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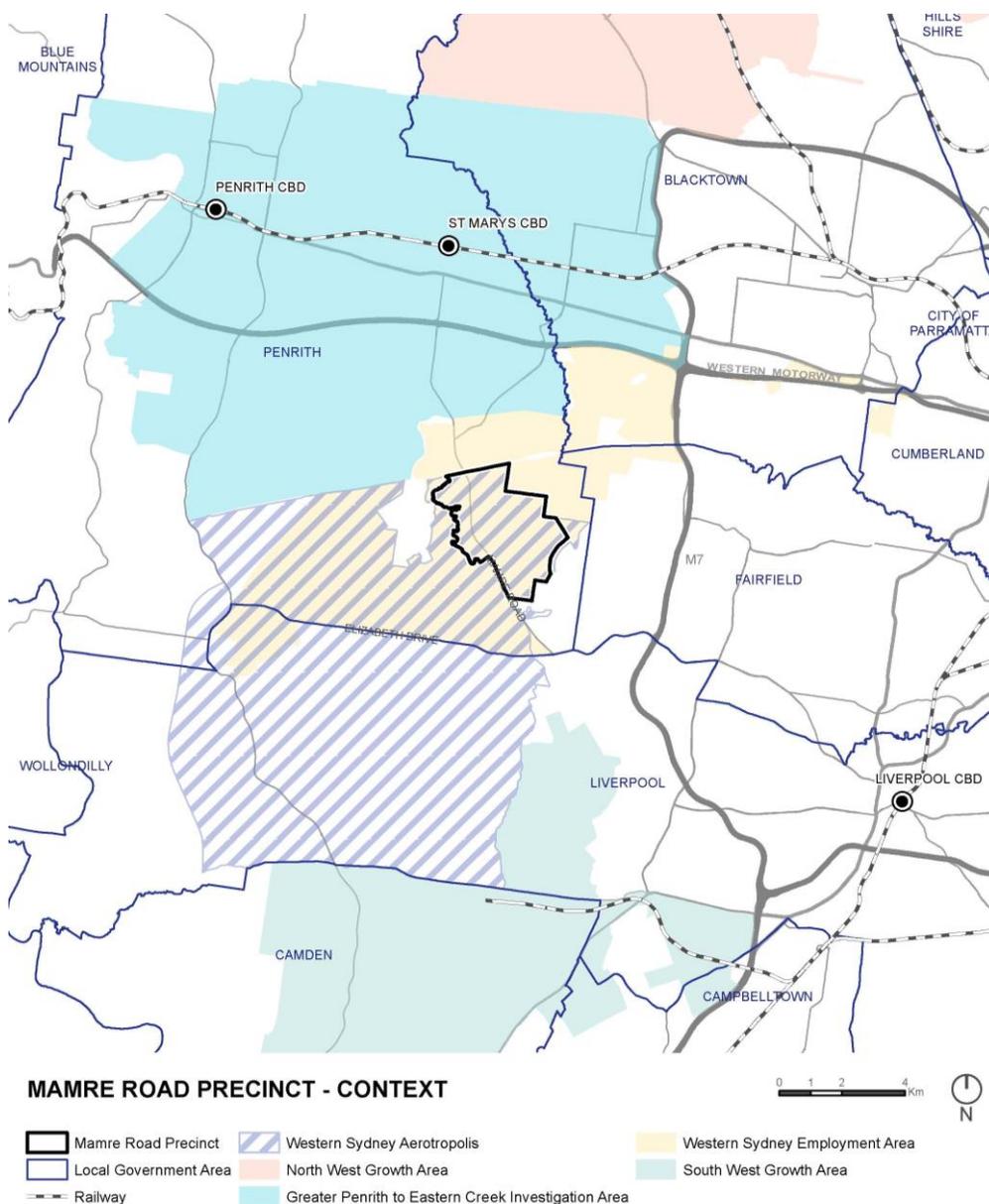
Proposed rezoning of the Mamre Road Precinct

This document answers frequently asked questions regarding the proposed rezoning of the Mamre Road Precinct as an extension of the Western Sydney Employment Area.

Where is the Mamre Road Precinct?

The Mamre Road Precinct is in the Penrith local government area, south of the Warragamba water supply pipelines. It includes parts of the suburb of Kemps Creek as well as the north-western portion of Mount Vernon.

The precinct is located within the Western Sydney Employment Area and within the proposed Western Sydney Aerotropolis growth area. A map of the precinct's location is below:



What does the proposed rezoning do?

The draft rezoning package will guide the industrial development of the precinct. It establishes controls to guide the high-quality design and location of suitable industrial development while providing open space and transport infrastructure.

The package has been developed by the Department of Planning, Industry and Environment in consultation with Penrith City Council, Fairfield Council, Transport for NSW (including Roads and Maritime Services), Sydney Water and other government agencies to make sure the precinct has the services and infrastructure to support its proposed development.

What is proposed for the Mamre Road precinct?

The draft Mamre Road structure plan maps out new land uses and key infrastructure in the precinct. It also identifies areas for environmental conservation and recreation.

The precinct provides the opportunity to deliver key principles for the Western Parkland City including:

- delivery of the blue, green and ochre grid;
- protecting and enhancing bushland and biodiversity;
- protecting and delivering transport corridors;
- protecting the 24-hour operation of the Western Sydney Airport; and
- assisting in the creation of around 17,000 jobs as a contribution towards 200,000 new jobs across Western Sydney.

Why is more industrial land needed?

The rezoning of the precinct will assist in delivering the growing demand for industrial land in Western Sydney because industrial land ready to develop in this area could be exhausted within 4 to 5 years.

The proposed rezoning and expansion of the precinct should help address the projected demand and provide around 780 hectares of new industrial land for Western Sydney. It will also contribute to opportunities for 'jobs closer to home' and support the NSW economy.

How will Mamre Road be serviced by infrastructure?

The rezoning and ongoing development within the precinct will be supported by transport infrastructure, including:

- the proposed Western Sydney Freight Line
- a potential Intermodal Terminal (subject to a potential NSW Government business case)
- the proposed upgrade of Mamre Road
- the proposed Southern Link Road

NSW Government agencies are working together to deliver infrastructure to support the safe and efficient movement of materials including freight within the precinct and regionally as well as minimise the impact of traffic on adjoining residential suburbs.

What is the Western Sydney Intermodal terminal?

An intermodal terminal (IMT) is a facility along the supply chain that provides for the transfer of freight from one transport mode to another. A potential IMT in Western Sydney is being investigated to facilitate the transporting of freight. The IMT would enable the movement of containers with freight destined for western Sydney to be moved from the port by rail, rather than using the motorway network. This offers a sustainable and practical transport solution to meet the challenge of Sydney's growing freight volume.

The NSW Freight and Ports Plan 2018-2023 (the Plan) highlights the need to identify, protect and provide access to future intermodal terminals in Western Sydney. The Plan also includes targets for moving an increasing percentage of goods by rail to international gateways. Metropolitan intermodal terminals are critical for managing the rapidly growing import container trade and enabling more freight to be moved by rail.

The NSW Government has a target of increasing the proportion of freight delivered by rail with a rail mode share target of 28 percent by 2021. NSW Ports 30-year masterplan has a target of 40 percent by 2045. To achieve these targets, the creation of more intermodal terminal capacity in Sydney and regional NSW is required.

The Mamre Road Precinct has been identified as a potential site for an IMT and the preferred site has been identified within the draft structure plan which would be serviced by the Western Sydney Freight Line. The precinct would provide an effective and efficient connection to the proposed Western Sydney Freight Line, and major roads such as the M4 and M7 Motorways. The precinct can provide the necessary space (approximately 100ha), is largely flood free and protected from incompatible land uses. An intermodal terminal in this location will be subject to a potential NSW Government business case.

My land is affected by a zoning overlay, what does this mean?

Zoning overlays have been identified for key potential transport infrastructure within the precinct. This includes potential Southern Link Road, the proposed Western Sydney Freight Line and the potential Western Sydney IMT.

The zoning overlay triggers a requirement for development applications on land affected by or adjoining the zoning overlay to be sent to Transport for NSW for concurrence. Transport may choose to concur with the proposal, suggest that it be refused or suggest that conditions be imposed on any consent. Proposals cannot proceed without Transport's concurrence.

TfNSW will continue to undertake more detailed investigations to determine refined locations and suitable planning controls for infrastructure purposes. Land identified in future as required for State transport infrastructure purposes could be acquired by the State government in the future.

The introduction of an infrastructure zoning would occur only after further consultation with affected landowners.

What will be done to protect the environment?

Proposed zoning and controls will protect areas of native vegetation and creeks. The proposed rezoning contributes to creating a green network with cycle and pedestrian links and over 50 hectares of open space connecting the precinct to the South Creek corridor.

The proposed zoning also seeks to protect areas of native vegetation which may be included within the potential Cumberland Plain Conservation Plan (CPCP) in future. More information about the CPCP is available on our website.

Some land has been identified for Environmental Conservation as it has high environmental values and/or is part of a creek network. Identifying these areas is important to ensure these sites are protected into the future.

How has flooding in the area been considered?

The precinct is affected by flooding from South Creek, Kemps Creek and Ropes Creek.

Areas located below the 1 in 100 chance per year flood level are proposed for compatible land uses and activities, which means no urban land uses will be permitted on land classified as flood prone below this flood level.

Additional planning controls are also proposed to ensure that development on flood prone land, including land below the probable maximum flood (PMF) level does not result in any adverse impacts for the floodplain. Consent authorities will have to take the cumulative impact of development on the flood plain into account and protect the existing flood functions to avoid worsening flood events/ levels on other land in the catchment.

Studies in progress will provide more information about the controls that will apply in the area between 1 chance in 100 per year and the PMF levels. This may mean the extent of land identified as zoned industrial is reduced before the plan is finalised. Alternatively, it may involve additional DCP controls to guide what land uses and building forms are possible in this area. Filling in this area to the PMF may need to be limited and large structures that could impede the flood conveyance may be unsuitable. At grade uses such as car parking and storage of (non-hazardous) plant and equipment may be suitable.

How will local infrastructure be provided?

Penrith City Council does not yet have a local contributions plan that applies to industrial development within the precinct. Council is developing a plan for the Aerotropolis that could extend to this precinct to enable local contributions to be levied to fund local infrastructure in the area. If any development applications are determined before a plan is in place, developers will need to negotiate a voluntary planning agreement with Council.

How will regional infrastructure be provided?

The Department is working with the Greater Sydney Commission on a Growth Infrastructure Compact (GIC) for the Aerotropolis, which includes the Mamre Road Precinct. The GIC will identify regional infrastructure requirements and funding mechanisms, which will include a potential Special Infrastructure Contribution (SIC). The current draft SIC for the WSEA does not cover the costs of infrastructure required for this precinct and the rate will need to be increased should the cost of required infrastructure be fully recovered from development.

Developers within the precinct will need to make satisfactory arrangements to contribute towards State and/or regional infrastructure prior to the Aerotropolis SIC being in place. Developers can make contributions towards State/regional infrastructure under Voluntary Planning Agreements (VPAs) and may need to include provisions to require contributions up to the value of future SIC rate.

The transport infrastructure requirements for the precinct are being investigated as part of a wider network strategy which will inform the proposed developer contributions for precinct.

How does the proposal relate to the Western Sydney Aerotropolis?

The Mamre Road Precinct is located within the Western Sydney Aerotropolis, approximately 6km northeast of the Aerotropolis Core.

The Western Sydney Aerotropolis Stage 1 Land Use and Infrastructure Implementation Plan (Aerotropolis LUIP) was exhibited in August 2018 and incorporates this area known as the broader Western Sydney Employment Area.

The Aerotropolis LUIP builds on the objectives of the WSEA to promote employment in Western Sydney. However, as result of submissions received on the Aerotropolis LUIP, the Government has decided to retain the precinct in WSEA and rezone the employment lands separately to the Aerotropolis.

I live in a residential area near the Mamre Road Precinct, how has this been considered?

The proposed planning controls include a requirement for a transition area between industrial development and residential areas. These controls will ensure the design and management of industrial uses to ensure that they do not affect adjoining residential areas in Capitol Hill, Fairfield and Mount Vernon. Examples of measures include:

- Appropriate building designs to consider compatibility with the character of existing residential areas
- Plant and equipment required to be appropriately stored and screened from view;
- Building elevations adjoining homes are to be attractive;
- Insulation of noise generating equipment;
- Controls on hours of operation;
- Suitable parking controls
- Landscaping of setbacks
- Road locations to separate residential and industrial traffic.

Why is this precinct released ahead of others in the Aerotropolis?

This precinct package addresses an urgent need to provide additional industrial land. It relates more directly to the WSEA and the planning controls in the WSEA SEPP. There is a commitment to release planning information for other precincts within the aerotropolis by the end of 2019.

How can I have my say?

The draft rezoning package will be on exhibition for 28 days from **20 November 2019 to 18 December 2019** for community review and feedback.

Help shape the future character of Mamre Road Precinct by:

- Viewing the draft structure plan and associated rezoning documents until **18 December 2019**
- Online: www.planning.nsw.gov.au/wsea

- Making a submission during the exhibition period.

A formal submission allows you to provide feedback and ideas which address specific points in the draft structure plan. Your submission will be published but you may request that your name and address are not displayed on the Department's website or alongside your submission.

Who is invited to give feedback?

Feedback is welcomed from anyone, from Mamre Road landowners and residents, to anyone in the broader community.

How can I find out more information?

Call on 1300 305 695.

If English isn't your first language, please call 131 450. Ask for an interpreter in your language and then request to be connected to our Information Centre on 1300 305 695.

Visit our webpage at www.planning.nsw.gov.au/wsea

What are the next steps?

Following the exhibition period, submissions will be reviewed and any required amendments incorporated into the final rezoning package.

The Department will then make a recommendation to the Minister for Planning and Public Spaces for his determination.

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