



AMENDMENT TO SEPP (PRECINCTS - CENTRAL RIVER CITY) AND  
(PRECINCTS – WESTERN PARKLAND CITY) 2021

## Marsden Park Transport Corridor

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Explanation of Intended Effect

August 2022



Published by NSW Department of Planning and Environment

[dpe.nsw.gov.au](http://dpe.nsw.gov.au)

Title: Marsden Park Transport Corridor

Subtitle: Explanation of Intended Effect

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## Executive Summary

### State Environmental Planning Policies (Precincts – Central River City) 2021 and (Precincts – Western Parkland City) 2021

This Explanation of Intended Effect (EIE) has been prepared for the purposes of section 3.30 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) to explain the intended effect of the proposed amendments to State Environmental Planning Policies (Precincts – Central River City) 2021 and (Precincts – Western Parkland City) 2021 (Precincts SEPPs).

This EIE is presented in three parts:

#### **Part 1 - Introduction**

Part 1 explains the need for the amended SEPPs.

#### **Part 2 – Proposed Amendment and Justification**

Part 2 outlines the proposed amendments to the SEPPs and the justification.

#### **Part 3 – Planning Context**

Part 3 outlines the planning context of the amended SEPPs.

## Exhibition

The exhibition package for this amendment comprises the following:

- EIE (this document)
- Draft SEPPs zone map (Attachment A)
- FAQs North-South Rail Line transport corridor – Marsden Park Extension.

All documents are available during the exhibition period on the dedicated Planning Portal project webpage. The webpage will also include information on how submissions can be made and any other information on the proposal.

## Part 1 – Introduction

This EIE outlines the proposed changes to the Precincts SEPPs.

The Precincts SEPPs establish a comprehensive land use planning framework to coordinate the release and development of land within the North-West and South-West Growth Areas of Sydney. The Precincts SEPPs replaced the SEPP (Sydney Region Growth Centres) on 1 March 2022. It allows for the orderly and economic provision of infrastructure to meet the needs of the growing Western Sydney population.

The proposed amendments will establish a transport corridor through Marsden Park and Marsden Park Industrial precincts to protect lands for the future North-South Rail Line (Rail Line). The creation of a corridor between St Marys and Marsden Park will provide the missing link in a transport corridor that will connect Schofields to the new Western Sydney Aerotropolis. The Western Sydney City deal includes a commitment by the Federal and State Governments to deliver the first stage of the Sydney Metro Western Sydney Airport, being the section from St Marys to the Aerotropolis via Western Sydney International Airport.

Early corridor protection will give certainty to the community and landowners, minimising disruption and making best use of public land. The corridor protection will enable land use planning to protect the alignment of the future project and avoid or minimise additional property, environmental and community impacts.

Landowners and residents who own land within the reserved infrastructure corridor can continue with current lawful uses, until the acquisition authority requires the land for the public purpose. At this stage, the land is not proposed to be nominated for acquisition, but a concurrence mechanism will be in force to ensure that Transport for NSW (TfNSW) is consulted as part of the Development Application process.

The proposed corridor protection is urgent as there is a significant amount of development interest in and around the corridor, which could threaten its long-term viability. It reflects extensive investigations to identify the only practical alignment through these developing precincts.

A further amendment to the SEPP will be required to protect the remaining component of the corridor which is within the West Schofields precinct. As this precinct has not yet been rezoned, it is considered that this can occur when the planning package for West Schofields is finalised.

The proposed corridor is recognised and acknowledged in strategic policy, including the Greater Sydney Region Plan – A Metropolis of Three Cities, Central City District Plan, Future Transport 2056 and Western Sydney Rail Needs Scoping Study.

## Part 2 – Proposed Amendment and Justification

### The Need for the North-South Rail Line

Protecting land for future rail corridors is critical to the implementation of the Government’s vision for the growth of Western Sydney and to connect the new Western Sydney Aerotropolis.

The NSW Government has identified land for a new North-South Rail corridor that can be used to meet future transport demand. The corridor would represent a major investment in enhancing cross-regional rail capacity and its significance in shaping the future growth of Western Sydney is outlined in key strategic plans, including the Greater Sydney Region Plan, Central City District Plan, Future Transport 2056 and the Western Sydney Rail Needs Scoping Study (refer to Section 3 for further detail).

Importantly, this link will provide onward rail connections to and between strategic centres such as Rouse Hill, Penrith, Liverpool, Greater Parramatta and Campbelltown-Macarthur. In the longer term, the North-South Rail Line will provide a key element for structuring the significant growth of Western Sydney and complete a missing link in Sydney’s transport network.

### Corridor Protection

The availability of land for infrastructure influences if or when it can be delivered. The cost of acquiring land is a considerable component of the cost of the infrastructure. The lack of appropriate land can result in sub-optimal corridor alignments or construction solutions that become cost prohibitive.

There is significant development interest in both the Marsden Park and Marsden Park Industrial Precincts. Blacktown City Council (Council) has been proactive in referring relevant applications to Transport for NSW (TfNSW) for comment based on the indicative corridor in the guiding strategic planning documents. TfNSW has engaged with affected landowners and has also gained agreement from some landowners to amend development proposals to preserve the corridor while maintaining development capability.

However, if development is constructed within or adjacent to the corridor, without the opportunity for TfNSW to prevent intensive capital investment within the corridor, a future rail investment and potential station may not be viable.

It is therefore critical to protect this corridor for the future North-South Rail Line.

### Proposed Amendment

The proposed corridor runs through both the Marsden Park and Marsden Park Industrial precincts, within the North West Growth Area. Note Marsden Park is included in the Central River City Precinct SEPP and Marsden Park Industrial is in the Western Parkland City Precinct SEPP. Each precinct has its own set of development control provisions under the Precincts SEPPs (refer to Table 1).

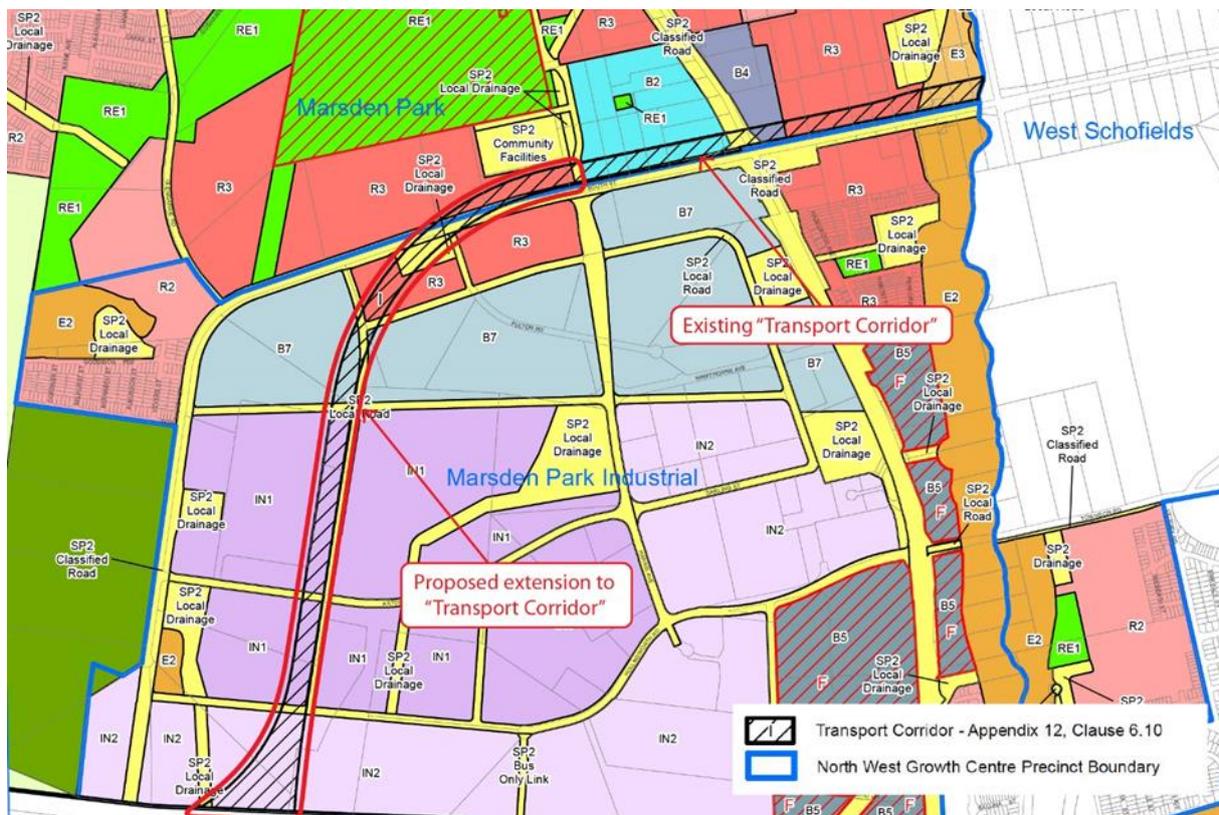
**Table 1: Applicable Provisions**

Precinct	Precincts SEPPs Provisions
Marsden Park Industrial Precinct	Chapter 3 – (Precincts-Western Parkland City)
Marsden Park Precinct	Chapter 3 – (Precincts-Central River City)

The proposed corridor is 60 metres wide and allows for construction and operation of a twin track Metro rail line. The corridor width is generally consistent with other sections of the North-South Rail Line and the Marsden Park to Tallawong corridor. Along the southern boundary of the Marsden Park Industrial precinct, the corridor is shown over a wider area. This provides for flexibility and allows for multiple options to be considered for the remaining corridor, as it enters into Mount Druitt area to the south.

There is currently no mechanism to protect this corridor. Therefore, the following amendments to the Precincts SEPPs are required.

To accommodate the proposed transport corridor, this SEPP amendment proposes to amend the Land Zoning Map as it applies to each precinct, to extend the existing Transport Corridor in the Marsden Park Precinct, north of South Street, into the Marsden Park Industrial Precinct to the south (refer to **Figure 1**).



**Figure 1: Proposed Amendment to the Land Zoning Map outlined in red (consolidated)**

The Marsden Park precinct development controls include an existing provision which specifies that Council must not grant consent to development in the mapped transport corridor, unless it has referred the development proposal and has received the concurrence of TfNSW. Concurrence grounds are that the proposal will not affect the practicality and cost of providing the planned transport infrastructure. The wording of the clause is as follows:

***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.*

The Marsden Park Industrial precinct development controls do not incorporate this provision as the area has not previously included lands mapped as a transport corridor. Therefore, it is proposed to introduce an equivalent clause to the Marsden Park Industrial Precinct.

The underlying zones that apply would not be altered by this proposal. Depending on the final design for the rail line the underlying zoning may be altered to reflect development capability or sole reservation as an SP zoning for acquisition by TfNSW.

## Part 3 – Planning Context

Division 5.3 of the EP&A Act outlines that a SEPP may designate land to be an infrastructure corridor, for future use as a railway, subject to satisfying the following criteria:

**a) The land is zoned for that future use under an environmental planning instrument, or**

The land is not zoned for a future transport corridor use.

**b) The land is identified for that future use under a strategic plan under Division 3.1, or**

Division 3.1 of the EP&A Act defines a “strategic plan” as a regional strategic plan or a district strategic plan.

The Greater Sydney Region Plan, Central City District Plan, Future Transport Strategy 2056 and the Western Sydney Rail Needs Scoping Study consider this corridor in the context of growth across Greater Sydney and in regional NSW, particularly in terms of a vision for Greater Sydney as a metropolis of three cities.

### Greater Sydney Region Plan

The Greater Sydney Region Plan identifies the North-South Rail Line as city-shaping transport infrastructure (refer to **Figure 2**), which will assist in realising the Western Sydney City deal by creating a 30-minute city. It will connect Western Sydney Airport and the Aerotropolis as well as Luddenham to St Marys. The proposed transport corridor will enable the future vision of connecting St Marys to Marsden Park and Rouse Hill in the north. The proposed rail corridor is also proposed to connect to Oran Park, Narellan and Campbelltown-Macarthur in the south and create opportunities for new centres.

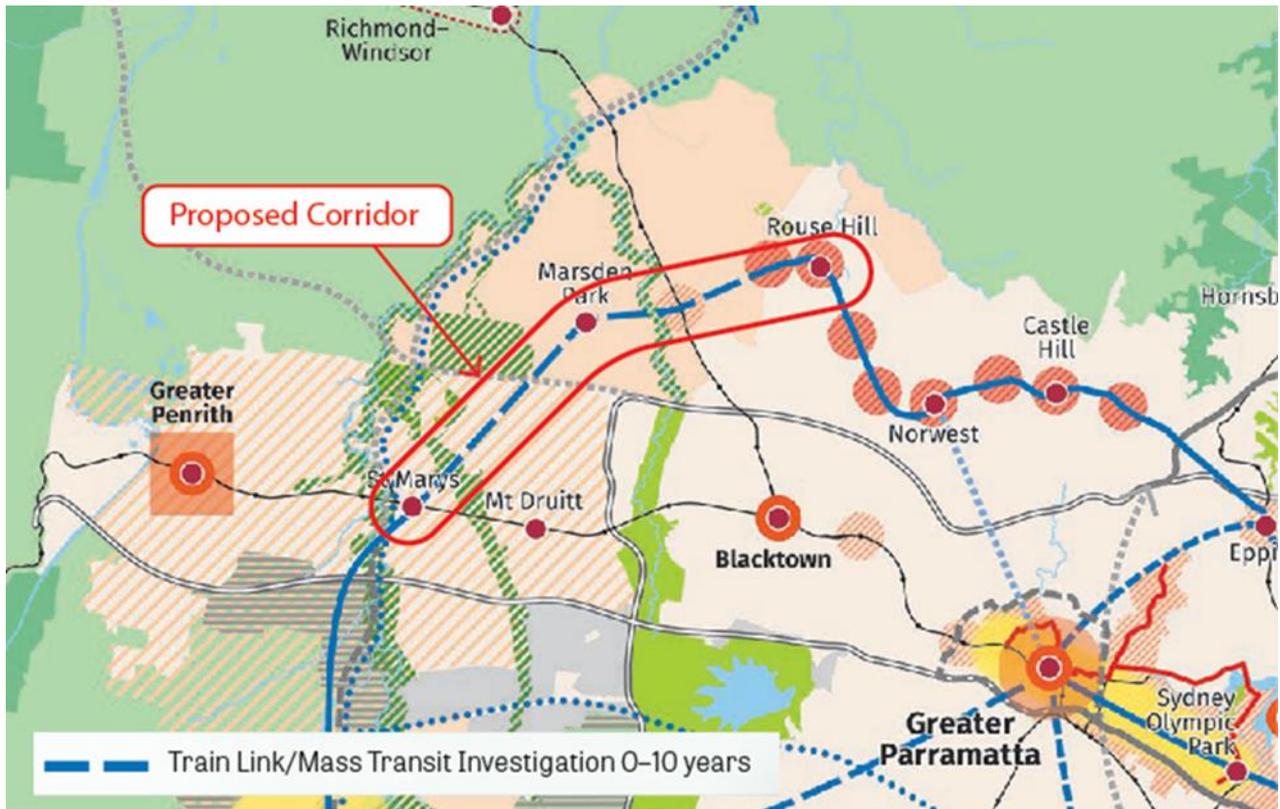


Figure 2: Greater Sydney Region Plan (Source: Greater Sydney Commission) identifying the proposed Corridor.

### Central City District Plan

The Central City District Plan outlines that a new North-South Rail Line will play a vital role in bringing people closer to job opportunities, health and education services and recreational activities. It will also take advantage of local economic activity generated by the approximate 1.5 million people who will live in the Western Parkland City by 2056.

In 2012, the NSW Government consulted on a transport corridor from Tallawong to Schofields and Marsden Park. Preservation of this section of the corridor occurred via several SEPP amendments in 2012, 2014 and 2015. A gap exists in this section of the corridor through the West Schofields precinct which is undergoing precinct planning and retains its zoning under Blacktown LEP 2015. A draft corridor was exhibited in the draft precinct plan for West Schofields in late 2018.

The area to the south of the proposed Marsden Park Transport Corridor through to St Marys is under investigation. It is part of the Greater Penrith to Eastern Creek (GPEC) Investigation Area.

In September 2020, the State Government confirmed the corridor and stations for St Marys through to Western Sydney Airport and Aerotropolis (Sydney Metro – Western Sydney Airport) and construction works have commenced. Refer to <https://www.sydneymetro.info/westernsydneyairportline>

### Future Transport 2056

Future Transport 2056 identifies that the Western Parkland City will require investment in the mass transit network to shape a sustainable urban form and grow jobs, in the longer term and support 30 minute access to centres by public and active transport. To support this initiative, the strategy outlines that the North-South Rail Line will be investigated to link the Western Sydney Aerotropolis and east-west connections to the Central River City (refer to Figure 3).

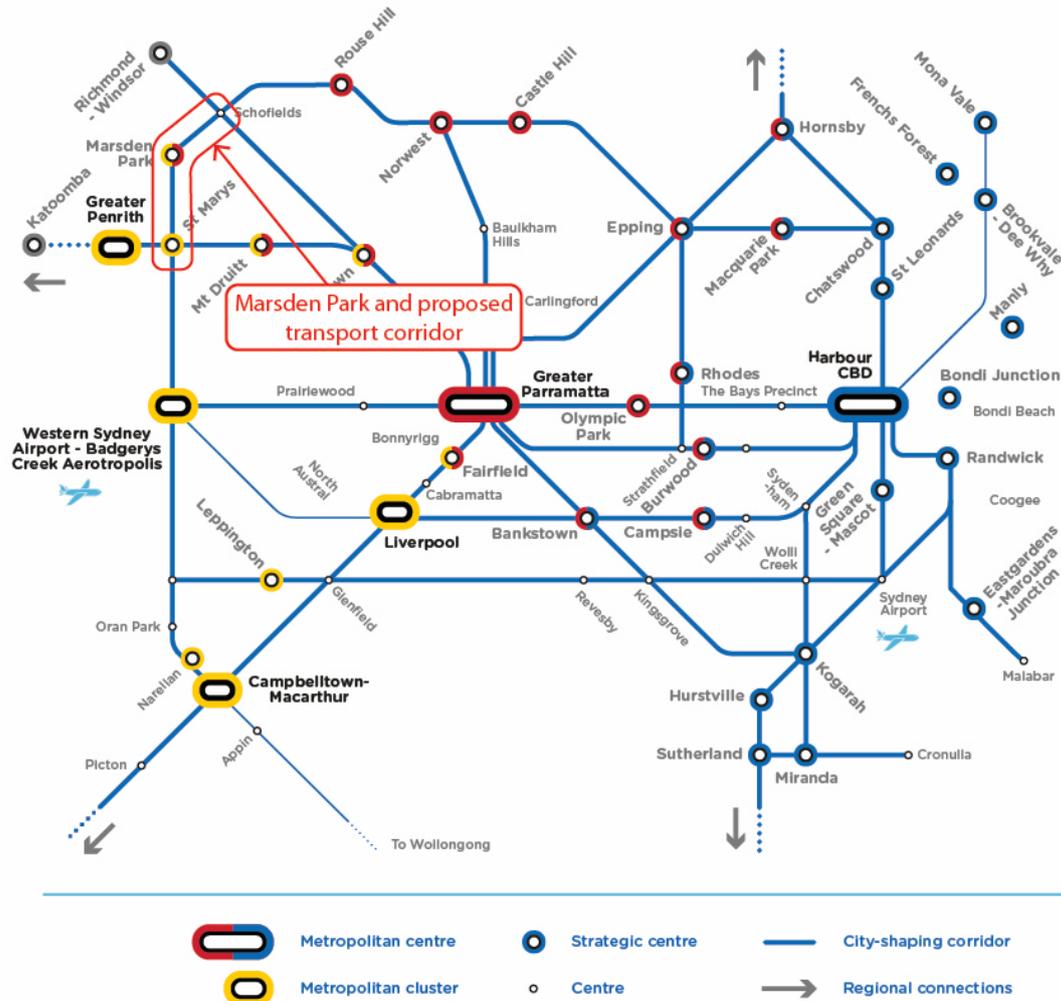


Figure 3: Future Transport 2056 (Source: Transport for NSW), proposed “Transport Corridor” annotated in red.

### Western Sydney Rail Needs Scoping Study

The Western Sydney Rail Needs Scoping Study was prepared to determine the long-term need, timing and service options for passenger rail to service both Western Sydney and the Western Sydney Aerotropolis.

Mass transport, such as rail or metro, provides significant potential to shape the growth of Greater Sydney. It has the potential to strengthen the local and broader economy and increase connectivity to key centres, thereby improving Greater Sydney’s liveability.

The study has identified a preferred long-term rail network, which aligns with Future Transport 2056 and the Greater Sydney Region Plan.

The study recommends the protection of the corridor between Schofields and Macarthur, which includes Marsden Park (refer to **Figure 4**). To further improve its economic viability, the study outlines that the North-South Rail Line could be built in stages as Western Sydney continues to grow and demand from Western Sydney Airport increases.

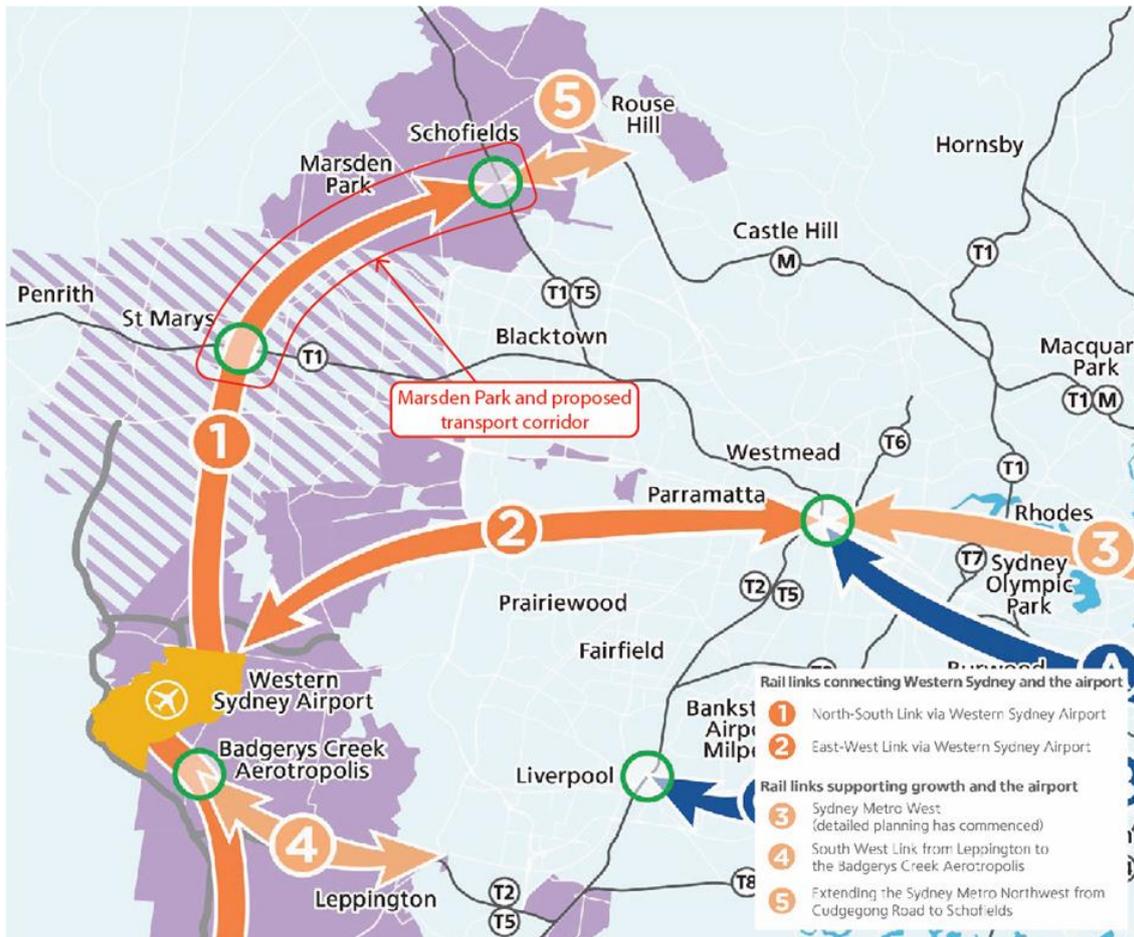


Figure 4: Western Sydney Rail Needs Scoping Study (Source: Department of Infrastructure, Regional Development and Cities), proposed “Transport Corridor” annotated in red.

- c) The land is identified in an environmental planning instrument as requiring the concurrence of a public authority before consent is granted to development on the land if the public authority is required to take into account the likely impact of the development on that future use.

The Precincts SEPPs prevent consent from being granted to development within the mapped corridor, without the concurrence of TfNSW. This amendment will apply the same requirement to the new section of the corridor.

### Conclusion

The proposed amendments will establish a transport corridor through Marsden Park and Marsden Park Industrial precincts to protect lands for the future North-South Rail Line (Rail Line) in this location. This will extend the corridor protection and concurrence requirements applying in other parts of the North West Growth Area.