



## MARSDEN PARK TRANSPORT CORRIDOR

# Amendments to State Environmental Planning Policy (Precincts - Central River City) 2021 and State Environmental Planning Policy (Precincts - Western Parklands City) 2021

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Post Exhibition Finalisation Report

July 2023



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Title: Marsden Park Transport Corridor SEPP amendments

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# 1. Overview

This report discusses the outcome of the public exhibition of proposed amendments to *State Environmental Planning Policy (Precincts – Central River City) 2021* (Central River City SEPP) and *State Environmental Planning Policy (Precincts – Western Parkland City) 2021* (Western Parkland City SEPP). As noted in Section 3.3 below, as a result of another finalised amendment, this proposal now only involves amendments to *State Environmental Planning Policy (Precincts – Central River City) 2021* (Central River City SEPP).

The aim of the amendments is to protect lands for the future north-south metro rail line (Rail Line). To achieve this outcome, the amendments establish a rail corridor through the Marsden Park and Marsden Park Industrial precincts of the North West Growth Area, and define its location.

The amendments do not introduce a land acquisition process or establish the location of the future metro station. The details of the proposed amendments can be found in the exhibited [Explanation of Intended Effect](#) (EIE).

## 2. Background and description

### 2.1 Need for a protected land corridor

The proposed SEPP amendments seek to establish and protect a land corridor through Marsden Park and Marsden Park Industrial precincts for the future north-south metro rail line. The Rail Line is a missing element in Sydney's transport network and will connect Sydney Metro Northwest to the new Sydney Metro Western Sydney Airport. The current rail corridor terminates in Marsden Park precinct several hundred metres west of Richmond Road.

The proposed corridor is 60 metres wide to allow for construction and operation of a twin track metro rail line. Along the southern boundary of the Marsden Park Industrial precinct the corridor is splayed wider as it enters the Mt Druitt area to the south. This added width enables consideration of multiple options for the remaining section of corridor.

The land needs to be protected due to significant development interest in and around the corridor, which could threaten delivery of the rail line. The proposed location results from extensive investigations by TfNSW, which has identified it as the only practical alignment through these developing precincts. The corridor will facilitate delivery of important infrastructure required for the future growth of the Sydney Region.

Early definition of the corridor is needed to –

- enable protection of the rail alignment through timely land use planning
- give certainty to the community, landowners and developers
- minimise disruption to property, the environment and the community
- make the best use of public land.

### 2.2 Concurrence provision

The amendment does not introduce a land acquisition process. Instead it includes a provision that requires concurrence from TfNSW before development in the mapped corridor can be approved. Each proposed development will be assessed for its potential impact on the rail corridor. This mirrors the arrangement throughout the North West Growth Area where the corridor is already

mapped. This provision already exists in the Marsden Park precinct development controls so will be introduced only into the Marsden Park Industrial precinct development controls.

## 2.3 Description of the amendments

The two proposed SEPP amendments consist of change to the Land Zoning Map and an additional clause in the Marsden Park Industrial precinct planning controls:

The proposed change to the Land Zoning Map extends the existing transport corridor in the Marsden Park precinct, north of South Street, into the Marsden Park Industrial Precinct to the south (refer Figure 1).

The proposed additional clause replicates clause 6.10 *Development of land within or adjacent to public transport corridor* of the Marsden Park precinct planning controls in the Marsden Park Industrial precinct planning controls.

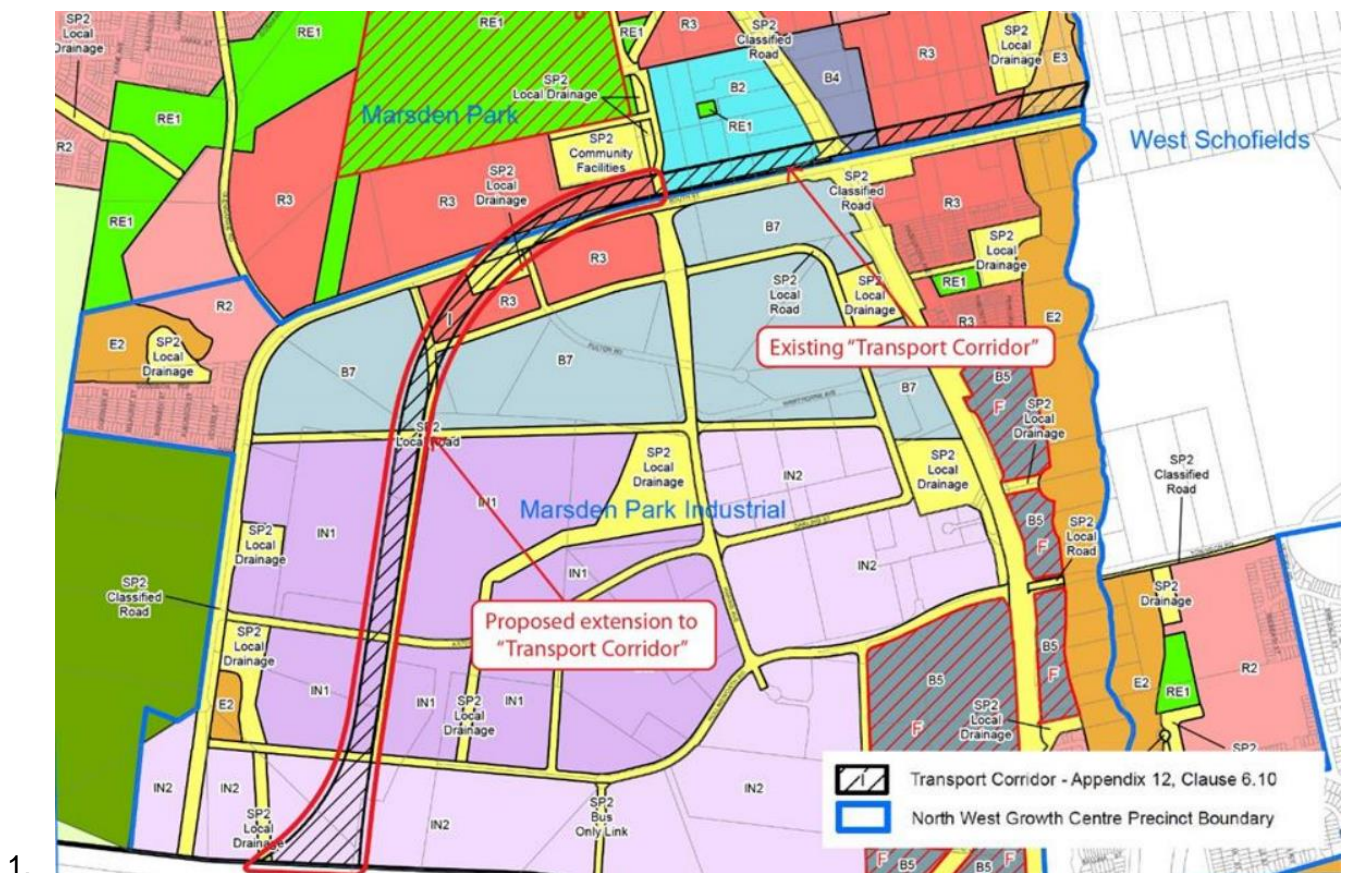


Figure 1: Proposed amendment to Land Zoning maps outlined in red (consolidated)

## 3. Exhibition and Submissions

### 3.1 Exhibition Period and Notifications

The EIE and supporting proposed SEPP Zone map were exhibited from 19 August to 19 September 2022.

The Department of Planning and Environment (DPE) sent 8 notification letters to landowners on the advice of Transport for NSW (TfNSW), following its own previous consultation. One of these was the Sydney Business Park (SBP).

DPE also sent notification emails to Blacktown City Council (BCC), The Hills Shire Council (THSC), and TfNSW.

## 3.2 Exhibited Material

The exhibited material consisted of the following documents:

- Explanation of Intended Effect (EIE)
- SEPP Land Zoning Map

The exhibition material was made publicly available on the NSW Government's planning portal at <https://pp.planningportal.nsw.gov.au/draftplans>.

## 3.3 Post-exhibition changes to the amendments

This section explains changes to the proposed amendments since exhibition.

The exhibited EIE proposed:

- a Land Zoning map amendment to the Central River City SEPP; and
- a Land Zoning map and clause addition to the Western Parkland City SEPP.

At the time of exhibition the planning controls for Marsden Park Precinct were in the Central River City SEPP and the planning controls for Marsden Park Industrial Precinct were in the Western Parkland City SEPP.

On 16 December 2022 amendments to both SEPPs removed Marsden Park Industrial Precinct from the Western Parkland City SEPP and inserted it into the Central River City SEPP as Appendix 13.

The proposed amendments now relate solely to the Central River City SEPP. They now consist of:

- an amendment to the Land Zoning Map (Sheet 5); and
- inclusion of *clause 6.10 Development of land within or adjacent to public transport corridor* into Appendix 13, to mirror the equivalent clause in Marsden Park Precinct planning controls.

The amended Land Zoning map and transport corridor clause are provided in Appendix B of this report.

## 3.4 Submissions Summary

The Department of Planning and Environment (DPE) received 12 submissions: 10 submissions from landowners or interested parties and 2 from government agencies. 1 landowner submission was from Sydney Business Park (SBP) and the government submissions were from Blacktown City Council (BCC) and The Hills Shire Council (THSC).



Key issues raised in submissions centred around:

- Support for the proposed amendments and support for mandating concurrence from TfNSW on proposed development
- Urgency and the need for more detail
- Requirement for further changes
- Miscellaneous issues

Discussion regarding these key issues is provided in Sections 4 and 5 of this report.

A summary of all submissions is provided in Appendix A.

## 4. Key issues – Community Submissions

This section discusses the key issues raised in community submissions. All submissions, in whole or with some qualification, supported the proposed amendments. Objections related to the need for earlier delivery, certainty and more detail, rather than opposition to the proposal.

### 4.1 Urgent need for improvements to transport

All community submissions alluded either directly or indirectly to the urgent need for a rail line and metro station and the fact that delivery should be earlier than the proposed date of 2026/2027. Comments focussed on the following themes:

- Fast population growth is creating pressures related to traffic congestion and parking, including illegal parking.
- There is an urgent need for improvement to transport thoroughfares around Marsden Park and to the city, and particularly from Tallawong to St Marys. In addition to a rail line, more buses are also needed.
- Many residents moved to Marsden Park on the understanding that a metro station would be operational by 2026/2027. The time frame of completion by 2036/37 is too late and delivery should be brought forward. The metro line should be active by the time Western Sydney Airport is completed.

#### TfNSW response

Noted.

#### DPE response

Noted are the current issues related to traffic and parking, the need for urgent improvements to transport in the Marsden Park and the call for delivery of the rail line and metro station earlier than 2026/2027, ideally to coincide with the opening of Western Sydney Airport.

### 4.2 Key issues – Sydney Business Park

Comments from Sydney Business Park (SBP) are summarised below. Issues centred around the urgent need to confirm details and the need to minimise effective land sterilisation.

- a. SBP have previously collaborated with TfNSW to establish the route as shown and establish efficient use of land next to and below the elevated rail line. The splayed widening of the corridor at the southern boundary should be narrowed to reflect actual need. To minimise effective sterilisation for an extended period, the route and corridor should be determined quickly.
- b. The rail line is critical for realising the full potential of the urban strategic centre. Confirmation of the vertical and horizontal alignment of the rail line and the station location is required as soon as possible to assist masterplanning.

### TfNSW response

- a. The actual need is not yet known, as the design of the rail has not been finalised. The 60m corridor provides flexibility to deliver the infrastructure in the future. The splayed widening of the corridor was included originally to allow for flexibility in the alignment further south. Our investigations in this area have progressed and we expect to refine the splayed area to reduce the land area affected by the corridor. TfNSW will continue to review the alignment further south.
- b. Noted: TfNSW will continue to work with key stakeholders to inform planning decisions and protect the future station development in Marsden Park.

### DPE response

DPE notes the comments of SBP, an affected landowner with interests in the broader industrial area around Marsden Park. Concerns are noted about the potential 'sterilisation' of the land around the proposed corridor for an extended and uncertain period. DPE also notes SPB's call for a reduction to the splayed widening at the southern boundary and an efficient resolution of details associated with location and vertical alignment of the station and rail line. These matters are to be resolved by TfNSW in conjunction with SBP after finalisation of the amendment.

## 5. Key Issues – Government Submissions

Section 5 discusses key issues raised by Blacktown City Council and The Hills Shire Council and a post exhibition submission from TfNSW.

### 5.1 Blacktown City Council

Key comments from Blacktown City Council (BCC) are summarised below. Issues centred around the urgent need for certainty, clarity and further details. In addition, BCC also called for corresponding changes to the related Development Control Plan (DCP) and permission to make direct changes to the related development contributions plan.

- a. The location of the future transport corridor/metro extension and clause mandating concurrence from TfNSW on proposed development will provide resolution for landowners and developers, which is a critical step.
- b. Transport for NSW should address financial and other impacts on approved development within the transport corridor. This includes detailed design of a drainage basin.
- c. More detail is required on constraints applying to affected land, such as elevation of the metro line and impacts on adjacent land.



- d. Details are required on how the station and corridor will integrate with the Marsden Park Strategic Centre including location of station, vertical alignment of rail line, delivery timeframe and relationship with intersection at Richmond Road and South Street.

### TfNSW response

- b. Noted – TfNSW will address any impacts on existing land uses, including flood basins, within or adjacent to the proposed corridor.
- c. The final design is not yet determined and the 60m wide corridor provides flexibility for the future design.
- d. Noted – TfNSW will continue to work with key stakeholders to inform planning decisions and protect the future station development in Marsden Park.

### DPE response

DPE notes the comments from BCC. Support for the proposed amendments to protect the transport corridor is acknowledged as is support for the clause mandating concurrence from TfNSW on proposed development.

Also acknowledged is the requirement for more detail associated with –

- timing, financial and other impacts; and
- constraints applying to affected land, including the alignment and integration of the rail line and station with Marsden Park Strategic Centre.

DPE also notes comments relating to the DCP and the development contributions plan and will work with BCC in updating both in a timely manner.

## 5.2 The Hills Shire Council

Comments from The Hills Shire Council (THSC) are summarised below. Issues focussed on the importance and benefits of the proposal. In addition, The HSC also requested to be part of the consultation processes and consideration of a Parramatta to Norwest mass transit link.

- a. The connection is important and the proposal will –
  - provide access for residents to the Western Sydney International Airport
  - serve workers who travel to The Hills from Western Sydney
  - provide faster commutes to Parramatta via T1 Western Rail Line
  - act as an interim solution while mass transit link between Parramatta and Norwest via Baulkham Hills is planned and constructed
  - be critical in achieving the 30-minute city vision in the rapidly growing North West Sydney Region
  - better connect people to the closest metropolitan and strategic centre

- provide confidence to industry and businesses, encouraging investment in employment areas (including strategic centres within The Hills), providing more jobs close to home for residents.
- b. The corridor from Marsden Park to Tallawong Station is yet to be preserved.
- c. A timeline and commencement date for the proposed rail link is required. THSC would welcome collaboration with TfNSW to bring forward critical transport links.
- d. To provide certainty, the land requirements for the transport corridor should be progressed independently of the West Schofields Precinct Plan.

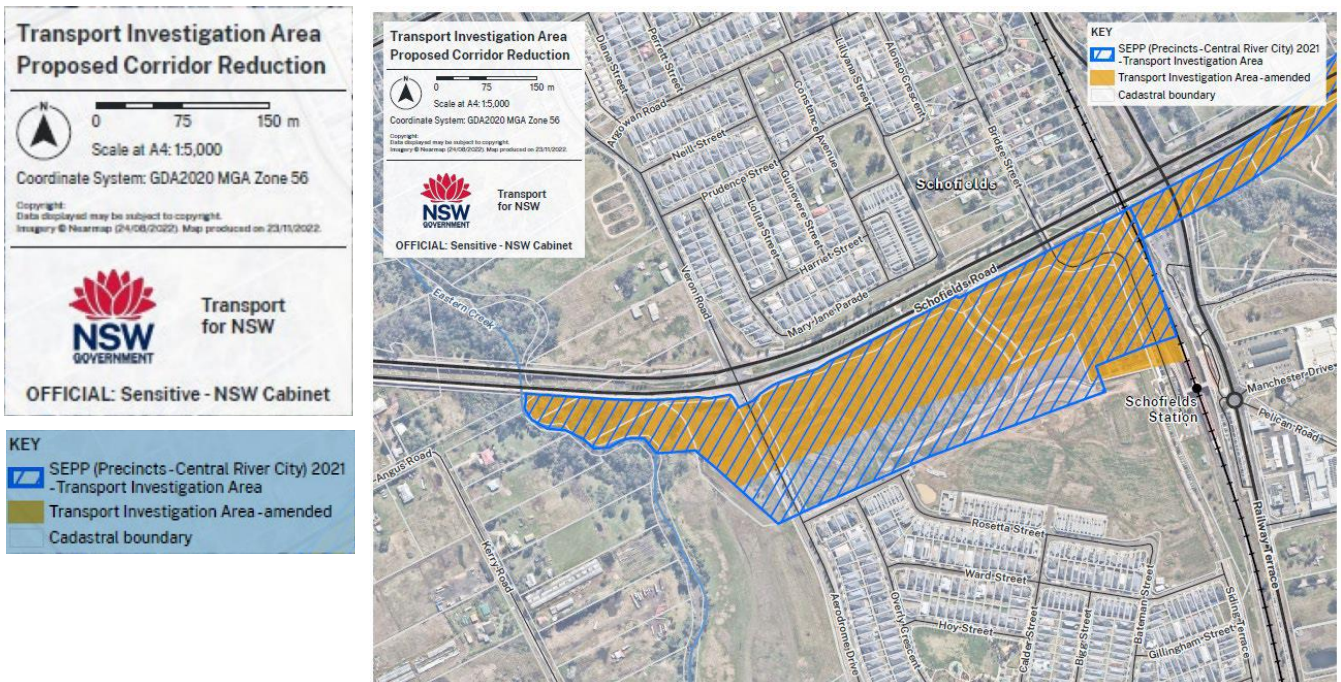
### **TfNSW response**

- b. In 2011 TfNSW exhibited and determined the section of corridor from Tallawong Station to Marsden Park. This is captured and protected in the SEPP (Precincts – Central River City) 2021. The section within the future West Schofields urban release area was included in the 2018 exhibition of the Indicative Layout Plan. TfNSW will continue to refine the Transport Investigation Area and seek appropriate protection mechanisms.
- c. No information is currently available on when the proposed rail link will be built. TfNSW will continue to consider opportunities for corridor identification and protection across the future expected transport network
- d. Noted – TfNSW will continue to investigate the options for protecting the section of corridor in the West Schofields precinct.

### **DPE response**

DPE notes the comments from THSC. The support for the proposed amendments to provide much needed transport links for Western Sydney is noted, as is the requirement for further consideration and preservation related to such transport in the wider area.

Also noted is the requirement for more detail associated with timing and the associated call for inclusion in collaboration to assist with bringing forward the completion dates for the required transport links.



## 6. Conclusion

The proposed SEPP amendments will protect the corridor required for the future North-South metro rail line, which is an important missing element in Sydney’s transport network. The corridor’s location identifies the only practical alignment through the developing precincts. Land is not proposed to be nominated for acquisition, however, concurrence will be required as part of the development application process.

As community submissions confirm, transport in the area around Marsden Park requires improvement. Protection of a corridor is needed due to significant development interest in the area. Resolution is required to give certainty to the community, protect the alignment of the future project and to minimise impacts.

The corridor will facilitate important infrastructure required for the future growth of the Sydney Region. The main consequence of not proceeding with the proposed amendments would be that the land necessary for constructing the rail line would not be preserved.

A further amendment to the SEPP will be required to protect the remaining component of the corridor within the West Schofields precinct. This can occur when the planning package for West Schofields is finalised.

## Appendix A – Summary of Submissions

| No. | Name                   | Nature of submission | Submission –<br>(Verbatim) –included exactly as submitted;<br>(Submission summary) –included summarised   | Transport for NSW (TfNSW) response   | Department of Planning and Environment (DPE) response   |
|-----|------------------------|----------------------|---|--|---|
| 1   | Blacktown City Council | Support              | (Submission summary)<br><br>Proposed corridor will provide clarity regarding specific location of future metro extension.<br><br>Marsden Park local centre was elevated to a Strategic Centre in 2018. Clearly identifying location of future transport corridor and mandating concurrence from TfNSW on proposed development is a critical step for landowners and developers. | Noted  | DPE notes the comments from BCC. The support for the proposed amendments to protect the transport corridor is noted, as is the support for mandating concurrence from TfNSW on proposed development.<br><br>DPE notes the requirement for more detail associated with timing, financial and other impacts, and constraints applying to affected land, including the alignment and integration of the rail line and station with the strategic centre. |
|     |                        |                      | In addition to proposed changes there should be corresponding changes to the BCC Growth Centre Precincts DCP, including the Layout Plans. The DCP should include any additional controls for development within or adjoining the corridor.  | Noted  | DPE also notes the comments relating to the DCP and contribution plan and will work with BCC in updating both in a timely manner.   |
|     |                        |                      | Some development applications have been determined or are under assessment under existing controls within the alignment of the future transport corridor. This includes detailed design of a drainage basin. We expect TfNSW to consider and address any impacts – financial or otherwise – on approved works and development within the transport corridor.                    | Noted – TfNSW will address any impacts on existing land uses, including flood basins, within or adjacent to the proposed corridor.                 |   |
|     |                        |                      | More detail is required to understand constraints applying to affected land. Design details such as whether the future metro line will be elevated, at grade or tunnelled, impacts on the planning, design and construction of development on adjacent land.  | The final design is not yet determined and the 60m wide corridor provides flexibility for the future design.                                       |   |
|     |                        |                      | Relevant to masterplanning is how the future metro station and corridor will integrate with the Centre. Council is working with TfNSW on masterplan but still requires clarification on:  | Noted – TfNSW will continue to work with key stakeholders to inform planning decisions and protect the future station development in Marsden Park. |   |

| No. | Name | Nature of submission | Submission –<br>(Verbatim) –included exactly as submitted;<br>(Submission summary) –included summarised  | Transport for NSW (TfNSW) response | Department of Planning and Environment (DPE) response  |
|-----|------|----------------------|--|------------------------------------|--|
|     |      |                      | <ul style="list-style-type: none"> <li>o location of the future metro station</li> <li>o vertical alignment of the metro line</li> <li>o estimated delivery timeframe</li> <li>o relationship between the metro line and adjacent intersection at Richmond Road and South Street.</li> </ul>   |                                    |  |
|     |      |                      | <p>To support masterplanning of the Marsden Park Strategic Centre, we require greater detail on how the future metro station and corridor will integrate with the centre.</p>  | Noted                              |  |
|     |      |                      | <p>Council seeks to amend the development contributions plan directly, as this is more efficient and effective:</p> <ul style="list-style-type: none"> <li>o Exhibited transport corridor affects land zoned SP2 (Local Drainage) and SP2 (Local Road). Land and proposed works in these zones are included for acquisition and construction in Section 7.11 Contributions Plan No 21 – Marsden Park.</li> <li>o Gazettal of transport corridor will entail amendments to contributions plan to adjust quantum of developable land, acquisition obligations and planned local infrastructure.</li> </ul> <p>Council requests permission to:</p> <ul style="list-style-type: none"> <li>o make amendments to contributions plan arising from gazettal of proposed amendments without requirement for comprehensive review of entire plan.</li> <li>o amend contributions plan with approval of Council without involvement of IPART.</li> </ul> | Noted                              |  |
| 2   |      | Support              | (Submission summary)<br>Proposal will –  | Noted                              | DPE notes the comments from THSC. Support for the proposed amendments to provide much needed transport links for Western Sydney is |

| No. | Name                    | Nature of submission | Submission –<br>(Verbatim) –included exactly as submitted;<br>(Submission summary) –included summarised   | Transport for NSW (TfNSW) response  | Department of Planning and Environment (DPE) response   |
|-----|-------------------------|----------------------|---|---|---|
|     | The Hills Shire Council |                      | <ul style="list-style-type: none"> <li>○ provide access for residents to the Western Sydney International Airport</li> <li>○ serve workers who travel to The Hills from Western Sydney</li> <li>○ provide faster commutes to Parramatta via T1 Western Rail Line</li> <li>○ act as an interim solution while a mass transit link between Parramatta and Norwest via Baulkham Hills is planned and constructed</li> <li>○ be critical in achieving the 30-minute city vision in the rapidly growing North West Sydney Region</li> <li>○ better connect people to the closest metropolitan and strategic centres</li> <li>○ provide confidence to industry and businesses, encouraging investment in employment areas (including Strategic Centres within The Hills), providing more jobs close to home for residents.</li> </ul> |   | <p>noted, as is the requirement for further consideration and preservation related to such transport in the wider area.</p> <p>DPE notes the requirement for more detail associated with timing and the associated call for inclusion in collaboration to assist with bringing forward the completion dates for the required transport links.</p> |
|     |                         |                      | <p>Given importance of future connection, we are pleased to see NSW Government planning for/ safeguarding land for this connection. However, the corridor from Marsden Park to Tallawong is yet to be preserved.</p>  | <p>In 2011 TfNSW exhibited and determined the section of corridor from Tallawong to Marsden Park. This is captured and protected in the SEPP (Precincts – Central River City) 2021. The section within the future West Schofields urban release area was included in the 2018 exhibition of the Indicative Layout Plan. TfNSW will continue to refine the Transport Investigation Area and seek appropriate protection mechanisms – No further action required.</p> |   |
|     |                         |                      | <p>While the Frequently Asked Questions indicate that this section of the transport corridor will be included when the West Schofields Precinct Plan is finalised, we suggest the land requirements for the transport corridor in this location could be progressed independently to provide a greater level of certainty for all stakeholders.</p>   | <p>Noted – TfNSW will continue to investigate the options for protecting the section of corridor in the West Schofields precinct.</p>   |   |



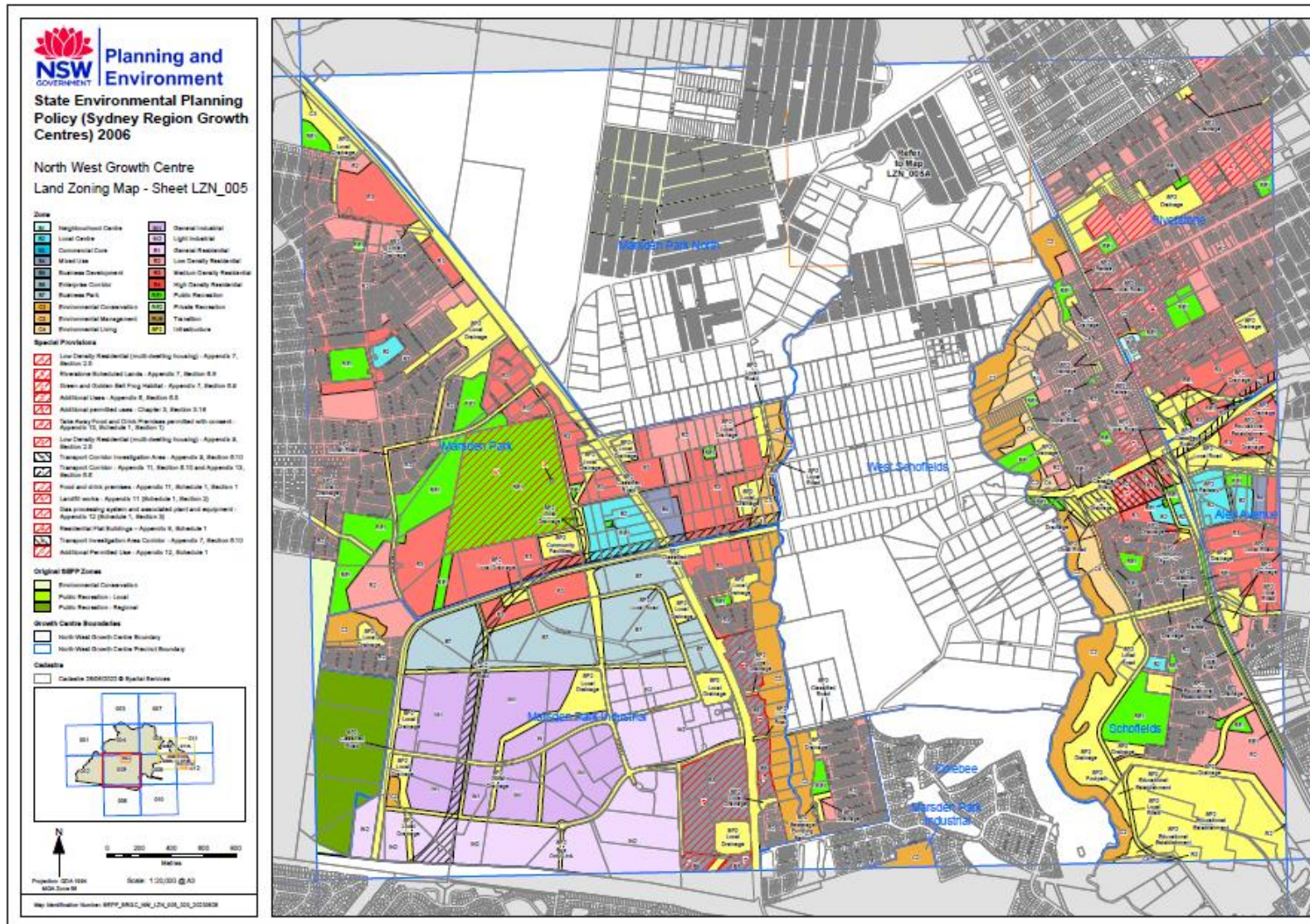
| No. | Name         | Nature of submission | Submission –<br>(Verbatim) –included exactly as submitted;<br>(Submission summary) –included summarised   | Transport for NSW (TfNSW) response  | Department of Planning and Environment (DPE) response  |
|-----|--------------|----------------------|---|---|--|
|     |              |                      | <p>Clarification is also sought on the expected timeline and commencement date for the proposed rail link.</p> <p>We would welcome the opportunity to be part of community and stakeholder consultation processes.</p>  | <p>No information is currently available on when the proposed rail link will be built – No further action required.</p>                               |  |
|     |              |                      | <p>Consideration is needed for the Parramatta to Norwest Mass Transit Link running through the Baulkham Hills Town Centre, as identified in Future Transport 2056.</p> <p>Council would welcome the opportunity to work with the NSW Government to bring forward planning for these critical links, as they are the only major transport initiatives identified in Future Transport 2056 that would link The Hills with Parramatta and the Western Sydney Airport.</p>  | <p>Noted – TfNSW will continue to consider opportunities for corridor identification and protection across the future expected transport network.</p> |  |
| 3   | Confidential | Support              | No further statement  | Noted   | Noted are the current issues related to traffic and parking, the need for improvements to transport in the Marsden Park and the call for a delivery date earlier than 2026/2027, ideally to coincide with the opening of Western Sydney Airport. |
| 4   | Confidential | Support              | <p>(Verbatim)</p> <p>While I support the proposed plans, the necessity of bringing this project forward for the residents of Marsden Park is vital.</p> <p>Many of us moved to Marsden Park based on the understanding that there would be a metro station up and running by 2026/2027.</p> <p>The growing number of residents are putting pressure on parking at Tallawong meaning past 7.45/8am, there is no or very limited parking available.</p> <p>This leads to illegal parking and frustration for many.</p> <p>With the growth of Tallawong and Marsden Park being able to park will become more troublesome. The sooner this project is made a priority and built, the better for the growth of Marsden Park.</p> | Noted   | Noted are the current issues related to traffic and parking, the need for improvements to transport in the Marsden Park and the call for a delivery date earlier than 2026/2027, ideally to coincide with the opening of Western Sydney Airport. |

| No. | Name           | Nature of submission | Submission –<br>(Verbatim) –included exactly as submitted;<br>(Submission summary) –included summarised   | Transport for NSW (TfNSW) response | Department of Planning and Environment (DPE) response |
|-----|----------------|----------------------|---|------------------------------------|---|
| 5   | Confidential   | Support              | <p>(Verbatim)</p> <p>The transport thoroughfares around Marsden Park need immediate attention.</p> <p>Of high importance the community requires options for travel throughout the city.</p> <p>A metro train station would be a major solution for the people in the area to use for travel.</p> <p>It needs to be built as soon as possible due the boom in population in the area.</p> <p>These people need to [be] planned for and a metro station is a viable solution for their transport needs.</p> <p>The time frame of 2036/7 being discussed is woefully inadequate and the train station needs to open as soon as possible as transport solutions need to be opened up due to chronic traffic congestion occurring now.</p> | Noted                              |   |
| 6   | Satinder Singh | Support              | <p>(Verbatim)</p> <p>This should be done by the time new airport comes live. This is need of an hour and we cant wait for several years for metro [sic]</p>   | Noted                              |   |
| 7   | Confidential   | Support              | <p>(Verbatim)</p> <p>There should be a metro line in Marsden Park that will connect Tallawong to St Marys.</p>  | Noted                              |   |
| 8   | David Shaw     | Support              | <p>(Verbatim)</p> <p>We need a metro connection between Tallawong and St Marys.</p>   | Noted                              |   |
| 9   | Confidential   | Support              | <p>(Verbatim)</p> <p>Great initiative but the time frame to initiate the project is too late. 2036/2037 is way too late and we need something to be done during the Western Sydney Airport opening 2026. Marsden Park is one of the fastest growing suburbs in</p>  | Noted                              |   |

| No. | Name                 | Nature of submission | Submission –<br>(Verbatim) –included exactly as submitted;<br>(Submission summary) –included summarised  | Transport for NSW (TfNSW) response  | Department of Planning and Environment (DPE) response  |
|-----|----------------------|----------------------|--|---|--|
|     |                      |                      | <p>North West corridor with lot of families building their dream homes and businesses like Costco, Bunnings, IKEA, Our Home and several businesses located. Unfortunately with all these we don't have infrastructure in place for decent public transport. Government should encourage public transport. Nearest train station is Schofields. To get to Schofields station - one who shops at these businesses, need to take two buses. It is a such a shame, don't understand what's going on. With the new Western Sydney Airport the missing link from St Marys to Marsden Park would bridge the gap for travellers located in North and North-West. This means that before [the] 2026 airport reopening, direct rail access to all parts of Sydney from the Airport will be vital. So I kindly encourage to rethink the timelines [or] else the roads will be filled with lot of cars and more lanes need to be added which is going against government plan of encouraging everyone to use public transport. Thanks for your time.</p> |   |  |
| 10  | Pavan Kunta          | Support              | <p>(Verbatim)<br/>I fully support as residents here need some sort of public transport to city</p>   | Noted   | Noted  |
| 11  | Sydney Business Park | Support              | <p>(Submission summary)<br/>SBP have previously collaborated with TfNSW to establish the location and alignment of roads and buildings to facilitate the route as shown.</p> <p>SBP requests that the width of the corridor be refined to reflect the actual need rather than the 60m currently established.</p> <p>In our previous engagement with TfNSW we were able to identify how to efficiently use of the land adjacent to and below the elevated rail line.</p> <p>While we wish for the rail line to be constructed soon the reality is likely to be a significant delay. The corridor as shown effectively sterilizes a</p>  | <p>Noted</p> <p>The actual need is not yet known, as the design of the rail has not been finalised. The 60m corridor provides flexibility to deliver the infrastructure in the future – No further action required.</p> | <p>The comments of Sydney Business Park are noted, as an affected landowner with interests in the broader industrial area around Marsden Park.</p> <p>Concerns are noted about the potential 'sterilisation' of the land around the proposed corridor for an extended and uncertain period.</p> <p>The resulting calls are noted for a reduction to the splayed widening at the southern boundary and an efficient resolution of details associated with location and vertical alignment of the station and rail line.</p> |

| No. | Name         | Nature of submission | Submission –<br>(Verbatim) –included exactly as submitted;<br>(Submission summary) –included summarised   | Transport for NSW (TfNSW) response   | Department of Planning and Environment (DPE) response   |
|-----|--------------|----------------------|---|--|---|
|     |              |                      | <p>significant area potentially for an extended and uncertain time.</p> <p>We interpret that the splayed widening of the corridor at the southern boundary reflects the uncertainty of the route to the south of the exhibited route.</p> <p>Consequently, a substantial area is sterilized and we request the route and corridor be determined soon to enable the efficient use of the adjacent land.</p> <p>Review and refine the splayed widening of the corridor at the southern boundary.</p> <p>The City of Blacktown are advancing the rezoning of the Marsden Park Strategic Centre, for which the rail line is a critical service in respect to realizing of the full potential social, local employment and economic benefits arising from the development of a dense, mixed use urban Strategic Centre.</p> <p>Confirmation of the vertical and horizontal alignment of the rail line together with the station location would greatly assist the master planning of the urban centre. We request TfNSW to avail Blacktown of these details as soon as possible.</p> | <p>The splayed widening of the corridor was included originally to allow for flexibility in the alignment further south. Our investigations in this area have progressed and we expect to refine the splayed area to reduce the land area affected by the corridor – TfNSW will continue to review the alignment further south.</p> <p>Noted: TfNSW will continue to work with key stakeholders to inform planning decisions and protect the future station development in Marsden Park.</p> | <p>These matters are to be resolved by TfNSW in conjunction with SBP after finalisation of the amendment.</p> |
| 12  | Confidential | Support              | <p>(Verbatim)</p> <p>Marsden Park need a train station and more bus routes in and out of the area.</p>  | Noted  | Noted   |

# Appendix B – Land Zoning map and transport corridor clause





### **Development of land within or adjacent to public transport corridor**

- (1) Consent must not be granted to development in the area marked “I” on the Land Zoning Map without the concurrence of Transport for NSW.
- (2) In determining whether to provide concurrence, Transport for NSW is to take into account the likely effect of the development on—
  - (a) the practicability and cost of carrying out public transport projects on the land in the future, and
  - (b) without limiting paragraph (a), the structural integrity or safety of, or ability to operate, public transport projects on the land in the future, and
  - (c) without limiting paragraph (a), the land acquisition costs and the costs of construction, operation or maintenance of public transport projects on the land in the future.