

Michael & Nina D'Angola  
1-19 Mandalong Close  
Orchard Hills NSW 2748

16<sup>th</sup> December 2019

Ms Catherine Van Laeren  
A/ Executive Director Central River City & Western Parkland City  
Department of Planning Industry & Environment  
GPO Box 39  
Sydney NSW 2001

Dear Ms Van Laeren,

**RE: Mamre Road Precinct – Exhibition Submission**

We are lodging this submission as the residents & landowners of No 1-19 Mandalong Close, Orchard Hills 2748, which we have called home for the past 16 years.

After attending a recent meeting put on by DPI&E with regards WSEA SEPP, we are greatly concerned and shocked at the proposed amendments to the Western Sydney Employment Area State Environmental Planning Policy 2009 (the WSEA SEPP), which is proposing to **remove** Mandalong Close from the Land Application Map and therefore removed from the proposed planned SEPP rezoning to industrial.

We were even more concerned when we were told that any future rezoning Applications would need to be lodged individually with Penrith City Council.

**Our Sole request is that Mandalong Close (part Mamre West Stage 2 area) Remains Included within the WSEA SEPP area.**

No major changes have occurred, nor reasons mentioned in the WSEA SEPP Review, to justify this "11<sup>th</sup> Hour" sudden removal of our area from the WSEA SEPP.

It should be remembered that back in 2014, when the government announced its Proposal to substantially expand the WSEA, to include a further 4500+ hectares. This included areas further south and west to include the new Western Sydney Airport Precinct. Following various community meetings strong arguments were put up to include the areas north defined within South Creek and Mamre Rd boundaries. This area known as the Mamre West precinct was included when the WSEA structure Plan was finalized.

**Mamre West – Stage 1 – Rezoned to industrial in 2016.**

Based on the back of being included in the WSEA these lands were rezoned from "rural residential" to "Industrial". Huge demand has seen the Estate effectively fully committed, including the

construction of substantial “high-bay” industrial buildings and associated facilities. This estate has been a huge success in relation to generating the desired local employment opportunities. But it has clearly changed the urban landscape and surrounding amenities, being a 24/7 industrial precinct, brightly lit during the night, increased traffic flows and related heavy vehicles.

### **Mamre West – Stage 2 (including Mandalong Close)**

The DPI&E meeting confirmed the WSEA SEPP as the primary environmental planning instrument (EPI) for the Mamre Rd precinct. However the WSEA area, without warning is reduced to include only the now industrial zoned areas (Stage 1) and the Mamre Road precinct. Mamre West – Stage 2 removal is the major exception. The Mandalong Close residents were actively involved in the broader WSEA planning process and the Mamre West Stage 1 rezoning. We had the reasonable expectation that we would continue to be part of a DPI&E lead planning process, which was the logical completion of the 2<sup>nd</sup> stage of Mamre West.

At the DPI&E meeting there was some mention about flooding issues being a possible reason for exclusion. This reason was not felt valid by the residents as the recently exhibited South Creek Floodplain Risk Management Plan (September 2019), outlines Penrith City Council’s approach to managing the floodplain, and clearly provisions for Industrial Zoning within this area could be managed effectively. The second reason being put forward by DPI&E, was that landowners would not be effected by the “sudden exclusion” from the WSEA, because Penrith City Council current view that this Stage 2 land logically should be industrial. “All we have to do is apply to Council to request rezoning to Industrial”.

With the current process taking many years, and being substantially effected every day by the surrounding rezoned lands, ongoing civil & building construction works we are getting frustrated. As we have already seen, the rezoning process takes many years. An application by individual landowners with Council is very inefficient & costly, as it does not access the huge synergies and efficiencies of DPIE SEPP’S.

There is clearly an agreed need by all stakeholders for more Industrial land to be available.

The Stage 2 of the Memre West (including Mandalong Close) could provide at least 50 to 60 hectares of useable industrial land. We have been told existing services from Erskine Park pass through the Stage 2 precinct to service the Stage 1 Industrial Park, which could also service Stage 2. The Memre Road upgrade design (part of Mamre West Development Control Plan), has resolved the previous Stage 2 road access concerns.

The lands are close to the new Airport (4kms), and have direct access through the existing Erskine Park industrial area to the M4 & M7 Motorways.

### **In Summary**

We are asking in this submission that the Mamre West Precinct REMAINS in the WSEA SEPP.

We along with other Residents of Mandalong Close have participated in a 5 year + process, to be included in the WSEA SEPP, providing at least 100 Hectares of employment land, well located & serviced in an area clearly in high demand.

The local area already does not reflect the amenity and surroundings expected in a rural residential community.

This would provide a fair and equitable outcome for all effected landowners.

As residents we feel more comfortable that all applications and processes would be subject to a high level of Public scrutiny by remaining part of the WSEA SEPP.

We feel there is no reason why the Mandalong Close (Mamre West Stage 2), should be removed from the WSEA SEPP.

Yours Sincerely,



Michael & Njira D'Angola

