



# Minutes

Strategic Land Use Planning  
Projects Steering Committee  
11 April 2018  
3.30pm Hartley Meeting Room

| Item | Agenda   |
|------|--|
| 1    | Welcome/present/ apologies   |
| 2    | Presentation - Marrangaroo Masterplan/DCP<br>Project – Outcomes of Public Exhibition Phase |
| 3    | General Business   |
| 4    | Next meeting   |

**ITEM: 1 PRESENT AND APOLOGIES**

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**PRESENT:** Mayor Clr Lesslie, Clr Thompson, Clr Ring.

**APOLOGIES:** General Manager - Graeme Faulkner; Clr McAndrew.

**OFFICERS:** Director Economic Development and Environment – Andrew Muir;  
Strategic Land Use Planner – Sherilyn Hanrahan; Economic Development Manager  
– Andrew Powrie.

**DECLARATION OF INTERESTS:** Nil

**ITEM: 2 PRESENTATION - MARRANGAROO MASTERPLAN/DCP PROJECT –  
OUTCOMES OF PUBLIC EXHIBITION PHASE AND NEXT STEPS**

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**SUMMARY**

The Committee received a presentation from Council's Project Manager regarding the status of the project and the outcomes of the public exhibition phase. The key areas of the presentation delivered are outlined below:

- The project is now currently a further four months behind the last reported project program being a total of seven months behind project program delivery date of 30 October 2017.
- A further round of "kitchen table" meetings was held with landowners over a two day period at the end of November and early December.
- The project was placed on public exhibition for a twenty-eight day period between 10 January 2018 and 7 February 2018 as approved by the Committee at its meeting of 7 December 2017.
- The public exhibition involved the following notifications and displays:
  - Council Website – Dedicated Webpage
  - Council Column Notice – Village Voice
  - Display – Administration Centre/Portland and Wallerawang libraries
  - Large scale plan display – Lithgow Valley Plaza
  - Letters to all landowners in project area
  - Letters to locality landowners/attendees from previous consultations sessions/government authorities/agencies
- The submission period was extended for a further two weeks for referral to Mingan following representation.
- A total of 10 written submissions were received during the period, 4 of which were private submissions and 5 were from government authorities/agencies A further submission from Road and Maritime Service was received, late well outside the exhibition period, however due to its importance has been given consideration.

- The written submissions were referred to Oculus who reviewed each one and provided Council with submission responses and recommendations for action as deemed necessary. Council's Project Manager concurred with each response as submitted.
- A summary of each submission and recommended actions was presented as attached.
- The RMS submission requires a Traffic Study to be completed prior to finalisation of the Masterplan and DCP to be adopted.
- The committee was updated with the proposed water and sewer head infrastructure strategies. Infrastructure has been staged. Stage 1 incorporating all employment lands requiring an indicative spend of \$ 4.67M; Stage 2 \$7.25M. In addition Stage 2 will require further upgrade to the Lithgow Sewerage Treatment Plant which has not been costed. Minimal development can occur without this essential head infrastructure construction. It should be noted that such infrastructure projects will require additional staff resources for project and financial management and these will have to be outsourced given the current shortfall in internal resources. The cost of these services to be added to the final project costs.
- Next steps involve;
  - amendments to Development Control Plan to address submissions
  - engage external consultants to prepare Traffic Study and if required amend and finalise Masterplan and DCP
  - adopt Masterplan
  - prepare Planning Proposal to implement Masterplan
  - prepare Development Servicing Plan and Development Contributions Plan to provide for developer contributions to essential head infrastructure and community facilities/open space provision.
- The Committee was addressed by Council's Economic Development Manager who advised that is an absolute high-end requirement to activate Marrangaroo employment lands involving: placing implementation of the Masterplan a priority within Council and the Regional Economic Development Strategy (REDS); Council purchasing land to seed activation; identifying as number one infrastructure priority in REDS to assist securing state funding; construction of Stage 1 infrastructure and marketing with no issues to handbrake early activation.

## **ACTION/RECOMMENDATION**

### **THAT Council:**

1. Authorise the release of further funds from either the Strategic Planning Reserve or Land Bank Reserve to undertake the required Traffic Study.
2. Resolve that implementation of the Marrangaroo Masterplan be reflected in the Lithgow Regional Economic Development Strategy as high priority.
3. Support an application under the Regional Growth Fund for the provision of essential Stage 1 water and sewer infrastructure to service the Marrangaroo employment lands.
4. Place the required Marrangaroo Infrastructure spend into Council's forward capital works program and long term financial plan commencing with Stage 1 in 2019/2023 Delivery Plan.

**MOVED:** Clr Lesslie **SECONDED:** Clr Ring

**ITEM 3: GENERAL BUSINESS**

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**SUMMARY**

There were no items of General Business.

**ITEM 4: NEXT MEETING:**

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**Next Meeting:** To be confirmed at a later date based on project milestones and/or need.

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**There being no further business the meeting closed at 4.45pm.**

## SUMMARY OF SUBMISSIONS – MARRANGAROO MASTERPLAN/DCP PROJECT

| Submitter | Summary   | Oculus Response (Agreed Council Project Manager)  | Action  |
|-----------|---|---|---|
| Private 1 | Requesting approx. 1Ha of land at the SW corner of 412 GWH to remain zoned B6 and suggesting existing service station to south should also remain zoned B6.   | <p>The Master Plan for Marrangaroo was developed in close liaison with Council, land owners, stakeholders and the community, A number of Structure Plan options were developed, including one which retained the current extent of B6 zoning along the GWH. However, this option was not preferred partly based on the economic advice provided by SGS which suggested that there would not be the demand for the current extent of B6 zoning even in the long-term and therefore the full extent of this land (approx. 31Ha) was unlikely to ever be developed. There were also a number of urban design reasons why it is proposed to rezone the southern part of the current Enterprise Corridor to Residential including limiting the extent of GWH frontage that would potentially have large-scale buildings, locating residential use opposite the existing residential area of Marrangaroo Fields on the west side of the Highway, and the ability to create a new access off the GWH to service the bulk of the new residential area which was flanked by residential use rather than business or industrial uses. Whilst it is acknowledged that the service station is an existing use which is unlikely to change in the short or even medium term, it is not considered that retaining a small area of B6 zoned land in this location is desirable in the long-term. It is OCULUS' view that the reduced area of B6 land which still amounts to over 20Ha will provide adequate land to accommodate enterprise corridor uses into the future. Also, this land enables deeper blocks more suited to a range of business uses to be created due to the alignment of the existing drainage corridor.</p> <p>Retaining a small area of land as B6 on 412 GWH and the service station site would provide only a limited area of comparatively narrow width which would not be suitable for many B6 uses. Given any development in the southern part of the Marrangaroo Release Area fronting onto the GWH would require a new access off the highway, and any new access would only be considered by RMS if adequate demand could be clearly demonstrated, development of this part of the site would almost certainly be a longer-term scenario as it is only likely to occur if there was significant residential development proposed in the area to the east.</p> | No amendment to Marrangaroo MP / DCP Proposed |
| Private 2 | 1. Expressed concern over proposed access road shown located on their property. 2. Expressed the view that the Enterprise Corridor uses would not be in demand and that there could be potential conflict with residential uses. 3. Expressed the view that the local village centre should be larger with more facilities. | <p>1. As advised at a consultation meeting with submitter, the location of the streets and development blocks shown in the Enterprise Corridor B6 Zone is indicative and the final street layout will depend on the timing of development and the extent to which any consolidation of existing lots takes place. The Master Plan establishes the principles which any development is to follow and the DCP establishes appropriate controls to ensure suitable outcomes. 2. The extent of B6 zoning has been reduced from that currently zoned (over 30Ha) to just over 20Ha based on economic feasibility work undertaken by SGS which suggested that it was highly unlikely that there would be demand for such a large area even in the long term. It is OCULUS' view that the current extent of B6 zoning is appropriate and represents a balance between setting aside adequate land for potential employment land in the long-term and having a realistic view of the likely development demand for such uses. The Master Plan proposes appropriate landscape buffers between the B6 land and residential land to the east, and along the GWH frontage. 3. The size of the local village centre was based on economic advice provided by SGS. This assessed the likely demand for retail and community facilities based on the potential future population of</p>  | No amendment to Marrangaroo MP / DCP Proposed |

| Submitter | Summary  | Oculus Response (Agreed Council Project Manager)  | Action |
|-----------|--|---|--------|
|           |  | Marrangaroo. The local centre is purely intended to service the residents, workers and visitors of Marrangaroo and not to compete with Lithgow city centre or other nearby centres.   |        |
| Private 3 | <p>1. Queried whether Council will provide sewer to properties within Marrangaroo Release Area and if other existing properties adjacent would also be connected to sewer. Also expressed concern over possible flooding impacts of development. 2. Queried when the 2 additional access points off the GW would be created. 3. Questioned the level of community infrastructure provision proposed for Marrangaroo. 4. Asked whether underground power would be put in for the new development. 5. Asked whether the development would be connected to the NBN and if other exiting properties adjacent would also be connected to the NBN.</p> | <p>1. It is intended that all new development within the Marrangaroo Release Area will be connected to sewer. An Infrastructure Report has been prepared which outlines the sewer infrastructure proposed and likely staging so this can be planned and budgeted for by Council. Whilst the proposed sewer system has not been designed in detail, existing adjacent properties would potentially be able to connect into the new system subject to more detailed assessment of capacity and cost. The Master Plan has taken into account appropriate areas for stormwater detention. There is a requirement that any development has a neutral or beneficial effect on stormwater detention and water quality. 2. The additional access points off the GWH are intended to be provided when the demand from new development justifies them. The new access points will require the approval of the RMS and Minister. It is likely that development would occur initially in the northern part of the site using the existing access point at Reserve Road. The two new access points are likely to be staged in line with development. The Master Plan has been designed to provide the flexibility to utilise the existing point of access at Reserve Road for development in the short-term, and then one new point of access further south in the medium-term, until the second new access may be required in the long-term depending on development demand. 3. The size of the local village centre was based on economic advice provided by SGS. This assessed the likely demand for community facilities based on the potential future population of Marrangaroo and existing facilities located in Lithgow. The local centre is purely intended to service the residents, workers and visitors of Marrangaroo and not to compete with Lithgow city centre or other nearby centres. 4. It is intended that the new power network servicing new development at Marrangaroo would be underground and that the existing overhead power lines along Reserve Road would also be underground within the extent of the Release Area as and when required by new development. 5. It is not within the remit of the Master Plan or Council to stipulate that Marrangaroo be connected to the NBN, however, it is hoped that a potential future development of this size would be served by the NBN and that this would be planned into future subdivisions along with other infrastructure.</p> |        |
| Private 4 | <p>Raised concerns with 1. The negative impact of the Enterprise Corridor on the existing properties and new residential village. 2. The economic viability of the Enterprise Corridor. 3. The masterplan design in relation to the village centre and access points.</p>  | <p>The Enterprise Corridor zoning was created under the 2014 LEP following the structure plan exercise dating back to 2006 which involved an extensive analysis and consultation process. As such, the Enterprise Corridor is not something new proposed by this master plan - it is an existing zoning established under the 2014 LEP which was publicly exhibited, as was the 2006 structure plan before that. The B6 zoning of the Enterprise Corridor permits a variety of uses as described in the LEP, of which bulky goods retail or 'warehouses' as noted in the submission is only one possible use. The designation of Marrangaroo as an Urban Release Area and its rezoning in 2014 will inevitably change the existing rural character. The Master Plan and DCP have endeavoured to mitigate this change through site responsive design and appropriate controls on development. The extent of the Enterprise Corridor is in fact proposed to be reduced under this Master Plan from the current zoned area of over 30Ha to just over 20Ha. The Master Plan proposes to limit the extent of</p>   |        |

| Submitter | Summary | Oculus Response (Agreed Council Project Manager)  | Action |
|-----------|---------|---|--------|
|           |         | <p>Enterprise Corridor to the south in order to limit the impact on the approach to Lithgow on the Great Western Highway and enable a new access point to be created to the residential village which does not pass through the Enterprise Corridor. The Master Plan provides a significant landscape buffer between the Enterprise Corridor and the residential land to the east along the existing ephemeral creek line of minimum 50m and up to 150m width. This riparian and open space corridor will be revegetated to provide a significant landscape buffer zone to mitigate the visual impact of any larger scale buildings within the Enterprise Corridor. The DCP establishes controls in terms of setbacks, landscape buffers, access, car parking and servicing for the Enterprise Corridor to ensure that potential adverse impacts are managed. In relation to the comment regarding the existing motel, as noted above, bulky goods retail or warehouses is only one possible use in the Enterprise Corridor and the DCP will establish appropriate controls in terms to mitigate impacts on existing uses and properties. The Enterprise Corridor was created as part of the 2006 Structure Plan exercise and the land was rezoned under the 2014 LEP. This land, along with the industrial land to the north, is intended to act as strategic land zoned for employment purposes to accommodate future demand in the long-term (20 years+). The land zoned for Enterprise Corridor and Industrial uses at Marrangaroo is considered suitable and attractive for such uses because of its proximity to the highway, and the fact that appropriate infrastructure will be provided to service the area as a whole. It is Council's view that there are no other significant areas close to Lithgow that can provide the same advantages as Marrangaroo for these uses. An economic study prepared by SGS as part of the Master Plan identified potential demand for bulky goods retail at Marrangaroo based on the lack of existing provision within the Lithgow LGA. The proposed Village Centre is intended as a neighbourhood centre serving the Marrangaroo area and not a wider catchment which might compete with Lithgow city centre. The economic study prepared by SGS as part of the Master Plan identified appropriate retail and community facilities that might form part of the future village centre. The centre was located where it is shown in the Master Plan in order to provide maximum accessibility from residential areas and create a central community focus. Locations closer to the highway were investigated but were ultimately discounted due to issues with accessibility and restrictions created by the existing gas pipeline which precludes such a use within its easement. Previous discussions with the RMS have established that new access points of the Great Western Highway will be limited and they will not approve multiple new access points to service individual blocks or lots. The Master Plan proposes two new access points off the highway to be delivered in a staged manner, the southernmost of which will provide dedicated access to the residential land to the east. The Enterprise Corridor will be accessed either from Reserve Road or the new central point of access with a new access road proposed to connect with both and run along the rear (eastern) side of these blocks. In this way, the Enterprise Corridor land will have good frontage and visibility from the highway and can be accessed from the rear by one of two access points off the highway. In summary, the Marrangaroo Master Plan and DCP intend to reflect and enhance the existing zoning, respect the key natural characteristics of the site, and accommodate the proposed residential, business and industrial uses in a sensitive and sustainable manner in order to ensure the best possible outcome that meets all</p> |        |

| Submitter                                | Summary  | Oculus Response (Agreed Council Project Manager)   | Action  |
|--|--|--|---|
|  |  | objectives.  |   |
| Rural Fire Service                       | Noted that no detailed bush fire assessment had been provided and that this was required in order to undertake a full assessment of the Master Plan and DCP.   | The Master Plan and DCP have taken account of bush fire risk by locating large lot residential against the eastern and southern boundaries where the bush fire risk is greatest. The DCP notes the requirement for any development to comply with the relevant provisions of Planning for Bush Fire Protection and includes a setback control of 40m for lots located along boundaries where bush fire risk exists.  | No amendment to Marrangaroo MP / DCP Proposed.  |
| Mingaan Wiradjuri Aboriginal Corporation | Asked whether a Cultural Heritage Assessment had been undertaken on the draft Master Plan.   | No Cultural Heritage Assessment has been undertaken on the draft Master Plan. As part of the original Structure Plan and LES process in 2006, research and site survey of indigenous heritage was undertaken. The current draft Master Plan has taken into account the conclusions of this previous work and has sought to protect the key existing site features and areas most likely to contain sites of indigenous significance such as the riparian corridors and rocky outcrops. | No amendment to Marrangaroo MP / DCP Proposed.  |
| Water NSW                                | 1. SEPP 2011: requested that reference is made in the Master Plan and DCP that development of the site must have a NorBE on water quality. Water NSW notes that the MUSIC model prepared by Cardno appears to satisfy the water quality principles of NorBE. 2. Use of Fish River Supply Scheme: Water NSW raised no objections at this point in time to the use of the Fish River Supply Scheme for the proposed development. 3. Upgrading of Lithgow Sewerage Treatment Plant: Water NSW notes that the STP will require to be upgraded for Stage 2 of the development and requested Council acknowledge this issue and outline their plans to resolve this. 4. DCP On-Site Detention: recommended that the language in the Master Plan and DCP relating to on-site detention be strengthened and a section included on Construction | The comments made and proposed changes suggested by Water NSW to the Master Plan and DCP are accepted.   | Amendment to Marrangaroo MP / DCP Proposed in line with the proposed amendments suggested by Water NSW. |

| Submitter                     | Summary   | Oculus Response (Agreed Council Project Manager)   | Action   |
|-------------------------------|---|--|--|
|                               | Management.   |  |  |
| Roads and Maritime Service    | The DCP should include road network and transport facilities required to accommodate increased transport demands generated by the master plan. The DCP should include staging and funding sources for required works. To do this, Council needs to prepare a traffic study in accordance with Section 2 of the RTA's Guide to Traffic Generating Developments 2002. The new proposed accesses to the Great Western Highway will require a new declaration to be made by the Minister for Roads, Maritime and Freight. This process is complex and likely to be lengthy and it is recommended that the traffic study is completed as soon as possible. | It is recommended that Council undertake a traffic study in accordance with RMS' requirements as soon as possible. | Council to undertake / commission a traffic study for the Marrangaroo master plan as soon as possible. |
| Australian Pipeline Authority | 1. Detailed comments on Master Plan: included comments in relation to the General Industrial Area, the Residential Areas, the mapping and a general comment regarding page numbers. 2. Detailed comments on DCP. 3. General comments: included benefits of Safety Management Study and road crossing requirements.  | The comments made and proposed changes suggested by APA to the Master Plan and DCP are accepted.                   | Amendment to Marrangaroo MP / DCP Proposed in line with the proposed amendments suggested by APA.      |
| TransGrid                     | TransGrid confirm that all of their electricity transmission infrastructure and related land interests are located outside of the urban release   | No comment   | No amendment to Marrangaroo MP / DCP Proposed  |

| <b>Submitter</b> | <b>Summary</b> | <b>Oculus Response (Agreed Council Project Manager)</b> | <b>Action</b> |
|------------------|----------------|---|---------------|
|                  | area.          |   |               |