with exception of commercial and medium density areas).</p>	<p>Where possible, natural and engineered waterways have been included in either the E2 Environmental Conservation or SP2 Infrastructure (Local Drainage) zones. The natural waterways will be retained where possible as it is agreed that natural waterways will achieve better biodiversity outcomes.</p> <p>As previously identified, the Bells Creek corridor will be deferred and will retain its existing rural zoning under the Blacktown LEP. The corridor will remain in private ownership. The Bells Creek Corridor will be re-exhibited.</p> <p>Minor changes have been made to the areas identified for drainage in the ILP as a result of the recommendations in the Post Exhibition Water Management Strategy (July 2010) prepared by J Wyndham Prince.</p> <p>Refer to the ILP (Appendix A).</p>
Department of	Recommends the provision of open space and other sympathetic land uses	Where possible, the stormwater detention basins have been located

Environment, Climate Change and Water	(e.g. stormwater retention) in locations that maximise the retention of remnant native vegetation.	near vegetated areas. These areas are zoned SP2 Infrastructure.
Department of Environment, Climate Change and Water	Limitations on contamination investigations in the Precinct were noted. A more detailed assessment is required at a number of locations.	More detailed contamination investigations would be undertaken at the Development Application stage for individual sites. The DCP states that a Contamination Assessment would be required where the site has known contamination or has not been investigated for contamination.
Department of Environment, Climate Change and Water	Recommends that the staging of development occur in a way that is consistent with the recommendations of the odour assessment. Development of any sensitive land uses should not occur until existing odour sources are either removed or appropriately ameliorated.	The proposed staging of the Precinct ensures that sensitive land uses located near potential odour sources (located to the north of the Precinct) will not be developed during the initial stages of development. The DCP provides controls to minimise odour impacts from existing odour sources.  Odour issues will also be addressed at a more detailed level at the Development Application stage by Council.
Roads and Traffic Authority (RTA)	A possible major transport corridor may pass alongside the Precinct (Werrington Arterial). Requests there to be a reservation to be preserved once a preferred route is identified. Detailed study to commence within 12 months then confirm final route.	The road alignment of South Street has been designed to provide a link to the Castlereagh Freeway reservation. The RTA has agreed to be the acquisition authority for this land to help secure the corridor.
Roads and Traffic Authority	Recommends deferring the scope and staging of all road works along Richmond Road (Schedule 3 of the VPA) until the delivery strategy for the upgrade of the section of Richmond Road between M7 and Bells Creek and Garfield Road is resolved.	The staging of road works will be subject to discussions with the proponent and the RTA. The outcome is reflected in the State Level VPA.
Roads and Traffic Authority	Road corridor reservations to allow for a minimum 50m wide reservation along Richmond Road. Studies have shown that the provision of a 6-lane carriageway will not satisfy long term traffic demands. To address this demand, land must be set aside at the Richmond Road/South Street intersection to accommodate design footprint.	Land has been identified on the Land Reservation Acquisition Map (Sheet LRA_005 and 006) for the purpose of road widening including at the Richmond Road and South Street intersection. Subsequent design work undertaken by J Wyndam Prince and liaison with the RTA ensured that sufficient road widths are now included in the Precinct plan.
Roads and Traffic Authority	Further supporting information will be required for proposed signalised intersections with MPI.	Further supporting information regarding the signalised intersections in the Precinct will be provided at the detailed design stage by the proponent. Post exhibition discussions with the RTA about signalised

		intersections have occurred.
Roads and Traffic Authority	Requirements for the provision of infrastructure for non-car modes of transport	<p>Provisions have been made in the Precinct for additional public transport services as the Precinct develops. The existing bus service from Hollinsworth Road will be extended into a circuit servicing the whole Precinct and then returning back onto Richmond Road.</p> <p>There is also an opportunity to provide a transportation link into the Precinct from the residential developments located in Hassall Grove and Bidwell. A possible extension of Daniels Road north of Luxford Road as a bus only lane would also provide increased accessibility to the employment.</p> <p>With the improved access to public transport as the Precinct develops, it is estimated that there will be an overall 14 percent reduction in future car dependency.</p>
Roads and Traffic Authority	Noise mitigation, the RTA would require any planning controls for acoustic privacy to place requirements on developments to achieve the required noise criteria.	Provisions for noise mitigation are provided in the DCP and will be assessed at the Development Application stage by Council. A Noise and Vibration Impact assessment will be required for dwellings in noise sensitive locations.
Roads and Traffic Authority	<p>RTA agrees 'in-principle' to the nominated locations for signalised intersections subject to some conditions.</p> <p>Deletion of traffic signals south of Townson Road and Richmond Road, further information to be submitted and designs to include bus priority measures.</p>	<p>The signalised intersection on Richmond Road south of Townson Road is proposed to remain to accommodate for future growth in the Colbee release area. Refer to final ILP (Appendix A). This reflects earlier agreements when this development area was released.</p> <p>Further supporting information including signal design information and bus priority measures will be provided at the detailed design stage.</p>
Roads and Traffic Authority	Service roads are to be one-way roadways to allow travel in-parallel with the traffic stream along Richmond Road.	The service roads as indicated in the ILP are to be left-in and left-out roads. Further details are to be provided at the detailed design stage.
Roads and Traffic Authority	Shared paths should preferably be provided on both sides of the verge of all sub-arterial and arterial standard roads. The pedestrian network must also be connected to and from part of the local and regional pedestrian/cycle network.	Details of the roads and shared paths for pedestrians and cyclists will be developed at the detailed design stage. The DCP identifies recreational pedestrian and cycle routes within the Precinct.

Roads and Traffic Authority	Insert a clause in the SEPP prohibiting childcare centres, places of public worship, meeting halls and educational establishments are prohibited to have direct frontage to existing or future arterial roads. If not appropriate, provisions should be provided in DCP.	This has been noted in the DCP.
Roads and Traffic Authority	Advised that most of the south eastern corner of the Precinct is RTA owned land which is required for compensatory habitat for the M7 Motorway.	DECCW had a preference for this area to be given an environmental zoning to protect the land in the long term. The land was previously zoned rural under the Blacktown LEP. The land is now zoned E2 Environmental Conservation.
Department of Education and Training	Supports the analysis and conclusion of community facility needs.	Noted.
Department of Water and Energy (DWE)	Ecological Assessment and Water Cycle Management Reports need to be amended as they incorrectly classify water courses based on stream order rather than the Departments Riparian Corridor Objective Setting (RCOS) stream classification system.	The stream classification system and naming conventions have been reviewed to ensure that the higher order streams are fully protected. Bells Creek is recognised as the highest order stream.
Department of Water and Energy	DWE does not support stream categorisation.  Stream categorisation should be in accordance with DWE's stream categorisation.	There are some points of difference in the stream categorisation. The Bells Creek corridor has been deferred and will retain the existing rural zoning under the Blacktown LEP and will remain in private ownership. This area will be re-exhibited and it is the Department of Planning's preference for this area to be protected.
Department of Water and Energy	Ecological assessment proposes to apply trunk drainage channels/engineered drainage to a number of water courses that has not been agreed by DWE.	The preference for DECCW is that natural waterways be retained and restored as riparian corridors as natural waterways generally provide better biodiversity outcomes. The Bells Creek corridor has been deferred and will retain the existing rural zoning in the interim. This area will be re-exhibited.  However, DECCW suggested natural waterways can be accommodated within drainage and infrastructure areas. This is has been incorporated into the Marsden Park Industrial ILP.
Department of Water and Energy	DWE requires Core Riparian Zone (CRZ) and Vegetated Buffer (VB) to be fully vegetated with local native trees, shrubs and ground cover.	Where possible, CRZ and VB will be fully vegetated with native species. The DCP provides controls for Riparian Protection Areas including a list of prescribed trees and preferred species. The CRZ and VB will remain

		in private ownership. The enforcement of this will therefore rely on conditions of consent at the subdivision stage.
Department of Water and Energy	Riparian corridors actively managed to prevent degradation. Should be retained in public ownership.	Riparian corridors within the Precinct will be primarily in private ownership.
Department of Industry and Investment (DII)	In developing site road crossing waterways are to be constructed in line with 'NSW Policy and Guidelines for Fish Friendly Waterway Crossings and Why do fish need to cross the road?	These guidelines will be referred to as part of the road design and approval process.
Department of Industry and Investment	Buffers maintained between landfill and incompatible development until quarrying completed.	The staging to Precinct will aim to ensure that developments are not located adjacent to the landfill whilst it is still operating.  In the case that development is located adjacent whilst operations are still occurring, provisions in the DCP ensure that adequate buffers are provided for any conflicting land uses. Individual impacts will be assessed in more detail at the Development Application stage.
Department of Industry and Investment	Buffers should be incorporated to avoid future land use conflict with poultry farms.	The proposed staging of the Marsden Park Industrial Precinct ensures that sensitive land uses located near potential odour sources located to the north of the Precinct will not be developed during the initial stages of development.  Odour issues will also be addressed at a more detailed level at the Development Application stage by Council.
Ministry of Transport (MOT)	Proposed bus routes within Precinct should be identified.	Provisions have been made in the Precinct for additional public transport services as the Precinct develops. The existing bus service from Hollinsworth Road will be extended into a circuit servicing the whole Precinct and then returning back onto Richmond Road.  There is also an opportunity to provide a transportation link into the Precinct from the residential developments located in Hassall Grove and Bidwell. A possible extension of Daniels Road north of Luxford Road as a bus only lane would also provide increased accessibility to the employment.
Ministry of	Consideration should be given to the preparation of a cycling network.	Road carriageways have been designed to be of sufficient width to accommodate the needs of cyclists. The DCP identifies shared

Transport		pedestrian and cycle roadside routes within the Precinct on a number of roads. Recreational pedestrian and cycle routes are also identified in the DCP.
Ministry of Transport	Should consider measures to address public transport and mode shift to non-car transport.	Provisions have been made in the Precinct for additional public transport services as the Precinct develops. The existing bus service from Hollinsworth Road will be extended into a circuit servicing the whole Precinct and then returning back onto Richmond Road.  A transportation link has been identified into the Precinct from the residential developments located in Hassall Grove and Bidwell. The extension of Daniels Road north of Luxford Road as a bus only lane will provide increased accessibility to the employment. With the improved access to public transport as the Precinct develops, it is estimated that there will be an overall 14 percent reduction in the overall future car driver travel mode.
Rural Fire Service	Planning for Bushfire Protection 2006 should be considered.	The Planning for Bushfire Protection 2006 Guideline will be referred to at the Development Application stage for each individual application. The DCP contains provisions for bushfire hazard management.
Telstra	Telstra infrastructure is light in the area and will need to be adjusted as part of the development. Telstra will need to work closely with the developer.	Discussions with Telstra in relation to the servicing of the first phase of development west of Richmond Rod around Hollinsworth Road have progressed.
Sydney Water	Generally supports Phase 1 Water and Sewer Report subject to the proponent addressing comments in submission.  Once the proponent has addressed Sydney Water's comments, approval for the report will be given.	Arrangements for water, waste water and recycling water have been subject to detailed discussions between the PAP proponent and Sydney Water. The final outcome is reflected in the State Level VPA.
Sydney Water	Marsden Park Developments will still need to comply with Sydney Water's original Requirements Package even though they will own and operate the temporary sewerage pumping station, wet weather storage and rising main.	The proponent has agreed to implement Sydney Water's original Requirements Package obligations.
Sydney Water	Perform a life cycle cost analysis for the temporary waste water option comparing the costs of Marsden Park Developments owning and operating, and then decommissioning the assets compared to the assets being built to	The financial impacts of sacrificial water infrastructure have been considered by the PAP proponent.

	Sydney Water standards.	
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## 2. Blacktown City Council

Submission Author	Summary	Response
Blacktown City Council	<p>Resolution of zoning anomalies, SEPP drafting issues and DCP matters including additional land uses.</p> <p>A range of specific issues to be addressed.</p>	<p>Many of the issues identified are a matter of development control detail which have been worked through collaboratively between Blacktown City Council and the Department of Planning.</p>
Blacktown City Council	<p>Council has been nominated by the DoP as the acquisition authority for Bells Creek, this may no longer be financially viable.</p> <p>Post Exhibition Note: Blacktown City Council has now confirmed that due to changes in the administration of Section 94 contributions, Bells Creek can no longer be acquired by Council.</p>	<p>The Bells Creek corridor will retain its current rural zoning in the short term. This area will be re-exhibited.</p> <p>The location of the deferred area is shown in the Land Application Map for the Growth Centres SEPP amendment.</p>
Blacktown City Council	<p>Impacts of proposed riparian corridor restoration works allowed for in setting flood levels. Current modelling only allows for existing conditions.</p>	<p>Modelling has been revised for the Precinct for both pre-development and post-development flows. Refer to updated flooding results in Appendix D.</p>
Blacktown City Council	<p>Cumulative impacts on flood from proposed development at MPI Precinct to ensure no adverse regional flooding impacts.</p>	<p>The Climate Change Assessment contained in the Post Exhibition Water Cycle Management Strategy Report details how cumulative impacts have been addressed.</p>
Blacktown City Council	<p>Hydraulic modelling:</p> <p>The 2008 versions of the Bells Creek hydraulic model included the full upstream catchment area, cumulative impacts of the Precinct can not be assessed as models only include catchments in MPI Precinct.</p> <p>Further hydraulic investigations are required to assess impacts.</p> <p>Flood modelling to be checked.</p>	<p>A full review of drainage and flooding was undertaken following the exhibition. This demonstrates the capacity of the proposed basins would retain all sufficient storm events and that downstream flooding effects would not be impacted by the proposal.</p>

Blacktown City Council	The WCMA has several areas of catchment distribution that physically do not appear to be achievable and climate changes sensitively assessment still to be completed. Other issues associated with the WCMA were also listed.	The issues associated with the Water Cycle Management Assessment including the Climate Change assessment have been assessed in the Post Exhibition Water Management Strategy (July 2010) prepared by J Wyndham Prince.
Blacktown City Council	Stormwater quality management and modelling. Additional water quality treatment is required for w3.02C and W3.02B as the modelling showing water quality targets are not met.  Other issues raised in relation to the exhibited Water Cycle Management Report.	Subsequent modelling has addressed this issue.
Blacktown City Council	Resolution of the Classification of Riparian Corridors by the DECCW and Office of the Hawkesbury Nepean. Should the riparian corridor classifications be upgraded then a major reword of the proposed stormwater management strategy will be required.	The ILP has recognised all of the higher order streams, particularly Bells Creek. Given that all creeks are to remain in private ownership, the zoning outcomes achieve a level of riparian protection that is reasonable.
Blacktown City Council	Reconfigure drainage to remove drainage from the centre of the north-south road (Central Boulevard).	Trunk Chanel 7 located in the centre of the north-south road will remain in the current location.  The arrangement shown in the ILP is a reasonable and practical response to a linear road and drainage arrangement. The area in question is the primary entry Boulevard for a higher order employment area. Heavy vehicles have alternative routes. The B7 zones land can be differentiated from the IN1 and IN2 zoned land in terms of heavy vehicle origin and destination. Councils concerns can be addressed through detailed design response. Additional development controls are provided in the DCP.
Blacktown City Council	The Water Cycle Management Report states that no infrastructure should be allowed in the Core Riparian Zone (CRZ). This is not possible for critical crossing points.	Infrastructure such as roads, linear services and pathway crossings will be permissible in the CRZ. The CRZ are zoned either SP2 Infrastructure (Local Drainage) or E2 Environmental Conservation which permit infrastructure.
Blacktown City Council	It is stated the CRZ should be revegetated with fully structured native vegetation, however this may not include the use of local provenance plants. Would like wording in report changed to ensure this occurs and can be	Details of planting will be addressed in more detail by Council at the Development Application stage.

	enforced by Council when approving.	
Blacktown City Council	The issue of endangered ecological communities under the EPBC Act needs to be resolved.	<p>The NSW Government has undertaken a Strategic Assessment of the North West and South West Growth Centres under the Commonwealth Environment Protection and Biodiversity Certification Act 1999 (EPBC Act). This Assessment was on exhibition until 25 June 2010.</p> <p>Until the Assessment is finalised (after exhibition) the status of the EPBC Act on land in the Marsden Park Industrial Precinct will remain subject to the EPBC Act referral process.</p>
Blacktown City Council	Planning protection for the Precinct only covers Aboriginal heritage. Suggests additional clauses added to SEPP as they contain important provisions relating to archaeological sites.	Indigenous and non-indigenous heritage will be addressed the Development Application stage for each lot. The Precinct planning process has taken into consideration both Indigenous and Non-Indigenous heritage issues during the development of the ILP.
Blacktown City Council	The status and configuration of South Street needs to be confirmed by the DoP in consultation with the RTA.	South Street serves a regional function. This will be included in the Review of the State Infrastructure Contributions Practice Note in 2011.
Blacktown City Council	Relocation of the east-west road off the northern edge of the quarry.	<p>The road north of the existing landfill site referred to as MC04 will remain in the existing location.</p> <p>Technical specialists were engaged to address the concerns regarding the potential risks associated with road construction on a potential variable subbase.</p> <p>The studies concluded that MC04 is to be located on an area that is on a virgin excavated natural material (VENM) stockpile and suitable for construction. It is noted, further investigation will be required during the design phase to determine the appropriate engineering design for a road at this location.</p>
Blacktown City Council	Council's preferred option is for roundabouts in the medium term and traffic signals in the long term where the proposed connection with the Castlereagh Freeway established.	The ILP identifies the locations of signalised intersections. Negotiations will occur between the proponent and the RTA during the detailed design stage regarding the design of the intersections.
Blacktown City	Requests that noise barriers to residential properties on Richmond Road and	Noise mitigation methods have been incorporated into the DCP to

Council	South Street be provided by the RTA.	address the impacts of traffic noise on residential developments. These measures do not involve the use of noise walls.
Blacktown City Council	There is no requirement under the SEPP to ensure that a Section 94 plan has been adopted prior to, or in conjunction with the gazettal of the SEPP.	<p>The Section 94 Contributions Plan is currently being prepared by Blacktown City Council.</p> <p>To ensure there is not a situation where Development Applications is determined prior to a Section 94 Contributions Plan being adopted a Voluntary Planning Agreement may be entered into between Blacktown City Council and the developer. This is a matter between Council and the developer.</p>
Blacktown City Council	Resolution of zoning anomalies, SEPP drafting issues and DCP matters	These anomalies have been addressed as part of the post exhibition process.
Blacktown City Council	To ensure consistency across the North West Growth Centres the minimum lot size for R3 medium Density Residential should be increased from 240m <sup>2</sup> to 250m <sup>2</sup> .	<p>Increasing the minimum lot size of the R3 zone to 250m<sup>2</sup> is supported.</p> <p>Refer to Lot Size Map (Sheet LZN_005 and 006).</p>
Blacktown City Council	<p>Confirmation that the relocation of transmission lines is acceptable and can be financed effectively.</p> <p>The transmission line is proposed to be located through an area zoned E2 Environmental Conservation, how will this be protected.</p>	<p>An agreement has been signed between TransGrid and the proponent Marsden Park Developments (MPD), regarding the deviation of the 330kV transmission lines in the Marsden Park Industrial Precinct.</p> <p>MPD's proposed to deviate the existing North-Sydney west 330kV Transmission Line (Line 20) and the Kemps Creek-Sydney North 330kV Transmission Line (Line 18) to reduce the visual impact of the transmission lines and to optimise the orderly development of the Precinct. These works will be funded by the PAP proponent.</p> <p>An Environmental Assessment will be required. Approval for the Project is expected in 2011. The Project is likely to be completed in late 2012.</p> <p>The impacts and protection of the E2 Environmental Conservation zones will be dealt with in the Environmental Assessment for the deviation of transmission lines. Preliminary ecological assessment indicates that</p>

		compatibility can be achieved.
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### **3. Private Land Owners**

Submission ID	Summary	Response
Bunnings Australia	Requests that the Shale Plains Woodland found on their site be exempt from the Commonwealth Government's operation of the EPBC Act.	<p>The NSW Government has undertaken a Strategic Assessment of the North West and South West Growth Centres under the Commonwealth <i>Environment Protection and Biodiversity Certification Act 1999</i> (EPBC Act). This Assessment was on exhibition until 25 June 2010.</p> <p>Until the Assessment is finalised applicants will still need to make EPBC Act referrals.</p>
Bunnings Australia	The DCP currently prevents direct site access off arterial and sub-arterial roads to B5 and B7 zoned areas. The IN2 zone is not included in this clause. Requests that this is not changed as the landowner will require full vehicle access on and off Townson Road frontage zoned IN2.	As requested, the current arrangements will remain in place.
Bunnings Australia	Requests that the landscaped and communal areas be expanded to include indoor areas as well as outdoor areas. This would suit the business better (i.e. children's play facilities, customer café, lunch areas etc)	The communal areas are primarily for employees. The size, shape and location of these would be a merits issue at the Development Application stage.
Bunnings Australia	Clause 6.6.1 in the draft DCP (Fencing, signage and lighting), to add the words 'where required' after 'fences forward of the building line' to clarify that front fencing is not necessary. Bunnings does not require fencing, preferring its landscaping to be unaffected.	This is a merits issue to be addressed at the Development Application stage.
Bunnings Australia	Instead of the 20m deep strip of land along the Richmond Road frontage zoned SP2, same result can be achieved via easement and S.88B restriction on user with less loss of IN2 land and less Section 94 exposure.	Blacktown City Council has indicated a preference for a permanent maintenance access way to the major drainage basins along Richmond Road, which are in Council ownership.
Bunnings Australia	Increase Light industrial FSR from 0.5:1 to 0.7:1 to be consistent with Riverstone West	<p>The Floor Space Ratio (FSR) as shown in the Floor Space ratio map (Sheet FSR_005 and 006) has been increased for all areas zoned industrial to 0.7:1. The floor space ratio will be increased to allow for a more boarder mix of industrial uses in the Marsden Park Industrial Precinct.</p> <p>Refer to SEPP Floor Space Ratio Map.</p>

Bunnings Australia	Allow for 16m building heights up to 70m from Richmond Road rather than the 400m exhibited.	The area identified on the Height of Buildings Map (Sheet HOB_005 and 006) as having a maximum building height of 12 metres and been increased to 16 metres. This includes the subject site.  Refer to SEPP Height of Buildings Map.
Bunnings Australia	The new 'Hardware and Building Supplies' to be permissible within IN2 zone and to incorporate findings from Standard Instrument Options Paper regarding the definition of this land use.	Current definitions will allow a Hardware and Buildings Supplies store to be located in an IN2 zone.
Camilleri, Michael <i>Lot 30 DP 262886</i>	Suggests that Basin K be located further down stream so it could serve as a basin and bigger dam for a larger catchment. The proposed location is located to the north of the Precinct.	The location for detention storage basins for the Marsden Park Industrial Precinct are required to be located within the Precinct boundary.  The size, shape and location of the basin has been designed to minimise land take. The size and location of Basin K has not been changed from the exhibited plan.
Camilleri, Michael	Link existing dams together to create a more equitable basin across two properties. Would be a much cheaper option.	The two dams are separated by Fulton Road. The Transport and Access Study has identified the South Street and Fulton Road intersection as a future intersection, a key access road in the Precinct due to predicted traffic volumes. Fulton Road will need to be maintained as it is an integral part of the road network for the Precinct. By constructing Basin K across the two properties as suggested, would lead to the removal of the Fulton Road intersection with South Street. This is not an outcome that is supported by the Department of Planning.  In addition, the Constraints and Opportunities Map placed on exhibition identified that the location of Basin K is at the intersection of two existing drainage lines, therefore it was determined that the most appropriate location for a drainage basin.  Land zoned SP2 Infrastructure (Local Drainage) will be acquired by Blacktown City Council through Section 94 contributions.
Cauchi, Joseph and Sam	Road to be constructed for part of the way along the landowners boundary with the adjacent lot on South Street. Requests that the road allotment be	The location of the proposed road has been determined using best practice urban design principles by the Master Planner, technical

<p>Lot 31 DP 262886</p>	<p>equal in both properties (Lot 30 and Lot 31).</p>	<p>specialists for traffic and access and the Department of Planning.</p> <p>A series of collector roads is required to ensure accessibility for vehicle movement throughout the Precinct. The roads have been located in a manner to ensure equitable distribution across the Precinct for all landholders where possible. The location of the road will remain in its current location.</p>
<p>Cauchi, Joseph and Sam</p>	<p>Requests that the road not veer off to form an intersection or else it will effectively land-lock a triangle of land causing a major financial burden on the landowner.</p>	<p>The road alignment will remain in the current location, as it was designed to ensure accessibility through the Marsden Park Industrial Estate. A number of technical specialists have undertaken studies and determined this to be the most appropriate alignment for the road.</p> <p>As a result of the subsequent rezoning of the subject land to B7 Business Park, the value of the land is likely to increase potentially offsetting any financial burden that may be cause through the location of the road.</p> <p>Due to future development pressure, there is likely to be demand from adjoining landowners to purchase this land due to frontage along a key collector road.</p>
<p>Chandler, Gary Lot 10 DP193074</p>	<p>Landowner proposed to develop a self-storage facility and requests that the zoning be changed from medium density residential to a commercial zoning to enable the self –storage facility to be developed. regretting</p>	<p>The subject site has been zoned R3 Medium Density Residential due the proximity of the proposed Marsden Park Town Centre to the north of the Precinct. There is a preference to locate higher density development near town centres in accessible locations.</p> <p>A large proportion of the subject site is identified under the land Reservation Acquisition map to be acquired by the RTA for the purposes of road widening. The Department of Planning has liaised with the landowner regarding the proposed zoning and acquisition of the land on an ongoing basis.</p>
<p>Debono, Emmanuel Lot 43 DP 262886</p>	<p>Non-Certified land on the property has been identified for further investigation (Shale Gravel Transition Forest). Questions why the vegetation on the landowners property is to be investigated further while nearby properties with denser vegetation are able to be zoned industrial.</p>	<p>The <i>Biodiversity Certification Order</i> of 14 December 2007 identified part of the subject site as being Non-Certified. Under the Order this area is subject to further investigation. The area of vegetation is adjacent to the Air Services Australia land at Shanes Park which is an important</p>

		<p>conservation area.</p> <p>An assessment was undertaken in 2009 that identified all of the Certified and Non-Certified areas within the North West and South West Growth Centre. As the Order is now a legislative requirement, the areas identified as Certified and Non-Certified require special consideration. The nearby properties to be zoned industrial which have more dense vegetation have been Certified under the Order and do not require further investigation.</p> <p>The zoning on the subject site has been modified from the exhibited zoning. A Post Exhibition Water Management Strategy prepared by J Wyndham Prince (July 2010) recommended the relocation of Drainage Basin P to the front of the subject site as well as the adjacent lot as this was determined to be the more appropriate location due to natural drainage patterns. Refer to Appendix D.</p> <p>The relocation of Drainage Basin P resulted in the more of the site coming into public ownership via the Section 94 Plan. The area covering the basin will be zoned SP2 Infrastructure (Local Drainage). The rear of the site where the basin was previously located is now zoned R2 Low Density Residential.</p> <p>The overall effect of these changes is a significant land use improvement for the landowner.</p>
Debono, Emmanuel	Incorrect assumption by the Department of Planning that the property contains a riparian corridor. The dam on their property is man-made with no natural stream running through the site. Recommends using the dam in site as infrastructure drainage.	<p>A Post Exhibition Water Management Strategy prepared by J Wyndham Prince (July 2010) recommended the relocation of Drainage Basin P to the front of the subject site as well as a large proportion of adjacent lot as this was determined to be the more appropriate location due to natural drainage patterns. The specialists acknowledged that the dam is man-made, however a low point has been identified at the front of the site at the location for the new Basin P. Where possible the existing dam will be utilised for drainage purposes. Refer to Figure 4.1 for the location of Basin P.</p> <p>As noted in the previous response to the landowner, the zoning on the</p>

		<p>subject site has been modified from the exhibited zoning.</p> <p>A biodiversity study undertaken by Ecological (2009) during the Precinct planning process identified the vegetation community on the subject site as Shale Gravel Transition Forest. During the assessment the vegetation was found to be in generally a good condition and is close to Shanes Park. Parts of this vegetation community are identified as Non-Certified under the <i>Biodiversity Conservation Order</i> and require further investigation. Therefore, this area has been zoned E2 Environmental Conservation to ensure this area is protected.</p>
Debono, Emmanuel	Concerned about the health implications of moving the transmission line closer to Glengarrie Road and South Street.	<p>The existing transmission lines in the Marsden Park Industrial Precinct will need to be deviated to allow for orderly development in the Precinct as well as reducing visual impact.</p> <p>Before the e-alignment of the transmission line is approved an Environmental Assessment will be required. The Environmental Assessment will document the impacts of the project including health implications. The Environmental Assessment is likely to be prepared in 2011 and will be placed on public exhibition.</p> <p>These works will be funded by the PAP proponent, Marsden Park Developments.</p>
Debono, Emmanuel	Recommends that their property be zoned residential.	<p>The subject site has an increased area of land zoned Low Density Residential as a result of the relocation a drainage basin. The subject site now has a decreased area zoned E2. Any area zoned for drainage will be purchased by Council. The entire site is not proposed to be zoned residential.</p>
Sinn, Pui Bun <i>Lot 44 DP 262886</i>	Non-Certified land has been identified for further investigation (Shale Gravel Transition Forest). Questions why the vegetation on their property is to be further investigated while nearby properties with denser vegetation are able to be zoned industrial.	<p>The <i>Biodiversity Certification Order</i> of 14 December 2007 identified an area on the subject site (Lot 44) as being Non-Certified. Under the Order this area requires further investigation. The area of vegetation is contiguous with the Shanes Park conservation area.</p> <p>An assessment was undertaken in 2009 that identified all of the Certified and Non-Certified areas within the North West and South West Growth Centre. The areas identified as Certified and Non-Certified require</p>

		<p>special consideration. The nearby properties to be zoned industrial which have the same vegetation type identified by the landowner have been Certified under the Order.</p> <p>The zoning on the subject site has been modified since exhibition. A Post Exhibition Water Management Strategy prepared by J Wyndham Prince (July 2010) recommended the relocation of Drainage Basin P to the front of the subject site as this was determined to be the more appropriate location due to natural drainage patterns.</p> <p>The relocation of Drainage Basin P has resulted in the subject site having a smaller area zoned E2 Environmental Conservation. The SP2 Infrastructure (Local Drainage) zone now covers the area occupied by Drainage Basin P. Any land zoned SP2 will be acquired by Blacktown City Council through a Section 94 Contributions Plan.</p> <p>The overall affect for this property is a significant improvement from the exhibited ILP. A substantial proportion of drainage land will now be brought into public ownership. The property has significant residential development potential.</p>
Sinn, Pui Bun	A section of the land owners site is to be zoned conservation as part of the riparian corridor. Questions discrepancy in terms of vegetation on property compared to other properties with more vegetation.	<p>The area of land zoned E2 Environmental Conservation on Lot 43 has been reduced post exhibition. The protected land relates to the biodiversity certification order rather than visible areas of remaining vegetation.</p> <p>A total area of 1.66 hectares has been identified for a drainage detention basin, the majority of which is located on the subject site. Land zoned SP2 will be acquired by Blacktown City Council.</p>
Sinn, Pui Bun	Incorrect assumption by the Department of Planning that their property contains a riparian corridor'. The dam on their property is man-made with no natural stream running along it.	A Post Exhibition Water Management Strategy prepared by J Wyndham Prince (July 2010) recommended the relocation of Drainage Basin P to the front of the subject site as well as a large proportion of adjacent lot. This was determined to be the more appropriate location due to natural drainage patterns. It is acknowledged that the dam is man-made, however a low point has been identified at the front of the site at the location for the new Basin P. Where possible the existing dam will be utilised for drainage purposes. Refer to Figure 4.1 for the location of

		<p>Basin P.</p> <p>The zoning on the subject site has been modified from the exhibited zoning and resulted in an improved outcome. Refer to the ILP (Appendix A).</p> <p>A biodiversity study undertaken by Ecological (2009) during the Precinct planning process identified the vegetation community on the subject site as Shale Gravel Transition Forest. During the assessment the vegetation was found to be in generally a good condition and is close to Shanes Park. This vegetation community at this location is Non-Certified under the <i>Biodiversity Conservation Order</i>. This area has been zoned E2 Environmental Conservation to ensure this area is protected.</p>
Sinn, Pui Bun	Concerned about the health implications of moving the transmission line closer to Glengarrie Road and South Street.	<p>The existing transmission lines in the Marsden Park Industrial Precinct are proposed to be relocated to allow for the orderly development in the Precinct as well as reducing visual impacts.</p> <p>Before relocation of the transmission line is approved, an Environmental Assessment will be required. The Environmental Assessment will assess the impacts of the Project including impacts such as health implications. The Environmental Assessment is likely to be prepared in late 2010 and will be placed on public exhibition.</p>
Harthog, Rodney <i>Lot 1 DP 27536</i>	<p>The proposed RTA service road will transect the property reducing the developable area to approximately 20% of the site (after riparian and flood levels are accounted for).</p> <p>A more suitable option for the service road is to have a shoulder lane with the existing road carriage way.</p>	<p>The Precinct Planning Report indicated the need for a series of service roads along Richmond Road. The service roads would provide independent access from Richmond Road for land to the east and west. The service roads are proposed to be from left-in/left-out roads.</p> <p>The service road is necessary to accommodate the development of the Precinct as a whole.</p> <p>The location of service roads have been determined by ensuring that there is an equitable distribution of roads on individual properties.</p> <p>Service roads are the preferred method of providing access to land east of Richmond Road by the RTA and the Department of Planning. The proposed service roads are therefore an important infrastructure</p>

		<p>element for the future development of the land.</p> <p>In relation to the area zoned riparian corridor, the Bells Creek corridor in the Precinct has been deferred. This area will be re-exhibited. In the interim period, existing zoning in this area will remain.</p> <p>Refer to Figure 4.2 for the location of the deferred area.</p>
<p>ICA Property Development Fund</p> <p>( VALAD Property Group)</p> <p>Lot 23 DP 262886 and Lot 24 DP 262886</p>	Relocate drainage line to the western boundary so it is not traversing Lot 24.	<p>Trunk channel 4a is proposed to be located in a north-south direction through Lot 24.</p> <p>Two drainage and water management strategies have been completed for the Precinct and the location of the trunk channel has been determined to be the best location due to natural drainage patterns and requirements. The Constraints and Opportunities Map placed on exhibition identifies the location of the trunk channel as an existing drainage line. The Water Management Assessment and Post-Exhibition Water Cycle Management Strategy (Appendix D) provide additional details on drainage design. The channel will therefore need to remain in its current location.</p> <p>Land zoned SP2 Local Drainage will be purchased by Blacktown City Council.</p>
ICA Property Development Fund	No draft Section 94 Contribution Plan was included in the exhibition documents.	A Section 94 Contributions Plan is currently being prepared by Blacktown City Council and will be placed on exhibition once complete.
ICA Property Development Fund	Increase FSR from 0.5:1 to 0.7:1 for industrial development.	<p>The Floor Space Ratio (FSR) as shown in the Floor Space ratio map (Sheet FSR_005 and 006) has been increased for all areas zoned industrial to 0.7:1. The floor space ratio will be increased to allow for a more boarder mix of industrial uses in the Marsden Park Industrial Precinct.</p> <p>Refer to Floor Space Ratio Map.</p>
ICA Property	Increase building heights for industrial developments from 16m to 18m (same	The Height of Buildings Map (Sheet HOB_005 and 006) has been amended. The maximum building height in areas zoned IN1 has been

Development Fund	as Riverstone West)	increased to 18 metres. This does not include the subject site as the subject site is zoned IN2.  Refer to Height of Buildings Map.
Johnson Property Group  <i>Lot 1 DP 88530</i>	Accepts the environmental restrictions on their land (riparian, drainage etc) as it reflects landowners understanding of environment constraints.	The Bells Creek corridor will retain the existing rural zoning in the short term.
Johnson Property Group	Requests increase in zoning from R2 Low Density Residential to R3 Medium Density Residential. All R2 zoned land is within 200-300m of the B5 zone (which can allow for neighbourhood centre facilities with consent). Has a frontage to Richmond Road and will allow for a higher density of population to utilise increased public transport services along Richmond Road.	Increasing the zoning of the subject site from R2 Low Density Residential to R3 Medium Density Residential has been considered during the review of submissions. However, it is proposed that the R2 zoning will remain on the subject site. Refer to ILP (Appendix A).  Despite the subject site's close proximity to the B5 Business Development zone the business land will not function as a neighbourhood centre. The B5 zone is aimed at larger scale commercial and bulky goods retailing and the primary function of this zone will not be a neighbourhood centre.  A future town centre is proposed in the Marsden Park Precinct (not yet released) with a focus on retail development. Medium density residential development is encouraged in the areas surrounding town centres as can be seen at the northern part of the Marsden Park Industrial Precinct. Isolated locations of medium density residential development are discouraged without the support of a neighbourhood centre.  Low density residential development is therefore the more appropriate residential zone at this location.
Kapur, S and J  <i>Lot 42 DP 262886</i>	Would like an undertaking from the NSW Government that when land is purchased as Public Recreation –Regional Zone, the landowner will receive the same value as landowners in the Precinct whose land is still zoned	This lot was zoned Public Recreation – Regional prior to the Precinct planning process for Marsden Park Industrial Precinct commencing. The zoning has not changed as a result of the Precinct planning for the

	industrial.	<p>Marsden Park Industrial Precinct.</p> <p>The <i>Land Acquisition (Just Terms Compensation) Act 1991</i> (the Just Terms Act) specifies that where land is to be acquired for a public purpose it is to be valued at the market value at the time of purchase. Market value is determined based on the underlying value of the land which considers its potential for development regardless of the current or proposed zoning.</p>
Kapur, S and J	Objection to their property being excluded from Marsden Park Industrial Precinct.	<p>The subject lot was not originally included in the Marsden Park Industrial Precinct.</p> <p>A Boundary Review Process was undertaken by an independent Review Panel for the Marsden Park Industrial Precinct. The Review Panel's recommendation of partially releasing areas of the adjoining Marsden Park Precinct was accepted by the Minister of Planning. The Minister approved the recommendation and the revised boundary was published in the Government Gazette of 6 March 2009.</p> <p>The subject lot was not included in the newly defined area of Marsden Park Industrial Precinct due to its existing zoning and its important contribution to bio-certification.</p>
Simpson Family Trust  <i>Lot 2 DP 275 536</i>	Approximately 70% of the site is 'sterilised' by the riparian corridor.	<p>It is acknowledged that parts of the subject site may be undevelopable due to flooding constraints. However, the subject site will have significantly more development potential with a partial zoning of B5 Business Development compared to the existing rural zoning.</p> <p>The Bells Creek corridor has been deferred. This area will be re-exhibited. In the interim period exiting zoning in this area will remain.</p>
Simpson Family Trust	Land-owner wishes to retain ownership of the riparian corridor on their land but will grant an easement to council.	The Bells Creek corridor including the subject site will remain in private ownership.
Simpson Family Trust	The plans will 'drastically reduce' the development potential of the site.	It is acknowledged that the zones shown in the ILP will have an impact on the concept development ideas proposed by the landowner on the

		<p>subject site.</p> <p>The existing B5 Business Development zone and the service road along the Richmond Road frontage will remain. The location of service roads ensures that there is an equitable distribution of road reserves on individual properties. The location of roads reflects discussions with the RTA and technical specialists.</p> <p>The Bells Creek corridor has been deferred. This area will be re-exhibited. In the interim period exiting zoning in this area will remain.</p> <p>Given the flooding and environmental constraints which exist on site, the maximum amount of development potential has been identified.</p>
Simpson Family Trust	Proposed service road does not benefit the subject site and penalises the development potential through sterilisation.	<p>Richmond Road will be upgraded from the existing two lane roadway to a four-lane arterial road. It will ultimately be a six lane road. The RTA and transport and traffic technical specialists have identified that service roads will be required to maintain property access along Richmond Road. This is due to the traffic generation likely to be created by the B5 Business Development zone.</p> <p>The Precinct Planning Report indicated the need for a series of service roads adjacent to Richmond Road. The service roads would provide independent access from Richmond Road for land to the east. The service lanes are proposed to be from left-in/left-out roads.</p> <p>The service road would still be necessary to accommodate the surrounding B5 land uses and the development of the Precinct as a whole, including the subject site.</p> <p>The location of service roads have been determined by ensuring that there is an equitable distribution of service roads on individual properties where possible.</p>
Simpson Family Trust	Requests that 'hotels' become permissible as a land use in the B5 Business Development zone.	<p>A separate definition has not been included in the B5 zone. Post exhibition discussions with relevant stakeholders have indicated that there are many other sites which would be better suited for this use.</p>

Smith, Neil	<p>MPIP exhibition documents identify the land to have indigenous heritage features and a potential recreation area to preserve these.</p> <p>The Colebee Release Area rezoning local environmental study and stakeholder consultation determined that the land contains no relics or heritage significance requiring further conservation and was granted permission under Section 90.</p>	<p>It is acknowledged that the subject site has undertaken additional detailed non-indigenous heritage studies and permission has been granted under Section 90 of the <i>National Parks and Wildlife Act 1974</i> to develop the subject site.</p> <p>As the subject site is not located in the Marsden Park Industrial Precinct the map identifying an opportunity for landscaped recreation areas on the subject site will have no impact on the site. The map provided in the Precinct Planning Report provides context for the areas within the Marsden Park Industrial Precinct that are to be zoned for conservation purposes.</p>
Smith, Neil	Concerns over the omission of the Richmond Road intersection in some documentation as well as lack of mechanism for lands in MPIP that gain access from this intersection.	<p>A signalised intersection will be provided on Richmond Road with the Colebee Access Road. Traffic studies have indicated the requirement for a signalised intersection to support to the Colebee Release Area and it is proposed to be constructed as part of the Richmond Road upgrade works.</p> <p>Refer to the ILP (Appendix A).</p>
Smith, Neil	The draft MPIP VPA must provide the flexibility for land-owners to transfer contributions towards infrastructure provided outside of the contributions framework for the MPIP.	<p>A Section 94 Contributions Plan is currently being prepared by Blacktown City Council which will be placed on exhibition. The Section 94 Contributions Plan will identify contributions required by landowners.</p> <p>The State Level Voluntary Planning Agreement (VPA) places obligations on the Precinct Acceleration Proponent. It is a very specific document with a defined set of infrastructure outcomes. Any other arrangements would need to be subject to a separate state level VPA.</p>
Smith, Neil	Consideration given to Mixed Use zoning B4 for land adjoining the R2 Low Density Residential land in the south of the Precinct.	<p>The rezoning of the existing R2 Low Density Residential areas in the south of the Precinct to B4 Mixed Use has been considered during the review of submissions. However, the B4 Mixed Use is not proposed to be used in the Marsden Park Industrial Precinct. Refer to final ILP (Appendix A).</p> <p>The Marsden Park Industrial Precinct will predominantly provide larger scale business and industrial development to support employment and economic growth within the Precinct. Small-scale retail services are not</p>

		<p>proposed in the Precinct.</p> <p>A future town centre is proposed to be located in the Marsden Park Precinct (not yet released) and by allowing small scale retail services in the Precinct; this may effect the viability of the future town centre by encouraging people away from the centre.</p>
Sultana, John	Advised that it is likely that a single developer would purchase the entire R3 Medium Density Residential area fronting South Street. Concern that this will not happen.	The potential land consolidation process is outside of the scope of the Department of Planning's Precinct planning process.
Sultana, John <i>Lot 9/1 DP193074</i>	Indicative road pattern is close to the rear boundary and would like it removed. There is no benefit to landowner and the area remaining would not be viable.	<p>The indicative road layout in the R3 Medium Density Residential area has been modified to ensure a more equitable distribution of roads between individual landowners. Refer to final ILP (Appendix A).</p> <p>It should be noted however that the road layout identified in the R3 Medium Density Residential is an indicative road layout and is subject to change. The road layout in this area will be assessed at the Development Application stage by Blacktown City Council.</p>
Terzic, Milan	Is there a need for more industrial parks?	The Metropolitan Strategy, City of Cities – A Plan for Sydney's Future (2005) identifies a need for an additional 130,000 jobs in the North West subregion by 2031. The rezoning of Marsden Park Industrial Precinct will contribute to achieving these employment land targets.
Terzic, Milan	Recommends that the upgrade to Richmond road should proceed to Garfield Road.	The upgrade of Richmond Road between Grange Avenue and Garfield Road is partly affected by the Precinct Acceleration Protocol obligations and is the subject of ongoing discussions between the Department of Planning and the RTA.
Terzic, Milan	Recommends a link road connecting the Precinct to Mt Druitt.	There is a proposed link located at the southern end of the Precinct connecting Marsden Park to the urban areas located to the south. This link is proposed to be also used as a future bus route.
Waite, David	Recommends that it would be more economic to use the existing natural water flow through the adjacent lot. There are no development approvals on	A Post Exhibition Water Management Strategy prepared by J Wyndham Prince (July 2010) recommended that Trunk Channel 13 that was

<p><i>Lot 5 DP 17048</i></p>	<p>this adjacent site which would make acquisition a far cheaper alternative.</p>	<p>exhibited as running diagonally through the subject site be modified.</p> <p>The alignment on Trunk Channel has been changed to reflect natural drainage patterns. The new trunk channel will be split between the subject site and the adjacent lot to the south to ensure the equitable distribution of land zoned SP2 Infrastructure (Local Drainage). Land zoned SP2 will be acquired by Blacktown City Council through Section 94 contributions.</p> <p>Refer to final ILP (Appendix A).</p> <p>Also note, the Bells Creek corridor has been deferred to reflect changed circumstances regarding ownership of the Bell's creek corridor area. This area will be re-exhibited. In the interim period exiting zoning in this area will remain.</p> <p>Refer to Figure 4.2 for the location of the deferred area.</p>
<p>Waite, David</p>	<p>No indication previously given that a drainage channel would be running through their property.</p>	<p>The Precinct planning process was placed on public exhibition providing an opportunity for the community to identify any issues or concerns.</p> <p>The location of individual drains has been part of detailed investigation process pre and post exhibition. The drainage channel relating to this property is now shared across two properties. This basin follows a natural drainage line and is a more equitable outcome.</p>
<p>Winten Property Group</p> <p><i>Lot 21 DP 584915 and Lot 22 DP 584915</i></p>	<p>Recommends that the stormwater management system be redesigned to reduce land acquisition requirements.</p> <p>That the Winten site must provide 405m<sup>3</sup>/ ha of stormwater storage, however, the basin immediately upstream must only provide 381m<sup>3</sup> /ha. Requests that the basin sizes should be equal.</p>	<p>A Post Exhibition Water Cycle Management Strategy Report was prepared by J Wyndham Prince following the exhibition of Marsden Park Industrial Precinct. The report reviewed the existing Water Cycle Management Assessment and recommend changes to the drainage layout, including the reduction in the area of land to be acquired for local drainage.</p> <p>The changes have led to a reduction in the size of Trunk Channel 11 located on the subject site. In addition, the land required for basin M has been reduced by 0.9 hectares.</p> <p>Refer to Post-Exhibition Water Cycle Management Strategy Report</p>

		(Appendix D).
Winten Property Group	Recommends that the stormwater management system be redesigned to reduce land acquisition requirements and to improve land efficiency.	A Post-Exhibition Water Cycle Management Strategy recommended changes which were reflected in the ILP including the reduction in size of many basins.
Winten Property Group	Recommends that the land area required for Basin M could be reduced 10-30% by:  Steepening basins from 1:6 to 1:5  Increasing active storage depth from 1.2m to 1.5m  Reshaping the basin to fit better with the site.	Basin M has been reduced by an area of 0.9 hectares.  Refer to Post-Exhibition Water Cycle Management Strategy Report for additional design details (Appendix D).
Winten Property Group	Recommends combining the recreation area and the stormwater management Basin M.	This recommendation was taken into consideration however, Basin M will remain zoned SP2 Infrastructure (Local Drainage) and the Recreation Area will remain RE1 Public Recreation.  Land identified as SP2 and RE2 will be acquired by Blacktown Council through Section 94 contributions.  The Bells Creek corridor has been deferred and will be re-exhibited.
Winten Property Group	Recommends that the Draft ILP be amended to reduce the excessive land areas designated for Riparian Corridor and Conservation Area within the subject site.	The Bells Creek corridor will be re-exhibited.  Refer to Figure 4.2 for the location of the deferred area.
Winten Property Group	Recommends that the intersection east of Richmond Road on South Street to provide access to the R3 Zone should be constructed and funded through Section 94.	The proposed RTA Schofields Road Corridor includes the intersection on South Street (east of Richmond Road) with the R3 Medium Density Residential Area. The subject intersection has been identified by the RTA as a future connection to the Marsden Park Industrial Precinct.  Details of the corridor can be found on the RTA's website ( <a href="http://www.rta.nsw.gov.au">www.rta.nsw.gov.au</a> ) and the RTA is currently considering community feedback.

		The provision of providing traffic signals at the intersection would be subject to negotiation with the proponent and the RTA.
Winten Property Group	Recommends that a left in- left out vehicle access point onto Richmond Road from the R3 Medium Density Residential zone, funded through Section 94.	<p>No access points to the R3 Medium Density Residential zone are proposed along Richmond Road, including a left-in and left-out turn. The RTA has indicated that they do not favour intersections along major arterial roads such as Richmond Road.</p> <p>Access to the R3 Medium Density are will be via an intersection located on South Street.</p> <p>As Richmond Road is upgraded, traffic signals along Richmond Road will reviewed as part of the ongoing design work.</p>
Winten Property Group	Recommended that a services delivery report meeting the PAP requirements and a Section 94 Plan be prepared and placed on exhibition.	<p>An Infrastructure Delivery Report was placed on exhibition.</p> <p>Timing of infrastructure delivery is subject to further negotiation with the proponent and the individual infrastructure providers.</p> <p>A Section 94 Contributions Plan is currently being prepared by Blacktown City Council and will be placed on exhibition.</p>
Winten Property Group	<p>Recommends the DoP work in collaboration with Blacktown City Council and Winten Property Group to commission additional site specific traffic, site planning and stormwater management studies to confirm savings in land utilisation and reduced site acquisition costs for infrastructure.</p> <p>Alternatively, the draft SEPP should be amended to permit Public Reserves and Infrastructure in Zone R3.</p>	<p>Traffic and site planning can be undertaken with Blacktown City Council at the Development Application Stage.</p> <p>A Post Exhibition Water Cycle Management Strategy has reviewed the existing drainage controls and proposed minor changes to the proposed drainage layout on the subject site. Refer to Appendix D.</p> <p>The area on the subject sites that are currently identified as Conservation Area and Riparian Corridor in the ILP have been deferred as they form part of the Bells Creek corridor. Refer to Figure 4.2. This area will be re-exhibited. In the interim period, exiting zoning in this area will remain.</p>
Winten Property Group	The R3 Medium Density Residential zone does not allow for greater variety of housing. Requests that Semi-Detached and Dual Occupancy housing to be allowed in the zone.	The inclusion of 'Semi-Detached Dwellings' and 'Dual Occupancy' in the R3 Medium Density Residential zone is supported.

Winten Property Group	Recommends the SEPP be amended to permit a minimum lot size of 150m <sup>2</sup> in the R3 Medium Density Residential zone as 'Permitted with Consent'	The minimum lot size of the R3 Medium Density Residential area is not proposed to be reduced to 150m <sup>2</sup> . This is not consistent with the minimum lot size R3 zones in adjacent Precincts.
Marsden Park Investments <i>(Oakstand Property Group)</i>  Lot 4 DP 27536 and Lot 3 DP 27536	Recommends that the riparian corridor width of Bells Creek is reduced from 50 metres to 40 metres. The 40 metres is based on the 40 metre setback provided in the <i>Water Management Act</i> .	The setbacks to the category one stream include the core riparian area and the buffer.
Marsden Park Investments <i>(Oakstand Property Group)</i>	The conservation area and riparian corridor will impact on the economic viability for future development due to the reduction in the development area.	The key line is determined by the 1 in 100 year flood line, not conservation values.
Marsden Park Investments <i>(Oakstand Property Group)</i>	Object to 70% of the site being zoned SP2 Infrastructure (Local Drainage)	The area in question will need to be re-exhibited due to changes in Section 94 contributions.
Town and Country Mobile Home and Caravan Park  Lot 25 DP262886	Inappropriate changes to the original Draft Structure Plan for Marsden Park prepared in 2005, including reduction in open space corridors of biodiversity significance and enlarged industrial area.  There is no justification for expanding the MPI Precinct by more than 50% compared to the original 2005 Structure Plan.	The draft Structure Plan for the North West Growth Centre underwent significant changes in 2004 and 2005 in response to public submissions. This resulted in a new approach to the Environmental Living zone.  It was also determined at that time that significant new employment areas would be needed to support a growing local population. It is for this reason that a new Structure Plan was adopted in 2006. The 2006 Structure Plan has been the guiding framework for Precinct Planning.

<p>Town and Country Mobile Home and Caravan Park</p>	<p>Requests that the Caravan Park site be zoned as residential as well as the land south of Hollingsworth Road. There are concerns regarding industrial-residential interface. Preference for an arc of residential land from Hassall Grove to the caravan park.</p>	<p>The Precinct planning process has determined that the subject site and the land adjacent to the subject site should be for industrial land uses. The subject site is proposed to be rezoned IN1 General Industrial.</p> <p>Refer to the final ILP (Appendix A).</p> <p>The subject site can not be rezoned residential as it will result in an isolated pocket of residential land surrounded by industrial land uses. This is not best practice and may lead to potential land use conflict.</p> <p>The caravan park can continue to operate as an existing business. Controls in the DCP will ensure the impacts on the caravan park from adjacent uses will be minimised as industrial land uses develop near the site.</p>
<p>Town and Country Mobile Home and Caravan Park</p>	<p>If the residential rezoning can not be achieved, it is recommended that a minimum 200m buffer zone be provided around the Caravan Park. A 20 to 30 metre vegetation buffer should also be established on land adjoining the Caravan Park.</p>	<p>A buffer zone surrounding the caravan park is proposed through design measures within the DCP.</p> <p>The proximity of future buildings to the caravan park and their impact will be addressed at the Development Application stage by Council. Provisions in the DCP relate to landscaping and setbacks.</p>
<p>Town and Country Mobile Home and Caravan Park</p>	<p>Requests that a strategy be developed to relocate the Caravan Park residents within a 3 to 5 year time frame before industrial development reaches the site.</p>	<p>The rezoning of the land will not result in the closure of the caravan park. The caravan park can continue to operate as a business.</p> <p>The relocation of the caravan park residents is the responsibility of the owner of the caravan park. The Department of Planning has helped to facilitate meetings between the residents in the caravan park and Housing NSW. Eligible residents are placed on the register for affordable public accommodation.</p> <p>It is not expected that development will encroach on the caravan park in the short term.</p> <p>Should development occur in the properties adjacent to the caravan park site, development controls will be in place in the DCP to minimise impacts to the amenity of the residents. Buffers for adjacent lots will be determined at the Development Application stage and each application will be determined on its merits. The surrounding land uses (including</p>

		the use of the site as a caravan park) will be taken into consideration at the Development Application stage.
Town and Country Mobile Home and Caravan Park	Requests that the Draft ILP be modified to remove the industrial designation over the existing east-west biodiversity corridor, as identified in the 2005 Draft Structure Plan	The draft Structure Plan was superseded by the adopted 2006 Structure Plan for the North West Growth Centre. This Structure Plan indicates industrial and other employment uses for the majority of the site and this has guided the preparation of the ILP.
Residents from Caravan Park  (29 submissions received from caravan park tenants)  <i>Lot 25 DP262886</i>	<p>A summary of the key issues raised by the residents of the Town and Country Caravan Park include:</p> <ul style="list-style-type: none"> <li>• Established community and medical services</li> <li>• Requests to maintain existing zoning</li> <li>• Do not want to be relocated</li> <li>• Affordability – many can not afford to live elsewhere</li> <li>• Rural atmosphere</li> <li>• Sense of community</li> <li>• No need for further industrial land</li> <li>• Proximity to family</li> <li>• No consideration in exhibition material about existing residents</li> <li>• Upgrading Richmond Road will create more congestion</li> <li>• Traffic generated by industrial development would create problems</li> <li>• Roads need to be upgraded before industrial development can occur.</li> </ul>	<p>The Department of Planning has reviewed and considered all the submissions from the Town and Country Caravan Park residents. The rezoning of the land will not force the closure of the caravan park as indicated by many of the submissions. The caravan park will remain open as long as the landowner chooses to continue the business.</p> <p>Housing NSW has assisted residents with assessed inclusion on the Department of Housing register for affordable accommodation. With the progression of development within the Precinct, it is not expected that the development will encroach on the Caravan Park in the short term. Should development occur in the properties adjacent to the Caravan Park site, development controls will be in place to minimise impacts to the amenity of the residents.</p> <p>The Department of Planning acknowledges the issues raised by the residents of the Caravan Park and will continue to work with Housing NSW in helping to provide assistance for the potential relocation of residents.</p> <p>The future of the caravan park as a business is ultimately dependant on the landowner.</p>
Marsden Park	Recommends that the central area of MPIP be zoned IN1 (General Industrial) to allow for heavy industries while still allowing for a buffer zoning	Areas of the existing IN2 Light Industrial zone in the Precinct have been revised to include IN1 General Industrial zoned land. Refer to final ILP

<p>Developments</p> <p><i>Lots 8, 9, 10, 11, 12, 13, 14, 15, 16, 26, 27, 32, 33, 34, 35, 36, 47, 291 and 292 DP 262886</i></p>	<p>around the centre. This allows the zone to be more in line with Riverstone West which includes both IN1 and IN2 zonings</p>	<p>(Appendix A)</p> <p>The IN1 zone will allow for a broader range of industrial uses in the Marsden Park Industrial Precinct. The IN1 zone will allow industrial uses that are not permissible within the IN2 zone. By allowing a broader range of uses this will help to achieve the employment targets for the North West Growth Centre.</p>
<p>Marsden Park Developments</p>	<p>Increase the industrial FSR from 0.5:1 to 0.7:1</p>	<p>The Floor Space Ratio (FSR) as shown in the Floor Space ratio map (Sheet FSR_005 and 006) has been increased for all areas zoned industrial to 0.7:1. The floor space ratio will be increased to allow for a more boarder mix of industrial uses in the Marsden Park Industrial Precinct.</p> <p>Refer to SEPP Floor Space Ratio Map.</p>
<p>Marsden Park Developments</p>	<p>Increase the upper limit for industrial developments from 12m to 14m and 16m to 18m</p>	<p>The industrial areas identified on the Height of Buildings Map (Sheet HOB_005 and 006) as having a maximum building height of 12 metres have been increased to 16 metres. The area now identified as the IN1 General Industrial zone has a maximum building height limit of 18 metres.</p> <p>Refer to SEPP Height of Buildings Map.</p>
<p>Marsden Park Developments</p>	<p>Clarify the definition of a 'Timber and Building Supplies' activity would permit 'Hardware and Building Supplies' as permissible use in IN2 Light Industrial Zoning.</p> <p>The new 'Hardware and Building Supplies' to be permissible within both B5 and IN2 zones.</p>	<p>The existing definition of 'Timber and Building Supplies' will continue to be used in the IN2 zone. The definition will be limited to the IN2 zone rather than the B5 zone.</p>
<p>Marsden Park Developments</p>	<p>Inclusion of neighbourhood shopping centre at 1,500m<sup>2</sup> instead of limiting the retail area to 100m<sup>2</sup> as is not viable for a neighbourhood centre.</p>	<p>It is acknowledged that a gross floor area of 100m<sup>2</sup> for a neighbourhood shop is low and will limit potential retail uses. The increase of the cumulative floor area to 1,000m<sup>2</sup> is generally supported as this is a more</p>

		<p>viable size for neighbourhood shops.</p> <p>By increasing the gross floor area to 1,500m<sup>2</sup> as suggested could have an impact on the proposed Marsden Park town centre. By allowing neighbourhood shops at this scale in the Precinct, would draw customers away from the proposed Marsden Park town centre. The development of retail uses should be concentrated in the future Marsden Park town centre.</p> <p>The increase in the gross floor area of a neighbourhood shop to 1,000m<sup>2</sup> has been adopted.</p>
Marsden Park Developments	Increase upper limits of building heights for commercial buildings from 16m to 24m creating an additional 2 storeys.	<p>The areas identified as Business Park identified on the Height of Buildings Map (Sheet HOB_005 and 006) as having a maximum building height of 16 metres have been increased to 24 metres.</p> <p>Refer to SEPP Height of Buildings Map.</p>
Marsden Park Developments	Remove the limitation on the total gross floor area (3,500m <sup>2</sup> ) for the B7 zone identified in Clause 4.5A. The limit only represents 0.5% of the total area of the B7 zone. The zone also adjoins to a medium residential zone and therefore it would be viable to have smaller neighbourhood shops in the area as well.	<p>Clause 4.5A in the SEPP is not proposed to be deleted. This clause ensures that all future retail development is predominantly located in the future Marsden Park town centre by limiting the gross floor area to 3,500m<sup>2</sup>. By removing this clause it would allow for an increased area of retail development to occur within the B7 Business Park zone potentially drawing people away from the future town centre and impacting on the viability of the town centre.</p> <p>In addition, Clause 5.4(7) also allows for neighbourhood shops to be located within the B7 Business Park zone. The gross floor area for neighbourhood shops is proposed to be increased from 100m<sup>2</sup> to 1,000m<sup>2</sup>. This will also help to meet the demand for a small number of neighbourhood shops in the zone.</p>
Marsden Park Developments	Requests the 'Food and Drink Premises' be allowed in the entire B5 Zone (with consent) rather than just the eastern side of Richmond Road.	<p>The area identified as 'Takeaway food and drink premises (permitted with consent)' as been extended to include all areas zoned B5 Business Development. This will allow for this land use to be carried out in the area identified for bulky goods.</p> <p>Refer to Land Zoning Map (Sheet LZN_005 and 006).</p>

Marsden Park Developments	Allow for large format discount retailing outlets within the B5 bulky goods establishment.	The limited location of discount outlet premises in the B5 zone is generally supported however will need to be placed on exhibition. Discount outlet premises will be re-exhibited with the Bells Creek Corridor in late 2010.
Marsden Park Developments	Requests permission for Registered Clubs (for the purpose of recreation) to be established within the IN1 zone. This would facilitate the construction of a central facility to be delivered by the private sector.	The inclusion of 'Registered Clubs', Recreation Facility (Major), Recreation Facility (Outdoor) in the IN1 General Industrial zone is supported at the specific location illustrated in the submission.
Marsden Park Developments	The retention of the reference to 'Specialist Retail Uses' within the B5 Business Development zone objectives.	This issue will be address with the Discount Outlet Premises issue when Bells Creek is re-exhibited in late 2010.
Marsden Park Developments	Define 'High Technology Industry' and make it permissible in IN2	This definition does not apply to the Standard Template.
Marsden Park Developments	The new 'Waste and Resources Management Facility' to be included in the IN2 zone.	The inclusion of the Waste or Resources Management Facility is proposed to be limited to the areas zoned IN1 General Industrial only (see response below). By limiting more intensive industrial land uses to the areas zoned IN1, this will provide an informal IN2 Light Industrial buffer.
Marsden Park Developments	Recommends that MPI should include an area of IN1 General Industrial zone to permit a 'Waste or Resources Management Facility' in the Precinct.	<p>Areas of the existing IN2 Light Industrial zone in the Precinct have been revised and have been zoned IN1 General Industrial.</p> <p>Refer to final ILP (Appendix A).</p> <p>Areas previously zoned IN2 have been rezoned to IN1 to allow for a broader range of industrial uses in the Marsden Park Industrial Precinct. The IN1 zone will allow additional industrial uses that are not permissible within the IN2 zone. The inclusion of Waste or Resources Management Facility in the IN1 Precinct is generally supported.</p>
Marsden Park Developments	Remove the reference to sub arterial roads in Class 6.7.1 of the DCP and impose "that restricted access is to be provided from sub-arterial roads with a minimum distance on 100 metres between access points". This will allow for greater access to the sites and lead to a less complicated road network and ensure vehicles are off the major road network as easily as possible.	Sub-arterial roads will need to be dealt with as a merits issue through the Development Application process.

Marsden Park Developments	Recommends a slip lane be included to the western side of Richmond Road (Figure 8.3)	A slip lane has now been provided on the western side of Richmond Road, north of the intersection with Townson Road. The slip road will provide safer access to a number of properties at this location.  Refer to final ILP (Appendix A).
Marsden Park Developments	Recommends changes to Clause 6.3.4 Communal Areas .  IN1 General Industrial      1% no change  IN2 Light Industrial          2% instead of 3%  B5 Business Development 2% instead of 3%  B7 Business Park              4% instead of 5%  The submission also includes the inclusion of food and drink premises and these facilities would also provide communal areas.	Matters regarding communal areas are a merits issue which will need to be negotiated with Council.
Marsden Park Developments	Further inclusion of trees and species in Appendix D of the DCP.	Further tree species is a merits issue which will need to be negotiated with Council.
Marsden Park Developments	Clause 6.6 Fencing: Suggests removal of the reference to 'wrought iron' and changing 'shall' to the word 'may' will remove the concern that this type of fencing is compulsory.	Matters regarding fencing are a merits issue which will need to be negotiated with Council.
Marsden Park Developments	Reduce the amount of land used for drainage from 9.43% to 7% through improvements in design which reduce basin and channel sizes.	The overall amount of land reserved for drainage purposes has been reduced in accordance with the findings in the Post Exhibition Water Management Strategy prepared by J Wyndham Prince (July 2010). The Strategy suggested numerous improvements in the design of drainage basins and channels sizes which would reduce land acquisition costs as well as construction costs of the drainage infrastructure.  The results of this process means that the land area required for ten drainage basins has been reduced to a total area of 26.55 hectares which is a reduction of 11.4 hectares.  Refer to Appendix D.

Marsden Park Developments	<p>Recommends that the access corridor along Richmond Road is not required as a designated drainage corridor and should be included as developable land for either industrial or business development zone.</p> <p>The land is not within an identified creek or stream system. Any drainage requirements can be managed by suitable drainage infrastructure within the property.</p>	<p>Blacktown City Council has indicated that it will requires an access way to be acquired as part of the long term maintenance for the two major drainage basins to the west of Richmond Road.</p> <p>Refer to Appendix D.</p>
Marsden Park Developments	<p>Recommends that the local road to the east of the north - south connection to Hassell Grove drainage corridor be moved to be adjacent to the drainage corridor (see submission figure 7.6). This is a better urban design outcome instead of the rear of industrial properties adjoining the corridor.</p>	<p>The existing ILP road grid pattern will remain, no changes are proposed to the North-South Connection Road to Hassell Grove.</p> <p>The road pattern has been determined using best practice urban design principles ensuring accessibility throughout the Precinct. The road patterns have also been designed to ensure there is an equitable distribution of road reserves located on individual properties. By moving the road this would lead to a potentially less equitable outcome.</p>
Marsden Park Developments	<p>Recommends that SP2 zones should also permit additional land uses within the zone such as 'Recreation Area' and 'Recreation Facility (Outdoor)'. This allows for the better use of S94 funds for the provision of land for these recreation facilities.</p>	<p>The inclusion of 'Recreation Area' and 'Recreation Facility (Outdoor)' in the SP2 Infrastructure zone has been included in the SEPP ammendment. This would allow for the multi-use of detention basins and was a recommendation supported by the Water Cycle Management Strategy as it meets the objectives of Water Sensitive Urban Design.</p>
Marsden Park Developments	<p>Recommends that the eastern loop road be amended as shown in the submission Figure 7.5.2</p>	<p>The layout of the Eastern Loop Road has been modified to be closer to Richmond Road. The lot depth from Richmond Road has been reduced from 300 metres to 150 metres. The original design layout of the road resulted in a subdivision pattern that was difficult to access. The change has also resulted in the reduction of drainage areas located adjacent to the road.</p> <p>Refer to final ILP (Appendix A).</p>
Marsden Park Developments	<p>Recommends that the location of MC04 (road directly north of landfill site) remains as detailed (Figure 7.7 in submission)</p>	<p>The road north of the existing landfill site referred to as MC04 will remain in the existing location.</p> <p>Technical specialists were engaged to address concerns regarding the potential risks associated with road construction on a potential variable</p>

		<p>subbase.</p> <p>The studies concluded that MC04 is to be located on an area that is on a virgin excavated natural material (VENM) stockpile and suitable for construction. It is noted, further investigation will be required during the design phase to determine the geological characteristics of area where the road is to be constructed.</p>
Marsden Park Developments	Recommends that the location of MC02 remains as detailed (Figure 7.8)	The existing north-south boulevard (referred to MC02) with the drainage channel (Trunk Channel 7) located in the centre of the road will remain in the existing location.
Marsden Park Developments	Seeks an acceleration of the S94 planning and exhibition.	A Section 94 Contributions Plan is currently being prepared by Blacktown City Council.
Marsden Park Developments	Requests the updated acquisition map be included (Figure 10.2)	<p>The Land Reservation Acquisition Map (Sheet LRA_005 and 006) has been updated to reflect the changes made to zoning as a result of the modification of drainage areas.</p> <p>In addition the area located along the Bells Creek corridor will be deferred and will not be shown as an area to be acquired. The deferred area will be re-exhibited.</p>
Marsden Park Developments	Requests the inclusion of South Street connection from the railway crossing at Schofields Precinct through to Glengarrie Road, in lieu of the upgrades to Grange Avenue within the SIC Contributions Plan.	The Department of Planning is currently investigating the re-definition of South Street as a State Infrastructure Contributions (SIC) Road. This will be considered as part of the Review of the State Infrastructure Contributions Practice Note in 2011.
Marsden Park Developments	<p>Recommends that minor amendments to the VPA are made prior to execution.</p> <p>That plan 8475/SKR21 Rev A (relating to Richmond Road upgrades) is also included within the Planning Agreement.</p>	The VPA is the subject of ongoing discussion with the PAP proponent and the Department of Planning.
Marsden Park	Requests that the Infrastructure Delivery Report be updated to include the	The Department of Planning acknowledges that the Stage 1 Sewer and

Developments	Stage 1 Sewer servicing strategy and Stage 1 water servicing strategy endorsed by Sydney Water.	Stage 1 Water Servicing Strategies have been updated.
Marsden Park Developments	The proposed zone substation should be located west of the landfill site adjoining the proposed TransGrid 22kV transmission line. This will have better access and is closer to the centre of the electricity demand load for the area.	The ILP does not identify a specific location for the zone substation.
Marsden Park Developments	Suggests that the transmission lines be deviated as shown in the ILP and outlined within the Servicing Strategy for the Precinct.	The ILP currently illustrates the transmission line easement and subsequently the deviation location.