

Ms. Joanna Bakopanos
Team Leader
Industry Assessments
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Attention: Thomas Piovesan

**Notice of Exhibition
Marsden Park Warehousing and Light Industrial Estate (SSD 8606)**

Dear Ms. Bakopanos,

Thank you for your letter dated 16 January 2018 requesting Transport for NSW (TfNSW) to provide comment on the State Significant Development (SSD) Application for the Marsden Park Warehousing and Light Industrial Estate, located at Lot 23 and Lot 24 DP 262886 Hollinsworth Road, Marsden Park.

TfNSW has reviewed the exhibited documentation and comments are provided in **Attachment A**.

If you have any further questions, please do not hesitate to contact Ken Ho, Transport Planner, via email at ken.ho@transport.nsw.gov.au. I hope this has been of assistance.

Yours sincerely,



23/2/2018

Mark Ozinga
**Principal Manager, Land Use Planning and Development
Freight, Strategy and Planning**

CD18/00402

ATTACHMENT A

1.1 **Future Bus Link Reservation**

Comment:

Comments were provided by TfNSW (included in Attachment B, dated 5 December 2014) in response to the subdivision DA (DA15/275) lodged with Blacktown City Council, which stated that the *“required reservation width is 20m, with additional localised widening to 24m for a future bus stop south of Hollinsworth Road.”*

Further to the above, minor changes were made by DP&E to the Marsden Park Industrial Precinct Plan (December 2016), which amended the alignment of the subject bus link as shown within the North West Growth Centre Land Reservation Acquisition Map (Sheet LRA_005).

Based on a review of the abovementioned map, localised widening has been identified (extract provided in Attachment C). However, it is unclear whether the development design drawings (refer to Civil Drawings by Costin Roe Consulting and Architectural Drawings by Watch This Space Design) have considered the required spatial provisions of the future bus link, consistent with the relevant SEPP maps and the comments provided by TfNSW in relation to the subdivision DA.

Recommendation(s):

- The EIS should assess the impact of the proposed development on the relevant land reservation acquisition maps and spatial provisions for a future bus link.
- DP&E should ensure that all proposed buildings and structures integral to the operation of the respective developments is clear of the reservation for a future bus link.

Note: The funding and delivery of the future bus link will be in accordance with the North West Priority Growth Area Land Use and Infrastructure Implementation Plan (DP&E, May 2017).

1.2 **Proposed Parking Provisions**

Comment:

The site will be well located to take advantage of future frequent bus transit services, which will stop along the future bus link. As such, future employees of the warehouses would have suitable options to travel to the site without the need to travel via private vehicle. In response, the proposed parking provisions could be reduced to levels closer to that recommended within the *RTA (now RMS) Guide to Traffic Generating Developments*.

Recommendation:

- The Applicant should reassess parking assumptions and allocations, having regard for the expected high frequency bus movements through the area.
- Investigate the potential to restrict parking supply to promote increased public transport usage and support walking and cycling initiatives.

1.3 Bicycle Parking

Comment:

The supporting Transport Impact Assessment provides a recommendation for the number of bicycle parking spaces for each warehouse. It is unclear within the plans provided as to whether any bicycle parking has been considered in response to these recommendations.

Recommendation(s):

- The Applicant should clearly indicate on the proposed plans the provision of parking in accordance with the recommendations provided in the Transport Impact Assessment supporting the SSD.
- The plans should also identify appropriate areas within each warehouse to accommodate an expansion of bicycle parking, should demand exceed the recommended provisions.

1.4 Workplace Travel Plan

Comment:

As part of the ongoing operation of the respective warehouses, a detailed Workplace Travel Plan (WTP), which includes target mode shares for staff to reduce the reliance on private vehicles, shall be prepared in consultation with Blacktown City Council.

Recommendation:

- The Applicant should be conditioned to prepare Workplace Travel Plans (WTP) for each warehouse. These plans should be submitted to DP&E and must be approved prior to issue of occupation certificate. The WTPs must be implemented accordingly, updated annually and reflect the operational requirements of each warehouse tenant.

ATTACHMENT B



Kerry Robinson
General Manager
Blacktown City Council
PO Box 63
BLACKTOWN NSW 2148

Attn Rudi Svarc

Dear Mr Robinson, 

Re: Proposed Marsden Park to Mount Druitt bus only link

Transport for NSW has been approached by consultants acting for the owner of lots 23 and Lot 24, Hollinsworth Road, Marsden Park (DP 262886), currently identified in the North West Growth Centre State Environmental Planning Policy as SP2 – Infrastructure. It is understood that at the pre-DA meeting held with Council, consultants were advised of the bus-only function anticipated for this future road link.

TfNSW has identified the strategic importance of the link to support the future bus service network associated with the development of the North West Growth Centre. A proposed 'Suburban' route connecting Marsden Park to Prairiewood via Mount Druitt and the WSEA, as shown in *Sydney's Bus Future*, would use the link.

On this basis TfNSW requires that land for future development and use as a bus-only and active transport through-route, and local general traffic access only, be reserved within lots 23 and 24 Hollinsworth Road. The required reservation width is 20m, with additional localised widening to 24m for a future bus stop south of Hollinsworth Road.

A schematic design is attached showing indicative reservation requirements within lots 23 and 24 Hollinsworth Road. Note that this schematic does not take into consideration design elements which would be identified at a later stage. These include cut-and-fill specifications, and the exact configuration of a new intersection with Hollinsworth Road. Furthermore, TfNSW has no objection to the specific alignment of a reservation that meets the required dimensions being moved marginally within the site, providing:

- There is no major deviation from future connectivity to Daniels Road, Bidwill.
- The Castlereagh Motorway reservation is crossed at right angles, to facilitate future bridgeworks if required.
- The reservation accommodates a 14.5m rigid bus swept path without crossing any centreline.
- An agreement is reached between TfNSW, Council and the property owner regarding the finalised reservation.

I trust that the above is of assistance. The TfNSW contact officer for this matter is James Semple, ph 8202 3094, James.Semple@transport.nsw.gov.au.

Yours sincerely



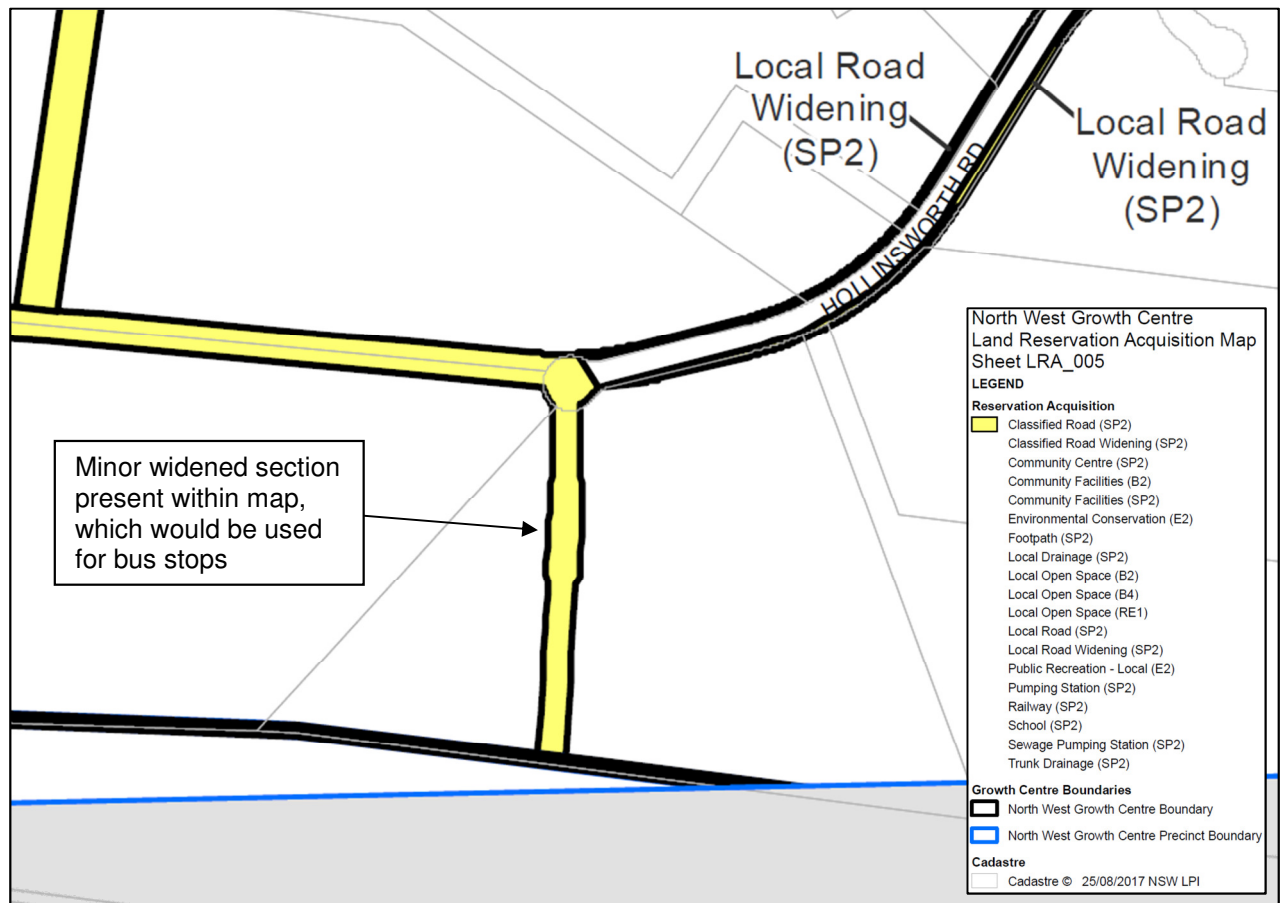
5/12/14

Anissa Levy
A/Deputy Director General, Planning & Programs

Enc



ATTACHMENT C



**Extract from State Environmental Planning Policy (Sydney Regions Growth Centres) 2006,
Land Reservation Acquisition Map (Sheet LRA_005)**