

16th December, 2019.

The Secretary
Department of Planning, Industry & Environment

Via Online Submission

**RE: SEPP (WESTERN SYDNEY EMPLOYMENT AREA) 2009
(WSEA SEPP) – MAMRE ROAD PRECINCT STRUCTURE PLAN
AS IT AFFECTS 19-105 CAPITAL HILL DRIVE, MOUNT VERNON
1671/-DP855001 4132/-DP857093**

We act for the owner of the significant land holding described above; a land holding which has the benefit of consent and commencement of a rural residential housing estate and a land holding impacted by the proposed changes to WSEA SEPP.

The land is identifiable on the draft structure plan by the extensive scarlet “sigma” symbol identified as a transition area by reference to the key on the plan.

As is often the case the “devil is in the detail” and our review of the published information gives little insight as to what uses may be permitted in that locality identified as transition area.

Our client’s land holding is also proposed to be further burdened by “buffers” to land of alleged high conservation value.

Acknowledging that the longer term (and yet to be clearly identified) noise affects of the second runway operation to Badgerys Creek and the proposal to introduce freight intermodal activities bring with it justification for further industrial uses in the locality.

On behalf of our client, we seek the Department’s advice as to:-

- 1 The manner in which the “interface” of proposed industrial development which has the benefit of commencement on existing rural residential subdivision may be either protected and/or further developed;
- 2 The potential to accommodate additional rural residential development (at say, 5000m²) and in that manner offset the potential loss of rural residential accommodation;
- 3 The acceptance and inclusion of such large lot residential is observed as being permitted in relation to the Jacfin Development (proposed within ANEF contours) as is permitted via Planning Direction No. 3.5(9);
- 4 The “credit” that may be extended to our client in terms of offset to future capital contributions that may accrue (with particular regard to services and access infrastructure at the local level);

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- 5 The likely timeframe as to the provision of access and services to permit industrial development (as opposed to the immediate potential proceeding with the approved and commenced rural residential estate);
- 6 The provision of dependable advice as to the manner in which the “transition” area might be developed in a rational, economic and timely fashion and employing the existing road network (Capitol Hill Drive).

Given the significant area of land held by our client, we respectfully seek on our client’s behalf “a seat at the table”. That request is made in order that our client might address and be informed at first hand of matters relevant and the manner in which our client’s land holding might be best suited, managed and developed.

On behalf of our client, we look forward to the opportunity of working cooperatively with your expert staff in order to facilitate progressive and positive outcomes in terms of land use and utility.

We invite the Department to contact us on receipt in order to arrange a mutually convenient time to meet.

Yours faithfully,
John Hancock
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